



AGENDA

SHORELINE CITY COUNCIL REGULAR MEETING

Monday, April 24, 2017
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. 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) Approving Expenses and Payroll as of April 7, 2017 in the Amount of \$1,328,450.89	<u>7a-1</u>	
(b) Adopting Ordinance No. 773 - 2016 Budget Carryover	<u>7b-1</u>	
(c) Adopting Ordinance No. 774 - Amending Chapter 3.35 of the Shoreline Municipal Code to Establish the Wastewater Utility Fund	<u>7c-1</u>	
(d) Adopting Ordinance No. 777 - Amending the 2017 Final Budget	<u>7d-1</u>	
(e) Adopting Ordinance No. 778 - Amending Chapter 3.01 Fee Schedule of the Shoreline Municipal Code to Correct an Inadvertent Omission and Clerical Error	<u>7e-1</u>	
(f) Adopting Ordinance No. 779 - Amending Chapter 3.01 Fee Schedule of Shoreline Municipal Code in Relationship to Fee Waiver for Transitional Encampments	<u>7f-1</u>	
8. STUDY ITEMS		
(a) Discussing the 2018-2023 Transportation Improvement Plan	<u>8a-1</u>	7:20
(b) Discussing the 2016 Annual Traffic Report	<u>8b-1</u>	7:50

(c) Discussing the 2016 Year End Financial Report

8c-1

8:20

9. ADJOURNMENT

8:40

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>.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Proclamation of 2017 National Volunteer Week
DEPARTMENT:	Community Services Division
PRESENTED BY:	Constance Perenyi, 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 23 through 29, 2017 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 produce grown in our community gardens to be shared with neighbors in need, 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. Mary Lynn Potter, who has invested countless hours as a volunteer in several capacities, 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 City Attorney



PROCLAMATION

WHEREAS, April 23rd through 29th is Volunteer Week across the country; and

WHEREAS, in 2016, City of Shoreline volunteers provided more than 9,000 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; growing food for neighbors in need; 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 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, Christopher Roberts, Mayor of the City of Shoreline, on behalf of the Shoreline City Council, do hereby proclaim the week of April 23rd through April 29th, 2017 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.

Christopher Roberts, Mayor

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Approval of Expenses and Payroll as of April 7, 2017
DEPARTMENT: Administrative Services
PRESENTED BY: Sara S. Lane, 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 \$1,328,450.89 specified in the following detail:

***Payroll and Benefits:**

Payroll Period	Payment Date	EFT Numbers (EF)	Payroll Checks (PR)	Benefit Checks (AP)	Amount Paid
3/12/17-3/25/17	3/31/2017	71301-71521	14855-14870	66430-66434	\$695,169.63
					\$695,169.63

***Wire Transfers:**

Expense Register Dated	Wire Transfer Number	Amount Paid
3/28/2017	1119	\$2,335.03
		\$2,335.03

***Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
3/28/2017	66037	66037	(\$58.00)
3/28/2017	66315	66315	\$58.00
3/30/2017	66316	66324	\$581.80
3/30/2017	66325	66336	\$26,736.74
3/30/2017	66337	66353	\$13,437.12
3/30/2017	66354	66371	\$150,096.20
3/30/2017	66372	66381	\$13,226.50

***Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
3/30/2017	66382	66387	\$300.00
3/30/2017	66388	66409	\$149,048.58
3/30/2017	66410	66428	\$57,928.44
3/31/2017	66429	66429	\$65,700.00
4/6/2017	66435	66445	\$75,422.06
4/6/2017	66446	66452	\$18,810.78
4/6/2017	66453	66474	\$58,450.21
4/6/2017	66475	66481	\$1,207.80
			<u>\$630,946.23</u>

Approved By: City Manager **DT+A1** City Attorney_____

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adopting Ordinance No. 773: Amending the 2017 Budget for Uncompleted 2016 Operating and Capital Projects and Increasing Appropriations in the 2017 Budget
DEPARTMENT:	Administrative Services
PRESENTED BY:	Sara Lane, Administrative Services Director Rick Kirkwood, Budget Supervisor
ACTION:	<input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

On April 10, staff presented proposed Ordinance No. 773 to the City Council to amend the 2017 budget by increasing appropriations to pay expenditures incurred or complete projects initiated in 2016. Tonight's action would adopt proposed Ordinance No. 773, which re-appropriates \$3,735,448.

FINANCIAL IMPACT:

In total, proposed Ordinance No. 773 will amend the City's budget by increasing it \$3,735,448, which will bring the total 2017 budget to \$89,939,144. The amendment includes \$1,678,926 of revenue from grants and other funding sources, the transfer of \$216,302 between funds, and the use of \$1,840,220 in available fund balance. After including the preliminary results of 2016 and the proposed use of fund balance, the City's available 2017 fund balance for the affected funds is \$2.898 million more than that projected in the 2017 budget book.

RECOMMENDATION

Staff recommends that City Council adopt Ordinance No. 773, amending the 2017 budget.

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

BACKGROUND

On April 10, staff presented proposed Ordinance No. 773 (Attachment A) to the City Council to amend the 2017 budget by increasing appropriations to pay expenditures incurred or complete projects initiated in 2016. The staff report is available at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2017/staffreport041017-8a.pdf>.

DISCUSSION

Proposed Ordinance No. 773 would re-appropriate \$3,735,448 from 2016 to 2017 for several operating programs and capital projects. Among other reasons, re-appropriations often happen for very large projects, projects started later in a calendar year, and projects that experience unforeseen delays. Only the amount necessary to complete the project is actually re-appropriated into the succeeding year. Although most projects are capital in nature, some of these expenditures relate to operations. Attachment B to this staff report provides a table that summarizes the re-appropriation requests by fund.

ALTERNATIVES ANALYZED

Alternative 1: Take no action

If the City Council chooses to not approve this amendment either the expenditures incurred or projects initiated in 2016 would not be paid or completed without adversely impacting existing 2017 appropriations, which would need to be redirected toward the completion of projects already in progress. In the case of capital projects, there would not be sufficient budget authority to complete projects in the 2017 Capital Improvement Program.

Alternative 2: Approve Ordinance No. 773 (Recommended)

Approval of proposed Ordinance No. 773 will provide the budget authority for the payment of expenditures incurred or completion of projects initiated in 2016 without adversely impacting existing 2017 appropriations. In addition, this amendment will result in accurately reflecting the anticipated expenditures in the City's operating and capital funds.

FINANCIAL IMPACT

Proposed Ordinance No. 773 totals \$3,735,448 and increases both revenues and expenditures. Resources for the amendment include \$1,678,926 of revenue from grants and other funding sources, the transfer of \$216,302 between funds, and the use of \$1,840,220 in available fund balance. The following table summarizes the impact of this budget amendment and the resulting 2017 appropriation for each of the affected funds.

Fund	2017 Current Budget (A)	Carryover Amount (B)	Amended 2017 Budget (C) (A + B)
General Fund	\$45,968,252	\$1,830,788	\$47,799,040
Street Fund	1,718,950	5,257	1,724,207
Federal Criminal Forfeiture Fund	785,151	18,069	803,220
General Capital Fund	8,618,743	529,149	9,147,892
Roads Capital Fund	16,880,010	1,017,354	17,897,364
Surface Water Utility Fund	6,097,221	144,431	6,241,652
Equipment Replacement Fund	511,387	190,400	701,787
All Other Funds	5,623,982	0	5,623,982
Total	\$86,203,696	\$3,735,448	\$89,939,144

The table below summarizes the impact on available fund balance in each of the affected funds. The actual 2017 beginning fund balance is \$4.738 million more than that projected in the 2017 budget book. After the effect of these changes, the City's 2017 adjusted fund balance is \$2.898 million more than that projected.

Fund	Proj. 2017 Beg. Fund Balance (A)	Actual 2017 Beg. Fund Balance (B)	Total Carryover Request (C)	Total Resources Adjustment (D)	2017 Adj. Fund Balance (Adj. for Carryover) (E) (B - C + D)	Var. from Proj. 2017 Beg. Fund Balance (F) (E - A)
General Fund	\$10,000,797	\$12,889,875	\$1,830,788	\$917,617	\$11,976,704	\$1,975,907
Street Fund	864,649	1,043,984	5,257	0	1,038,727	174,078
Federal Criminal Forfeiture Fund	818,800	838,818	18,069	0	820,749	1,949
General Capital Fund	2,399,144	3,042,140	529,149	18,069	2,531,060	131,916
Roads Capital Fund	4,112,638	5,940,645	1,017,354	959,542	5,882,833	1,770,195
Surface Water Utility Fund	2,848,599	1,485,774	144,431	0	1,341,343	(1,507,256)
Equipment Replacement Fund	2,232,000	2,773,103	190,400	0	2,582,703	350,703
Total	\$23,276,627	\$28,014,340	\$3,735,448	\$1,895,228	\$26,174,120	\$2,897,493

RECOMMENDATION

Staff recommends that City Council adopt Ordinance No. 773, amending the 2017 budget.

ATTACHMENTS

- Attachment A: Proposed Ordinance No. 773
- Attachment B: 2017 Re-appropriations by Fund Detail

ORDINANCE NO. 773

AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON, AMENDING ORDINANCE NO. 758 BY INCREASING THE APPROPRIATION IN THE GENERAL FUND, STREET FUND, FEDERAL CRIMINAL FORFEITURE FUND, GENERAL CAPITAL FUND, ROADS CAPITAL FUND, SURFACE WATER UTILITY FUND, AND EQUIPMENT REPLACEMENT FUND

WHEREAS, the 2017 Budget was adopted in Ordinance No. 758; and

WHEREAS, various projects were included in the City's 2016 operating budget and were not completed during 2016; and

WHEREAS, the 2017–2022 Capital Improvement Plan was adopted in Ordinance No. 758; and

WHEREAS, the 2017 Budget has assumed completion of specific capital improvement projects in 2016; and

WHEREAS, some of these capital projects were not completed and need to be continued and completed in 2017; and

WHEREAS, due to these 2016 projects not being completed, the 2016 ending fund balance and the 2017 beginning fund balance for the General Fund, Street Fund, Federal Criminal Forfeiture Fund, General Capital Fund, Roads Capital Fund, Surface Water Utility Fund, and Equipment Replacement Fund is greater than budgeted; and

WHEREAS, the City wishes to appropriate a portion of these greater-than-budgeted beginning fund balances in 2017 to complete 2016 work and to include additional projects that were unknown needs when the 2017 budget was adopted; and

WHEREAS, the City of Shoreline is required by RCW 35A.33.00.075 to include all revenues and expenditures for each fund in the adopted budget; now therefore

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

Section 1. Amendment. The City hereby amends Section 2 of Ordinance No. 758, *Summary of Revenues and Expenditures*, by increasing the appropriation for the General Fund by \$1,830,788; for the Street Fund by \$5,257; for the Federal Criminal Forfeiture Fund by \$18,069; for the General Capital Fund by \$529,149; for the Roads Capital Fund by \$1,017,354; for the Surface Water Utility Fund by \$144,431; for the Equipment Replacement Fund by \$190,400; and, by increasing the Total Funds appropriation to \$89,939,144, as follows:

	Current Appropriation	Revised Appropriation
General Fund	\$45,968,252	\$47,799,040
Street Fund	1,718,950	1,724,207
Code Abatement Fund	100,000	
State Drug Enforcement Forfeiture Fund	214,043	
Public Arts Fund	86,580	
Federal Drug Enforcement Forfeiture Fund	300,397	
Property Tax Equalization Fund	500,799	
Federal Criminal Forfeiture Fund	785,151	803,220
Transportation Impact Fees Fund	221,400	
Revenue Stabilization Fund	0	
Unltd Tax GO Bond 2006	1,710,375	
Limited Tax GO Bond 2009	1,662,817	
Limited Tax GO Bond 2013	260,948	
General Capital Fund	8,618,743	9,147,892
City Facility-Major Maintenance Fund	96,000	
Roads Capital Fund	16,880,010	17,897,364
Surface Water Capital Fund	6,097,221	6,241,652
Vehicle Operations/Maintenance Fund	453,123	
Equipment Replacement Fund	511,387	701,787
Unemployment Fund	17,500	
Total Funds	\$86,203,696	\$89,939,144

Section 2. Corrections by City Clerk or Code Reviser. Upon approval of the City Attorney, the City Clerk and/or the Code Reviser are authorized to make necessary corrections to this ordinance, including the corrections of scrivener or clerical errors; references to other local, state, or federal laws, codes, rules, or regulations; or ordinance numbering and section/subsection numbering and references.

Section 3. Severability. Should any section, paragraph, sentence, clause or phrase of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 4. 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.

PASSED BY THE CITY COUNCIL ON APRIL 24, 2017

Mayor Christopher Roberts

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik Smith
City Clerk

Margaret King
City Attorney

Publication Date: , 2017
Effective Date: , 2017

Fund	Dept / Program	Project/Item	Carryover Amount	Carryover Revenue	Justification
General Fund					
General Fund Admin Key		Transfer to Roads Capital Fund for 185th Corridor Study	\$141,419		Complete project in 2017.
General Fund Admin Key		Transfer to Roads Capital Fund for Westminster & 155th Improvements	\$56,814		Complete project in 2017.
City Manager's Office		Light Rail Stations (Sound Transit)	\$194,379	\$229,200	Work continues in 2017.
ASD / Finance Operations		B&O Tax Evaluation	\$14,000		Project delayed into 2017.
ASD / IT Strategic Plan & Advrsy Svc		Cityworks Phase III	\$184,126	\$94,664	Complete project in 2017; Ronald Wastewater District is paying for its portion of the implementation.
ASD / IT Strategic Plan & Advrsy Svc		Permit and Customer Service System	\$99,323		Complete project in 2017.
ASD / IT-Operations		SharePoint Phase II	\$18,682		Complete project in 2017.
Citywide / Contingencies		City Hall Furniture for Police CIP Project	\$223,024	\$0	Complete purchase in 2017.
Police / Special Support		RADAR Program	\$521,253	\$521,253	Project continues in 2017.
PRCS / Parks Administration		City Hall Furniture for PRCS Department	\$5,544		Complete purchase in 2017.
PRCS / Parks Administration		Park Impact Fees Development Support	\$24,846		Complete project in 2017.
PRCS / Teen & Youth Development Program		Raikes Foundation Teen Training	\$3,349		Use remainder of funding from the Raikes Foundation.
CMO / Economic Development		Promoting Shoreline	\$2,178		Complete project in 2017.
CMO / Economic Development		Port of Seattle Economic Development Partnership Program Grant	\$48,500	\$48,500	Complete request for expressions of interest prospectus in 2017.
PCD / City Planning		LiDar (Light Detection and Ranging) - Slope failure analysis	\$10,000		Complete the geotechnical analysis for landslide hazard critical areas from LiDar maps.
PCD / City Planning		Establish procedures for administering an Affordable Housing Program	\$30,200		Complete the development of the process, forms, and structure for an Affordable Housing Program.
PCD / City Planning		Draft Vegetation Management Plan Regulations for Critical Areas	\$48,327	\$24,000	Draft vegetation management plan regulations for critical areas; Innis Arden is contributing \$24,000.
PCD / City Planning		Advance the City's Sustainability Initiative	\$49,650		Continue the Sustainable Strategy implementation by preparing the District Energy Feasibility Study.
PW / Administration		Strategic Planning Facilitation	\$4,400		Complete project in 2017.
PW / Environmental Services		Compost Pail, Kitchen Caddy	\$9,745		Complete purchase in 2017.
PW / Environmental Services		Solid Waste Contract Implementation	\$21,704		Consultant support during the process.
PW / Engineering		Development of cost estimating tool	\$4,977		Project delayed into 2017.
PW / Engineering		Support for revisions and updates of Engineering Development Manual and Codes	\$6,917		Complete project in 2017.
PW / Engineering		On-call development review support	\$8,607		Complete project in 2017.
PW / Engineering		ADA Self Evaluation and Transition Plan for Rights-of-Way	\$32,768		Complete project in 2017.
PW / Transportation Services Program		145th Street Station Pedestrian / Bicycle Access Feasibility Analysis	\$6,056		Project delayed into 2017.
PW / Transportation Services Program		Tolling Study	\$30,000		Project delayed into 2017.
PW / Traffic Services		Streetlight Master Plan	\$30,000		Develop a Streetlight Master Plan, including completing an inventory of existing street lighting, evaluation of needs, and creating a protocol for prioritization and implementation of future improvements. Project delayed into 2017.
Total General Fund			\$1,830,788	\$917,617	

Fund	Dept / Program	Project/Item	Carryover Amount	Carryover Revenue	Justification
Street Fund					
	PW / Street Operations	Balance of add'l funds added to 2016 to purchase VN#134 (Heavy Duty multi-purpose vehicle w/ Hook & Go)	\$5,257		Complete purchase in 2017.
Total Street Fund			\$5,257	\$0	
Federal Criminal Forfeiture Fund					
	Federal Criminal Forfeiture	Transfer to General Capital Fund for Police Station	\$18,069		Project continues in 2017.
Total Federal Criminal Forfeiture Fund			\$18,069	\$0	
General Capital Fund					
	CIP	Police Station at City Hall	\$18,069	\$18,069	Project continues in 2017.
	CIP	North Maintenance Facility	\$279,924		Complete project in 2017.
	CIP	Parks Repair & Replacement	\$63,364		Work continues in 2017.
	CIP	King County Parks, Trails and Open Space Replacement Levy	\$67,028		Project continues in 2017.
	CIP	Turf and Lighting Repair Replacement	\$43,736		Project continues in 2017.
	CIP	Pool & Rec Fac Master Planning	\$18,708		Complete project in 2017.
	CIP	PROS Plan Update	\$38,320		Complete project in 2017.
Total General Capital Fund			\$529,149	\$18,069	
Roads Capital Fund					
	CIP	Curb Ramps, Sidewalks, Gutters (Meridian & 15th Overlay projects)	\$136,817		Complete reconstruction of sidewalks and curb ramps on Meridian Ave N & 15th Ave NE Overlay Projects in 2017.
	CIP	Curb Ramps, Sidewalks, Gutters	\$5,000		Project continues in 2017.
	CIP	Traffic Safety Improvements	\$18,699		Develop a Streetlight Master Plan, including completing an inventory of existing street lighting, evaluation of needs, and creating a protocol for prioritization and implementation of future improvements. Project delayed into 2017.
	CIP	Traffic Safety Improvements	\$17,248		Complete King County Work Order SH-624.
	CIP	Einstein Safe Route to School	\$8,745		Complete payment of pending invoices from Shoreline School District and Shoreline Police.
	CIP	Interurban / Burke-Gilman	\$1,992		Complete project in 2017.
	CIP	Bike System Implementation	\$7,298	\$43,682	Complete project in 2017. WSDOT delayed billing; therefore, anticipate reimbursement for 2016 expenditures will be received in 2017.
	CIP	Echo Lake Safe Route to School	\$4,333	\$379,260	Project continues in 2017. Anticipate reimbursement for 2016 expenditures will be received in 2017.
	CIP	Trail Along the Rail	\$40,972		Complete project in 2017.
	CIP	Transportation Master Plan	\$60,000		Project delayed into 2017.
	CIP	Traffic Signal Rehab	\$55,100		Complete King County Work Orders SH-627 and SH-630.
	CIP	145th Street - SR-99 to I-5	\$281,438	\$244,438	Project continues in 2017.
	CIP	185th Corridor Study	\$56,814	\$56,814	Project continues in 2017; wholly funded by contribution from the General Fund.
	CIP	Meridian Ave & N 155th Signal Improvement	\$55,133	\$58,929	Complete project in 2017.
	CIP	Radar Speed Sign Installation	\$24,527	\$25,000	Project delayed into 2017 as grant was awarded in late December 2016.

Fund	Dept / Program	Project/Item	Carryover Amount	Carryover Revenue	Justification
Roads Capital Fund (Continued)					
CIP		Westminster & 155th Improvements	\$141,419	\$141,419	Complete project in 2017; wholly funded by contribution from the General Fund.
CIP		145th & I5 Interchange	\$20,000		Project delayed into 2017.
CIP		Annual Roads Surface Maintenance Program	\$81,819	\$10,000	Complete Meridian Ave N & 15th Ave NE Overlay Projects in 2017.
Total Roads Capital Fund			\$1,017,354	\$959,542	
Surface Water Utility Fund					
PW / Surface Water Mgmt		Vactor Services - On-call and emergency	\$38,784		Work continues in 2017.
CIP		Boeing Creek Restoration Project	\$22,595		Professional Services to complete Phase 1 of the Hidden Lake Dam Removal; complete project in 2017.
CIP		SWM Master Plan	\$3,482		Complete project in 2017.
CIP		25th Ave NE Flood Reduction Project	\$14,861		Project continues in 2017.
CIP		Boeing Creek Regional Stormwater Facility Study	\$45,772		Complete project in 2017.
CIP		Puget Sound Drainages Basin Plan	\$18,937		Complete project in 2017.
Total Surface Water Utility Fund			\$144,431	\$0	
Equipment Replacement Fund					
Equipment Replacement-Vehicles/Heavy Equipment		Balance of add'l funds requested in 2016 to purchase VN#122 (Ford 1/2 Ton Pickup) replacement.	\$28,013		Complete purchase in 2017.
Equipment Replacement-Vehicles/Heavy Equipment		Balance of funds requested in 2016 to purchase VN#119 (Pickup) replacement.	\$50,270		Complete purchase in 2017.
Equipment Replacement-Vehicles/Heavy Equipment		Balance of add'l funds added to 2016 to purchase VN#134 (Heavy Duty multi-purpose vehicle w/ Hook & Go) replacement.	\$112,117		Complete purchase in 2017.
Total Equipment Replacement Fund			\$190,400	\$0	
TOTAL CARRYOVER REQUESTS			\$3,735,448	\$1,895,228	

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adopting Ordinance No. 774: Amending the Shoreline Municipal Code Chapter 3.35 to Establish a Wastewater Utility Fund
DEPARTMENT:	Administrative Services
PRESENTED BY:	Sara Lane, Administrative Services Director Rick Kirkwood, Budget Supervisor
ACTION:	<input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

The City's assumption of the Ronald Wastewater District (RWD) on October 23, 2017 requires, in accordance with Governmental Accounting Standards, the City establish a wastewater utility fund, by amending the Shoreline Municipal Code. On April 10, staff presented Proposed Ordinance No. 774 (Attachment A) to the City Council to provide for this amendment.

FINANCIAL IMPACT:

Adoption of proposed Ordinance No. 774 will not have a financial impact.

RECOMMENDATION

Staff recommends that City Council adopt proposed Ordinance No. 774 establishing the wastewater utility fund.

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

INTRODUCTION

The City's assumption of the Ronald Wastewater District (RWD) on October 23, 2017 requires, in accordance with Governmental Accounting Standards, the City establish a wastewater utility fund, by amending the Shoreline Municipal Code. On April 10, staff presented proposed Ordinance No. 774 (Attachment A) to the City Council to provide for this amendment (staff report available here: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2017/staffreport041017-8b.pdf>).

BACKGROUND

As authorized by RCW 35.13A, the City will assume Ronald Wastewater District (RWD), a special purpose utility district providing wastewater (sewer) services, on October 23, 2017. Pursuant to RCW 35A.37.010 and in accordance with Governmental Accounting Standards Board Statement No. 34 the City must establish an Enterprise Fund for the segregation, budgeting, expenditure and accounting for moneys received for special purposes. Proposed Ordinance No. 774 (Attachment A) presents language to amend Shoreline Municipal Code Chapter 3.35 to establish a fund for the purpose of accounting for wastewater utility fees and activities of the City's wastewater utility.

FINANCIAL IMPACT

Adoption of proposed Ordinance No. 774 will not have a financial impact.

RECOMMENDATION

Staff recommends that City Council adopt proposed Ordinance No. 774 establishing the wastewater utility fund.

ATTACHMENTS

Attachment A: Proposed Ordinance No. 774

ORDINANCE NO. 774

AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON, AMENDING CHAPTER 3.35 OF THE SHORELINE MUNICIPAL CODE SO AS TO ESTABLISH THE WASTEWATER UTILITY ENTERPRISE FUND.

WHEREAS, the City of Shoreline is a noncharter code city organized under the provisions of Title 35A of the Revised Code of Washington; and

WHEREAS, pursuant to RCW 35A.37.010, the City has the authority to establish special purpose funds for the segregation, budgeting, expenditure and accounting for moneys received for special purposes and Shoreline Municipal Code Chapter 3.35 sets forth the City's various special purpose funds; and

WHEREAS, as authorized by RCW 35.13A, the City is assuming the Ronald Wastewater District, a special purpose utility district providing wastewater (sewer) services; and

WHEREAS, the assumption will result in the City assuming full management and responsibility of the utility; and

WHEREAS, the Governmental Accounting Standards Board Statement No. 34 states that an Enterprise Fund must be used to account for an activity if the fees or charges of the activity are designed to recover the activities costs, including capital costs, and if the activity is financed with debt that is secured solely by a pledge of the net revenues from fees and charges of the activity; and,

WHEREAS, Chapter 3.35 of the Shoreline Municipal Code should be amended to establish a fund for the purpose of accounting for wastewater utility fees; now therefore

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

Section 1. New Section. A new section 3.35.220 is added to the Shoreline Municipal Code to read as follows:

SMC 3.35. 220 Wastewater Utility Fund

There is created a fund to be known as the "Wastewater Utility Enterprise Fund" to account for the proceeds of the wastewater utility fee and associated revenue sources that need to be tracked separately and are restricted to expenditure for a wastewater utility.

Section 2. Corrections by City Clerk or Code Reviser. Upon approval of the City Attorney, the City Clerk and/or the Code Reviser are authorized to make necessary corrections to this ordinance, including the corrections of scrivener or clerical errors; references to other local,

state, or federal laws, codes, rules, or regulations; or ordinance numbering and section/subsection numbering and references.

Section 3. Severability. Should any section, paragraph, sentence, clause or phrase of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 4. 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.

PASSED BY THE CITY COUNCIL ON APRIL 24, 2017

Mayor Christopher Roberts

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik Smith
City Clerk

Margaret King
City Attorney

Publication Date: _____, 2017

Effective Date: _____, 2017

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adopting Ordinance No. 777: Amending the 2017 Final Budget
DEPARTMENT:	Administrative Services
PRESENTED BY:	Sara Lane, Administrative Services Director Rick Kirkwood, Budget Supervisor
ACTION:	<input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

During the first quarter of 2017 staff identified several operating programs and capital projects that require additional funding due to unanticipated needs that were unknown in November 2016 at the time the 2017 budget was adopted by the City Council. Staff is requesting that the 2017 budget be amended to provide funding for these programs and projects. On April 10, staff presented proposed Ordinance No. 777 (Attachment A) to the City Council to provide for this amendment.

FINANCIAL IMPACT:

Adoption of proposed Ordinance No. 777 will impact the 2017 Budget, as follows:

- Increase 2017 appropriations for:
 - Various operating programs in the General Fund by \$217,180,
 - Municipal Art Fund by \$9,623, and
 - Wastewater Utility Fund by \$18,109,971.
- Decreases appropriations in the Street Fund by \$2,722.
- Provides revenues of \$123,551 in the General Fund and \$15,728,683 in the Wastewater Utility Fund.
- Provides \$2,722 in fund balance in the Street Fund.
- Uses available fund balance totaling \$93,629 in the General Fund, \$9,623 in the Municipal Art Fund and \$2,381,288 in the Wastewater Utility Fund.

The net impact of Ordinance No. 777 is an increase in 2017 appropriations totaling \$18,334,052 and revenues totaling \$15,852,234. Funding for this amendment will come from the use of \$2,481,818 in available fund balance. The adjusted 2017 fund balance for the affected funds, net of 2016 carryovers and pending calculation of the fund balance for the wastewater utility, is \$2.408 million more than that projected in the 2017 budget book. After the effect of these changes, the City's 2017 adjusted fund balance is \$2.308 million more than that projected.

The following programs in the operating and internal service fund budgets will be impacted by this amendment:

General Fund:

Dept. / Program	Revenues	Expenditures	FTE Count Change
ASD / Financial Operations	\$0	\$0	+0.37 ^a
ASD / IT Operations	\$0	\$3,403	---
ASD / Facilities	\$5,000	\$7,000	---
Janitorial Services	\$0	\$58,216	---
Citywide / Non-departmental	\$49,557	\$49,557	---
PRCS / Parks Administration	\$0	\$7,763	+0.25 ^b
Public Works / Environmental Services	\$68,994	\$91,241	---
Total	\$123,551	\$217,180	+0.62

Notes:

- a. Increase of 0.63 FTE Finance Technician to 1.00 FTE.
- b. Conversion of extra help Public Art Coordinator to 0.50 FTE Public Art Coordinator (split 50% General Fund and 50% Municipal Art Fund).

Street Fund:

Dept. / Program	Revenues	Expenditures	FTE Count Change
Janitorial Services	\$0	(\$2,722) ^c	---

Notes:

- c. Reduces use of fund balance by \$2,722.

Municipal Art Fund:

Dept. / Program	Revenues	Expenditures	FTE Count Change
Public Art Projects	\$0	\$9,623	+0.25 ^d

Notes:

- d. Conversion of extra help Public Art Coordinator to 0.50 FTE Public Art Coordinator (split 50% General Fund and 50% Municipal Art Fund).

The following programs/projects in the utility budget will be impacted by this amendment:

Wastewater Utility:

Dept. / Program	Revenues	Expenditures	FTE Count Change
Wastewater Management	\$15,728,683	\$15,668,171	+14.00 ^e
Wastewater Capital	\$0	\$2,441,800	---
Total	\$15,728,683	\$18,109,971	+14.00

Notes:

- e. Increase of 1.00 FTE WW Utility Administrative Assist I; 1.00 FTE WW Utility Customer Service Rep; 2.00 FTE WW Utility Accounting Technician; 6.00 FTE WW Utility Maintenance Worker; 2.00 FTE WW Utility Specialist; 1.00 FTE WW Utility Maintenance Manager; 1.00 FTE Finance Manager.

Staff has updated the 10 Year Financial Sustainability Model to reflect the impact this budget amendment will have on the current budget and the forecast.

RECOMMENDATION

Staff recommends that City Council adopt proposed Ordinance No. 777 amending the 2017 budget, increasing the number of approved full-time equivalent (FTE) positions, and adding positions to the City's salary table.

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

BACKGROUND

During the first quarter of 2017 staff identified several operating programs and capital projects that require additional funding due to unanticipated needs that were unknown in November 2016 at the time the 2017 budget was adopted by the City Council. Staff is requesting that the 2017 budget be amended to provide funding for these programs and projects. On April 10, staff presented proposed Ordinance No. 777 (Attachment A) to the City Council to provide for this amendment (staff report available here: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2017/staffreport041017-8b.pdf>).

DISCUSSION

The detail of the proposed budget amendments is as follows, and is also outlined in Attachment B to this staff report.

Amendments Impacting Multiple Funds:

Janitorial Services:

Fund	Revenues	Expenditures	FTE Count Change
General Fund	\$0	\$58,216	---
Street Fund	\$0	(\$2,722)	---

The 2017 appropriation for janitorial services will increase by a total of \$55,494. The 2017 budget for janitorial services totals \$228,398, with \$225,676 appropriated in the General Fund and \$2,722 appropriated in the Street Fund. Janitorial services contracts generated from a Request for Proposal process (#8599) were approved by City Council on December 12, 2016 for Clean World Maintenance (CWM), in the amount of \$166,359 (staff report available here: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2016/staffreport121216-7e.pdf>), and Varsity Facility Services (VFS), in the amount of \$117,533 (staff report available here: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2016/staffreport121216-7f.pdf>).

Both janitorial contracts total \$283,892, resulting in a shortfall of \$55,494 in various operating program budgets. Staff indicated in the staff reports that the overall operating budget would be monitored during the first quarter of 2017 to see if there is adequate ability within the 2017 budget to reallocate funds to cover this gap and that in the event existing appropriations prove to be insufficient, staff will include additional appropriations in a budget amendment. The City Manager authorized reductions in the levels of service provided to limit the cost increase to the contract amount authorized by the City Council. This includes fewer days of service at City Hall and Street Operations staff self-performing janitorial duties for their facility. As a result the 2017 appropriation for janitorial services in the Street Fund will be eliminated. Funding for the additional appropriation of \$58,216 within the General Fund will come from the use of available

fund balance. Reducing appropriations within the Street Fund by \$2,722 will reduce the use of that fund's fund balance.

Public Art Coordinator:

Fund	Revenues	Expenditures	FTE Count Change
General Fund	\$0	\$7,763	+0.25
Municipal Art Fund	\$0	\$9,623	+0.25

On February 13, 2017, the City Council held a study session on the proposed 2017-2022 Public Art Plan (staff report available here: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2017/staffreport021317-9a.pdf>). This discussion highlighted the contributions of the Public Art Coordinator in managing the public art program, which has evolved from coordinating art projects associated with specific capital projects to developing community-based temporary art such as "Piano Time" and "Artscape" (Temporary sculptures at City Hall and the Park at Town Center). This extra help position was created in 2007.

At its March 6, 2017 meeting, the City Council adopted Resolution No. 404 approving the Public Art Plan for 2017-2022 (staff report available here: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2017/staffreport030617-7c.pdf>).

This discussion noted that implementation of the Public Art Plan calls for transitioning the extra help position to a 0.50 FTE position and that this would be brought back as part of tonight's 2017 Budget Amendment discussion. In 2017, the extra help position is budgeted at \$21,398 with 54% (\$11,629) coming from the General Fund and 46% (\$9,769) coming from the Municipal Art Fund. Transitioning to a regular 0.50 FTE position starting in May 2017 is projected to increase the 2017 cost by \$17,386 to a total of \$38,784. Assuming a 50/50 split between the General and Municipal Art Funds for this position requires an additional General Fund appropriation of \$7,763 and an additional Municipal Art Fund appropriation of \$9,623. Given that the 2017 increase is only for eight months, looking ahead to 2018 the full annual cost increase is estimated to be \$27,808 for a full annual cost of \$49,206 (See Table 1). The increased appropriation for both funds will come from the use of available fund balance.

Table 1: Cost of New Public Art Coordinator Position

	2017 Proj.	2018 Proj.
Public Art Coordinator (0.50 FTE)	\$38,784	\$49,206
General Fund (50% of 0.50 FTE)	\$15,826	\$24,603
Current 2017 Extra Help Budget	\$11,629	\$11,629
0.50 FTE Additional Cost	\$7,763	\$12,974
Municipal Art Fund (50% of 0.50 FTE)	\$15,826	\$24,603
Current 2017 Extra Help Budget	\$9,769	\$9,769
0.50 FTE Additional Cost	\$9,623	\$14,834
0.50 FTE Additional Cost Total	\$17,386	\$27,808

Staff recommends that the City Council continue to have the cost of the Public Art Coordinator split evenly between the General Fund and Municipal Art Fund.

General Fund:

ASD / Financial Operations:

Revenues	Expenditures	FTE Count Change
\$0	\$0	+0.37

The 2017 appropriation for this program will not change as this request will amend the 2017 budget by increasing the number of approved FTEs for the Administrative Services Department by 0.37 in order to bring the 0.63 FTE Finance Technician to 1.00 FTE. The 2017 budget includes funding for extra help backfill for Finance throughout the Financial and Human Resources Software System Replacement project. It has been determined that an increase of the existing 0.63 FTE Finance Technician to 1.00 FTE will be an effective method to provide for a portion of this backfill until the project is fully implemented. While the system implementation is projected to be completed by mid-2018, the need for backfill may continue into 2019 or 2020 through additional phases of the project to fully implement enhancements provided by the new system. This position will revert back to the current 0.63 FTE at the end of the project.

ASD / IT Operations:

Revenues	Expenditures	FTE Count Change
\$0	\$3,403	---

The 2017 appropriation for this program will increase by a total of \$3,403 due to an increase in the cost of the maintenance contract for the City's performance evaluation software. Since this amendment is for a year-over-year increase in the cost of providing services, funding will come from the use of available fund balance.

ASD / Facilities:

Revenues	Expenditures	FTE Count Change
\$5,000	\$7,000	---

The 2017 appropriation for this program will increase by a total of \$7,000. Prior to January 2017 rental of City Hall conference rooms was managed by the Facilities / Rentals division of the Parks, Recreation and Cultural Services (PRCS) Department. In January 2017, the Fleet and Facilities Division of the Administrative Services Department (ASD) began providing this service. The scope of program services includes scheduling and supervising extra help staff that monitor and assist groups renting the 3rd floor conference rooms, Council Chambers, and the City Hall lobby. Monitors also open and close main entrance doors to City Hall for the meetings and provide general assistance. The PRCS Facilities/Rentals budget was reduced in 2017 in

anticipation of this shift in service provision but the corresponding increase to the ASD Fleet and Facilities budget was not incorporated into its 2017 request. Funding for this amendment will come from \$5,000 of revenue associated with conference room rentals. As this amendment reinstates expenditures budgeted in past years, the balance of \$2,000 will be covered by the use of available fund balance.

Janitorial Services:

Revenues	Expenditures	FTE Count Change
\$0	\$58,216	---

As was noted above, the 2017 appropriation for janitorial services will increase by a total of \$58,216. Since this amendment is for a year-over-year increase in the cost of providing services, funding will come from of the use of available fund balance.

Citywide / Non-departmental:

Revenues	Expenditures	FTE Count Change
\$49,557	\$49,557	---

The 2017 appropriation for this program will increase by a total of \$49,557. The Ronald Wastewater District (RWD) assumption occurs October 23, 2017. A supplemental request was included in the 2017 budget outlining several regulatory, guidance and policy documents that must be created and approved before assumption occurs. Several other items required for the RWD assumption have been identified since the 2017 budget process, and are included in this amendment, as follows:

Table 2: Additional RWD Assumption Costs

Item	Amount
Vehicle / Equipment Transition Costs	\$19,866
Workstation Replacement	20,800
Network Switch	1,314
Wi-Fi Access Point	1,052
Telephones and ShoreTel Licenses	8,325
Office Chairs (4)	2,100
Office consumables (keyboard trays, chair mats, misc. supplies)	1,100
4 th Floor ASD Office Re-configuration to accommodate new staff	8,000
Physical move of RWD staff to City Hall	2,000
Subtotal	\$64,557
Less Fiber Optic Connection b/w City Hall and RWD Building	(15,000)
Net Request Total	\$49,557

There was an estimate in the original supplemental request for \$15,000 to connect the current RWD building to the City's network. City staff was able to implement a solution that does not require fiber installation. That line item will be eliminated to offset some of the expenses outlined above. Funding for this amendment will come back to the General Fund in the fourth quarter of 2017 from the Wastewater Utility Fund in the form of an interfund transfer.

Parks, Recreation and Cultural Services / Parks Administration:

Revenues	Expenditures	FTE Count Change
\$0	\$7,763	+0.25

As was noted above, the 2017 appropriation for this program will increase by a total of \$7,763 for the General Fund's 50% portion of the conversion of the extra help Public Art Coordinator to a regular 0.50 FTE position starting in May 2017. Given that the 2017 increase is only for eight months, looking ahead to 2018 the full annual cost increase is estimated to be \$12,974. Proposed Ordinance No. 777 also adds the position title of Public Art Coordinator to the range 41 of the City's salary table (Attachment C).

Alternative: Some Councilmembers asked that staff consider shifting the full cost for the Public Art Coordinator position to the General Fund. It is important to point out that the City's adopted Art Policy has stated that staffing cost is an allowable use for the Municipal Art Fund and that for a number of years the budget for the Public Art Coordinator has been split between the City's General Fund and Municipal Art Fund. Most recently the City Council adopted a new Art Policy via Resolution No. 405 on March 6, 2017. In Section 4, Use of the Municipal Art Fund, Section 4.A.9 includes that an allowable use is "Staff personnel to administer the Public Art Program including projects and processes".

If the City Council chose to fund 100% of the Public Art Coordinator in the City's General Fund, regardless of the adopted Art Policy, the impact would require an additional General Fund appropriation of \$15,826 in 2017 and \$24,603 in 2018. This is the cost that would have been funded in the Municipal Art Fund shown in Table 1.

Given that this is a significant increase in on-going cost commitment in the General Fund, the City Manager recommends that if the City Council chooses to shift 100% of the cost of the Public Art Coordinator to the General Fund, that the increase related to transferring responsibility from the Municipal Art Fund to the General Fund be paid by making a corresponding reduction to one of the following:

Option 1: The City Council may recall that the City and the Shoreline Community College suspended the Quick Start Program (Business Accelerator Program) effective January 1, 2017. This was a result of transition in the staffing for the program and the need to reevaluate the program and determine what type of program would be most helpful for Shoreline businesses in the future. The City's 2017 budget includes \$50,000 for this program. Given that it is currently suspended, the Council could redirect \$25,000 of the budgeted funds for the Public Art Coordinator. At some point in the future, if staff recommends a new program, it will either need to be scaled to fit within the remaining \$25,000 or new funding will need to be provided.

Option 2: Eliminate funding for the Celebrate Shoreline late afternoon and evening concert (\$11,000) and beer garden (\$3,750 net of \$2,000 in revenue). The City's 2017 budget for these items is \$14,750. The City Council may recall that the concert was added two years ago as part of the City's 20th Birthday

Celebration and as another Placemaking effort. The attendance was good the first year and in 2016 we continued the concert with even better success. In addition, the Quick Start Program budget should also be reduced by \$10,250 in order to balance the budget.

Public Works / Environmental Services:

Revenues	Expenditures	FTE Count Change
\$68,994	\$91,241	---

The 2017 appropriation for this program will increase by a total of \$91,241. Funding for a portion of this amendment will come from the 2017/18 King County Waste Reduction and Recycling (WRR) grant, in the amount of \$68,994.

2017/18 King County Waste Reduction and Recycling (WRR) Grant:

King County’s Solid Waste Division manages the collection and disposal of solid waste in suburban cities and unincorporated areas of the county. King County anticipates that when the Cedar Hills landfill closes in 2030, the County will initiate solid waste export, and County residents and businesses will likely see their solid waste collection costs rise. In order to promote sustainable practices that reduce waste and minimize the cost of waste disposal, King County offers grant funds to cities to implement these waste reduction actions. Shoreline sponsors sustainable practices and waste reduction actions, including a RecycleFest event, two Earth Day events, and the year-round Household Battery Collection Program. Funding for this amendment will come from the 2017/18 King County Waste Reduction and Recycling (WRR) grant, in the amount of \$68,994, which the City Council authorized the City manager to execute during its meeting on March 20, 2017 (staff report available here:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2017/staffreport032017-7b.pdf>).

Reinstatement of Environmental Services Expenditures:

A supplemental request was included in the 2017 budget outlining the shift in allocations between expenditure categories totaling \$22,247 to match how the Environmental Services program proposed to program the Solid Waste and Recycling Administrative Fees for 2017. Due to a lack of clarity the proposal was misinterpreted and entered incorrectly into the City’s financial system. This Budget Amendment provides clarity to the supplemental request so the appropriate allocations can be instated. Funding for this amendment, in the form of the Solid Waste and Recycling Administrative Fees, is already budgeted; therefore, funding will come from the use of available fund balance to cover the cost of providing services that were previously considered to be covered by the Solid Waste and Recycling Administrative Fees.

Revenues:

General Fund revenues will be increased by \$123,551, as follows:

- City Hall conference room rentals is estimated to generate \$5,000;
- Upon assumption, the wastewater utility will transfer \$49,557 to the General Fund to reimburse the expenditures incurred during the RWD Transition; and,

- 2017/18 King County Waste Reduction and Recycling (WRR) grant will provide \$68,994 to support Environmental Services programs.

Impact on the General Fund's Fund Balance:

Ordinance No. 774 proposes using \$93,629 of available fund balance to fund this amendment.

Street Fund:

Janitorial Services:

Revenues	Expenditures	FTE Count Change
\$0	(\$2,722)	---

The 2017 appropriation for janitorial services will be eliminated as the staff is self-performing janitorial duties for their facility, resulting in a decrease of \$2,722.

Impact on the Street Fund's Fund Balance:

Ordinance No. 774 proposes reducing budgeted fund balance by \$2,722 as this amendment reduces operating expenditures.

Municipal Art Fund:

Public Art Projects:

Revenues	Expenditures	FTE Count Change
\$0	\$9,623	+0.25

As was noted above, the 2017 appropriation for this program will increase by a total of \$9,623 for the Municipal Art Fund's 50% portion of the conversion of the extra help Public Art Coordinator to a regular 0.50 FTE position starting in May 2017. Given that the 2017 increase is only for eight months, looking ahead to 2018 the full annual cost increase is estimated to be \$14,834.

Alternative: Some Councilmembers asked that staff consider shifting the full cost for the Public Art Coordinator position to the General Fund. If the City Council chose to fund 100% of the Public Art Coordinator in the City's General Fund the 2017 appropriation would be reduced by \$6,489. The full annual cost reduction will be \$9,769 starting in 2018.

Impact on the Municipal Art Fund's Fund Balance:

Ordinance No. 774 proposes using \$9,623 of available fund balance to fund this amendment.

Wastewater Utility Fund:

Assumption of Ronald Wastewater District (RWD):

The City will assume Ronald Wastewater District (RWD) on October 23, 2017. In accordance with Governmental Accounting Standards the City must appropriate a full annual budget for the Wastewater Utility Fund in 2017, and accordingly will report the full year of activity in its annual 2017 Financial Report. Proposed Ordinance No. 774 establishes the City's Wastewater Utility Fund (Fund 405), and Proposed Ordinance No. 777 increases the number of approved FTEs for the City by fourteen (14.00), adds new position titles to the City's salary table (Attachment C), and appropriates the full year of revenues, operating expenditures, and capital expenditures as discussed below.

Wastewater Management:

Revenues	Expenditures	FTE Count Change
\$15,728,683	\$18,109,971	+14.00

The 2017 appropriation includes \$15,668,171 for operating and \$2,441,800 for capital expenditures and reflects an increase of \$322,211 from the RWD adopted budget of \$17,787,760.

City staff analyzed the various impacts the assumption of RWD will have on the 2017 budget for the wastewater utility. Changes in compensation will have a nominal impact for the ten weeks following the assumption date; therefore, there are no proposed changes to the amounts budgeted for salaries and benefits. The amount budgeted for the annual licensing fee for the asset management software (\$15,000) will be increased \$1,425 and now be reflected as a reimbursement to the General Fund for this cost. In addition, the wastewater utility budget will now reflect the reimbursement to the General Fund for other costs, totaling \$320,786, incurred to cover various transition costs including creation of regulatory, guidance and policy documents required for assumption, as was noted in the City's 2017 Proposed Budget book and as part of the Citywide / Non-departmental amendment discussed above.

Impact on the Wastewater Utility Fund's Fund Balance:

Ordinance No. 774 proposes using \$2,381,288 of available fund balance to fund this amendment.

City of Shoreline Regular FTE Count:

As was noted above, the following changes will increase the number of approved FTEs for the City by fourteen as shown in Table 2 below:

- The 0.63 FTE Finance Technician in Administrative Services will be increased by 0.37 FTE to 1.00 FTE in order to provide backfill for staff during the Financial and Human Resources System Replacement project;
- The extra help Public Art Coordinator position will be converted to a 0.50 FTE Public Art Coordinator position in order to implement the Public Art Plan; and,
- Assumption of the Ronald Wastewater District will add 14.00 FTEs, as follows:
 - 1.00 FTE WW Utility Administrative Assist I

- 1.00 FTE WW Utility Customer Service Rep;
- 2.00 FTE WW Utility Accounting Technician;
- 6.00 FTE WW Utility Maintenance Worker;
- 2.00 FTE WW Utility Specialist;
- 1.00 FTE WW Utility Maintenance Manager; and,
- 1.00 FTE Finance Manager.

While some of these positions will be located in the Administrative Services Department and the City Clerk’s Office, the full cost of all transitioned positions is allocated to the Wastewater Utility for the remainder of 2017 in recognition of the focus required for assumption stabilization. Additionally, the Wastewater Utility will not be sharing in overhead allocation during 2017. The City’s FTE count and cost and overhead allocations will be adjusted as appropriate for 2018 and beyond during the annual budget process.

Table 3: City of Shoreline Regular FTE Count

Department	2017 Adopted	2017 Amended	Change
City Manager	13.00	13.00	0.00
Community Services ^a	8.68	8.68	0.00
City Attorney	3.00	3.00	0.00
Administrative Services ^b	21.45	21.82	0.37
Human Resources	3.00	3.00	0.00
Police	0.00	0.00	0.00
Planning & Community Development	22.00	22.00	0.00
Parks, Recreation & Cultural Services	30.80	31.30	0.50
Public Works	46.50	46.50	0.00
Wastewater Utility	0.00	14.00	14.00
Total FTE	148.43	163.30	14.87

FINANCIAL IMPACT

Adoption of proposed Ordinance No. 777 impacts expenditures and resources, as follows:

- Increases 2017 appropriations for:
 - Various operating programs in the General Fund by \$217,180,
 - Municipal Art Fund by \$9,623, and
 - Wastewater Utility Fund by \$18,109,971.
- Decreases appropriations in the Street Fund by \$2,722.
- Provides revenues of \$123,551 in the General Fund and \$15,728,683 in the Wastewater Utility Fund.
- Provides \$2,722 in fund balance in the Street Fund.
- Uses available fund balance totaling \$93,629 in the General Fund, \$9,623 in the Municipal Art Fund and \$2,381,288 in the Wastewater Utility Fund.

The net impact of Ordinance No. 777 is an increase in 2017 appropriations totaling \$18,334,052 and revenues totaling \$15,852,234. Funding for this amendment will come from the use of \$2,481,818 in available fund balance. The following table summarizes

the impact of this budget amendment and the resulting 2017 appropriation for each of the affected funds.

Fund	2017 Current Budget (A)	Budget Amendment (B)	Amended 2017 Budget (C) (A + B)
General Fund	\$47,799,040	\$217,180	\$48,016,220
Street Fund	1,724,207	(2,722)	1,721,485
Municipal Art Fund	86,580	9,623	96,203
Wastewater Utility Fund	0	18,109,971	18,109,971
All Other Funds	40,329,317	0	40,329,317
Total	\$89,939,144	\$18,334,052	\$108,273,196

The table below summarizes the impact on available fund balance in each of the affected funds. The adjusted 2017 fund balance for the affected funds, net of 2016 carryovers and pending calculation of the fund balance for the wastewater utility, is \$2.408 million more than that projected in the 2017 budget book. After the effect of these changes, the City's 2017 adjusted fund balance is \$2.308 million more than that projected.

Fund	Proj. 2017 Beg. Fund Balance (A)	Adj. 2017 Fund Balance (Adj. for Carryover) (B)	Total Amendment Request (C)	Total Resources Adjustment (D)	2017 Adj. Fund Balance (Adj. for Amendment) (E) (B - C + D)	Var. from Proj. 2017 Fund Balance (F) (E - A)
General Fund	\$10,000,797	\$11,976,704	\$217,180	\$123,551	\$11,883,075	\$1,882,278
Street Fund	864,649	1,038,727	(2,722)	0	1,041,449	176,800
Municipal Art Fund	99,689	357,872	9,623	0	348,249	248,560
Wastewater Utility Fund	TBD	TBD	18,109,971	15,728,683	TBD	TBD
Total	\$10,965,135	\$13,373,303	\$18,334,052	\$15,852,234	\$13,272,773	\$2,307,638

Impact on the Ten Year Financial Sustainability Model (10 YFSM):

The 10 YFSM has been updated (Attachment D) to include all of the proposed items in the General Fund and Street Fund that will require ongoing funding. This includes the requested increase for: the performance evaluation software, staffing and supplies for City Hall conference room rentals, the janitorial services contract, and instatement of Environmental Services expenditures.

RECOMMENDATION

Staff recommends that City Council adopt proposed Ordinance No. 777 amending the 2017 budget, increasing the number of approved full-time equivalent (FTE) positions, and adding positions to the City's salary table.

ATTACHMENTS

Attachment A: Proposed Ordinance No. 777

Attachment B: Budget Amendment Detail

Attachment C: Salary Table

Attachment D: 10 Year Financial Sustainability Model – Updated with Proposed
Amendment Impacts

ORDINANCE NO. 777

AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON, AMENDING THE 2017 FINAL BUDGET BY INCREASING THE APPROPRIATION IN THE GENERAL FUND, MUNICIPAL ART FUND, AND WASTEWATER UTILITY FUND; DECREASING THE APPROPRIATION IN THE STREET FUND; AND AMENDING THE 2017 SALARY TABLE AND 2017 BUDGETED POSITIONS AND FTE LIST OF THE 2017 FINAL BUDGET.

WHEREAS, the 2017 Final Budget was adopted by Ordinance No. 758 and subsequently amended by Ordinance No. 773; and

WHEREAS, additional needs that were unknown at the time the 2017 Final Budget was adopted have occurred; and

WHEREAS, the City of Shoreline is required by RCW 35A.33.075 to include all revenues and expenditures for each fund in the adopted budget and, therefore, the 2017 Final Budget needs to be amended to reflect the increases and decreases to the City’s funds; and

WHEREAS, as provided in RCW 35.13A, the City is assuming the Ronald Wastewater District, a special purpose district providing wastewater services, and will be adding staff to provide for the operation of these wastewater services; and

WHEREAS, additional staff is needed within the Administrative Services Department and the Parks, Recreation, and Cultural Services Department; and

WHEREAS, the 2017 Final Budget, which includes a salary table and a listing of budgeted employee positions and employee allocations, needs to be amended to reflect the additional full-time equivalent employees and their salaries to fulfill these needs; and

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

Section 1. Amendment. The City hereby amends the 2017 Final Budget, as adopted by Ordinance No. 758 and amended by Ordinance No. 773, by increasing the appropriation for the General Fund by \$217,180; for the Municipal Art Fund by \$9,623; and for the Wastewater Utility Fund by \$18,109,971; by decreasing the appropriation for the Street Fund by \$2,722; and by increasing the Total Funds appropriation to \$108,273,196, as follows:

	Current Appropriation	Revised Appropriation
General Fund	\$47,799,040	\$48,016,220
Street Fund	1,724,207	1,721,485
Code Abatement Fund	100,000	
State Drug Enforcement Forfeiture Fund	214,043	

	Current Appropriation	Revised Appropriation
Municipal Art Fund	86,580	96,203
Federal Drug Enforcement Forfeiture Fund	300,397	
Property Tax Equalization Fund	500,799	
Federal Criminal Forfeiture Fund	803,220	
Transportation Impact Fees Fund	221,400	
Revenue Stabilization Fund	0	
Unltd Tax GO Bond 2006	1,710,375	
Limited Tax GO Bond 2009	1,662,817	
Limited Tax GO Bond 2013	260,948	
General Capital Fund	9,147,892	
City Facility-Major Maintenance Fund	96,000	
Roads Capital Fund	17,897,364	
Surface Water Capital Fund	6,241,652	
Wastewater Utility Fund	0	18,109,971
Vehicle Operations/Maintenance Fund	453,123	
Equipment Replacement Fund	701,787	
Unemployment Fund	17,500	
Total Funds	\$89,939,144	\$108,273,196

Section 2. City of Shoreline Regular FTE Count. The City hereby amends the 2017 Final Budget to increase the number of full-time equivalent employees (FTE) for the Administrative Services Department from 21.45 to 21.82, for the Parks, Recreation and Cultural Services Department from 30.80 to 31.30, for the Wastewater Utility from 0.00 to 14.00, and the total FTEs for the City from 148.43 to 163.30 FTEs. All references to total FTEs for the City shall be amended to reflect this increase.

Section 3. Salary Table. The City hereby amends the 2017 Salary Table by making the following revisions:

The classification “WW Utility Administrative Assistant I” is added to Range 34 of the 2017 Salary Table.

The classification “WW Utility Customer Service Rep” is added to Range 34 of the 2017 Salary Table.

The classification “WW Utility Accounting Technician” is added to Range 37 of the 2017 Salary Table.

The classification “WW Utility Maintenance Worker” is added to Range 40 of the 2017 Salary Table.

The classification “Public Art Coordinator” is added to Range 41 of the 2017 Salary Table.

The classification “Senior WW Utility Maintenance Worker” is added to Range 46 of the 2017 Salary Table.

The classification “WW Utility Specialist” is added to Range 50 of the 2017 Salary Table.

The classification “WW Utility Maintenance Manager” is added to Range 54 of the 2017 Salary Table.

Section 3. Corrections by City Clerk or Code Reviser. Upon approval of the City Attorney, the City Clerk and/or the Code Reviser are authorized to make necessary corrections to this ordinance, including the corrections of scrivener or clerical errors; references to other local, state, or federal laws, codes, rules, or regulations; or ordinance numbering and section/subsection numbering and references.

Section 4. Severability. Should any section, paragraph, sentence, clause or phrase of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 5. 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.

PASSED BY THE CITY COUNCIL ON APRIL 24, 2017

Mayor Christopher Roberts

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik Smith
City Clerk

Margaret King
City Attorney

Publication Date: _____, 2017
Effective Date: _____, 2017

Fund	Dept/Program	Project/Item	Budget Amendment Amount	Budget Amendment Revenue
General Fund				
	ASD / Financial Operations	Increase 0.63 FTE Finance Technician to 1.00 FTE	\$0	
	ASD / IT Operations	Performance Evaluation Software annual fee increase	\$3,403	
	ASD / Facilities	City Hall Conference Rentals - Building Monitors	\$7,000	\$5,000
	Various	Janitorial Services	\$58,216	
	Citywide / Non-departmental	RWD Transition Costs	\$49,557	\$49,557
	PRCS / Parks Administration	Convert extra help Public Art Coordinator to 0.50 FTE Public Art Coordinator (General Fund's 50%)	\$7,763	
	PW / Environmental Services	2017/18 King County Waste Reduction and Recycling (WRR) Grant	\$68,994	\$68,994
	PW / Environmental Services	Reinstatement of Environmental Services Expenditures	\$22,247	
Total General Fund			\$217,180	\$123,551
Street Fund				
	Street Operations	Janitorial Services	(\$2,722)	
Total Street Fund			(\$2,722)	\$0
Municipal (Public) Arts Fund				
	Public Art Projects	Convert extra help Public Art Coordinator to 0.50 FTE Public Art Coordinator (Municipal (Public) Art Fund's 50%)	\$9,623	
Total Street Fund			\$9,623	\$0
Wastewater Utility Fund				
	Wastewater Management	Ronald Wastewater District Adopted Budget	\$15,345,960	\$15,728,683
	Wastewater Management	Reimbursement to City for Transition Costs	\$322,211	
	Wastewater Capital	Ronald Wastewater District Adopted Budget	\$2,441,800	
Total General Capital Fund			\$18,109,971	\$15,728,683
TOTAL BUDGET AMENDMENT REQUESTS			\$18,334,052	\$15,852,234

Attachment C

City of Shoreline
 Range Placement Table
 2.5% Between Ranges; 4% Between Steps

June '15 cpi-U 251.622
 June '16 cpi-U 256.098
 % Change 1.78%
 90% of % Change: 1.60%

Mkt Adj: 1.60%
 Effective: January 1, 2017

The hourly rates represented here have been rounded to 2 decimal points and annual rates to the nearest dollar. Pay is calculated using 5 decimal points for accuracy and rounded after calc

Range	Title	FLSA Status	Min						Max
			Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	
1			n/a due to '17 WA State Min Wage	n/a due to '17 WA State Min Wage	n/a due to '17 WA State Min Wage	11.24 23,370	11.68 24,305	12.15 25,277	
2			n/a due to '17 WA State Min Wage	n/a due to '17 WA State Min Wage	11.07 23,033	11.52 23,954	11.98 24,912	12.46 25,909	
3			n/a due to '17 WA State Min Wage	n/a due to '17 WA State Min Wage	11.35 23,609	11.80 24,553	12.28 25,535	12.77 26,556	
4			n/a due to '17 WA State Min Wage	11.19 23,268	11.63 24,199	12.10 25,167	12.58 26,173	13.09 27,220	
5			11.03 22,932	11.47 23,850	11.92 24,804	12.40 25,796	12.90 26,828	13.41 27,901	
6			11.30 23,506	11.75 24,446	12.22 25,424	12.71 26,441	13.22 27,499	13.75 28,598	
7			11.58 24,094	12.05 25,057	12.53 26,060	13.03 27,102	13.55 28,186	14.09 29,313	
8			11.87 24,696	12.35 25,684	12.84 26,711	13.36 27,779	13.89 28,891	14.45 30,046	
9			12.17 25,313	12.66 26,326	13.16 27,379	13.69 28,474	14.24 29,613	14.81 30,797	
10			12.47 25,946	12.97 26,984	13.49 28,063	14.03 29,186	14.59 30,353	15.18 31,567	
11			12.79 26,595	13.30 27,658	13.83 28,765	14.38 29,915	14.96 31,112	15.56 32,357	
12			13.11 27,260	13.63 28,350	14.17 29,484	14.74 30,663	15.33 31,890	15.94 33,165	
13			13.43 27,941	13.97 29,059	14.53 30,221	15.11 31,430	15.71 32,687	16.34 33,995	
14			13.77 28,640	14.32 29,785	14.89 30,977	15.49 32,216	16.11 33,504	16.75 34,844	
15			14.11 29,356	14.68 30,530	15.26 31,751	15.88 33,021	16.51 34,342	17.17 35,716	
16			14.47 30,089	15.04 31,293	15.65 32,545	16.27 33,847	16.92 35,200	17.60 36,608	
17			14.83 30,842	15.42 32,075	16.04 33,358	16.68 34,693	17.35 36,080	18.04 37,524	
18			15.20 31,613	15.81 32,877	16.44 34,192	17.10 35,560	17.78 36,982	18.49 38,462	
19			15.58 32,403	16.20 33,699	16.85 35,047	17.52 36,449	18.22 37,907	18.95 39,423	
20			15.97 33,213	16.61 34,542	17.27 35,923	17.96 37,360	18.68 38,855	19.43 40,409	
21			16.37 34,044	17.02 35,405	17.70 36,821	18.41 38,294	19.15 39,826	19.91 41,419	

Attachment F

City of Shoreline
 Range Placement Table
 2.5% Between Ranges; 4% Between Steps

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 June '16 cpi-U 256.098
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Range	Title	FLSA Status	Min						Max
			Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	
22			16.78 34,895	17.45 36,290	18.15 37,742	18.87 39,252	19.63 40,822	20.41 42,455	
23			17.20 35,767	17.88 37,198	18.60 38,686	19.34 40,233	20.12 41,842	20.92 43,516	
24			17.63 36,661	18.33 38,128	19.06 39,653	19.83 41,239	20.62 42,888	21.44 44,604	
25			18.07 37,578	18.79 39,081	19.54 40,644	20.32 42,270	21.13 43,961	21.98 45,719	
26			18.52 38,517	19.26 40,058	20.03 41,660	20.83 43,326	21.66 45,060	22.53 46,862	
27			18.98 39,480	19.74 41,059	20.53 42,702	21.35 44,410	22.20 46,186	23.09 48,033	
28			19.46 40,467	20.23 42,086	21.04 43,769	21.88 45,520	22.76 47,341	23.67 49,234	
29			19.94 41,479	20.74 43,138	21.57 44,863	22.43 46,658	23.33 48,524	24.26 50,465	
30			20.44 42,516	21.26 44,216	22.11 45,985	22.99 47,824	23.91 49,737	24.87 51,727	
31	Senior Lifeguard	Non-Exempt, Hourly	20.95 43,579	21.79 45,322	22.66 47,135	23.57 49,020	24.51 50,981	25.49 53,020	
32			21.48 44,668	22.33 46,455	23.23 48,313	24.16 50,245	25.12 52,255	26.13 54,345	
33			22.01 45,785	22.89 47,616	23.81 49,521	24.76 51,502	25.75 53,562	26.78 55,704	
34	Administrative Assistant I <u>WW Utility Administrative Assist I</u> <u>WW Utility Customer Service Rep</u>	Non-Exempt, Hourly <u>Non-Exempt, Hourly</u> <u>Non-Exempt, Hourly</u>	22.56 46,929	23.46 48,806	24.40 50,759	25.38 52,789	26.39 54,901	27.45 57,097	
35		Non-Exempt, Hourly Non-Exempt, Hourly	23.13 48,103	24.05 50,027	25.01 52,028	26.01 54,109	27.05 56,273	28.14 58,524	
36	Parks Maintenance Worker I PW Maintenance Worker I		23.70 49,305	24.65 51,277	25.64 53,328	26.66 55,462	27.73 57,680	28.84 59,987	
37	Finance Technician Recreation Specialist I <u>WW Utility Accounting Technician</u>	Non-Exempt, Hourly Non-Exempt, Hourly <u>Non-Exempt, Hourly</u>	24.30 50,538	25.27 52,559	26.28 54,662	27.33 56,848	28.42 59,122	29.56 61,487	
38	Administrative Assistant II Facilities Maintenance Worker I	Non-Exempt, Hourly Non-Exempt, Hourly	24.90 51,801	25.90 53,873	26.94 56,028	28.01 58,269	29.13 60,600	30.30 63,024	
39		Non-Exempt, Hourly Non-Exempt, Hourly	25.53 53,096	26.55 55,220	27.61 57,429	28.71 59,726	29.86 62,115	31.06 64,600	
40	Parks Maintenance Worker II Permit Technician PW Maintenance Worker II <u>WW Utility Maintenance Worker</u>	Non-Exempt, Hourly Non-Exempt, Hourly Non-Exempt, Hourly <u>Non-Exempt, Hourly</u>	26.17 54,424	27.21 56,601	28.30 58,865	29.43 61,219	30.61 63,668	31.83 66,215	

Attachment F

City of Shoreline
Range Placement Table
2.5% Between Ranges; 4% Between Steps

June '15 cpi-U 251.622
 June '16 cpi-U 256.098
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Range	Title	FLSA Status	Min						Max
			Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	
41	Recreation Specialist II	Non-Exempt, Hourly	26.82	27.89	29.01	30.17	31.37	32.63	
	Senior Finance Technician	Non-Exempt, Hourly	55,784	58,016	60,336	62,750	65,260	67,870	
	Special Events Coordinator	Non-Exempt, Hourly							
	Public Art Coordinator	Non-Exempt, Hourly							
42	Administrative Assistant III	Non-Exempt, Hourly	27.49	28.59	29.73	30.92	32.16	33.45	
	Communication Specialist	Non-Exempt, Hourly	57,179	59,466	61,845	64,318	66,891	69,567	
	Environmental Program Specialist	Non-Exempt, Hourly							
	Facilities Maintenance Worker II	Non-Exempt, Hourly							
	Human Resources Technician	Non-Exempt, Hourly							
	Legal Assistant	Non-Exempt, Hourly							
	Records Coordinator	Non-Exempt, Hourly							
	Transportation Specialist	Non-Exempt, Hourly							
43	Payroll Officer	Non-Exempt, Hourly	28.18	29.30	30.48	31.70	32.96	34.28	
	Purchasing Coordinator	Non-Exempt, Hourly	58,608	60,953	63,391	65,926	68,563	71,306	
44	Assistant Planner	EXEMPT, Annual	28.88	30.04	31.24	32.49	33.79	35.14	
	Engineering Technician	Non-Exempt, Hourly	60,074	62,476	64,976	67,575	70,278	73,089	
45	CRT Representative	Non-Exempt, Hourly	29.60	30.79	32.02	33.30	34.63	36.02	
	PRCS Rental & System Coordinator	Non-Exempt, Hourly	61,575	64,038	66,600	69,264	72,034	74,916	
	Recreation Specialist III - Aquatics	Non-Exempt, Hourly							
46	Deputy City Clerk	Non-Exempt, Hourly	30.34	31.56	32.82	34.13	35.50	36.92	
	IT Specialist	Non-Exempt, Hourly	63,115	65,639	68,265	70,996	73,835	76,789	
	Plans Examiner I	Non-Exempt, Hourly							
	Senior Facilities Maintenance Worker	Non-Exempt, Hourly							
	Senior PW Maintenance Worker	Non-Exempt, Hourly							
	Senior Parks Maintenance Worker	Non-Exempt, Hourly							
	Staff Accountant	EXEMPT, Annual							
	Surface Water Quality Specialist	Non-Exempt, Hourly							
	Senior WW Utility Maintenance Worker	Non-Exempt, Hourly							
47	Code Enforcement Officer	Non-Exempt, Hourly	31.10	32.35	33.64	34.99	36.39	37.84	
	Construction Inspector	Non-Exempt, Hourly	64,693	67,280	69,972	72,770	75,681	78,708	
	Executive Assistant to City Manager	EXEMPT, Annual							
48	Associate Planner	EXEMPT, Annual	31.88	33.15	34.48	35.86	37.29	38.79	
			66,310	68,962	71,721	74,590	77,573	80,676	
49	PRCS Supervisor I - Recreation	EXEMPT, Annual	32.68	33.98	35.34	36.76	38.23	39.76	
			67,968	70,686	73,514	76,454	79,513	82,693	
50	Budget Analyst	EXEMPT, Annual	33.49	34.83	36.23	37.68	39.18	40.75	
	Combination Inspector	Non-Exempt, Hourly	69,667	72,454	75,352	78,366	81,500	84,760	
	Community Diversity Coordinator	EXEMPT, Annual							
	Community Diversity Coordinator	Non-Exempt, Hourly							
	Emergency Management Coordinator	EXEMPT, Annual							
	Environmental Services Analyst	EXEMPT, Annual							
	Management Analyst	EXEMPT, Annual							
	Neighborhoods Coordinator	EXEMPT, Annual							
	Plans Examiner II	Non-Exempt, Hourly							
	Utility Operations Specialist	Non-Exempt, Hourly							
	WW Utility Specialist	Non-Exempt, Hourly							
51			34.33	35.70	37.13	38.62	40.16	41.77	
			71,409	74,265	77,235	80,325	83,538	86,879	
52	Senior Human Resources Analyst	EXEMPT, Annual	35.19	36.60	38.06	39.58	41.17	42.81	
	Web Developer	EXEMPT, Annual	73,194	76,122	79,166	82,333	85,626	89,051	

Attachment F

City of Shoreline
 Range Placement Table
 2.5% Between Ranges; 4% Between Steps

June '15 cpi-U 251.622
 June '16 cpi-U 256.098
 % Change 1.78%
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 Effective: January 1, 2017

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Range	Title	FLSA Status	Min						Max
			Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	
53	Communications Program Manager	EXEMPT, Annual	36.07	37.51	39.01	40.57	42.20	43.88	
	Construction Inspection Supervisor	EXEMPT, Annual	75,024	78,025	81,146	84,391	87,767	91,278	
	CRT Supervisor	EXEMPT, Annual							
	Parks Project Coordinator	EXEMPT, Annual							
	PRCS Supervisor II - Aquatics	EXEMPT, Annual							
	PRCS Supervisor II - Recreation	EXEMPT, Annual							
54	CMO Management Analyst	EXEMPT, Annual	36.97	38.45	39.99	41.59	43.25	44.98	
	Grants Administrator	EXEMPT, Annual	76,899	79,975	83,174	86,501	89,961	93,560	
	Plans Examiner III	Non-Exempt, Hourly							
	PW Maintenance Superintendent	EXEMPT, Annual							
	Senior Planner	EXEMPT, Annual							
	Senior Management Analyst	EXEMPT, Annual							
	<u>WW Utility Maintenance Manager</u>	<u>EXEMPT, Annual</u>							
55	Engineer I - Capital Projects	EXEMPT, Annual	37.90	39.41	40.99	42.63	44.33	46.11	
	Engineer I - Development Review	EXEMPT, Annual	78,822	81,975	85,254	88,664	92,210	95,899	
	Engineer I - Surface Water	EXEMPT, Annual							
	Engineer I - Traffic	EXEMPT, Annual							
56	Budget Supervisor	EXEMPT, Annual	38.84	40.40	42.01	43.69	45.44	47.26	
	City Clerk	EXEMPT, Annual	80,792	84,024	87,385	90,880	94,515	98,296	
	Parks Superintendent	EXEMPT, Annual							
57	GIS Specialist	EXEMPT, Annual	39.81	41.41	43.06	44.78	46.58	48.44	
	Network Administrator	EXEMPT, Annual	82,812	86,125	89,570	93,152	96,878	100,754	
	IT Projects Manager	EXEMPT, Annual							
58			40.81	42.44	44.14	45.90	47.74	49.65	
			84,882	88,278	91,809	95,481	99,300	103,272	
59	Engineer II - Capital Projects	EXEMPT, Annual	41.83	43.50	45.24	47.05	48.93	50.89	
	Engineer II - Development Review	EXEMPT, Annual	87,004	90,485	94,104	97,868	101,783	105,854	
	Engineer II - Surface Water	EXEMPT, Annual							
	Engineer II - Traffic	EXEMPT, Annual							
	IT Systems Analyst	EXEMPT, Annual							
	Structural Plans Examiner	EXEMPT, Annual							
60	Limited Term Sound Transit Project Manager								
	Central Services Manager	EXEMPT, Annual	42.87	44.59	46.37	48.23	50.16	52.16	
	Community Services Manager	EXEMPT, Annual	89,179	92,747	96,457	100,315	104,327	108,501	
	Permit Services Manager	EXEMPT, Annual							
	Planning Manager	EXEMPT, Annual							
61			43.95	45.70	47.53	49.43	51.41	53.47	
			91,409	95,065	98,868	102,823	106,936	111,213	
62			45.05	46.85	48.72	50.67	52.70	54.80	
			93,694	97,442	101,340	105,393	109,609	113,993	
63	Building Official	EXEMPT, Annual	46.17	48.02	49.94	51.94	54.01	56.17	
	City Traffic Engineer	EXEMPT, Annual	96,037	99,878	103,873	108,028	112,349	116,843	
	Economic Development Program Manager	EXEMPT, Annual							
	Intergovernmental Program Manager	EXEMPT, Annual							
	SW Utility & Environmental Svcs Manager	EXEMPT, Annual							
64	Finance Manager	EXEMPT, Annual	47.33	49.22	51.19	53.24	55.36	57.58	
			98,438	102,375	106,470	110,729	115,158	119,764	
65	Assistant City Attorney	EXEMPT, Annual	48.51	50.45	52.47	54.57	56.75	59.02	
	Engineering Manager	EXEMPT, Annual	100,898	104,934	109,132	113,497	118,037	122,758	
	Transportation Services Manager	EXEMPT, Annual							

Attachment F

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 Range Placement Table
 2.5% Between Ranges; 4% Between Steps

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 % Change 1.78%
 90% of % Change: 1.60%

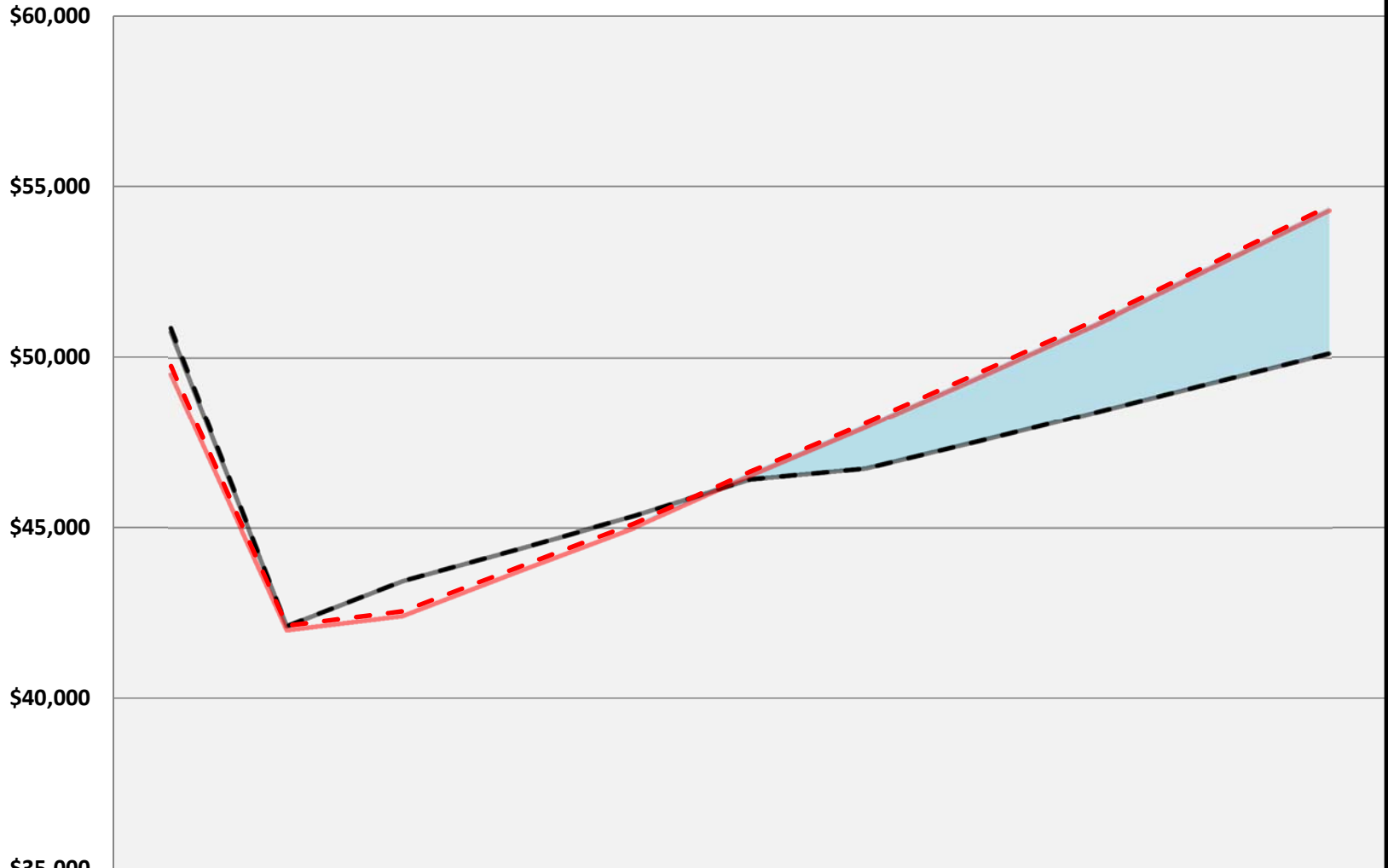
Mkt Adj: 1.60%
 Effective: January 1, 2017

The hourly rates represented here have been rounded to 2 decimal points and annual rates to the nearest dollar. Pay is calculated using 5 decimal points for accuracy and rounded after calc

Range	Title	FLSA Status	Min						Max
			Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	
66	Information Technology Manager	EXEMPT, Annual	49.72 103,421	51.71 107,558	53.78 111,860	55.93 116,335	58.17 120,988	60.49 125,827	
67	Utility & Operations Manager	EXEMPT, Annual	50.96 106,006	53.00 110,247	55.12 114,657	57.33 119,243	59.62 124,013	62.01 128,973	
68			52.24 108,657	54.33 113,003	56.50 117,523	58.76 122,224	61.11 127,113	63.56 132,197	
69	City Engineer	EXEMPT, Annual	53.54 111,373	55.69 115,828	57.91 120,461	60.23 125,280	62.64 130,291	65.15 135,502	
70			54.88 114,157	57.08 118,724	59.36 123,473	61.74 128,412	64.21 133,548	66.77 138,890	
71			56.26 117,011	58.51 121,692	60.85 126,559	63.28 131,622	65.81 136,887	68.44 142,362	
72			57.66 119,937	59.97 124,734	62.37 129,723	64.86 134,912	67.46 140,309	70.15 145,921	
73	Human Resource Director	EXEMPT, Annual	59.10 122,935	61.47 127,852	63.93 132,967	66.48 138,285	69.14 143,817	71.91 149,569	
74			60.58 126,008	63.00 131,049	65.52 136,291	68.15 141,742	70.87 147,412	73.71 153,309	
75	Administrative Services Director Parks, Rec & Cultural Svcs Director Planning & Community Development Director Public Works Director	EXEMPT, Annual EXEMPT, Annual EXEMPT, Annual EXEMPT, Annual	62.10 129,159	64.58 134,325	67.16 139,698	69.85 145,286	72.64 151,097	75.55 157,141	
76	Assistant City Manager City Attorney	EXEMPT, Annual EXEMPT, Annual	63.65 132,388	66.19 137,683	68.84 143,190	71.60 148,918	74.46 154,875	77.44 161,070	

OPERATING BUDGET TEN YEAR FORECAST (\$ IN '000'S)

Attachment D



	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ANNUAL SURP/(GAP)	1,144	19	924	559	240	(210)	(1,108)	(675)	(688)	(798)	(805)
CUMULATIVE (GAP)	-	-	-	-	-	(210)	(1,319)	(1,994)	(2,682)	(3,480)	(4,285)
VARIANCE BASE	49,732	42,123	42,540	43,840	45,116	46,633	48,064	49,566	51,099	52,760	54,420
CURRENT RESOURCES	50,753	42,138	43,458	44,394	45,351	46,417	46,740	47,567	48,412	49,276	50,130
SCENARIO RESOURCES	50,877	42,143	43,463	44,399	45,356	46,422	46,745	47,572	48,417	49,281	50,135
CURRENT EXPENDITURES	49,518	42,021	42,437	43,735	45,009	46,524	47,954	49,453	50,985	52,643	54,301
SCENARIO EXPENDITURES	49,732	42,123	42,540	43,840	45,116	46,633	48,064	49,566	51,099	52,760	54,420

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adopting Ordinance No. 778: Amending the Shoreline Municipal Code Chapter 3.01 Fee Schedule to Correct Inadvertent Omissions and Clerical Errors
DEPARTMENT:	Administrative Services
PRESENTED BY:	Sara Lane, Administrative Services Director Rick Kirkwood, Budget Supervisor
ACTION:	<input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

Subsequent to the passage of Ordinance No. 758, staff discovered an inadvertent omission of the fee for residential parking zone permit and clerical error in the rounding of the black and white photocopy fee to the nearest whole dollar in Shoreline Municipal Code Chapter 3.01 *Fee Schedule*. On April 10, staff presented proposed Ordinance No. 778 (Attachment A) to the City Council to provide for this amendment.

FINANCIAL IMPACT:

Adoption of proposed Ordinance No. 778 will not have a financial impact.

RECOMMENDATION

Staff recommends that City Council adopt proposed Ordinance No. 778 amending the 2017 fee schedule to correct inadvertent omissions and clerical errors.

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

BACKGROUND

Subsequent to the passage of Ordinance No. 758, staff discovered an inadvertent omission of the fee for residential parking zone permit and clerical error in the rounding of the black and white photocopy fee to the nearest whole dollar in Shoreline Municipal Code Chapter 3.01 *Fee Schedule*. On April 10, staff presented proposed Ordinance No. 778 (Attachment A) to the City Council to provide for this amendment (staff report available here:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2017/staffreport041017-8b.pdf>).

DISCUSSION

Included in the action adopting the 2017 Budget (Ordinance No. 758) was the adoption of Shoreline Municipal Code (SMC) Chapter 3.01 *Fee Schedule*. Subsequent to the passage of Ordinance No. 758, an inadvertent omission of the fee for residential parking zone permit and clerical error in the rounding of the black and white photocopy fee (> 11X17) to the nearest whole dollar were discovered. The inadvertently omitted fee for residential parking zone permit was presented to the City Council during the discussion of Ordinance No. 758 (staff report available here:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2016/staffreport111416-9a.pdf>); however, the language proposed in Exhibit A to Ordinance No. 758 presented at the time of adoption was not correctly modified. Action is now required by the City Council to amend SMC Chapter 3.01.010 to include SMC 3.01.010(J)(5) Residential Parking Zone Permit at a rate of \$17.50 and correct a clerical error rounding the fee for SMC 3.01.220(2) to \$3.50, as follows:

SMC 3.01.010 Planning and community development.

J. RIGHT-OF-WAY		2017 Fee Schedule
5.	<u>Residential Parking Zone Permit</u>	<u>\$17.50</u>

SMC 3.01.220 Public records.

		2017 Fee Schedule
2.	Black and white photocopies larger than 11 by 17 inches – city produced	\$4.00 <u>\$3.50 per page</u>

FINANCIAL IMPACT

Adoption of proposed Ordinance No. 778 will not have a financial impact.

RECOMMENDATION

Staff recommends that City Council adopt proposed Ordinance No. 778 amending the 2017 fee schedule to correct inadvertent omissions and clerical errors.

ATTACHMENTS

Attachment A: Proposed Ordinance No. 778

ORDINANCE NO. 778

AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON, AMENDING CHAPTER 3.01 FEE SCHEDULE OF SHORELINE MUNICIPAL CODE TO CORRECT AN INADVERTENT OMISSION AND CLERICAL ERROR.

WHEREAS, on November 21, 2016, the City Council adopted Ordinance No. 758, approving the 2017 Final Budget; and

WHEREAS, Ordinance No. 758 included the repeal of the existing Shoreline Municipal Code (SMC) Chapter 3.01 *Fee Schedule* and adoption of a new Chapter 3.01 as set forth in Exhibit A to the Ordinance; and

WHEREAS, subsequent to the adoption, it was discovered that SMC 3.01.010(J)(5) Residential Parking Zone Permit was inadvertently omitted from Exhibit A to the Ordinance and SMC 3.01.220(2) incorrectly rounded the 2017 rate to the nearest whole dollar; and

WHEREAS, a correction needs to be made to include the omitted provision and to correct the clerical error; now therefore

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

Section 1. Amendment. Chapter 3.01 *Fee Schedule*. The City hereby amends Shoreline Municipal Code 3.01.010(J) *RIGHT-OF-WAY* and 3.01.220(2) *PUBLIC RECORDS* as set forth below:

3.01.010 Planning and community development.	2016 Fee Schedule Fee Based on \$161.25 Per Hour	2017 Fee Schedule
J. RIGHT-OF-WAY		
1. Right-of-way utility blanket permits		\$187.00
2. Right-of-way use	Hourly rate, 1-hour minimum \$161.25	Hourly rate, 3-hour minimum \$561.00
3. Right-of-way site	Hourly rate, 2-hour minimum \$322.50	Hourly rate, 4-hour minimum \$748.00
4. Right-of-way special events		\$935.00
5. <u>Residential Parking Zone Permit</u>		<u>\$17.50</u>
3.01.220 Public Records.		
2. Black and white photocopies larger than 11 by 17 inches – city produced	\$3.50 per page	\$4.00 <u>\$3.50 per page</u>

Section 2. Corrections by City Clerk or Code Reviser. Upon approval of the City Attorney, the City Clerk and/or the Code Reviser are authorized to make necessary corrections to this ordinance, including the corrections of scrivener or clerical errors; references to other local,

state, or federal laws, codes, rules, or regulations; or ordinance numbering and section/subsection numbering and references.

Section 3. Severability. Should any section, paragraph, sentence, clause or phrase of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 4. 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.

PASSED BY THE CITY COUNCIL ON APRIL 24, 2017

Mayor Christopher Roberts

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik Smith
City Clerk

Margaret King
City Attorney

Publication Date: _____, 2017

Effective Date: _____, 2017

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adopting Ordinance No. 779: Amending the Shoreline Municipal Code Chapter 3.01 Fee Schedule in Relationship to Fee Waiver for Transitional Encampments
DEPARTMENT:	Administrative Services
PRESENTED BY:	Sara Lane, Administrative Services Director Rick Kirkwood, Budget Supervisor
ACTION:	<input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

The City Council adopted amendments to the Shoreline Municipal Code, Title 20, to provide regulations relating to transitional encampments on March 20, 2017 and Shoreline Municipal Code Chapter 3.01 *Fee Schedule* must be amended to implement those regulations. On April 10, staff presented proposed Ordinance No. 779 (Attachment A) to the City Council to provide for this amendment.

FINANCIAL IMPACT:

Adoption of proposed Ordinance No. 779 will not have a financial impact.

RECOMMENDATION

Staff recommends that City Council adopt proposed Ordinance No. 779 amending the 2017 fee schedule in relationship to the fee waiver for transitional encampments.

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

BACKGROUND

The City Council adopted amendments to the Shoreline Municipal Code, Title 20, to provide regulations relating to transitional encampments on March 20, 2017 and Shoreline Municipal Code Chapter 3.01 *Fee Schedule* must be amended to implement those regulations. On April 10, staff presented proposed Ordinance No. 779 (Attachment A) to the City Council to provide for this amendment (staff report available here:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2017/staffreport041017-8b.pdf>).

DISCUSSION

On March 20, 2017, the City Council adopted Ordinance No. 762 amending the Shoreline Municipal Code, Title 20, to provide regulations relating to transitional encampments (staff report available here:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2017/staffreport032017-8a.pdf>). Included within those regulations is a waiver of the temporary use permit application fee for transitional encampments. Action is required by the City Council to amend SMC Chapter 3.01.010 *Planning and community development* and 3.01.800 *Fee waiver* to implement those regulations, as follows:

SMC 3.01.010 Planning and community development.

G. LAND USE		2017 Fee Schedule
17.	Temporary use permit (TUP) <u>EXCEPT fee is waived as provided in SMC 20.30.295(d)(2) for Transitional Encampment</u>	\$1,500.00
20.	Transitional Encampment	\$0.00

SMC 3.01.800 Fee waiver.

The city manager or designee is authorized to waive the following fees as a city contribution toward events which serve the community and are consistent with adopted city programs:
A. Right-of-way permits (SMC 3.01.010)
B. Facility use and meeting room fees (SMC 3.01.300)
C. Concessionaire permits (SMC 3.01.300)
D. Temporary use permit (SMC 3.01.010) for a transitional encampment sponsored by religious or city-recognized nonprofit organizations on property owned/leased by a religious organization.
ED. The city manager is authorized to designate collection points in the City Hall lobby, Shoreline pool, or Spartan Recreation Center for any charitable organization without charge to be used for the donation of food or goods that will benefit Shoreline residents in need.

FINANCIAL IMPACT

Adoption of proposed Ordinance No. 779 will not have a financial impact.

RECOMMENDATION

Staff recommends that City Council adopt proposed Ordinance No. 779 amending the 2017 fee schedule in relationship to the fee waiver for transitional encampments.

ATTACHMENTS

Attachment A: Proposed Ordinance No. 779

ORDINANCE NO. 779

AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON, AMENDING CHAPTER 3.01 FEE SCHEDULE OF SHORELINE MUNICIPAL CODE IN RELATIONSHIP TO FEE WAIVER FOR TRANSITIONAL ENCAMPMENTS.

WHEREAS, on March 20, 2017, the City Council adopted Ordinance No. 762, amending the Shoreline Municipal Code (SMC), Title 20, to provide regulations relating to transitional encampments; and

WHEREAS, included within these regulations is a waiver of the temporary use permit application fee for transitional encampments; and

WHEREAS, an amendment needs to be made to SMC 3.01.010(G) and 3.01.800 to implement the regulations relating to transitional encampments; now therefore

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

Section 1. Amendment. Chapter 3.01 Fee Schedule. The City hereby amends Shoreline Municipal Code 3.01.010(G) *LAND USE* and 3.01.800 *FEE WAIVER* as set forth below:

3.01.010 Planning and community development.	2016 Fee Schedule Fee Based on \$161.25 Per Hour	2017 Fee Schedule
G. LAND USE		
17. Temporary use permit (TUP) <u>EXCEPT fee is waived as provided in SMC 20.30.295(D)(2) for Transitional Encampments</u>	Hourly rate, 2-hour minimum \$322.50	\$1,500.00
20. Transitional Encampment		\$0.00

3.01.800 Fee waiver.
A. Right-of-way permits (SMC 3.01.010)
B. Facility use and meeting room fees (SMC 3.01.300)
C. Concessionaire permits (SMC 3.01.300)
D. Temporary use permit (SMC 3.01.010) for a transitional encampment sponsored by religious or city recognized nonprofit organizations on property owned/leased by a religious organization.
ED. The city manager is authorized to designate collection points in the City Hall lobby, Shoreline pool, or Spartan Recreation Center for any charitable organization without charge to be used for the donation of food or goods that will benefit Shoreline residents in need.

Section 2. Corrections by City Clerk or Code Reviser. Upon approval of the City Attorney, the City Clerk and/or the Code Reviser are authorized to make necessary corrections to this ordinance, including the corrections of scrivener or clerical errors; references to other local,

state, or federal laws, codes, rules, or regulations; or ordinance numbering and section/subsection numbering and references.

Section 3. Severability. Should any section, paragraph, sentence, clause or phrase of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 4. 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.

PASSED BY THE CITY COUNCIL ON APRIL 24, 2017

Mayor Christopher Roberts

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik Smith
City Clerk

Margaret King
City Attorney

Publication Date: _____, 2017
Effective Date: _____, 2017

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussing the 2018-2023 Transportation Improvement Plan
DEPARTMENT:	Public Works
PRESENTED BY:	Nytasha Sowers, Transportation Division Manager
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing <input checked="" type="checkbox"/> Discussion

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 to 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 state and 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 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 2018 budget process later this fall.

Tonight, Council will discuss the 2018-2023 TIP. The TIP will be brought back to Council on May 15, 2017 for the required Public Hearing and for potential adoption by the City Council.

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. The vast majority of projects included in the TIP are unfunded or partially funded. Listing projects in the TIP makes them grant eligible, as most grant programs will only fund projects included in a jurisdiction's TIP. Staff will request guidance from Council on how to address under or partially funded projects as part of the development of the 2018-2023 CIP.

RECOMMENDATION

No action is required; staff recommends that Council discuss the proposed 2018-2023 TIP. Staff is requesting direction from Council regarding the policy topics outlined in this staff report as well as any revisions to the 2018-2023 TIP, including items that should be added or removed. Council is scheduled to hold the required public hearing and adopt the 2018-2023 TIP on May 15, 2017.

Approved By: City Manager **DT** 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 2018-2023 CIP. Including projects in the TIP improves the City's eligibility to secure grant funding.

DISCUSSION

The TIP is prepared and presented to the City 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 2018 budget process this fall.

The draft 2018-2023 TIP (Attachment A) utilizes last year's TIP as its foundation. Projects and programs included in the draft 2018-2023 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.

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 2018-2023 Capital Improvement Plan. All projects identified for 2023 are unfunded, as capital needs in 2023 have not been discussed by Council at this time. Unfunded projects shown in 2018- 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 expenditure. 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 2018-2023 TIP includes projects that are identified as high priorities in the TMP, as well as some projects from previous TIPs. Very few projects and programs are funded in the next six years, thus 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.

Improvements to the 145th and I-5 Interchange and the 145th Corridor between I-5 and Aurora have been called out as separate projects as they have both been awarded funding in 2017 and are now in design. Other unfunded projects, such as New Sidewalk Projects and Major Preservation Projects, include several individual projects that could also be designed and constructed individually.

The total cost of all of the projects in the draft 2018-2023 TIP is **\$379,365,740**.

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.

Grant Match Summary

Project/Revenue	Grant Agency/Program	2017	2018	2019	Balance	Grant Amount
Starting Balance (2014-2020 CIP)					\$ 300,000	
General Fund Contribution (2015-2021 CIP)			\$ 200,000		\$ 500,000	
I-5 and 145 th Interchange	PSRC - STP Countywide	\$ 202,500	\$ 405,000			\$ 3,892,500
N/NE 175 th Corridor Improvements	PSRC- STP Countywide		\$ 221,400	\$ 332,100	\$ 553,500	\$ 3,546,500
N/NE145th St (Aurora to I-5)	PSRC- STP Countywide	\$ 330,954	\$ 330,000		\$ (265,209)	\$4,235,00
General Fund Contribution (prop. 2016-2021 CIP)		\$ 500,000	\$ 400,000		\$ 634,791	

Other Grants (other fund source for match)						
15th Ave NE Overlay ¹	PSRC- STP/Preservation/ Countywide					\$ 858,050
Meridian Ave N ¹	PSRC- STP/Preservation/ Countywide					\$ 523,325

¹ Included with Annual Surface Preservation Program

At the end of 2018, staff anticipates having a balance of approximately \$635,000 in the grant match fund. However as the City moves forward on large projects and seeks additional grants this fund will need to be replenished and/or maintained. Sources may include savings from the Aurora Corridor with Improvement Project or contributions from the General Fund.

Based on grant cycles and the timing of applications, staff is busy preparing grants for several projects, such as the 145th Corridor. Because the cost estimates and required match has not been completed they are not included in the table above at this time.

The 175th Street design was awarded funds for design and environmental work by the PSRC King County STP grant program but then due to over allocation of funds has been delayed until a 2018 start. 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 support the grant match fund so that we have the ability and flexibility to apply for and compete for outside funding to help with constructing our TMP projects.

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 three 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 2018-2023 TIP includes the planning phase for improvements on Ballinger Way – NE 205th St to 19th Ave NE (Project No. 23). The planning phase is currently unfunded with staff recommending funding be sought to initiate the planning phase in 2018.

Utility Undergrounding

Undergrounding of overhead utility lines in conjunction with major capital projects is addressed in the Shoreline Municipal Code. Most projects included in the draft 2018-2023 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.

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. The vast majority of projects included in the TIP are unfunded or partially funded. Listing projects in the TIP makes them grant eligible, as most grant programs will only fund projects included in a jurisdiction's TIP. Staff will request guidance from Council on how to address under or partially funded projects as part of the development of the 2018-2023 CIP.

RECOMMENDATION

No action is required; staff recommends that Council discuss the proposed 2018-2023 TIP. Staff is requesting direction from Council regarding the policy topics outlined in this staff report as well as any revisions to the 2018-2023 TIP, including items that should be added or removed. Council is scheduled to hold the required public hearing and adopt the 2018-2023 TIP on May 15, 2017.

ATTACHMENTS

Attachment A: Draft 2018-2023 Transportation Improvement Plan

City of Shoreline 2018-2023 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 2017-2022 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 2017-2022 TIP that are scheduled for completion in 2016.

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

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.

Light Rail Station Access Improvements

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 near 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 City of Shoreline is currently working with Sound Transit to identify light rail station access improvements that will support existing and future transportation needs near these stations. In general, the access improvements under discussion will improve access for pedestrians and bicyclists, transit and para transit riders, motorists and "kiss and ride" users. Agreed to improvements will be incorporated into future TIPs.

Park and Ride Demand Analysis

With the beginning of light rail service in Shoreline in 2023, in the City is also anticipating significant changes to its transit network. In preparation for this change, the City is evaluating the demand for parking citywide and identifying transit facilities and infrastructure needed to support the City's transit network and service as well as improve transit level of service, speed and reliability. This information will help identify those infrastructure improvements and capital improvement projects that will could City funded and those that could be funded in partnership with transit agencies. The parking study is scheduled for completion in 2017 and identified parking and transit related improvements 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 is 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 \$211,106,153.

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 completed in early 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 Nytasha Sowers, Transportation Services Manager, 206.801.2481, 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. 145th/I-5 Interchange Improvements (*partially*)
8. 148th Non-motorized Bridge (*partially*)
9. Trail Along the Rail (*partially*)
10. Greenwood/Innis Arden/160th Intersection improvements
11. N/NE 175th Street Corridor Improvements (*partially*)
12. N/NE 185th Street Corridor Improvements (*partially*)
13. Richmond Beach Road Rechannelization

UNFUNDED PROJECTS

14. N 160th, Aurora to Dayton/Greenwood
15. Westminster and N 155th Improvements
16. 15th Avenue – NE 172nd Street to NE 195th Street
17. Fremont Avenue N – N 175th Street to N 185th Street
18. Point Wells Potential Mitigation Projects
19. Major Pavement Rehabilitation Projects
20. Meridian Avenue N - N 145th Street to N 205th Street
21. NE Perkins Way Improvements – 10th Avenue NE to 15th Avenue NE
22. N 165th Street and Carlyle Hall Road N Sidewalk and Intersection Safety
23. Ballinger Way - NE 205th St to 19th Ave NE Access Control Preliminary Design
24. N 185th Street and Linden Avenue N Intersection Improvements
25. 3rd Ave NW and NW Richmond Beach Intersection Improvements
26. New Sidewalks
27. Westminster Way (South), N 155th St to Fremont Ave N.
28. 145th Street, Aurora to 3rd Ave NW

EMERGING PROJECTS

1. Light Rail Station Area Multi-modal Access Improvements
2. Park and Ride Demand Analysis

PROJECT SCHEDULED FOR SUBSTANTIAL COMPLETION IN 2017

1. Echo Lake Safe Routes to School
2. Bicycle System Plan Implementation – Minor Improvements
3. Citywide Radar Speed Signs
4. Meridian Avenue N and N 155th Street Intersection Phase Changes

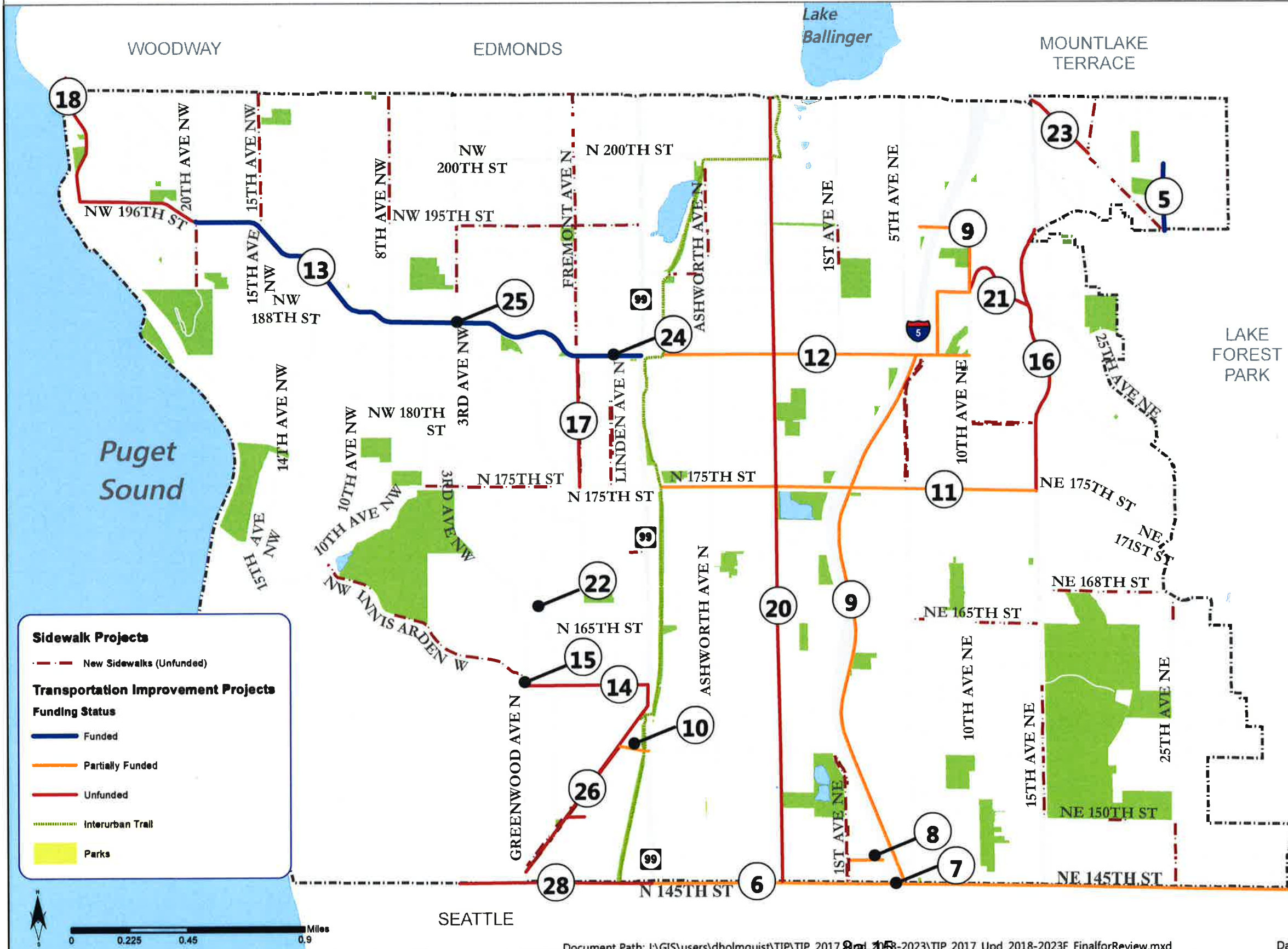
Attachment A

Project	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2018-2023 Total
FUNDED PROGRAMS (FULLY OR PARTIALLY)							
1. Curb Ramp, Gutter and Sidewalk Program	\$ 190,000	\$ 190,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,180,000
2. Traffic Safety Improvements	\$ 160,775	\$ 163,814	\$ 167,005	\$ 175,355	\$ 184,123	\$ 184,123	\$ 1,035,195
3. Annual Road Surface Maintenance Program	\$ 1,100,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 7,100,000
4. Traffic Signal and Intelligent Transportation System (ITS) Improvements	\$ 121,551	\$ 127,628	\$ 134,010	\$ 140,711	\$ 147,746	\$ 147,746	\$ 819,392
FUNDED PROJECTS (FULLY OR PARTIALLY)							
5. 25th Avenue NE Sidewalk	\$ 60,000	\$ 510,000	\$ 25,000	\$ -	\$ -	\$ -	\$ 595,000
6. 145th Street (SR 523) Corridor Improvements, Aurora Ave N to I-5	\$ 2,448,000	\$ 6,000,000	\$ 7,500,000	\$ 10,000,000	\$ 10,000,000	\$ 6,570,000	\$ 42,518,000
7. SR 523 (N/NE 145th Street) & I-5 Interchange Improvements	\$ 3,000,000	\$ 160,000	\$ -	\$ 10,000,000	\$ 6,840,000	\$ -	\$ 20,000,000
8. 148th Street N Non-motorized Bridge Project	\$ 500,000	\$ 1,600,000	\$ 5,000,000	\$ 5,000,000	\$ 4,000,000	\$ -	\$ 16,100,000
9. Trail Along the Rail	\$ 275,000	\$ 500,000	\$ 500,000	\$ 4,000,000	\$ 3,000,000	\$ 725,000	\$ 9,000,000
10. Westminster and N 155th Improvements	\$ -	\$ 5,500,000	\$ -	\$ -	\$ 7,500,000	\$ 7,500,000	\$ 20,500,000
11. N/NE 175th Street Corridor Improvements	\$ 1,640,000	\$ 2,460,000	\$ 2,200,000	\$ 2,200,000	\$ 7,150,000	\$ 7,150,000	\$ 22,800,000
12. N/NE 185th Street Corridor Improvements	\$ 700,000	\$ -	\$ -	\$ 8,539,000	\$ 8,539,000	\$ 8,539,000	\$ 26,317,000
13. Richmond Beach Rd Rechannelization	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000
UNFUNDED PROJECTS							
14. N 160th from Aurora to Dayton/Greenwood	\$ 100,000	\$ 700,000	\$ 700,000	\$ -	\$ -	\$ -	\$ 1,500,000
15. Greenwood/Innis Arden/160th Intersection Improvements	\$ 100,000	\$ 700,000	\$ 700,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 6,000,000
16. 15th Avenue NE – NE 175th Street to NE 205th Street	\$ -	\$ -	\$ 6,176,793	\$ -	\$ -	\$ -	\$ 6,176,793
17. Fremont Avenue N – N 175th Street to N 185th Street	\$ -	\$ -	\$ 6,292,720	\$ -	\$ -	\$ -	\$ 6,292,720
18. Point Wells Potential Mitigation Projects	\$ -	\$ -	\$ -	\$ -	\$ 45,490,000	\$ 45,490,000	\$ 90,980,000
19. Major Pavement Rehabilitation Projects	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 12,000,000
20. Meridian Avenue N – N 145th Street to N 205th Street	\$ -	\$ -	\$ -	\$ -	\$ 9,117,000	\$ 9,117,000	\$ 18,234,000
21. NE Perkins Way Improvements – 10th Avenue NE to 15th Avenue NE	\$ -	\$ -	\$ 3,681,540	\$ -	\$ -	\$ -	\$ 3,681,540
22. N 165th Street and Carlyle Hill Road N Sidewalk and Intersection Safety	\$ -	\$ -	\$ -	\$ -	\$ 2,482,000	\$ 2,482,000	\$ 4,964,000
23. Ballinger Way - NE 205th St to 19th Ave NE Access Control Preliminary Design	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ 10,800,000	\$ 11,000,000
24. N 185th Street and Linden Avenue N Intersection Improvements	\$ -	\$ 530,100	\$ -	\$ -	\$ -	\$ -	\$ 530,100
25. 3rd Ave NW and NW Richmond Beach Rd Intersection Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,320,000	\$ 2,320,000
26. New Sidewalk Projects	\$ 1,227,000	\$ 6,300,000	\$ 6,300,000	\$ 6,300,000	\$ 6,300,000	\$ 6,300,000	\$ 32,727,000
27. Westminster Way N (South), N 155th St to Fremont Ave NB	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000
28. 145th Street, Aurora Ave N to 3rd Ave NW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,700,000	\$ 9,700,000
							\$ 211,106,153
Total Expenditures by Year	\$ 13,922,326	\$ 28,841,542	\$ 42,777,068	\$ 51,255,066	\$ 115,649,869	\$ 126,924,869	\$ 379,370,740



Transportation Improvement Program 2018 to 2023

Individual Project Locations Attachment A



Fully or Partially Funded Projects

- 5. 25th Ave NE Sidewalks
- 6. 145th St (SR 523) Corridor Improvements
- 7. 145th/I-5 Interchange Improvements
- 8. 148th Non-motorized Bridge
- 9. Trail along the Rail
- 10. Westminster Way N and N 155th St Improvements
- 11. N/NE 175th St - Corridor Improvements
- 12. N/NE 185th St - Corridor Improvements
- 13. Richmond Beach Road - Rechannelization
- 14. N 160th St - Aurora Ave N to Dayton/Greenwood Aves
- 15. Greenwood Ave N/Innis Arden Way/N 160th St - Intersection Improvements
- 16. 15th Ave NE - NE 175th St to NE 205th St
- 17. Fremont Ave N - N 175th St to N 185th St
- 18. Point Wells Potential Mitigation Projects
- 20. Meridian Ave N - N 145th St to N 205th St
- 21. NE Perkins Way Improvements - 10th Ave NE to 15th Ave NE
- 22. N 165th St and Carlyle Hall Rd N - Sidewalk and Intersection Safety
- 23. Ballinger Way - NE 205th St to 19th Ave NE - Access Control Preliminary Design
- 24. N 185th St and Linden Ave N - Intersection Improvements
- 25. 3rd Ave NW and NW Richmond Beach - Intersection Improvements
- 26. Westminster Way - N 155th St to Fremont Ave N
- 28. 145th St - Aurora Ave N to 3rd Ave W

Citywide Improvements

Underfunded

- 1. Curb Ramp, Gutter and Sidewalk Program
- 2. Traffic Safety Improvements
- 3. Annual Road Surface Maintenance Program
- 4. Traffic Signal/ITS Improvements

Unfunded

- 19. Major Pavement Rehabilitation Projects
- 27. New Sidewalk Projects

PROJECTS SCHEDULED FOR SUBSTANTIAL COMPLETION IN 2017

PROJECT NAME	PROJECT DESCRIPTION	COST	FUNDING SOURCES
Echo Lake Safe Routes to School	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.	\$ 419,000	Safe Routes to School, Roads Cap
Bicycle System Plan Implementation – Minor Improvements	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.	\$ 585, 725	Federal STP and Roads Cap
Citywide Radar Speed Signs	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) "	\$ 121,000	HSIP, Roads Cap
Meridian Avenue N and N 155th Street Intersection Phase Changes	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.	\$359,000	HSIP, Roads Cap

Project # and Name

1. Curb Ramp, Gutter and Sidewalk Program

Scope / Narrative

The ongoing Curb Ramp, Gutter and Sidewalk Program includes replacement of curb ramps that do not comply with the Americans with Disabilities Act (ADA) standards; design and construction of new, ADA compliant curb ramps in locations where none exist; and repairing and replacing existing concrete gutters and sidewalks damaged by tree roots, cracking or settlement. In a related project, the City is undertaking a City-wide inventory of all pedestrian facilities in the public right of way as a step toward an ADA compliance plan. The City-wide inventory will help to determine priorities for this capital program as well.

Funding

FUNDING SOURCE	PARTIALLY FUNDED					UNFUNDED	2018-2023 Total
	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	
Roads Capital	\$ 190,000	\$ 190,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,180,000

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 2017 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, 2018-2023. 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	2018-2023 Total
	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	
Roads Capital	\$ 160,775	\$ 163,814	\$ 167,005	\$ 175,355	\$ 184,123	\$ 184,123	\$ 1,035,195

Funding Outlook

This program is currently underfunded. Additional improvements that could be implemented with supplemental funding include street lighting, ADA compliance 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, 2018-2022. 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 roadway system at the highest Pavement Condition Index (PCI) rating within the limits of available funding. PCI is recalibrated annually and re-assessed City-wide at 5 year intervals. Roadway maintenance is accomplished by using a combination of asphalt concrete overlays and bituminous surface treatment (BST), both of which are preventative maintenance techniques. Asphalt overlays are used to maintain the structure of arterial streets, which have higher traffic volumes and higher wear, and BST is employed on residential streets, which have lower traffic volumes, lower wear and, if well maintained, a generally longer life span. These techniques typically extend pavement life between 10 and 15 years. Each year, the City identifies streets that require maintenance through this program. To maximize the impact of available funding and staff and coordinate with grant funding cycles, the City alternates each year between overlays and BST. As part of this program, the City renews pavement markings, traffic channelization and signs.

Funding

FUNDING SOURCE	PARTIALLY FUNDED					UNFUNDED	2018-2023 Total
	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	
Roads Capital	\$ 1,100,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 7,100,000
Federal - STP							\$ -
PROJECT TOTAL	\$ 1,100,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 7,100,000

Funding Outlook

This program is currently funded at approximately 50 percent.

Project Status

Annual program 2018-2023. 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	2018-2023 Total
	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	
Roads Capital	\$ 121,551	\$ 127,628	\$ 134,010	\$ 140,711	\$ 147,746	\$ 147,746	\$ 819,392

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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.

Project Status

Annual program 2018-2023. 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 |

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 PI 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						2018-2023 Total
	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	2023 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, Aurora Ave N to I-5****Scope / Narrative**

This project is identified in the 145th Street Multi-modal Corridor Study. The project will make improvements to signalized intersections in order to improve transit service, general purpose traffic, and pedestrian crossings. The project will improve pedestrian facilities along its full length. The Design phase for this project is fully funded. The City is striving to completed the ROW and Construction phases of the project by 2023 by the time the light rail station opens near NE 145th Street and the I-5 Interchange. A specific funding source to complete this project in the desired timeframe has not been identified.

Funding

FUNDING SOURCE	FUNDED		UNFUNDED				
	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2018-2023 Total
Deign phase. Roads Capital	\$ 330,000						\$ 330,000
Desgn Phase. Federal - STP	\$ 2,118,000						\$ 2,118,000
ROW and Construction - Unknown		\$ 6,000,000	\$ 7,500,000	\$ 10,000,000	\$ 10,000,000	\$ 6,570,000	\$ 40,070,000
PROJECT TOTAL	\$ 2,448,000	\$ 6,000,000	\$ 7,500,000	\$ 10,000,000	\$ 10,000,000	\$ 6,570,000	\$ 42,518,000

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Funding Outlook

The estimates for 2019-2023 are included as placeholders. Right of way acquisition costs are estimated to be \$13,500,000 and are unfunded, though Shoreline has set aside \$1,000,000 for this task. Construction costs are estimated to be \$44,966,000 and are unfunded. Shoreline may use a portion of its Connecting Washington funds for this project.

Project Status

The project design work will begin in Spring 2017 and is expected to take two years to complete.

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. SR 523 (N/NE 145th Street) & I-5 Interchange Improvements****Scope / Narrative**

This project will improve traffic operations through the 145th Street and I-5 Interchange while also accomodating additional non-motorized users. The project will add a new northbound I-5 onramp, extend left turn lane capacity, and add a new non-motorized bridge spanning I-5. The Design phase for this project is fully funded. The City is striving to completed the ROW and Construction phases of the project by 2023 by the time the light rail station opens near NE 145th Street and the I-5 Interchange. A specific funding source to complete this project in the desired timeframe has not been identified. Connecting Washington Funds are available to apply to corridor improvements in 2026. The City is working on a strategy to utelize these funds early to enable construction of the project to be complete by 2023.

Funding

FUNDING SOURCE	UNFUNDED						2018-2023 Total
	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	
STP	\$ 2,595,000						
Roads Capital	\$ 405,000						
Unknown		\$ 160,000		\$ 10,000,000	\$ 6,840,000		
PROJECT TOTAL	\$ 3,000,000	\$ 160,000	\$ -	\$ 10,000,000	\$ 6,840,000	\$ -	\$ 20,000,000

Project Status

The project design will begin in Spring 2017.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input checked="" 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**8. 148th Street N Non-motorized Bridge Project****Scope / Narrative**

This project will provide a new non-motorized bridge crossing over I-5 from the neighborhood in the vicinity of the N 148th Street to the 145th Street Light Rail Station.

Funding

FUNDING SOURCE	UNFUNDED						2018-2023 Total
	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	
30% Design and Enviro Review - CIP	\$ 500,000						\$ 500,000
Final Design and Permitting - unknown		\$ 1,600,000					\$ 1,600,000
Construction - unknown			\$ 5,000,000	\$ 5,000,000	\$ 4,000,000		\$ 14,000,000
PROJECT TOTAL	\$ 500,000	\$ 1,600,000	\$ 5,000,000	\$ 5,000,000	\$ 4,000,000	\$ -	\$ 16,100,000

Funding Outlook

The total cost for this project is estimated to be approximately \$16 million. Design phase will be complete in 2018 and construction will be completed in 2023.

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 checked="" 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**9. Trail Along the Rail****Scope / Narrative**

This project will provide an approximately 2.5 mile multi-use trail that roughly parallels the Lynnwood Link Light Rail guideway from 145th Street Station through the 185th Street Station and to the 195th Street Pedestrian Overcrossing.

Funding

FUNDING SOURCE	FUNDED						2018-2023 Total
	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	
30% Design and Enviro Review - CIP	\$ 275,000						\$ 275,000
Final Design and Permitting - unknown		\$ 500,000	\$ 500,000				
Construction - unknown				\$ 4,000,000	\$ 3,000,000	\$ 725,000	
							\$ -
PROJECT TOTAL	\$ 275,000	\$ 500,000	\$ 500,000	\$ 4,000,000	\$ 3,000,000	\$ 725,000	\$ 9,000,000

Funding Outlook

The total cost for this project is estimated to be approximately \$9 million. Design phase will be complete in 2018 and construction will be completed in 2023.

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 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**10. Westminister and N 155th Improvements****Scope / Narrative**

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

- a. Realign the intersection at N 155th St and Westminister Way N. This project improves the main vehicle intersection and increases safety for pedestrians and bicyclists. Includes improvements to the section of N 155th St between Westminister Way N and Aurora Ave N. Most effectively done at one time and in conjunction with the redevelopment of the Sears property.
- b. Create a more pedestrian and bicycle friendly Westminister Way N from 200' SW of N 155th St to N 157th St. Envisioned as a project in the Aurora Square CRA Renewal Plan, reworking Westminister 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.
- c. Construct a one-way N 157th St from Westminister Way N to Aurora Ave N. New street connection makes Westminister 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 alleviates congestion at the N 155th St Intersection. Most effectively completed with the redevelopment of the triangle property.

Funding

FUNDING SOURCE	UNFUNDED						2018-2023 Total
	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	
Re-construct N 160th from Aurora to Dayton with bike lanes, sidewalks, and possibly a new signalized intersection - Unknown					\$ 7,500,000	\$ 7,500,000	\$ 15,000,000
N 155th St (West) including intersection at Westminister - Unknown		\$ 2,500,000					\$ 2,500,000
Westminister Way N (North) N 157th to Aurora - Unknown		\$ 1,500,000					\$ 1,500,000
Construct N 157th St - Unknown		\$ 1,500,000					\$ 1,500,000
PROJECT TOTAL	\$ -	\$ 5,500,000	\$ -	\$ -	\$ 7,500,000	\$ 7,500,000	\$ 20,500,000

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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 checked="" type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input checked="" type="checkbox"/> Corridor Study |

Project # and Name**11. 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.

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							
FUNDING SOURCE	FUNDED		UNFUNDED				2018-2023 Total
	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	
Design and Enviro Review - Federal STP	\$ 1,418,600	\$ 2,127,900					
Design and Enviro Review - Impact Fees	\$ 221,400	\$ 332,100					
ROW- Unfunded			\$1,903,000.00	\$ 1,903,000			
ROW - Impact Fees			\$297,000.00	\$ 297,000			
Construction - Unfunded					\$ 6,184,750	\$ 6,184,750	
Construction - Impact Fees					\$ 965,250	\$ 965,250	
PROJECT TOTAL	\$ 1,640,000	\$ 2,460,000	\$ 2,200,000	\$ 2,200,000	\$ 7,150,000	\$ 7,150,000	\$ 22,800,000

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. The City pursued federal grant funding for design and environmental work through the Surface Transportation Program administered by PSRC in 2014 and was included as the first project eligible for funding on the contingency list. In February 2016 this project was selected off the contingency list and fully funded for design and environmental review. 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

12. N/NE 185th Street Corridor Improvements

Scope / Narrative

185th Street Corridor Strategy will 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. Individual improvements projects* that come out of the plan could be the following:

a. NE 185th St – 1st Ave NE to 7th Ave NE** and 7th Ave NE to 10th Ave NE: Rechannelize 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.

*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.

Funding

FUNDING SOURCE	FUNDED		UNFUNDED				2018-2023 Total
	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	
185 th St Corridor Strategy (CIP)	\$700,000						\$ 700,000
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	\$231,000	\$ 693,000
NE 185 th St – 1 st Ave NE to 7 th Ave NE (a) – impact fee				\$78,000	\$78,000	\$78,000	\$ 234,000
N 185 th St and Meridian Ave N(b) - unknown				\$4,110,000	\$4,110,000	\$4,110,000	\$ 12,330,000
N 185 th St and Meridian Ave N (b) – impact fee				\$1,370,000	\$1,370,000	\$1,370,000	\$ 4,110,000
N 185 th St – Midvale Ave N to Stone Ave N (c) - unknown				\$550,000	\$550,000	\$550,000	\$ 1,650,000
NE 185 th St – Midvale Ave N – 10 th Ave NE (d) - unknown				\$2,200,000	\$2,200,000	\$2,200,000	\$ 6,600,000
N/NE 185th Street Corridor Study (e) - unknown							\$ -
PROJECT TOTAL	\$ 700,000	\$ -	\$ -	\$ 8,539,000	\$ 8,539,000	\$ 8,539,000	\$ 26,317,000

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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.

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 checked="" type="checkbox"/> Corridor Study |

Project # and Name**13. Richmond Beach Rd Rechannelization****Scope / Narrative**

This project will re-channelize Richmond Beach Rd/NW 195th St/NW 196th St from 24th Ave NW to Dayton Ave N from four lanes to one lane in each direction plus a center turn lane. The primary goal of this project is to improve driver, pedestrian, and bicyclist safety and mobility. Re-channelization also provides the ability to implement on-street bicycle lanes which will provide a space for people biking as well as provide a buffer between pedestrians and vehicle traffic.

Funding

FUNDING SOURCE	PARTIALLY FUNDED					UNFUNDED	2018-2023 Total
	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	
Roads Capital Fund	\$ 300,000						\$ 300,000

Funding Outlook

This project did not receive funding from the Citywide Safety Grant administered through WSDOT. The City's Roads Capital Fund currently has \$200k allocated toward the project. During the Summer 2017 budget process, staff will try to secure the additional funding needed.

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**14. N 160th from Aurora to Dayton/Greenwood****Scope / Narrative**

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 2018. Following phases include new sidewalks, a gateway entrance on N 160th St for Aurora Square and a midblock pedestrian crossing. Most effectively done when the Sears property redevelops and only if traffic volumes warrant.

Funding

FUNDING SOURCE	UNFUNDED						2018-2023 Total
	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	
Greenwood/ N 160th St/ Innis Arden intersection	\$ 100,000	\$ 700,000	\$ 700,000				\$ 1,500,000
PROJECT TOTAL	\$ 100,000	\$ 700,000	\$ 700,000	\$ -	\$ -	\$ -	\$ 1,500,000

Funding Outlook

This project assumes funding by King County for restriping to three lanes with a bike lane. It assumes pedestrian improvements will be made 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

15. Greenwood/Innis Arden/160th Intersection Improvements

Scope / Narrative

Reconstruct Greenwood/Innis Arden/160th intersection for improved operations. Project also includes sidewalks between Dayton and Greenwood.

Funding

FUNDING SOURCE	FUNDED						2018-2023 Total
	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	
Shoreline Community College/Unknown	\$ 100,000	\$ 700,000	\$ 700,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 6,000,000
				\$ -	\$ -	\$ -	
PROJECT TOTAL	\$ 100,000	\$ 700,000	\$ 700,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 6,000,000

Funding Outlook

This project assumes partial funding from Shoreline Community College. 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 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. 15th Avenue NE – NE 175th Street to NE 205th 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 205th 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

FUNDING SOURCE	UNFUNDED						2018-2023 Total
	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	
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

17. 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

UNFUNDED							
FUNDING SOURCE	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2018-2023 Total
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

18. Point Wells Potential Mitigation Projects

Scope / Narrative

The proposed Point Wells development in Snohomish County will result in significant traffic impacts in the City of Shoreline. Mitigation projects for the Point Wells development will be funded and potentially constructed by private developers. Preliminarily identified projects are listed below.

- a. 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 Street) 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.
- b. 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.
- c. NW 195th St at 20th Ave NW: Construct a traffic signal at this intersection which is currently controlled by stop signs on all approaches.
- d. 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.
- e. 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.
- f. 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.
- g. 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.
- h. 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.
- i. 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							
FUNDING SOURCE	UNFUNDED						2018-2023 Total
	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	
NW 195th/196 th St – Richmond Beach Dr NW to 24 th Ave NW (a) – developer mitigation					\$1,500,000	\$1,500,000	\$ 3,000,000
NW 196 th St – 24 th Ave NW to 20 th Ave NW (b) – developer mitigation					\$300,000	\$300,000	\$ 600,000
NW 195 th St at 20 th Ave NW (c) – developer mitigation					\$1,340,000	\$1,340,000	\$ 2,680,000
NW Richmond Beach Road at 15 th Ave NW (d) – developer mitigation					\$2,210,000	\$2,210,000	\$ 4,420,000
Richmond Beach Dr NW – NW 196 th St to NW 205 th St: (e) – developer mitigation					\$18,250,000	\$18,250,000	\$ 36,500,000
NW Richmond Beach Rd at 8 th Ave NW: (f) – developer mitigation					\$2,140,000	\$2,140,000	\$ 4,280,000
NW/N Richmond Beach Rd - Richmond Beach Dr NW to Fremont Ave N (g) – developer mitigation					\$4,000,000	\$4,000,000	\$ 8,000,000
Off-Corridor Sidewalk/Pedestrian Safety Improvements (h) – developer mitigation					\$15,050,000	\$15,050,000	\$ 30,100,000
Traffic Calming and Bicycle Improvements (i) - developer mitigation					\$700,000	\$700,000	\$ 1,400,000
PROJECT TOTAL	\$ -	\$ -	\$ -	\$ -	\$ 45,490,000	\$ 45,490,000	\$ 90,980,000

Continued on next page

Funding Outlook

Many of these projects will be funded and constructed by private developers as mitigation for the Point Wells development. It is unknown at this time when projects will be constructed.

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**19. Major Pavement Rehabilitation Projects****Scope / Narrative**

Replacement of the roadway pavement is called for when regular maintenance has been deferred for an extended period and the pavement structure becomes sufficiently worn or damaged that the overlay or bituminous surface treatment preservation techniques employed in the City's Annual Road Surface Maintenance program (Project # 3) are ineffective. Timing is important: The cost of reconstructing a roadway is dramatically higher than the cost of preventive maintenance over the same time period. Several road segments in Shoreline require replacement of all or most the roadway pavement:

- 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
- N/NW 200th St: 3rd Ave NW to Aurora Ave N
- N/NW 195th St: 3rd Ave NW to Aurora Ave N
- Linden Ave N: N 175th St to N 185th St
- 8th Ave NW: NW Richmond Beach Rd to NW 180th St
- NW 201st St: 23rd Pl. NW to 24th Ave. NW
- 23rd Pl NW: 23rd Ave NW to 20th Ave NW
- 21st Pl NW: 21st Ave NW to 23rd Pl NW
- 24th Ave NW: NW 196th St to NW 201st St
- Ashworth Ave. N: N 183rd St. to N 185th St
- 20th Ave NW: NW 197th St to 23rd Pl NW
- N 183rd St: Ashworth Ave N to Meridian Ave N

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						2018-2023 Total
	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	
Unknown	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 12,000,000

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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. The annual funding identified for 2017-2022 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:

- Rechannelization of 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
- Repair of damaged sidewalks, curbs and gutters and installation of new sidewalks where missing
- Installation of curb ramps to improve ADA accessibility
- Roadway overlay work
- Possible undergrounding of 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 #3. 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

	UNFUNDED						
FUNDING SOURCE	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2018-2023 Total
Unknown					\$6,590,000	\$6,590,000	\$ 13,180,000
Roads Capital							\$ -
Federal - STP							\$ -
Impact Fee					\$2,527,000	\$2,527,000	\$ 5,054,000
PROJECT TOTAL	\$ -	\$ -	\$ -	\$ -	\$ 9,117,000	\$ 9,117,000	\$ 18,234,000

Continued on next page

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.

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. 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

FUNDING SOURCE	UNFUNDED						2018-2023 Total
	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	
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

22. 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

UNFUNDED							
FUNDING SOURCE	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2018-2023 Total
Unknown					\$ 2,482,000	\$ 2,482,000	\$ 4,964,000

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 2022. 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

**23. 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 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	2018-2023 Total
	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimat	2023 Estimate	
Unknown		\$ 200,000				\$ 10,800,000	\$ 11,000,000

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**24. 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 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	2018-2023 Total
	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	2023 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 checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

25. 3rd Ave NW and NW Richmond Beach Rd Intersection Improvements

Scope / Narrative

This intersection has regularly been the highest ranked site for number of collisions in the City. This project would rebuild the intersection of 3rd Avenue NW and NW Richmond Beach Road in order to provide left turn pockets in the eastbound and westbound directions. This would allow for safer and more efficient signal phasing to address at-angle collisions as noted in the City's Annual Traffic Report. Sidewalks, curb ramps and pedestrian signal systems for ADA compliance would also be addressed. Additionally, the current signal infrastructure is located on a span wire which would be changed to signal pole structures. Interim phasing and signal improvements may be paired in conjunction with Project #29.

Funding

FUNDING SOURCE	PARTIALLY FUNDED					UNFUNDED	2018-2023 Total
	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	
Unknown						\$ 2,320,000	\$ 2,320,000

Funding Outlook

This project is competitive for funding from the Citywide Safety Grant administered through WSDOT. There may also be a nexus for new development, such as Point Wells, to fund safety improvements at this intersection.

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 checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

26. Westminster Way N (South). N 155th St to Fremont Ave NB Frontage Impro

Scope / Narrative

Frontage and channelization improvements including widening sidewalks and/or a multi-use trail, installation of a planted median and ADA improvements at intersections.

Funding

FUNDING SOURCE	PARTIALLY FUNDED					UNFUNDED	2018-2023 Total
	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	
Unkown						\$ 5,000,000	\$ 5,000,000

Funding Outlook

This 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 type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

27. 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						2018-2023 Total
	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	
Unknown	\$ 1,227,000	\$ 6,300,000	\$ 6,300,000	\$ 6,300,000	\$ 6,300,000	\$ 6,300,000	\$ 32,727,000

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.

The City is starting a Sidewalk Prioritization process that will look at how to package and fund high and medium ranked projects from the City's current list. The rough order of magnitude estimate for improvements is \$127 million which if implemented evenly over 20 years would be ~\$6.3 million per year.

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 |

	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	2019
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	2019
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	2019
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	2019
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

28. 145th Street, Aurora Ave N to 3rd Ave NW

Scope / Narrative

The 145th Street Corridor Study identified future improvements to 145th Street between Aurora Avenue and 3rd Avenue. These improvements modify the roadway to a 3-lane section with on-street bike lanes where space allows.

Funding

FUNDING SOURCE	PARTIALLY FUNDED					UNFUNDED	2018-2023 Total
	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	
Unknown	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,700,000	\$ 9,700,000

Funding Outlook

No funding has been identified for this project at this time. Design and construction of this segment of roadway is anticipated to begin in 2023 after completion of Project No. 6 (145th Street (SR 523) Corridor Improvements, Aurora Ave N to I-5) and Project No. 7 (SR 523 (N/NE 145th Street) & I-5 Interchange Improvements).

Project Status

This project is scheduled to be completed after the 145th interchange and segment from I-5 to Aurora.

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 type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussing the 2016 Annual Traffic Report
DEPARTMENT:	Public Works Shoreline Police
PRESENTED BY:	Kendra Dedinsky, City Traffic Engineer Abigail Steele, Operations Captain, Shoreline Police
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:

Staff will present the 2016 Annual Traffic Report at tonight's meeting. The purpose of this report and presentation is to:

1. Share with Council the data and methodology that the Public Works and Police Departments use to identify and develop action plans to address collision trends and High Collision Locations within the City;
2. Discuss recommendations to address High Collision Locations through engineering improvements utilizing existing Traffic Safety and Traffic Signal Rehabilitation resources, targeted Police enforcement, and education;
3. Identify potential future capital projects to address high collision intersections or street segments. The Council is asked to consider these projects for potential incorporation into the annual Transportation Improvement Plan (TIP) and the Capital Improvement Program (CIP) process. Inclusion of the projects within the TIP establishes priorities for the pursuit of grant funding in future years;
4. Update the Council on implementation of past improvements and efforts to lower the collision rates of High Collision Locations; and
5. Provide an overview of other key traffic data including volumes, speeds, pedestrian and bicycle activity, and transit information.

No action is required tonight of Council. This item is for discussion purposes only and allows Council an opportunity to provide policy direction to staff.

RESOURCE/FINANCIAL IMPACT:

There are no additional financial or resource impacts at this time. The Public Works and Police Departments will continue to use existing staff for engineering and enforcement needs. Based on the data in this report, larger projects identified as a priority would be considered as part of the Annual TIP and the 2018-2023 CIP process. Projects would be presented for Council consideration on an individual basis as part of those TIP and CIP processes. Enforcement emphasis and small projects would be implemented using existing resources. The 2017 budget includes \$157,881 for the Traffic Safety Improvement Program for these types of projects.

RECOMMENDATION

No action is required. This item is intended to be an informational briefing.

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

BACKGROUND

The purpose of the Annual Traffic Report is to provide Council with information and analysis of the data collected by the City's Traffic Services division. Specifically, the report helps identify opportunities to increase and improve the safety of our transportation system.

The results and recommendations contained in the Annual Traffic Report are utilized in the development of the annual Transportation Improvement Plan (TIP) and Capital Improvement Plan (CIP), which will come before the Council in the upcoming months. This data is also used in identifying and developing opportunities for grant funding.

DISCUSSION

The 2016 Annual Traffic Report is attached to this staff report as Attachment A. The report contains data including information on collisions, traffic speeds, traffic flow, transit use, and pedestrian and bicycle activity. Analysis of this data is then utilized to develop strategies and recommendations to reduce collisions and improve safety with a focus on Target Zero collision reduction strategies. The Traffic Services Section and Police Department work closely in developing the recommendations, with the Police focusing on enforcement and education opportunities and Traffic Services focusing on education and engineering solutions.

Key changes between the previous year's report and this year's report include:

- A regional comparison of collision trends.
- Expanded discussion on Target Zero fatal and serious injury collision reduction strategies.
- Collision reduction results of implemented recommendations from prior years.
- A summary of Aurora Corridor Project benefits.

Recommendations included within the 2016 Annual Traffic Report are implemented through the following programs:

- Enforcement by the Police Department is through current budget allocations.
- The CIP includes an annual program for Traffic Safety Improvements that can be used for implementing engineering solutions. This program contains \$157,881 for 2017.
- Larger projects are funded separately through the CIP. These often include grant funding.
- The Traffic Services Operating budget supports some education and minor operational adjustments to the system.

RESOURCE/FINANCIAL IMPACT

There are no additional financial or resource impacts at this time. The Public Works and Police Departments will continue to use existing staff for engineering and enforcement needs. Based on the data in this report, projects identified as a priority would be considered as part of the Annual TIP and the 2018-2023 CIP process. Projects would be presented for Council consideration on an individual basis as part of

those TIP and CIP processes. Enforcement emphasis and small projects would be implemented using existing resources. The 2016 budget includes \$157,881 for the Traffic Safety Improvement Program for these types of projects.

RECOMMENDATION

No action is required. This item is intended to be an informational briefing.

ATTACHMENTS

Attachment A – 2016 Annual Traffic Report



City of Shoreline
Annual Traffic Report
2016

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Introduction

This report provides an annual review and analysis of data collected by the City of Shoreline Traffic Services section. It summarizes collisions, speeds, transit ridership, pedestrian and bike data, and traffic volumes, highlighting noteworthy trends. The data in this report guides the City's prioritization of Traffic Services capital improvement project resources, identifies potential projects for the upcoming year's Transportation Improvement and Capital Improvement plans, supports pursuit of grant opportunities, and identifies target enforcement areas for the Shoreline Police Department.

This report strives to provide clear and usable traffic safety and operational information for reference by staff, Council and the citizens of Shoreline.

To request additional information, please contact the Public Works Department, Traffic Services section or visit the Traffic Services webpage at <http://shorelinewa.gov/government/departments/public-works/traffic-services>.

Executive Summary

Growth is evident in the Puget Sound Region and accordingly, Average Daily Traffic Volumes are up 1.7 percent, with peak hours up just over 2 percent as represented by 8 regular traffic data collection sites. Similarly, there has been a significant uptick in transit use with 7.5 percent more transit boarding's in 2016 compared to 2015.

2016 saw an increase in total and injury collisions in comparison to 2015. In the 2010 to 2016 monitoring period, this is the first year that marks an upward trend in overall collisions, however injury collisions continue to trend downward. Regional comparisons show a similar trend of both total and injury collisions. Pedestrian collisions have been declining over the last 3 years, however bicycle related collisions are on the rise, with the most collisions ever reported occurring last year.

Perhaps unsurprisingly, distracted driving, the most often cited contributing circumstance in Shoreline collisions, continues to rise. It is cited as a factor for 27% of collisions in Shoreline and 26% of collisions statewide. With more people walking and biking, it is more important than ever to educate drivers on the dangers of cell phone use while driving, and perform targeted emphasis patrols to ensure drivers on our streets know this is a priority for our City.

In 2016, alcohol and/or drug impaired related collisions saw a substantial spike; the highest in the 2010 to 2016 period and more than doubling the preceding 3 year average. Also notable is that these impaired driving collisions accounted for more than 16% of injury collisions, a significant increase in comparison to prior years; demonstrating the need for continued education and enforcement strategies on this topic.

Non-motorized safety continues to be a top priority as well. Pedestrian collisions are down slightly from 2015, however bicyclist collisions have risen making the total number of non-motorized collisions equal to 2015 numbers. Accounting for more than 30% of injury collisions, those involving the transportation system's most vulnerable users warrant attention. We know that speed is a major factor in whether a pedestrian or bicyclist survives a collision. For this reason, it is important to continue to focus on driver compliance with speed limits. Additionally, analysis of lighting conditions shows that pedestrian related collisions are represented at a significantly greater rate when it is dark, in comparison to the general collision rate. This emphasizes the need for adequate street lighting, especially at crossings where most pedestrian collisions occur.

Lastly, this year's report includes a summary of safety improvement results, including a short summary on the Aurora Corridor Project benefits. This section clearly demonstrates that the City's financial investment in safety improvements is making a difference, and confirms the importance of strategic, data driven improvements.

Data Sources

This report summarizes collision data trends based on data from 2010 through 2016, with emphasis on years 2014 through 2016. Only collisions that occurred on City streets and are investigated by police officers are included in this report. Excluded are collisions on private property, locations outside of the City of Shoreline (i.e. N 145th Street), phone reports, non-police investigated incidents, collisions under the threshold of \$1000, and other non-collision vehicle incident reports.

Collision data is obtained from the Washington State Department of Transportation (WSDOT). Data from WSDOT includes collisions investigated by other agencies such as Washington State Patrol. No citizen reports are included as WSDOT stopped providing this data to local jurisdictions as of January 1, 2009. The data contained in this report is based on reportable collisions only, as defined in the following section.

Traffic volume and speed data presented in this report was collected and analyzed by Shoreline Traffic Services staff.

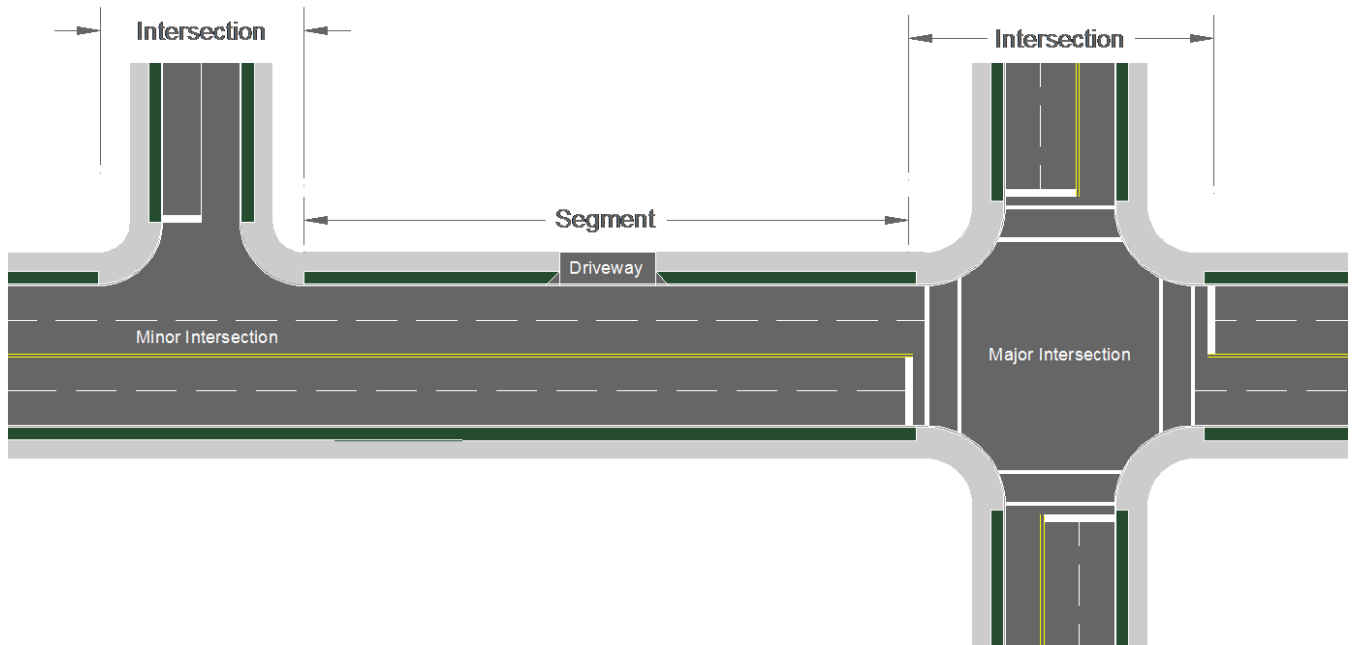
Transit data was provided by King County Metro and pedestrian and bicycle data is from WSDOT's Bicycle and Pedestrian Documentation Project.

Definitions

Reportable Collision	A collision which involves death, injury, or property damage in excess of \$1000 to the property of any one person.
Fatal Collision	Motor vehicle collision that results in fatal injuries to one or more persons.
Serious Injury Collision	A motor vehicle collision resulting in an injury assessed by the investigating officer as "any injury which prevents the injured person from walking, driving, or continuing normal activities at the time of the collision."
Evident Injury Collision	A collision resulting in an injury assessed by the investigating officer as "any injury other than fatal or serious at the scene. Includes broken fingers or toes, abrasions, etc. Excludes limping, complaint of pain, nausea, momentary unconsciousness, etc."
Possible Injury Collision	A collision resulting in an injury assessed by the investigating officer as "any injury reported to the officer or claimed by the individual as momentary unconsciousness, claim of injuries not evident, limping, complaint of pain, nausea, hysteria, etc."
Property Damage Only Collision (PDO)	Motor vehicle collision in which there is no injury to any person, but only damage to a motor vehicle, or to other property, including injury to domestic animals.

Did Not Grant Right of Way	A contributing circumstance type which indicates that the driver failed to properly yield Right of Way; for example, a driver hitting a pedestrian in a crosswalk when the walk signal is on for the pedestrian movement.
High Collision Location	Locations with the highest number of reported collisions.
Collision Rate	For intersections, the number of collisions at an intersection divided by the average annual volume of vehicles entering the intersection. The resulting unit is collisions per million entering vehicles. For segments, the number of collisions along the segment divided by the length of the segment and the average annual volume of vehicles along the segment. The resulting unit is collisions per million vehicle miles.
85 th Percentile Speed	The speed at which 85% of traffic is traveling at or below; a traffic engineering standard for measuring and evaluating traffic speeds.
Target Zero	Target zero is Washington State’s Strategic Highway Safety Plan for zero fatal and serious injury collisions by the year 2030. See Collision Reduction Strategy section.

For High Collision Location analysis, intersections and segments are categorized as shown below.



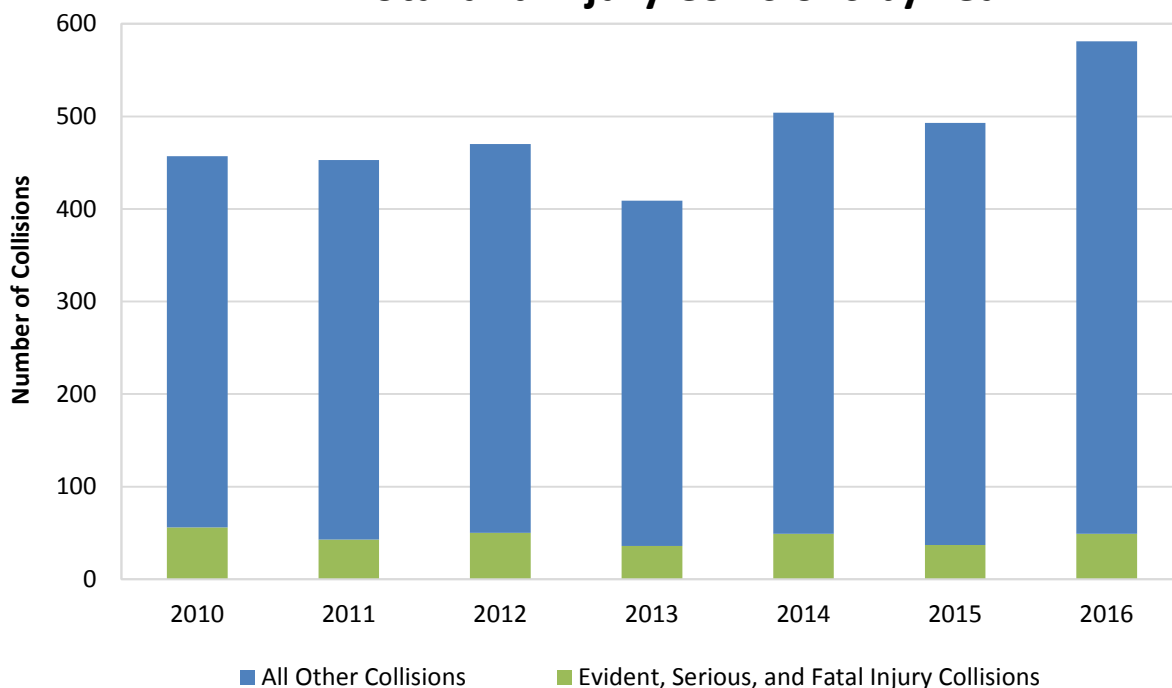
Collision Summary

There were 581 collisions reported on City of Shoreline streets in 2016. Below is a summary of collisions from 2010 through 2016.

	2010	2011	2012	2013	2014	2015	2016
Fatal	2	1	1	1	1	1	0
Evident Injury	48	33	44	26	37	28	40
Serious Injury	6	9	5	9	11	8	9
Possible Injury	105	111	107	106	122	127	143
No Injury	285	290	305	263	318	320	376
Unknown	11	9	8	4	15	9	13
Total	457	453	470	409	504	493	581

The total number of collisions in 2016 is up from 2015. Data from 2016 marks the first year in which the trend line for total collisions since 2010 is increasing, with an average increase of 17 additional collisions per year. The number of Evident and Serious Injury collisions is trending slightly downward, generally accounting for between 8-11% of total collisions. The Injury Collisions section provides more detailed analysis of injury collision trends.

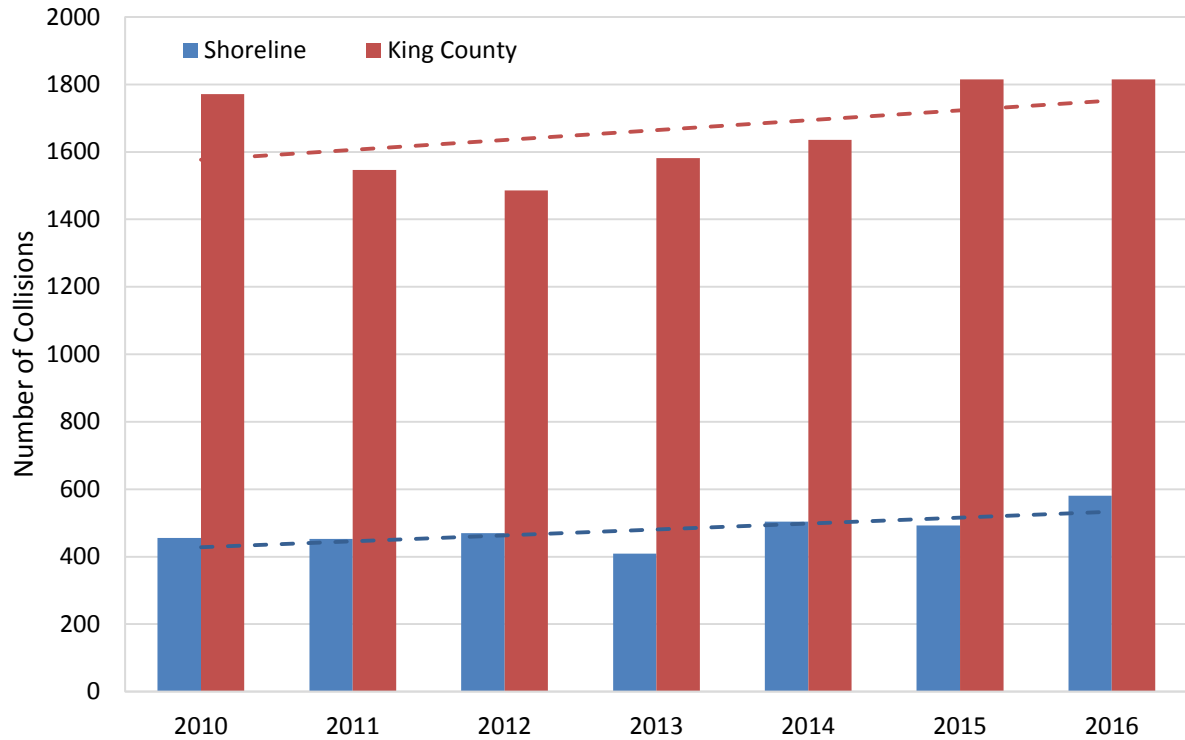
Total and Injury Collisions by Year



Regional Comparison

To better understand how the uptick in collisions in Shoreline relates to the broader region, a comparison to King County collision data was prepared. As shown in the chart below, the number of total collisions in King County has also been rising over the last five years, at a slightly higher rate than Shoreline collisions. King County collision data was taken from the WSDOT Crash Data Portal.

King County & Shoreline Total Collisions by Year



Societal Costs

Traffic collisions have considerable impact not only on the people directly involved in the collision but also on the community as a whole. Below is the Washington State Department of Transportation's assessment of motor vehicle collision costs by severity. The information provided includes estimates for the average economic cost per death, per injury, and per property damage collision. The economic cost estimates are a measure of the productivity lost and expenses incurred because of the collision; they do not reflect what society is willing to pay to prevent a statistical fatality or injury.

• Fatality	\$2,000,000
• Serious Injury	\$1,000,000
• Evident Injury	\$100,000
• Possible Injury	\$70,000
• Property Damage Collision	\$10,000

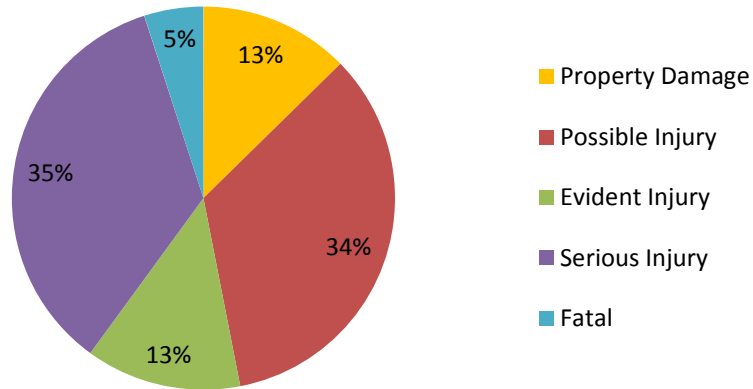
Source: WSDOT Traffic Safety Management Office

Below is a summary of societal costs for collisions in Shoreline from 2014 through 2016. Although there has been an uptick in total collisions, the number of fatal, serious, and evident injury collisions, which represent much higher societal cost than other collision types, remains relatively consistent with previous years.

Type of Collision	2014	2015	2016
Property Damage	\$3,180,000	\$3,200,000	\$3,760,000
Possible Injury	\$8,540,000	\$8,890,000	\$10,010,000
Evident Injury	\$3,700,000	\$2,800,000	\$4,000,000
Serious Injury	\$11,000,000	\$8,000,000	\$9,000,000
Fatal	\$2,000,000	\$2,000,000	\$0
Total	\$28,420,000	\$24,890,000	\$26,770,000

The chart below summarizes the 3 year average societal cost by collision severity. Serious Injury collisions account for the majority of the societal cost at 35%, but represent only 2% of total collisions. Property Damage collisions account for 64% of the total collisions, but represent only 13% of the societal cost.

Societal Cost by Collision Severity
2014 - 2016 Average



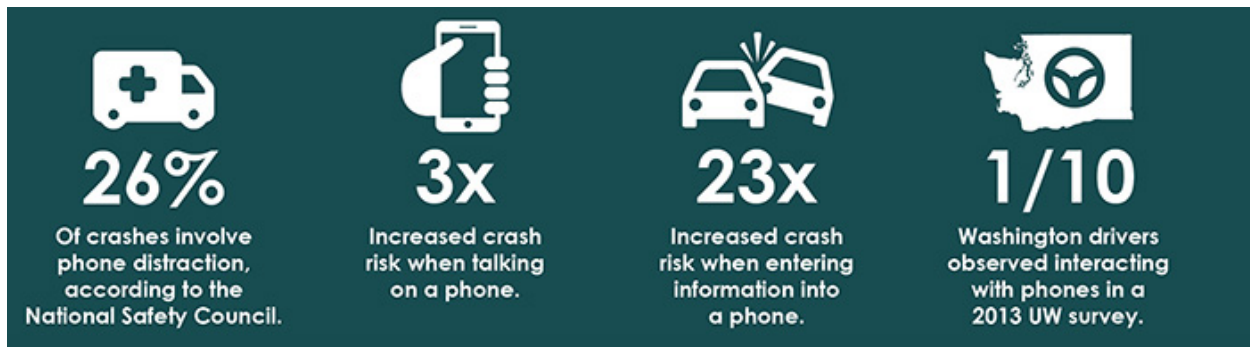
Contributing Circumstances

The top three contributing circumstances for collisions in 2016 were, “Driver Distraction or Inattention”, “Did Not Grant Right of Way”, and “Other”. “Exceeding Safe Speed” continues to decline as a cited contributing circumstance.

Contributing Circumstance	Percent of 2016 Collisions
Driver Distraction or Inattention	27%
Did Not Grant Right of Way	23%
Other	12%

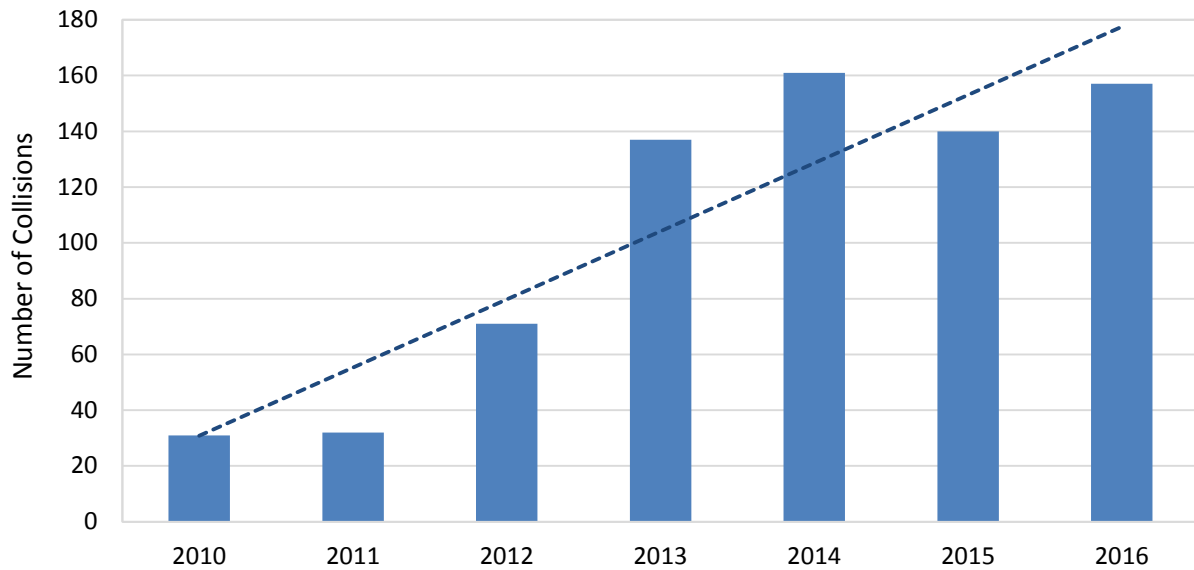
Distracted Driving

The graphic below is taken from the Target Zero plan. Shoreline’s distribution of distracted driving related collisions is generally on trend with statewide numbers.



*Source: Target Zero Washington (<http://targetzero.com/>)

Contributing Circumstance Driver Distraction or Inattention*

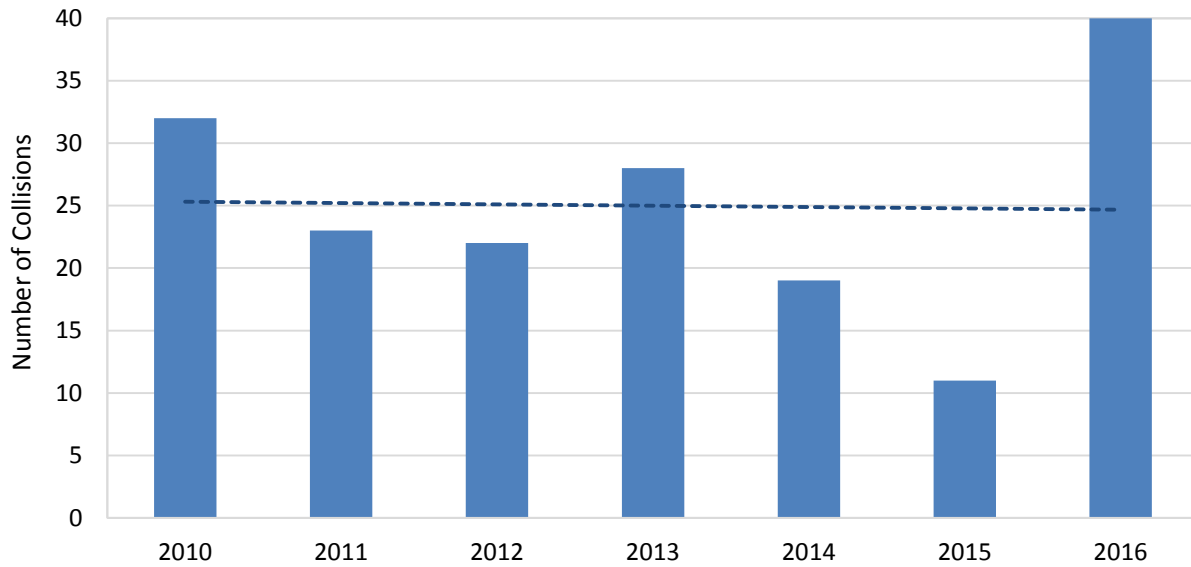


*Driver Distraction or Inattention includes the following classifications: *Unknown Driver Distraction, Inattention, Driver Operating Other Electronic Devices, Driver Operating Hands-Free Wireless Device, Driver Operating Handheld Telecommunication Device, Driver Interacting with Passengers/Animals, Driver Grooming, Driver Eating or Drinking, Driver Distractions Outside Vehicle, Driver Adjusting Audio or Entertainment, and Other Driver Distractions Inside Vehicle.*

Drug and/or Alcohol Impairment

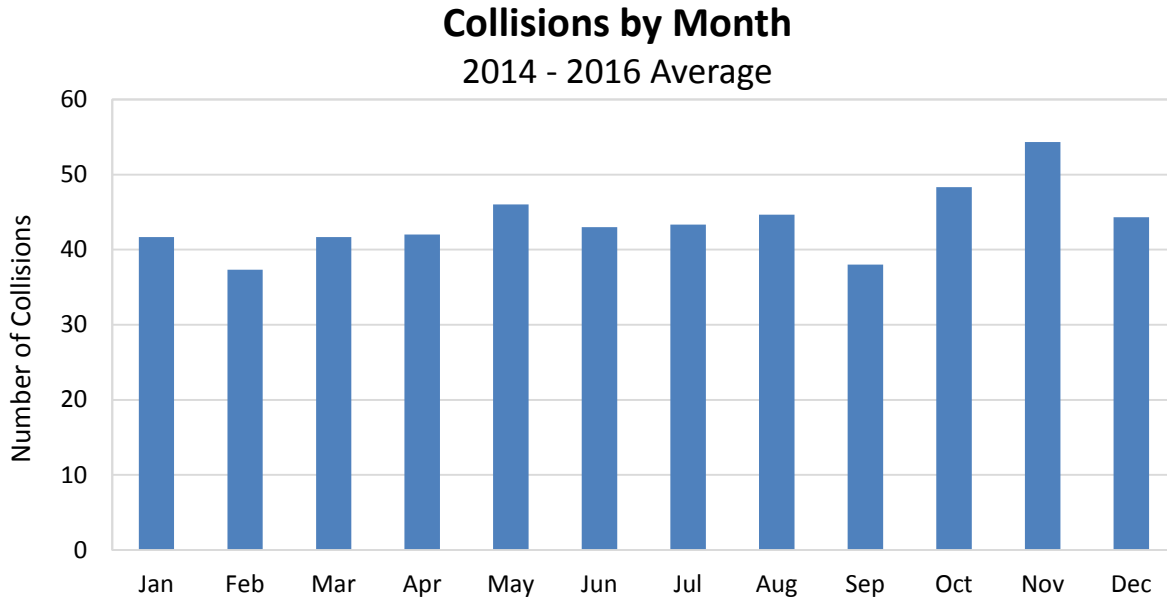
Another contributing circumstance of note is driver or pedestrian impairment by alcohol or drugs. Although this contributing factor represents only 7% of total collisions, there was a significant spike in the number of 2016 collisions related to drug and/or alcohol impairment as shown in the following chart; double in comparison to the 2013-2015 average. There is also a significant relationship between impairment and injury which is discussed in the Injury Collisions section.

Contributing Circumstance
Impaired by Alcohol and/or Drugs

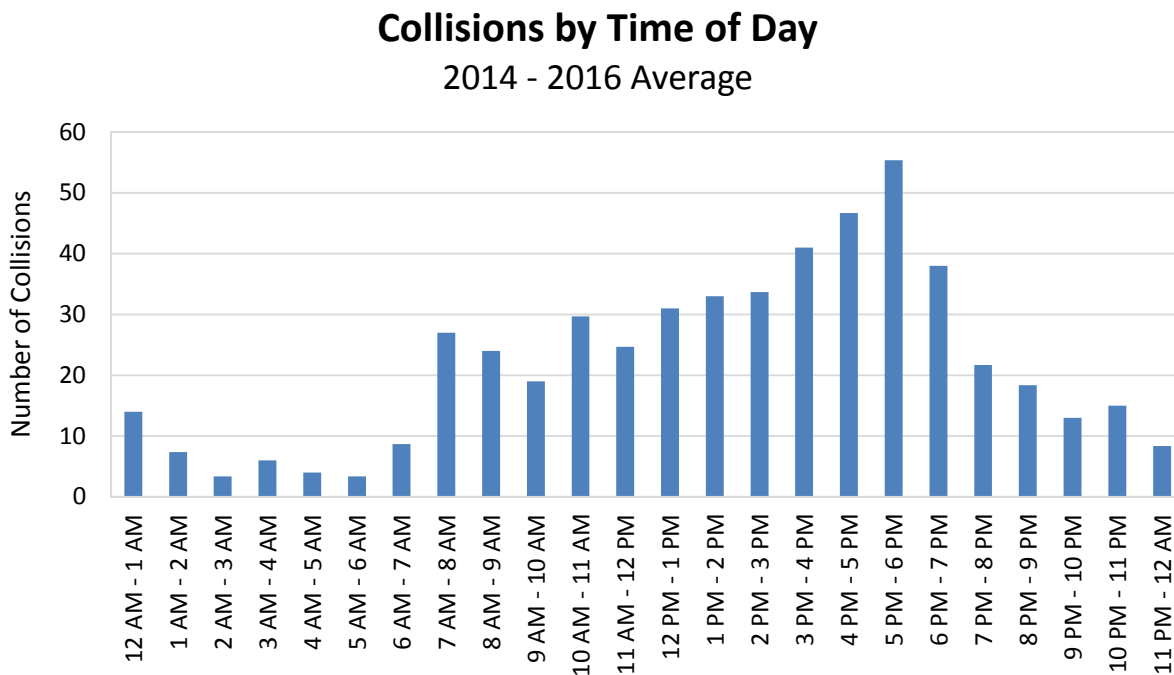


Month and Time of Day

November is the month with the highest overall and injury collisions, consistent with the statewide trend.



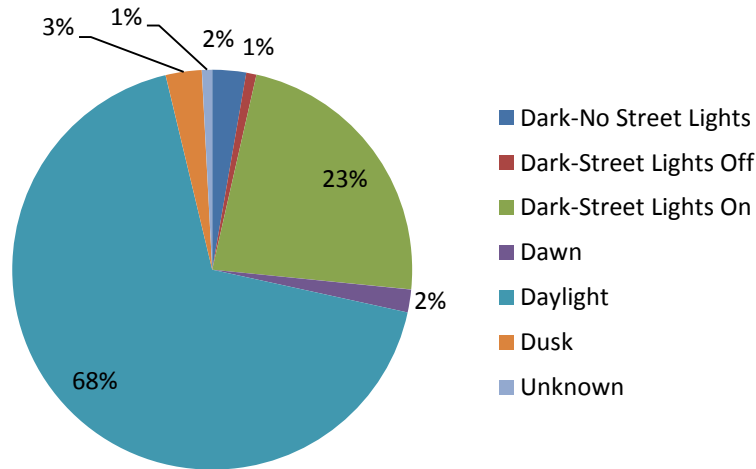
Collisions in Shoreline most often occur during the PM peak hour of 5 to 6 PM. Injury collisions most often occurred during the PM peak as well.



Light and Surface Condition

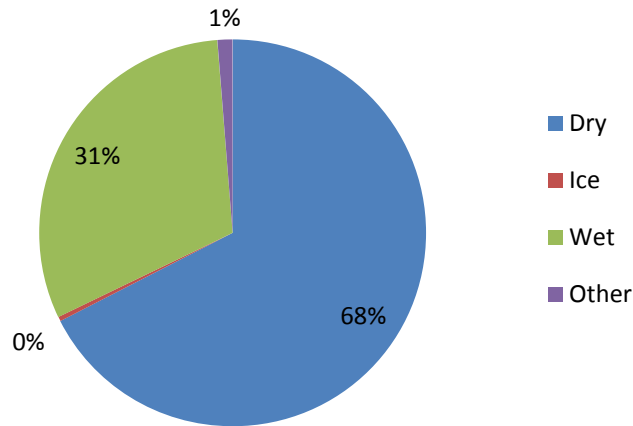
There are seven categories of light conditions and four categories of surface conditions for pavement. Most collisions occur during daylight hours, with “Dark – Street Lights On” representing the next highest category. Injury collisions follow a similar trend. It is worth noting that pedestrian related collisions are represented during hours of darkness at a greater rate with 17% reported with light conditions Dark-No Street Lights, or Dark-Street Lights Off, emphasizing the importance of adequate street lighting.

Light Conditions
2014 - 2016 Average



68% of collisions occur on dry pavement. Injury collisions follow a similar trend.

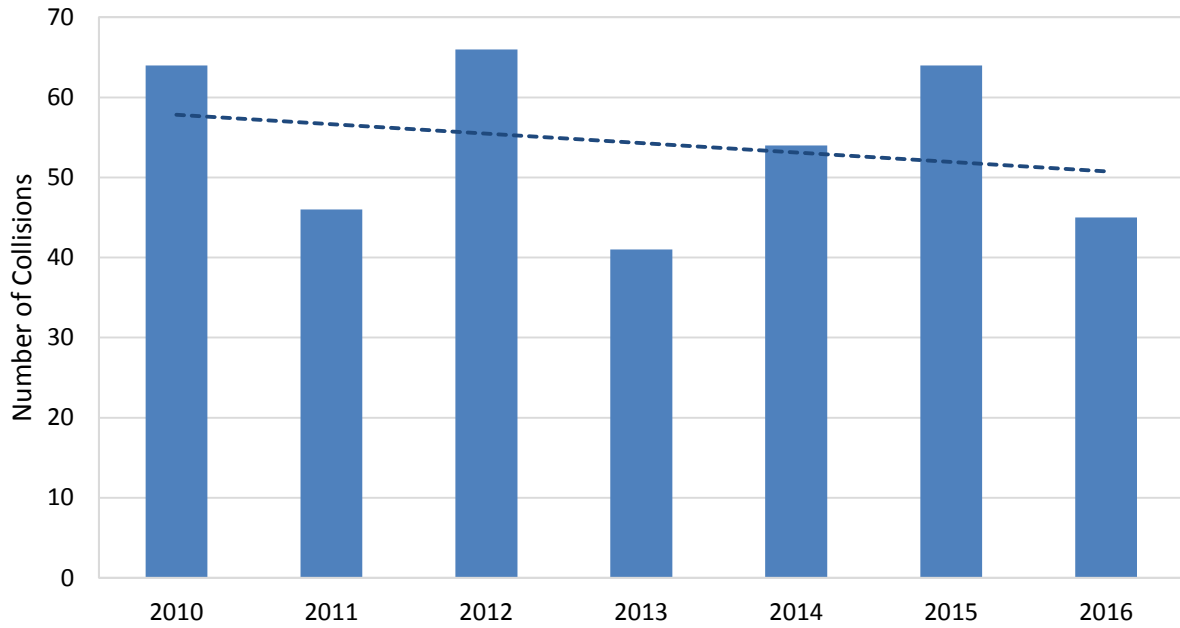
Surface Condition
2014 - 2016 Average



Hit and Run

The number of reported hit and run collisions has been steadily declining since 2010 and represents just under 8% of total collisions in 2016.

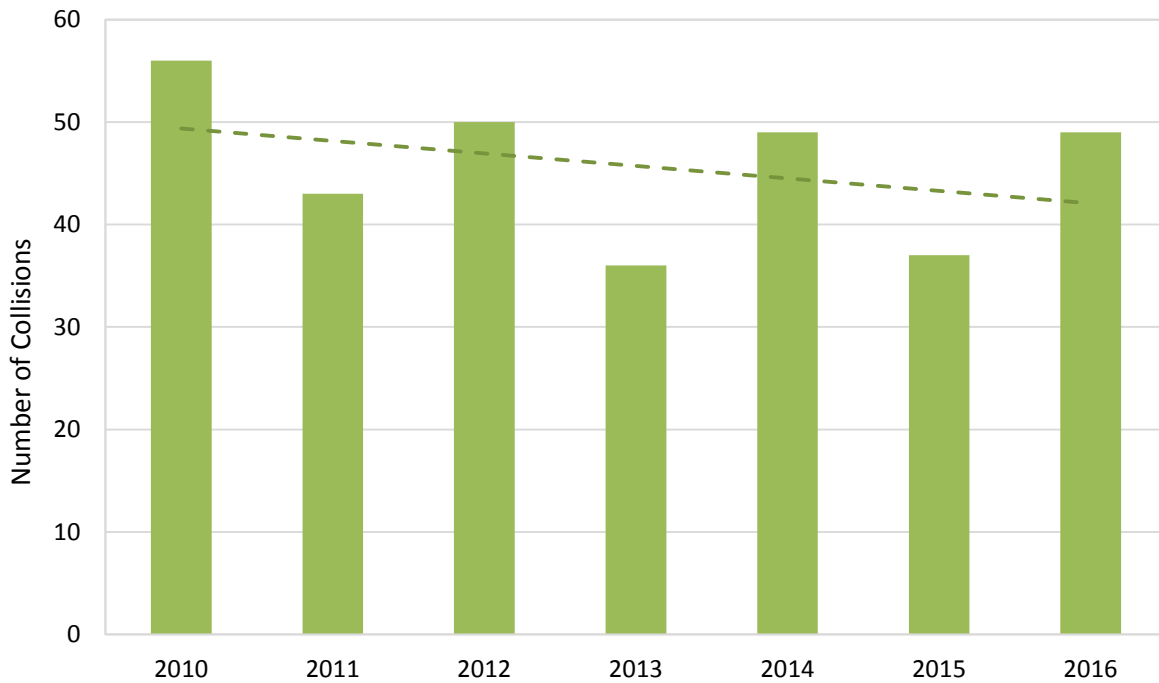
Hit and Run Collisions by Year



Injury Collisions

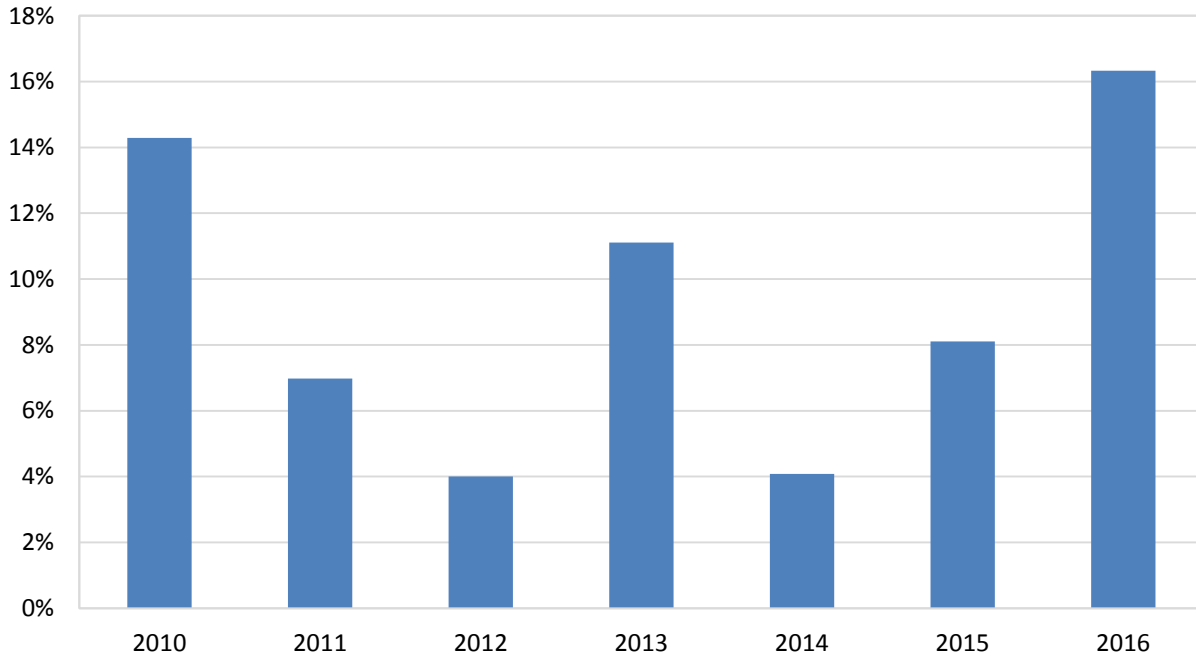
For the purpose of injury collision analysis, Fatal, Serious, and Evident Injury collisions were analyzed, excluding Possible Injury collisions. In 2016, the primary contributing circumstance accounting for injury collisions was listed as “Driver Distraction or Inattention” (22%). “Did Not Grant Right of Way” was the second most commonly cited factor (18%). As shown below, the trend for Injury Collisions is down, decreasing approximately 1.2 collisions per year on average.

Injury Collisions by Year



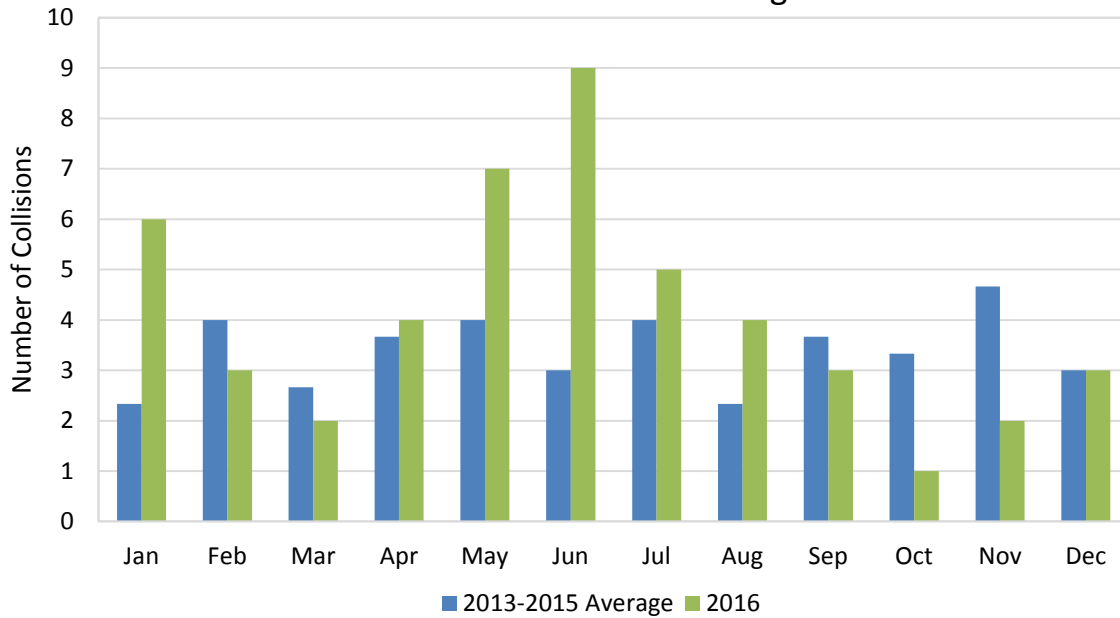
2016 saw a significant spike in injury collisions related to drug or alcohol impairment. While Alcohol and/or drug impaired related collisions represented only 7% of total collisions, they accounted for more than 16% of Serious, Evident, and Fatal injury collisions.

Alcohol and/or Drug Impaired % of Injury Collisions



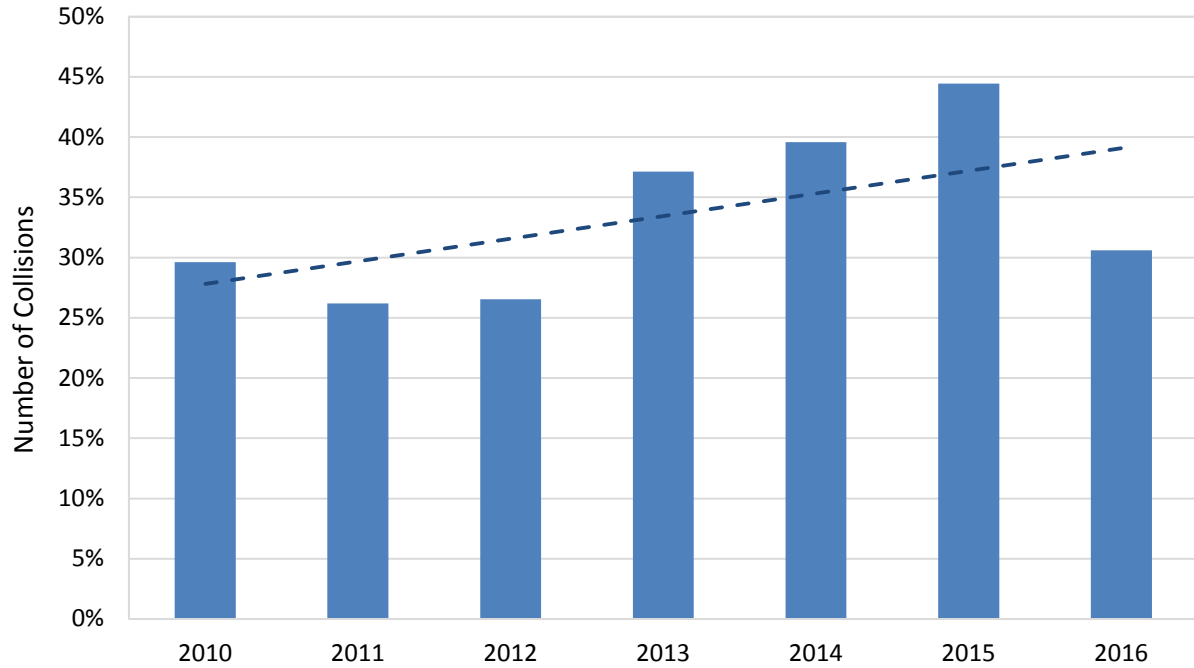
Also of note, the 2016 months of May through August saw an increase in injury collisions in comparison to the average of the last 3 years. There were no clear correlations between these summer 2016 collisions and age, sobriety, or other contributing circumstance.

Injury Collisions by Month 2016 vs. 2013-2015 Average



The percent of non-motorized collision injuries as part of the total injury collisions dropped in comparison to the last three years, however the overall trend is still on the rise.

Nonmotorized Injuries as % of Injury Collisions

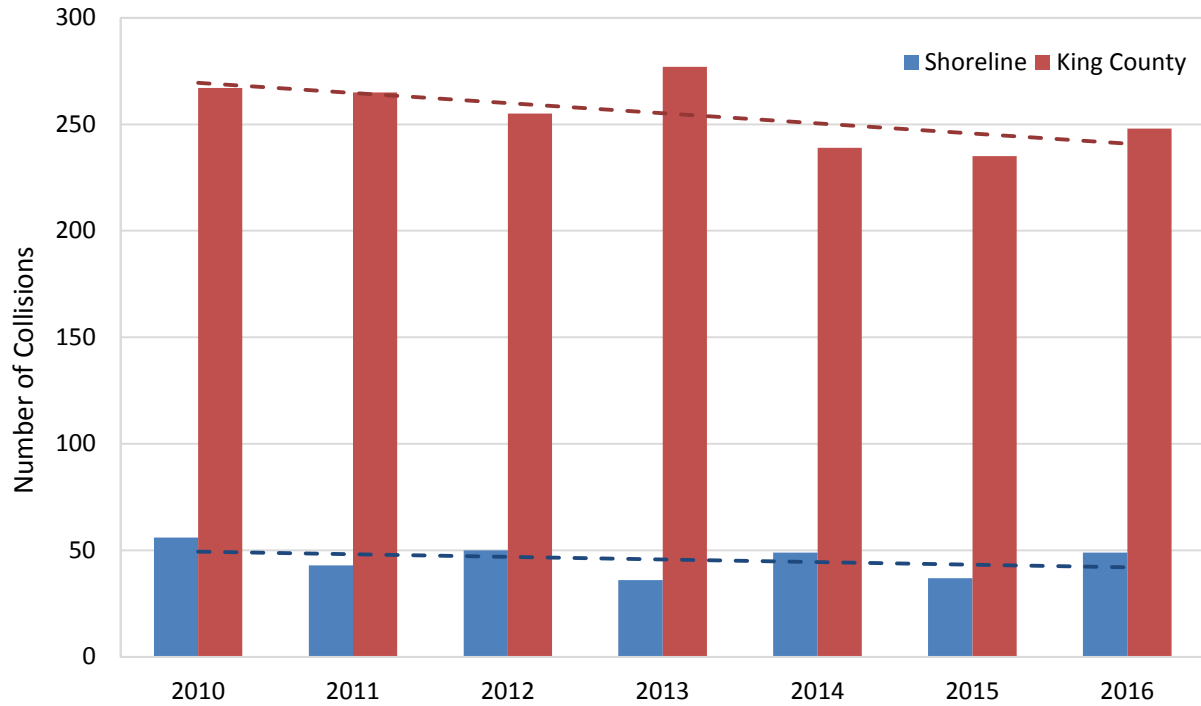


No other notable trends for injury collisions were revealed during analysis such as surface condition, age, or time of day.

Injury Collision Regional Comparison

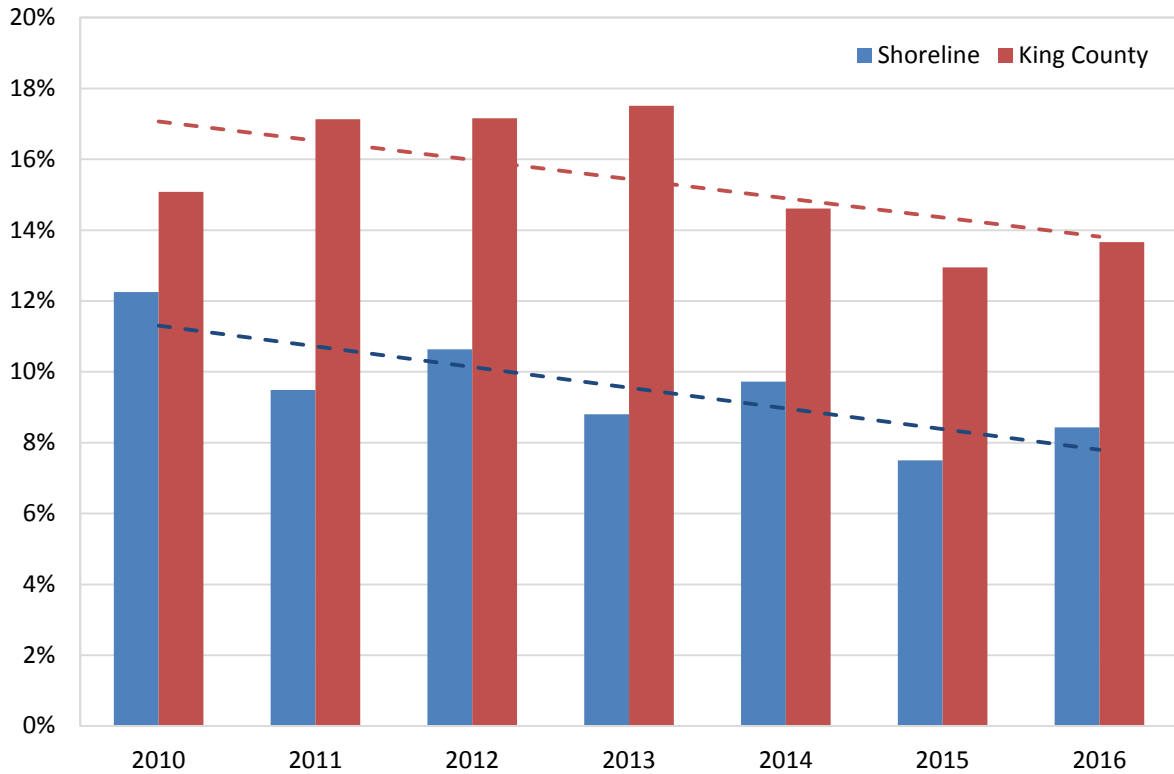
In comparing injury collision trends to the broader region, Serious, Evident, and Fatal injury collisions in Shoreline and King County are down slightly, with King County's rate falling slightly faster.

King County & Shoreline Injury Collisions



The percent of injury collisions as part of the total number of collisions for both King County and Shoreline show a downward trend, falling at roughly equal rates.

King County & Shoreline Injury Collisions as % of Total



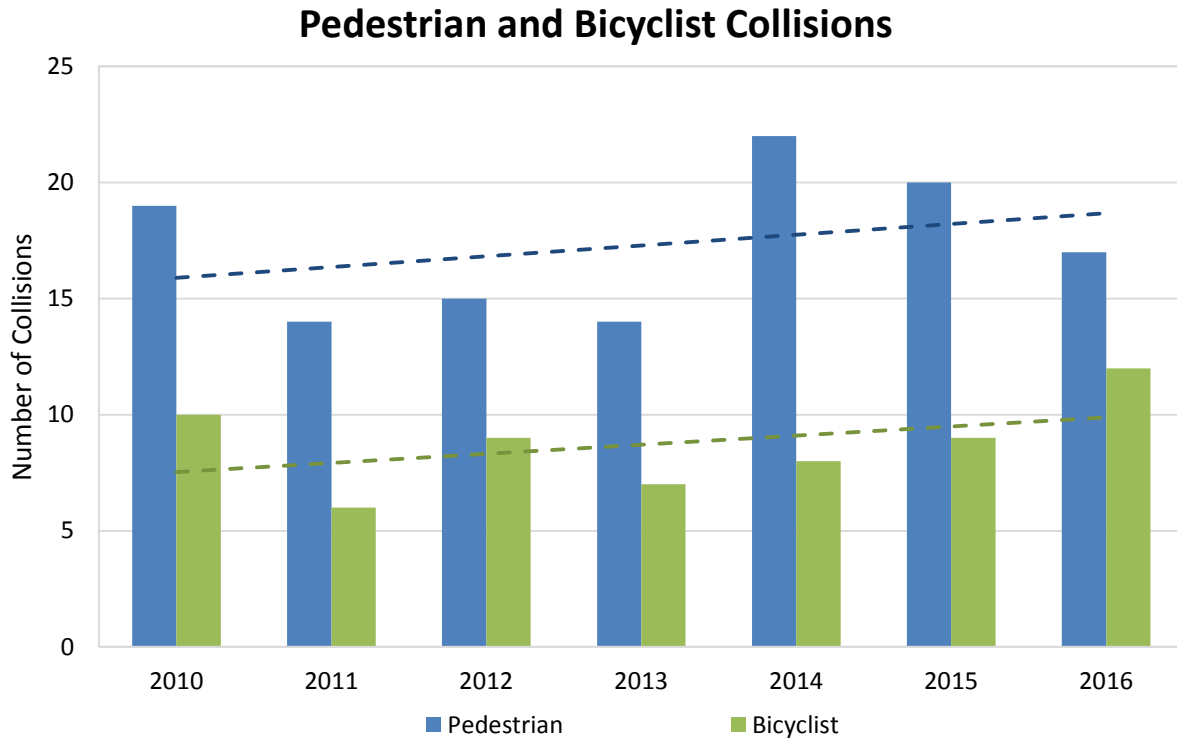
Expanding this comparison statewide, the following table provides a breakdown of Shoreline, King County and Statewide Serious and Fatal Injury collision rates. Shoreline rates are significantly lower than the Statewide and County rates.

	2016 Serious Injury Rate per 10,000 Population	2016 Fatal Injury Rate per 10,000 Population
Statewide	2.68	.71
King County	2.62	.42
Shoreline	1.64	0

**Data from WA State Crash Data Portal*

Pedestrian and Bicycle Collisions

Pedestrian collisions are down in comparison to previous two years, with an overall upward trend since 2010. The number of bicyclist related collisions is the highest in the monitoring period (2010-2016).



The primary motor vehicle contributing circumstance listed for both pedestrian and bicycle collisions are “Did Not Grant Right of Way”. Additional information regarding pedestrian and bicycle collision locations is provided in the High Collision Locations section of this report.

	2010	2011	2012	2013	2014	2015	2016
Bike Collisions	10	6	9	7	8	9	12
Pedestrian Collisions	19	14	15	14	22	20	17
Total Nonmotorized	29	20	24	21	30	29	29

One notable trend from the light condition analysis was that pedestrian collisions are represented at a significantly greater rate during hours of darkness than total collisions. In comparison to a general rate of 3%, 17% of pedestrian related collisions are reported with light conditions Dark-No Street Lights, or Dark-Street Lights Off, emphasizing importance of adequate street lighting.

Pedestrian collisions occur primarily at intersection and midblock crossings as opposed to when the pedestrian is walking along the road which represents only 6.5% of pedestrian collisions, comparable to the national trend. Knowing that the majority of collisions occur when pedestrians are trying to cross the road allows us to target lighting and other improvements to these locations.

High Collision Locations

The top 20 High Collision Locations are identified by reviewing 3 years of collision data, separating locations into Intersections or Segments in order to better target mitigation strategies. There is no specific industry standard as to what number of collisions or collision rate is considered “high”. Nationally, locations with 5 or more correctable collisions in a 12 month period may be considered for some additional traffic control devices, such as stop signs and traffic signal revisions.

The following tables list locations with the highest number of reported collisions in descending order. Also included are injury collisions for the same period; all locations with 3 injury collisions or more are provided in these lists. Collision rate is provided for context; while a high number of collisions may seem alarming, when traffic volumes and segment lengths are taken into account, the rate may be more reflective of the overall risk associated with a location. Rate does not drive location prioritization because one collision on a very low volume street can drive the rate up, therefore investing in mitigation for a location with one or two collisions may not move Shoreline closer to the goal of zero fatality and serious injury collisions.

A review of pedestrian and bicycle collision locations over a 5 year period is included in this section as well. Locations with 3 or more pedestrian collisions or 2 or more bicycle collisions in a five year period are provided in these tables.

Maps with 3 year total collision and injury collision data as well as 5 year non-motorized collision data are provided in Appendices A-C for reference.

(2014-2016) High Collision Intersections

Location	Total Collisions	Injury Collisions	Rate
Aurora Ave N & N 155th St	47	1	0.84
Aurora Ave N & N 175th St	34	3	0.59
19th Ave NE & Ballinger Way NE	30	3	1.04
Aurora Ave N & N 160th St	30	3	0.68
Aurora Ave N & N 200th St	30	1	0.70
15th Ave NE & Ballinger Way NE	29	0	0.72
Aurora Ave N & N 185th St	28	3	0.56
Meridian Ave N & N 175th St	27	2	0.73
3rd Ave NW & NW Rich. Beach Rd	25	2	1.11
Aurora Ave N & N 165th St	21	0	0.46
Aurora Ave N & N 163rd St	20	0	0.47
Aurora Ave N & N 152nd St	17	1	0.53
15th Ave NE & NE 175th St	17	1	0.63
15th Ave NE & NE 155th St	16	2	0.72

Meridian Ave N & N 185th St	16	1	0.65
Aurora Ave N & N 192nd St	16	1	0.45
10th Ave NE & NE 175th St	15	0	0.83
Midvale Ave N & N 175th St	14	2	0.49
Westminster Way N & N 155th St	12	0	0.65
15th Ave NE & NE 180th St	12	2	0.63

(2014-2016) High Collision Segments

Location	Total Collisions	Injury Collisions	Rate
Ballinger Way NE from 19th Ave NE to 15th Ave NE	28	2	3.99
Aurora Ave N from N 149th St to N 152nd St	14	3	2.46
Aurora Ave N from N 170th St to Ronald PI N	13	2	1.96
Aurora Ave N from Firlands Way N to N 192nd St	13	2	2.81
Aurora Ave N from N 160th St to N 163rd St	12	0	2.62
NW Richmond Beach Rd from 3rd NW to 8th NW	12	1	2.97
Aurora Ave N from N 175th St to Ronald PI N	11	1	1.21
Aurora Ave N from N 167th St to N 170th St	10	1	2.18
N 160th St from Linden Ave N to Aurora Ave N	9	0	9.81
Aurora Ave N from N 165th St to N 167th St	7	0	1.34
Aurora Ave N from N 155th St to Westminster Way N	7	0	1.01
Aurora Ave N from N 200th St to N 205th St	7	1	0.85
Aurora Ave N from Ronald PI N to N 175th St	7	0	2.04
19th Ave NE from Ballinger Way NE to NE 205th St	7	2	4.54
15th Ave NE from Forest Park Dr to Ballinger Way NE	7	1	3.16
Aurora Ave N from N 152nd St to N 155th St	7	0	1.07
15th Ave NE from NE 172nd St to NE 175th St	6	0	3.09
Aurora Ave N from N 163rd St to N 165th St	6	0	1.30
NE 175th St from 12th Ave NE to 15th Ave NE	6	0	3.04
Aurora Ave N from N 182nd St to N 184th St	5	0	1.98

(2012–2016) Pedestrian Collision Locations

Location	Pedestrian Collisions
Linden Ave N & N 185th St	4
Aurora Ave N & N 192 nd St	4
Aurora Ave N & N 165 th St	4
Aurora Ave N & N 160 th St	3

Meridian Ave N & N 200 th St	3
19 th Ave NE & Ballinger Way N	3
Aurora Ave N & N 185 th St	3
Ballinger Way NE from 15 th Ave NE to 19 th Ave NE	3

(2012–2016) Bicyclist Collision Location

Location	Bicyclist Collisions
Aurora Ave N & N 160 th	2
Aurora Ave N & Westminster Way	2
Meridian Ave N & N 185 th Street	2
Midvale Ave N from N 175 th to N 185 th	2

Collision Reduction Strategy

The City of Shoreline strives to reduce overall, injury, and fatality collisions on its roadways consistent with the Washington State Strategic Highway Safety Plan's Target Zero Initiative discussed in the following section.

Roadway users can make Shoreline roads safer too:

- Get educated on the rules of the road.
- Obey the law.
- Share the road with bicyclists.
- Wear reflective and bright clothing to increase visibility when walking or biking.
- Cross the street safely; stop, look, listen and make eye contact with drivers.
- Be alert.
- Don't text while driving; focus on the driving task.
- Never drive while under the influence of alcohol and/or drugs.
- Be courteous and patient.

Target Zero

Target zero is Washington State's Strategic Highway Safety Plan for zero Fatal and Serious Injury collisions by the year 2030. This plan:

- Sets statewide priorities for all traffic safety partners over a 3-4 year period.
- Provides various strategies to address each emphasis area and factor.
- Helps guide federal and state project funding toward the highest priorities and most effective strategies.
- Monitors outcomes at a statewide level for each priority area.

Target Zero focuses on the 3 E's outlined below, a regular practice for the City of Shoreline.

Education Gives drivers, pedestrians, and bicyclists information about how to make safer choices. Examples of this include Shoreline's Neighborhood Traffic Safety and Action Plans, outreach to residents that provides information about the dangers of speeding and encourages safer travel, utilizing radar speed carts to remind drivers of their speed, web-based information, and working with schools on Safe Routes to School plans.

Enforcement Utilizes the Shoreline Police Department Traffic Division to focus enforcement efforts on problem areas to increase community awareness and compliance. Emphasis patrols can target specific violations such as speeding, failure to yield to pedestrians, cell phone use while driving, and disobeying traffic control devices.

Engineering Implements best engineering practices to prevent or reduce the severity of collisions. This includes operational evaluation of facilities (including signals, signs, striping and guardrail, etc.), designing capital improvements with safety as a guiding factor, installing traffic calming devices (such speed humps, chicanes, or traffic circles for example), and providing routine maintenance of traffic assets.

In addition to the Three E’s, Target Zero focuses on the following areas:

- **Policy:** Changing laws, agency rules or policies to support safer roads and;
- **Emergency Medical Services:** Providing fast and high-quality medical response to injury collisions.

As shown in the table below, the number of Fatal and Serious Injury collisions in Shoreline has been relatively low since 2010, with 1 fatal collision per year on average, and just over 8 serious injury collisions per year on average. Appendix D provides a map of Serious and Fatal Injury collisions for the last 3 years.

	2010	2011	2012	2013	2014	2015	2016
Fatal	2	1	1	1	1	1	0
Serious Injury	6	9	5	9	11	8	9

These relatively low numbers of Serious Injury and Fatal collisions make it somewhat difficult to provide any statistically significant links to Target Zero recommended strategies, however there are a few key takeaways from the 2016 updated plan worth consideration.

Pedestrian Collisions and Vehicle Speed

For local jurisdictions, the Target Zero Plan focuses on speed as major contributing factor to pedestrian injury outcome. The plan specifically highlights expanded use of speed cameras which can reduce crashes 20-25%. Pedestrian collision trends from Target Zero 2012-2014 analysis showed that 42% of pedestrian fatalities occur on roads with speed limit of 30 or 35 mph and that more than 60% of both pedestrian fatalities and serious injuries occurred while the pedestrian was crossing the road.

In addition, relatively recent legislation grants cities the authority to post speed limits at 20 mph. The City of Seattle has a pilot program currently underway which implements this 20 mph speed limit in multiple locations throughout the City. Shoreline staff will track progress in this respect and report on any significant safety benefits gleaned from our neighbor city experience.

Given the upward trend in nonmotorized collisions, as well as the upward trend in the representation of nonmotorized collisions as part of overall injury collisions, continued focus on nonmotorized safety strategies and speed reduction is recommended.

Distracted Driving

As noted earlier in the Injury Collision Section, distracted driving continues to be a significant contributing factor. Additionally, the Target Zero plan states that it is thought to be underreported, emphasizing the need for continued focus on driver education and targeted emphasis patrols.

Impairment

With the spike in alcohol and/or drug related total and injury collisions, education and targeted emphasis patrols for impaired driving is recommended for 2017.

Ongoing Education and Enforcement Opportunities

The Police Department and Traffic Services will continue to coordinate regularly to review speed differential and collision data to identify additional opportunities.

The Neighborhood Traffic Action Plans (NTAP) and Neighborhood Traffic Safety Program (NTSP) managed through Traffic Services will continue to utilize education to support neighborhood traffic safety concerns. Radar speed carts and the volunteer crosswalk flag program are examples of driver education tools frequently utilized.

Police will continue to provide education outreach efforts through the following types of activities:

- Safe driving presentations to at-risk drivers ages 16-19 years old. The Shoreline Police School Resource Officer and Traffic Unit work jointly to support this effort.
- Safe driving and traffic complaint reporting presentations at neighborhood meetings. These are conducted through joint efforts between the Shoreline Police Community Outreach Officer and Traffic Unit.

Location Specific Collision Reduction Strategy

Shoreline Police and Public Works staff work together to review High Collision Locations each year. This data driven approach to collision reduction facilitates strategic and systematic prioritization of limited City resources. The top locations were prioritized based on number of collisions, with consideration of injury collisions, in order to maximize the benefit of recommendations and improvements, working toward the goal of decreasing the number of overall and injury collisions.

Using the Three E's as described in the previous section, and drawing from specific strategies outlined in the Target Zero Plan, recommendations were developed to address identified collision patterns. In some cases, greater investment is needed to address a safety need. These locations are added to the Transportation Improvement Plan (TIP) to identify potential project funding sources and to position the City for grant opportunities.

(2014-2016) High Collision Intersection Recommendations

Location	Recommendation
Aurora Ave N & N 155th St	Signal timing changes recently implemented. Monitor for improvement.
Aurora Ave N & N 175th St	Signal timing changes recently implemented. Monitor for improvement.
19th Ave NE & Ballinger Way NE	Project identified in TIP. Pursue grant opportunities. Recently implemented Flashing Yellow Arrow phasing.
Aurora Ave N & N 160th St	Signal timing changes recently implemented. Monitor for improvement.
Aurora Ave N & N 200th St	Signal timing changes recently implemented. Monitor for improvement.
15th Ave NE & Ballinger Way NE	Project identified in TIP. Pursue grant opportunities.
Aurora Ave N & N 185th St	Signal timing changes recently implemented. Monitor for improvement.
Meridian Ave N & N 175th St	Growth Project (TIF). Grant funding for design slated for 2018.
3rd Ave NW & NW Rich. Beach Rd	Recently implemented phase changes; collisions reduced significantly (see results section). A CIP rechannelization project will also be implemented in this area for additional safety benefits.
Aurora Ave N & N 165th St	Signal timing changes recently implemented. Monitor for improvement.
Aurora Ave N & N 163rd St	Signal timing changes recently implemented. Monitor for improvement.
Aurora Ave N & N 152nd St	Signal timing changes recently implemented. Monitor for improvement.
15th Ave NE & NE 175th St	Growth Project (TIF). Review for near-term phase change improvements.
15th Ave NE & NE 155th St	Review warrants for signal phase changes.
Meridian Ave N & N 185th St	Growth Project (TIF) and slated for Sound Transit Light Rail mitigation.
Aurora Ave N & N 192nd St	Signal timing changes recently implemented. Monitor for improvement.
10th Ave NE & NE 175th St	Review warrants for signal phase changes.
Midvale Ave N & N 175th St	Signal timing changes recently implemented. Monitor for improvement.
Westminster Way N & N 155th St	Active CIP for intersection design; partial improvement funding expected from adjacent redevelopment.
15th Ave NE & NE 180th St	Review warrants for signal phase changes.

The highest priority segment locations and associated recommendations are shown below.

(2014-2016) High Collision Segment Recommendations

Location	Recommendation
15th Ave NE from NE 172nd St to NE 175th St	This segment will be addressed by future Growth Project (TIF).
Aurora Ave N from N 160th St to N 163rd St	Signal timing changes recently implemented. Monitor for improvement.
Aurora Ave N from N 149th St to N 152nd St	Signal timing changes recently implemented. Monitor for improvement.
Ballinger Way NE from 19th Ave NE to 15th Ave NE	Project identified in TIP. Pursue grant opportunities.
Aurora Ave N from N 163rd St to N 165th St	Signal timing changes recently implemented. Monitor for improvement.
N 160th St from Linden Ave N to Aurora Ave N	King County Metro awarded the City a grant for restriping the roadway from 4 lanes to 3 which will address turn related collisions.
Aurora Ave N from N 175th St to Ronald PI N	Signal timing changes recently implemented. Monitor for improvement.
Aurora Ave N from N 165th St to N 167th St	Signal timing changes recently implemented. Monitor for improvement.
Aurora Ave N from N 182nd St to N 184th St	Signal timing changes recently implemented. Monitor for improvement.
Aurora Ave N from N 155th St to Westminster Way N	Signal timing changes recently implemented. Monitor for improvement.
NE 175th St from 12th Ave NE to 15th Ave NE	This segment will be addressed by future Growth Project (TIF).
Aurora Ave N from N 200th St to N 205th St	Signal timing changes recently implemented. Monitor for improvement.
Aurora Ave N from N 167th St to N 170th St	Signal timing changes recently implemented. Monitor for improvement.
Aurora Ave N from Ronald PI N to N 175th St	Signal timing changes recently implemented. Monitor for improvement.
Aurora Ave N from N 170th St to Ronald PI N	Signal timing changes recently implemented. Monitor for improvement.
Aurora Ave N from Firlands Way N to N 192nd St	Signal timing changes recently implemented. Monitor for improvement.
19th Ave NE from Ballinger Way NE to NE 205 th St	Review for potential on-street parking revisions.
15th Ave NE from Forest Park Dr NE to Ballinger Way NE	Extend scope of 15 th Ave NE TIP project description to include this segment.
NW Richmond Beach Rd from 3rd NW to 8th NW	A CIP to restripe the roadway from 4 to 3 lanes will be implemented in this segment to reduce turn related collisions.
Aurora Ave N from N 152nd St to N 155th St	Signal timing changes recently implemented. Monitor for improvement.

The table below shows locations with 3 or more pedestrian collisions in a five year period and associated recommendations.

(2014-2016) Pedestrian Collision Recommendations

Location	Pedestrian Collisions	Recommendation
Linden Ave N & N 185 th St	4	Applied for grant in 2016 but not awarded.
Aurora Ave N & N 192 nd St	4	Implement Leading Pedestrian Interval; requires new controller software.
Aurora Ave N & N 165 th St	4	Will review signal phasing at this intersection; review found pedestrians crossing against the light which may indicate less restrictive phasing is warranted.
Aurora Ave N & N 160 th St	3	Implement Leading Pedestrian Interval; requires new controller software.
Meridian Ave N & N 200 th St	3	Pedestrian warning signs were installed; no new collisions in 2016.
19 th Ave NE & Ballinger Way N	3	Project identified in TIP. Pursue grant opportunities. Recently implemented Flashing Yellow Arrow phasing.
Aurora Ave N & N 185 th St	3	Evaluate approaches for pedestrian warning signs.
Ballinger Way NE from 15 th Ave NE to 19 th Ave NE	3	Project identified in TIP. Pursue grant opportunities. Recently implemented Flashing Yellow Arrow phasing at 19 th Ave NE.

The table below shows locations with 2 or more bicyclist collisions in a five year period and associated recommendations

(2014-2016) Bicyclist Collision Recommendations

Location	Bicyclist Collisions	Recommendation
Aurora Ave N & N 160 th	2	King County Metro awarded the City a grant for restriping N 160 th Street from 4 lanes to 3 which will provide bike lanes and safer interaction with traffic. Implement Leading Pedestrian Interval (requires new controller software).
Aurora Ave N & Westminster Way	2	Active CIP for intersection design; partial improvement funding expected from adjacent redevelopment.
Meridian Ave N & N 185 th Street	2	TIF Growth Project and slated for Sound Transit Light Rail mitigation.
Midvale Ave N from 175 th to 185 th	2	Review access point sight distance and trail warning treatments.

2016 Implemented Improvements and Emphasis Areas

Listed below are safety strategies implemented in 2016. Progress on safety benefits will be tracked in future Annual Traffic Reports, as it is too soon to gauge results.

Public Works

- Aurora signal retiming was completed in late 2016. See preliminary summary in Results section.
- High visibility crosswalk flags were installed for 43 crossings.
- Worked with Shoreline School District; Rapid Rectangular Flashing Beacon installed at 175th and Wallingford and at 155th and Wallingford.
- Public outreach including neighborhood meetings and current articles.
- Updated Traffic Services website for easier access to Neighborhood Traffic Safety Program (NTSP) and Driver Education tools.

Shoreline Police Department

- On September 9, 2016, Shoreline Police issued 70 citations, contacting nearly 100 violators. Resources for this emphasis was provided through the Target Zero grant for cell phone emphasis to reduce collisions.
- 58 Child Restraint Inspections were conducted in 2016.
- Shoreline participated in several DUI emphases. In October 2016, Shoreline partnered with multiple agencies throughout King County for a large scale DUI emphasis. There were over 35 impaired drivers arrested, several suspended drivers, and some subjects with warrants. A felony DUI arrest was also made; the subject had 5 prior convictions of DUI.
- In August 2016, several elementary schools within the City that are situated on high volume roads were contacted by the Traffic Sergeant to discuss pupil safety of walkers, bus riders, and drop off were addressed. Through these conversations two main concerns were identified and addressed to the degree possible through Shoreline Police and Traffic Services efforts.
- Prior to fall school start, all schools were visited by a traffic officer to ensure signs and other school safety devices were visible and functioning. Traffic Services and Shoreline Community Response Team worked to resolve issues identified.
- The Traffic Unit increased presence during the first 3 weeks of school. High priority was Parkwood and Meridian Park elementary. Schools throughout the city took notice of the increased Police presence.

Improvement Results

The following projects were recommended through prior Annual Traffic Report efforts. Implementation of these projects resulted in the reduction of collisions at these locations.

Richmond Beach Rd & 3rd Ave NW Signal Phase Changes

Phase changes were implemented February 2016 to add left turn arrows for eastbound NW Richmond Beach Rd. In a 3 year period before the phase changes, there was an average of 4.7 left turn collisions per year. Following the phase change, 3 left turn collisions have been reported in 2016, reducing the rate of collision by 42.5%.

Ashworth Ave N and N 192nd All Way Stop Control

Stop signs were installed in May 2015 to implement all-way stop control. In a 3 year period before the stop sign installation, 7 collisions were reported. Following stop sign installations, no collisions have been reported.

Meridian Ave N and N 200th Street Pedestrian Warning Sign Installation

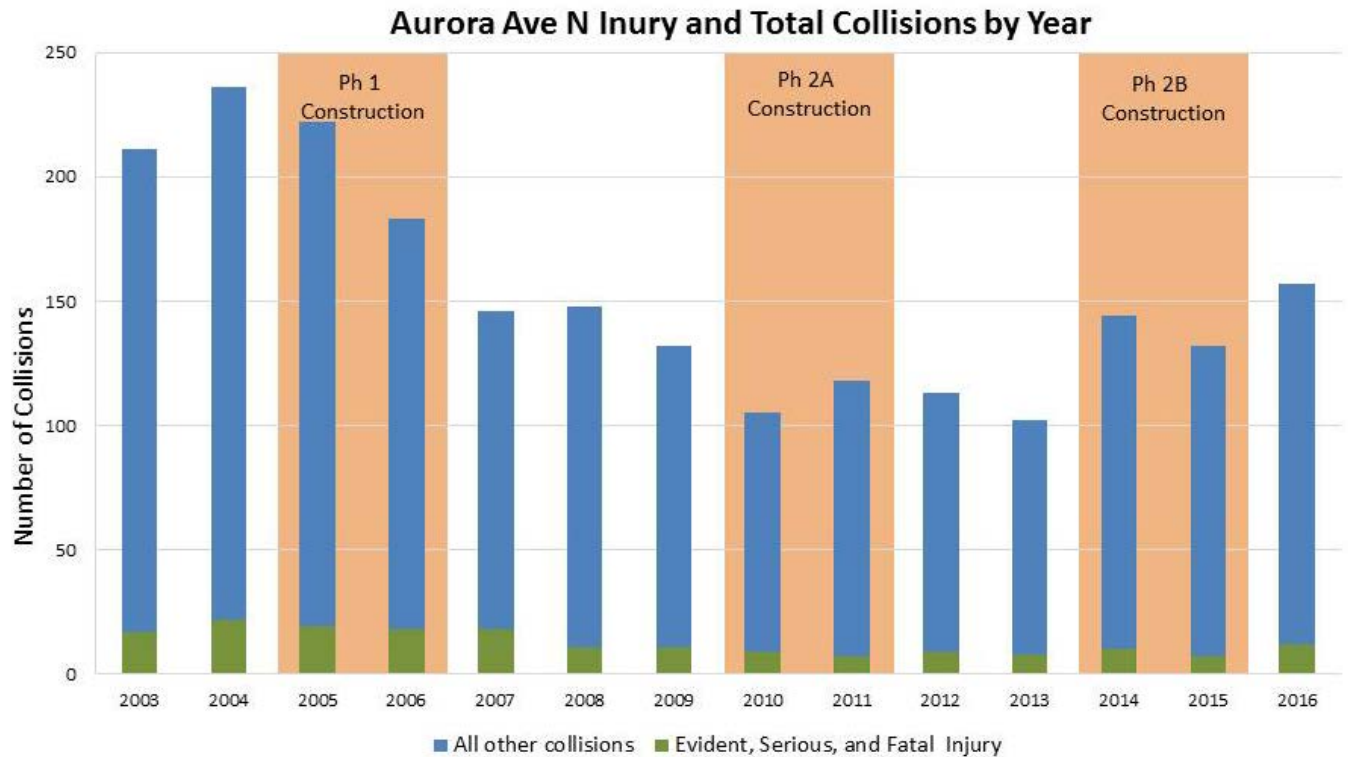
Pedestrian warning signs were installed on the signal structure in summer of 2015. Prior to the sign installation, there were 3 pedestrian collisions in a 3 year period. Since the sign was installed, there have been no new pedestrian collisions.

5th Ave N and NE 175th Street Signal Phase Changes

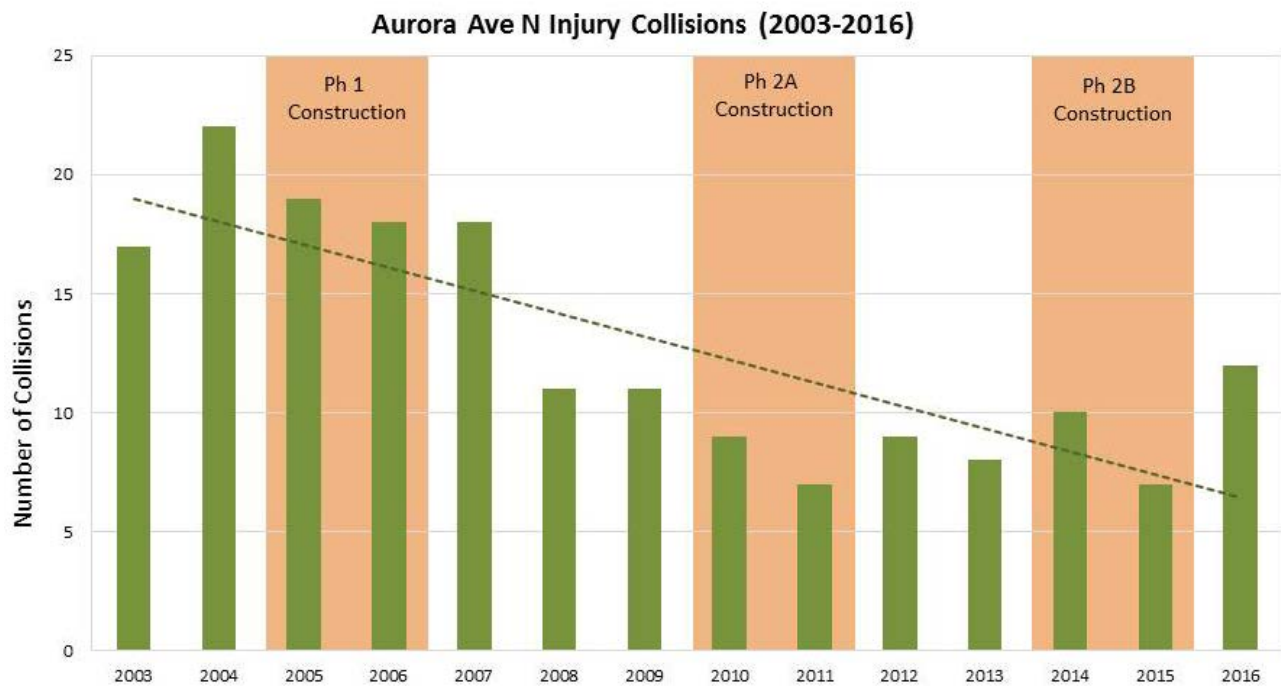
Protected permissive phasing was implemented for the north-south movements in summer of 2016. From 2012 through summer of 2014, the intersection experienced 11 collisions. After phase changes (summer 2014 – 2016), only 5 collisions were reported, cutting the rate of collision roughly in half.

Aurora Ave N Project Completion

The substantial completion of the Aurora Corridor was achieved in January 2015. An average of total collisions from 2003-2005 in comparison to 2014-2016 shows a decrease of 34%.



Even more notable is the reduction in Evident, Serious, and Fatal injury collisions which dropped by 50% for the same 2003-2005 versus 2014-2016 comparison periods.



Volumes

Volumes on the Aurora Corridor have increased significantly since 2014, as the table below illustrates. This is an important consideration in signal timing and coordination, and is a factor to consider in the Travel Speed section that follows.

	Southbound	Northbound	Total	% Change
2014 Average Daily Weekday Traffic (AWDT)	16759	15326	32085	
AM Peak Weekday Average	1379	662	2042	
PM Peak Weekday Average	1053	1304	2357	
2016 Average Daily Weekday Traffic (AWDT)	19059	17438	36497	14%
AM Peak Weekday Average	1585	609	2194	7%
PM Peak Weekday Average	1137	1522	2659	13%

Travel Speed

A final signal retiming effort was completed in November of 2016. To compare before and after average travel speeds, travel time runs were logged from N 205th St to N 145th St. An averaged travel speed for 4 runs for both the before (2014) period and after (2016) periods were completed for comparison. The Highway Capacity Manual uses average travel speed to determine the Level of Service for Urban Street Segments which is also provided in the table below. Notably, the Aurora Corridor is operating within an acceptable average travel speed and associated Urban Street Level of Service standard. The AM

comparisons show a slight improvement in average travel speed while the PM peak travel speed is slightly lower. Given the significant volume increase, this indicates the retiming effort has been very successful in efficiently moving additional traffic through the corridor.

		Average Travel Speed (MPH)	Level of Service
AM Peak	Before	21.8	C
	After	24.5	C
PM Peak	Before*	20.5	D
	After	19.9	D

**Only 2 data sets available for PM Peak "Before" period.*

Transit Travel Time Benefits: Transit Signal Priority Activation

King County Metro provided the following summaries of Transit Signal Priority (TSP) benefits implemented with Aurora 3B signal timing improvements. The major time savings is at the intersection of Aurora and 200th, where TSP provides a 34 to 57 second savings on average. The intersection at the Transit Center entrance operated at a high Level of Service before TSP installation, so only minor benefits are seen with implementation.

Aurora Ave N & N 200 th St – Westbound Left Turn		
Time of Day	Time Savings (seconds)	% Change from no TSP
AM	34.5	41.32
MD	38.5	39.90
PM	57	42.86

N 200 th Street & Aurora Village – Eastbound Left Turn		
Time of Day	Time Savings (seconds)	% Change from no TSP
AM	2	6.06
MD	4	11.43
PM	-2	-5.13

Detection

Signal detection is a critical component of effective and efficient signal operation and coordination. As part of the signal retiming effort, signal detection was inspected and 37 failures were identified, the majority of which were resolved through the project. The remaining unresolved issues will be corrected through ongoing maintenance efforts. Additionally, 4 malfunctioning pedestrian pushbuttons were replaced, and 6 additional accessible pedestrian units installed.

Traffic Speed Summary

The City of Shoreline Traffic Services and Police departments have been working together to identify and target speed enforcement. Speed data is collected throughout the year and compared to the posted speed limit in order to identify streets where speeding is a problem.

Appendix F is the Traffic Speed Differential Map which shows the difference between the measured 85th percentile speed and the posted speed limit. Shoreline Police will use this data in 2017 to target streets with measured speeding problems.

In addition, Traffic Services will continue to rotate radar speed trailers and radar speed carts to help with the driver education component of speed reduction on problem corridors.

In 2016, Shoreline Police issued 3520 traffic citations and 3969 warnings.

Traffic Volume Summary

Traffic volume data is regularly collected at eight (8) locations which include:

- Aurora Ave N south of N 175th St
- Meridian Ave N south of N 175th St
- NW Richmond Beach Rd east of 3rd Ave NW
- 5th Ave NE south of NE 175th St
- 15th Ave NE south of NE 172nd St
- 25th Ave NE south of NE 171st St
- NE 175th St west of 5th Ave NE
- NW 175th St west of 3rd Ave NW

Below is a summary of data collected at these locations. As shown in the table, average weekday daily traffic volumes are up from 2015 by 1.71%. AM peak volumes are up by 2.04% and the PM peak volumes are up by 2.02%.

	2012	2013	2014	2015	2016	5 Year Average
AM Peak Aggregate AAWDT	7064	7444	6169	6399	6528	6721
PM Peak Aggregate AAWDT	9314	9521	7722	8033	8197	8857
Daily Aggregate AAWDT	108025	111441	96972	99719	101426	103517

See Appendix E for the 2016 Traffic Flow Map which shows average daily weekday traffic volumes on additional City of Shoreline Streets.

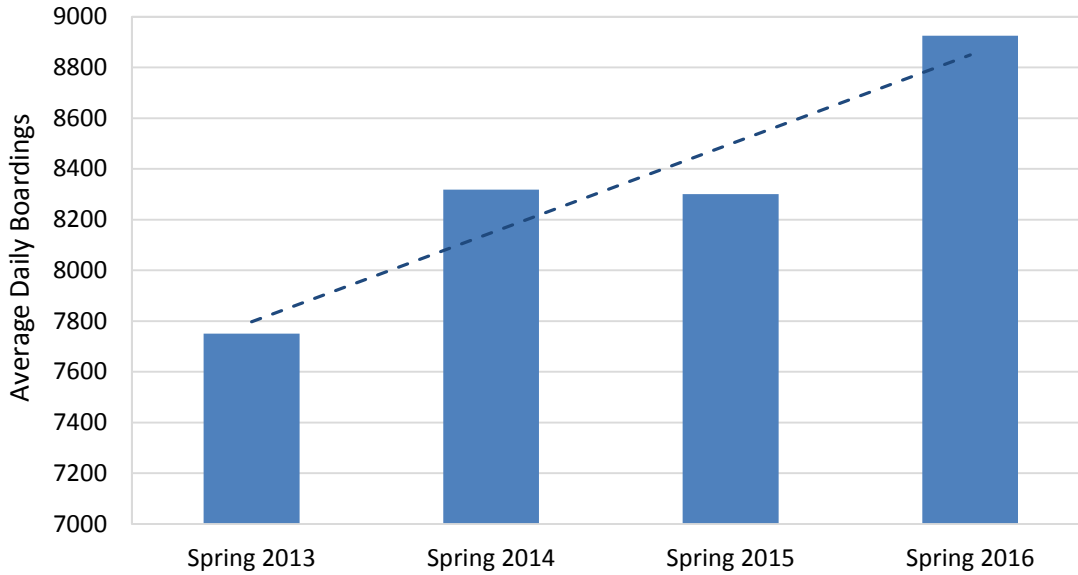
Transit Summary

Transit ridership is up in Shoreline 7.5% compared to spring 2015, with 8925 average daily transit boardings. Ridership is up more than 15% since 2013.

	Average Daily Transit Boardings in Shoreline	% Change
Spring 2016	8925	7.5%
Spring 2015	8301	-.2%
Spring 2014	8318	7.3%
Spring 2013	7750	-

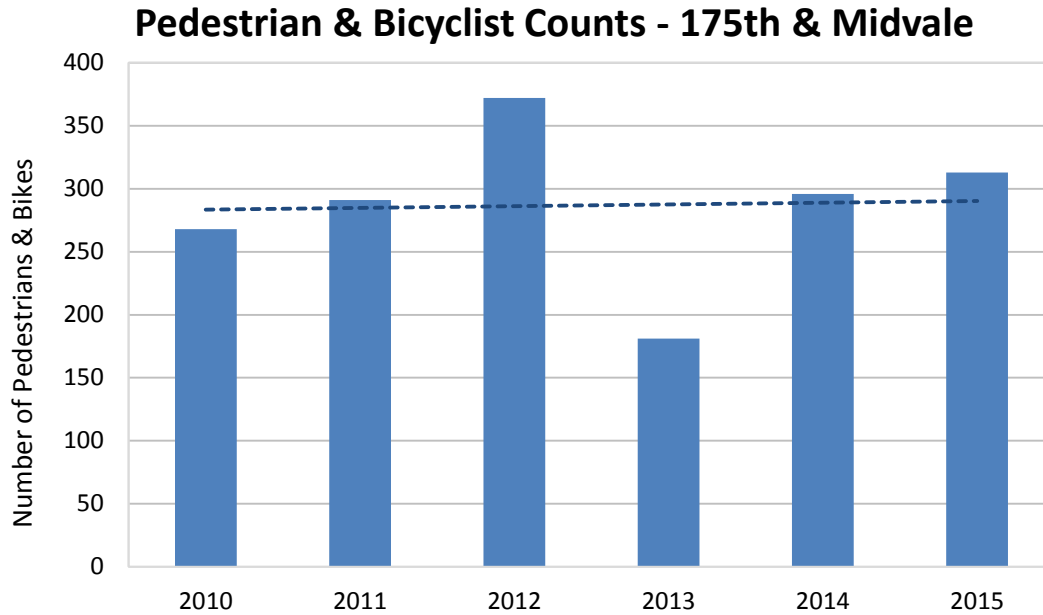
**King County Metro data only*

Average Daily Transit Boardings by Year



Pedestrian and Bicycle Count Summary

The Washington State Documentation Project collects bicycle and pedestrian data in cities throughout the State. It occurs annually in the early fall. Pedestrian and bicyclist counts have been collected in Shoreline since 2010. The chart below summarizes 2 hours for both the AM and PM peak (4 hours total) for pedestrian and bicyclist counts at the intersection of N 175th Street and Midvale Ave N. Data is collected in fall each year so weather can be an influencing factor. The overall trend of nonmotorized activity at this location since 2010 is on the rise.



The table below from the State data provides the broader regional trend. The State’s report shows an increase of 7% (combined bike and pedestrian) from 2011 to 2016.

	AM			PM			Total		
	2011	2016	Difference	2011	2016	Difference	2011	2016	Difference
Bike	4,103	4,981	21.4%	6,769	6,740	-0.4%	10,872	11,721	7.8%
Ped	7,674	8,717	13.6%	12,978	13,286	2.4%	20,652	22,003	6.5%
Total	11,777	13,698	16.3%	19,747	20,026	1.4%	31,524	33,724	7.0%

**Comparison based on 88 count locations statewide with comparable AM and PM data for 2011 and 2016.*

More information about this project can be found online at: <http://www.wsdot.wa.gov/bike/Count.htm>

Appendix

Appendix A – 2014-2016 Total Collisions Map

Appendix B – 2014-2016 Injury Collisions Map

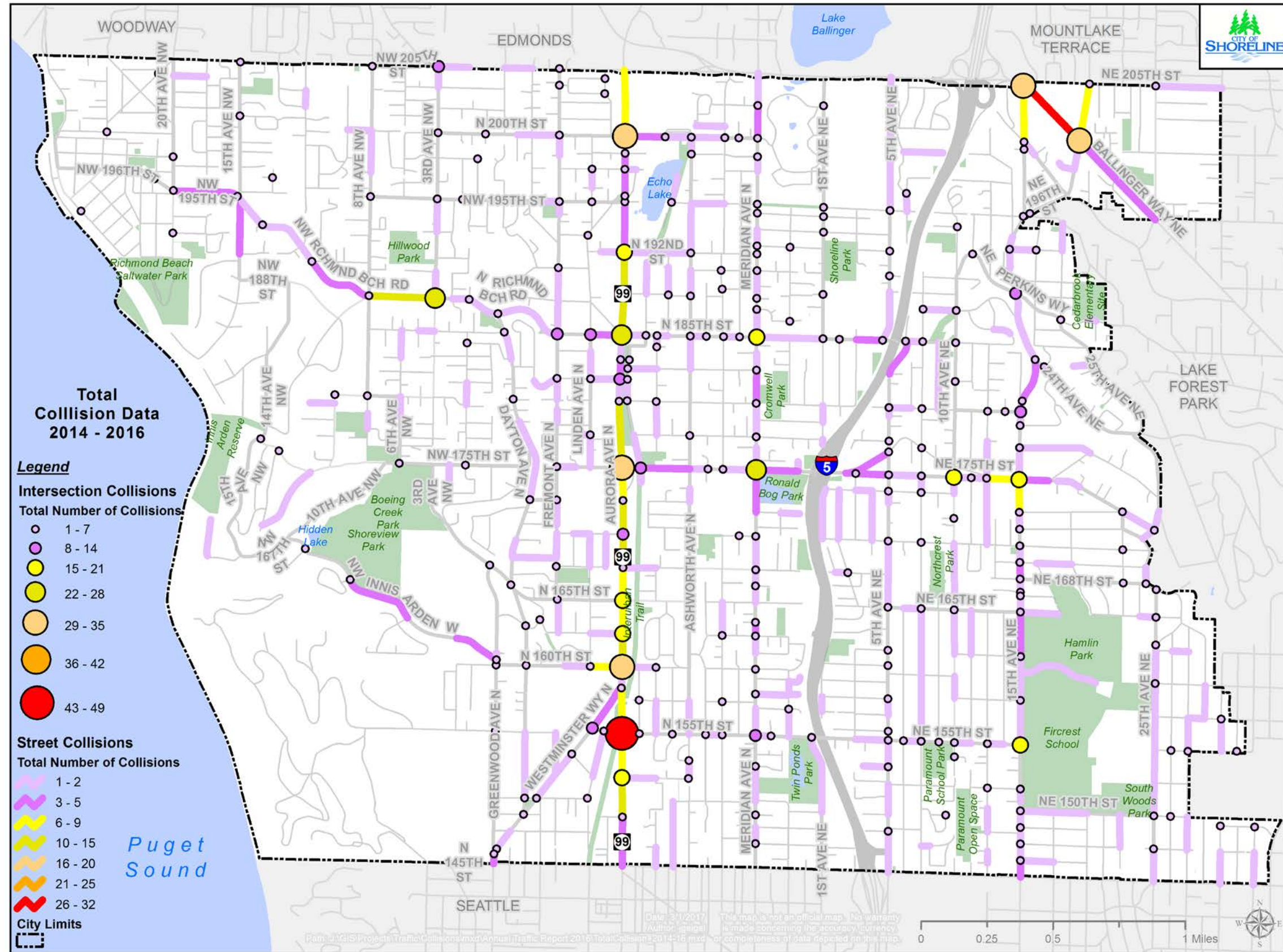
Appendix C – 2012-2016 Nonmotorized Collisions Map

Appendix D – 2014-2016 Fatal and Serious Injury Collisions Map

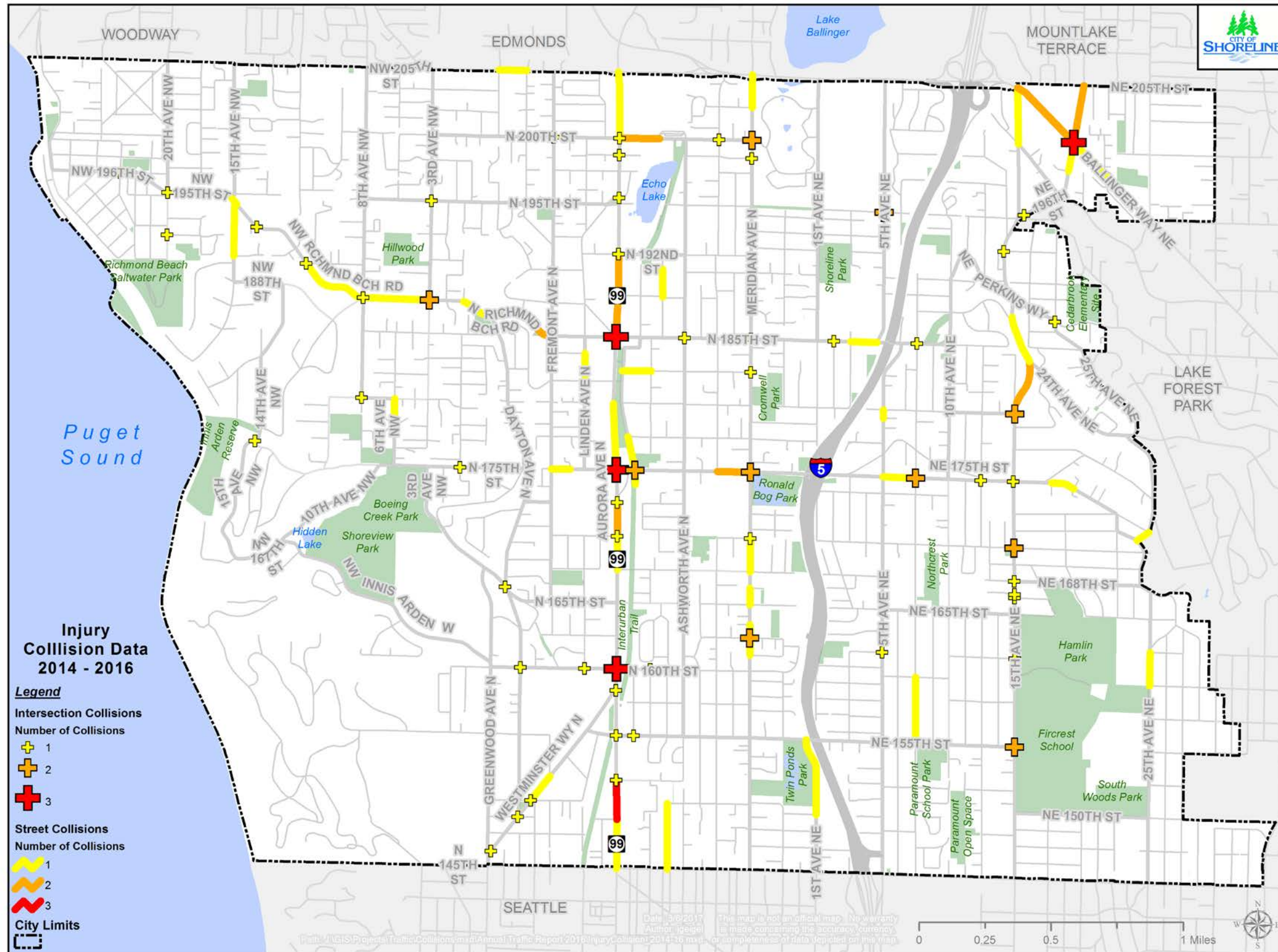
Appendix E – 2016 Traffic Flow Map

Appendix F – 2016 Speed Differential Map

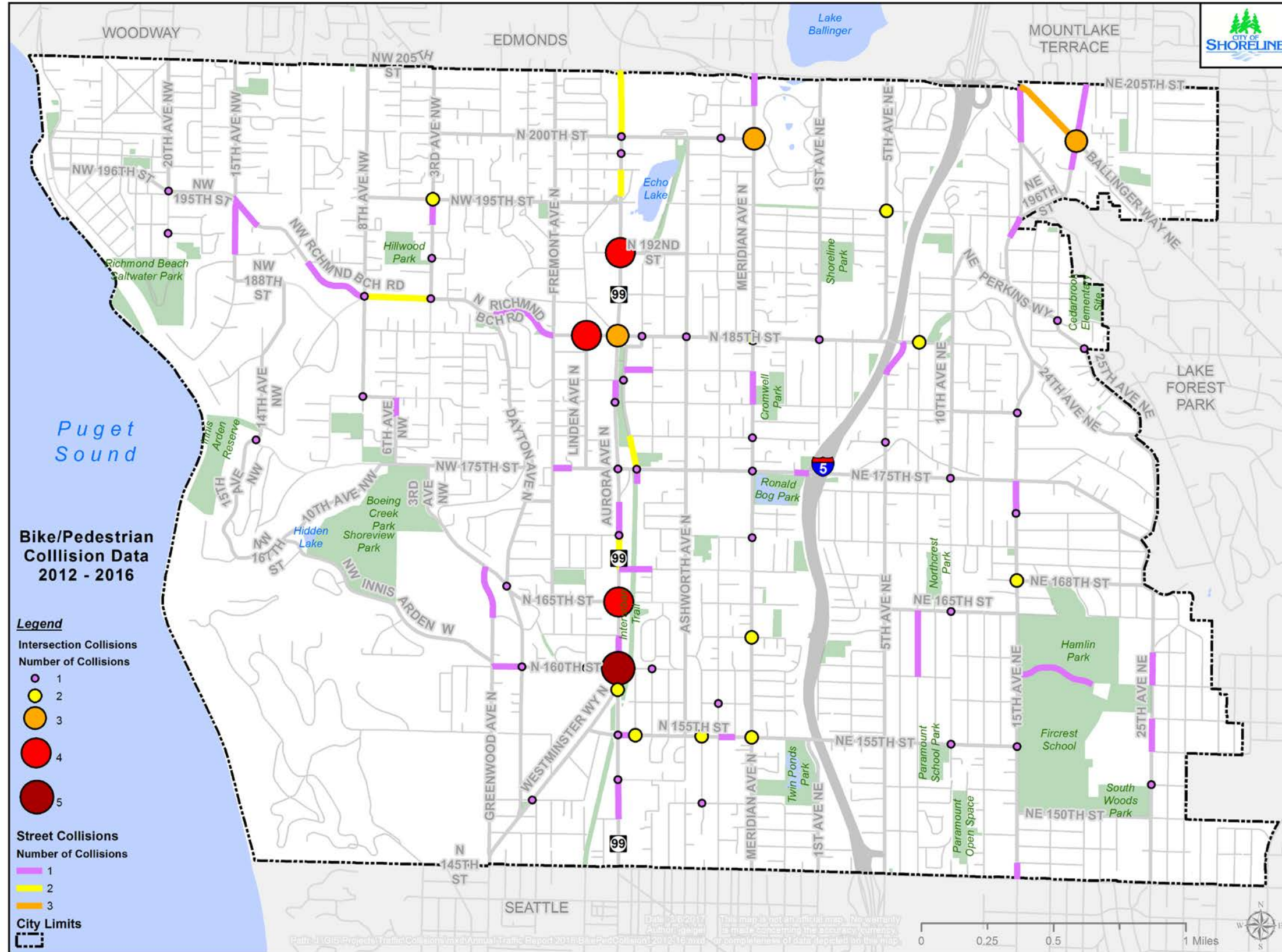
Appendix A - 2014-2016 Total Collisions Map



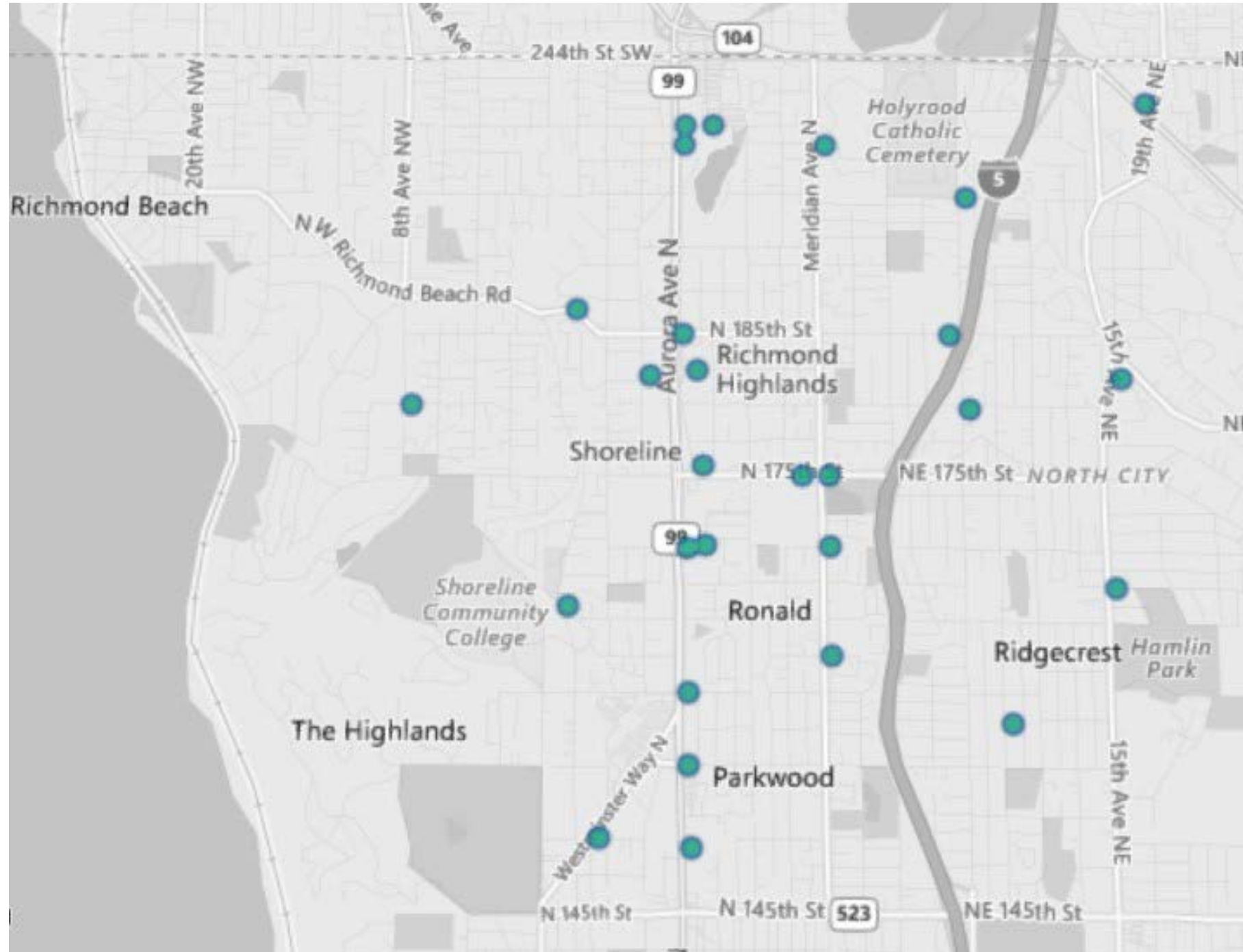
Appendix B - 2014-2016 Injury Collisions Map



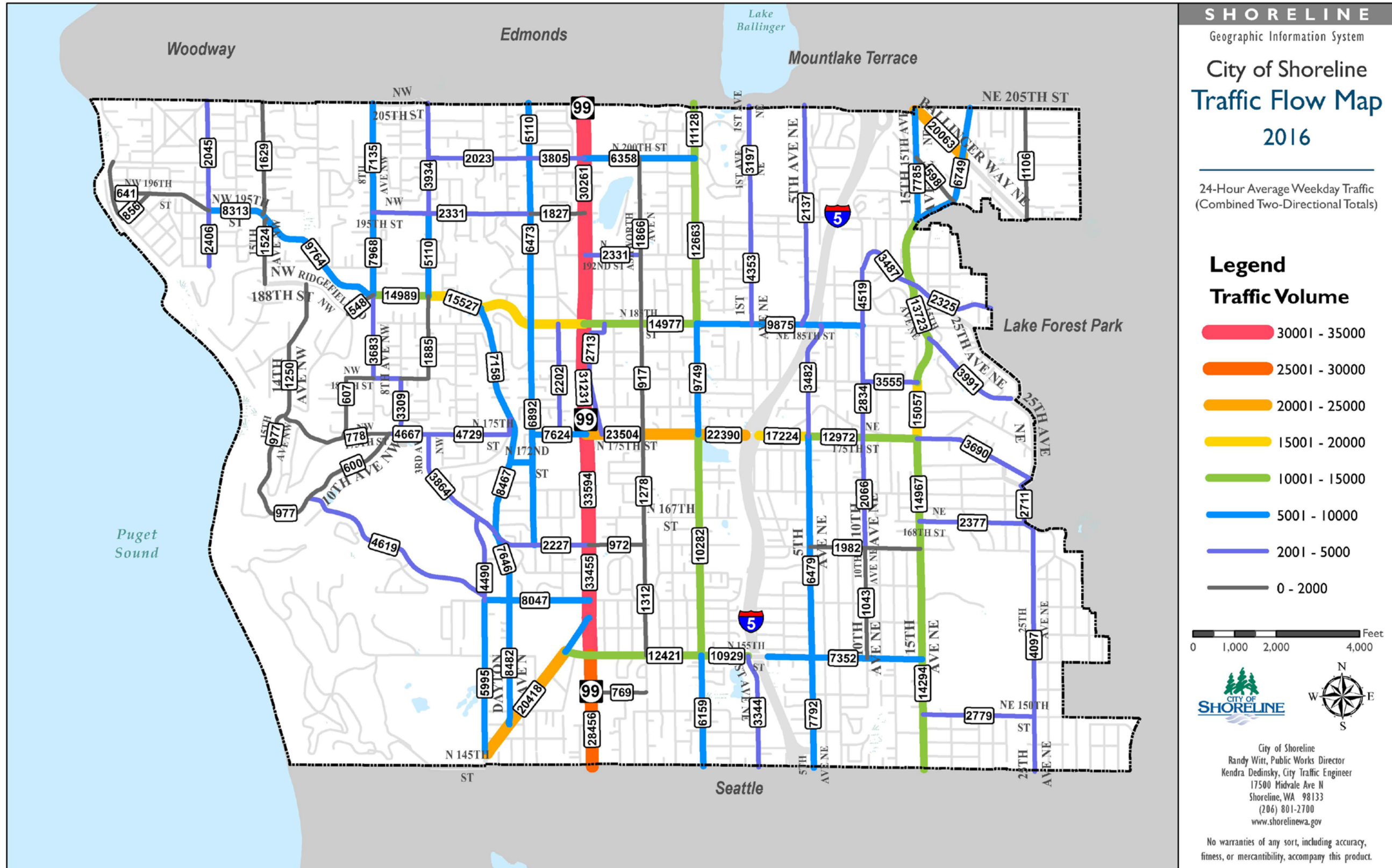
Appendix C - 2012-2016 Nonmotorized Collisions Map



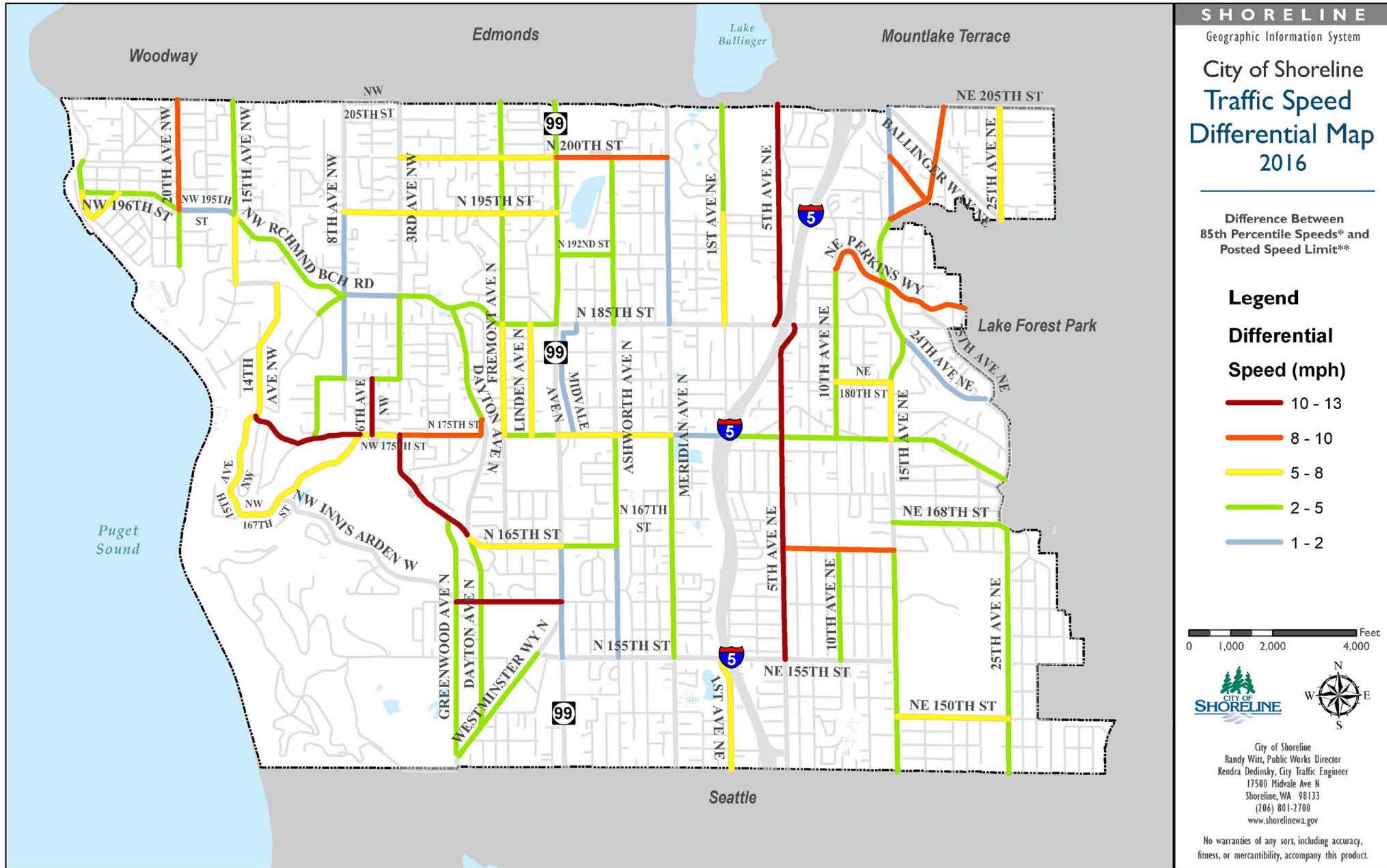
Appendix D - 2014-2016 Fatal and Serious Injury Collisions Map



Appendix E - 2016 Traffic Flow Map



Appendix F - 2016 Speed Differential Map



Council Meeting Date: April 24, 2017

Agenda Item: 8(c)

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussing the 2016 Fourth Quarter and Year-End Financial Report
DEPARTMENT:	Administrative Services
PRESENTED BY:	Sara Lane, Administrative Services Director Rick Kirkwood, Budget Supervisor
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:

The 2016 year-end financial report is attached to this staff report as Attachment A. This report summarizes the financial activities during 2016 for all City funds with detailed information provided on the General Fund, Street Fund, Surface Water Utility Fund, General Capital Fund and Roads Capital Fund. This report is provided to keep the Council informed of the financial issues and the financial position of the City.

RESOURCE/FINANCIAL IMPACT:

The table on page 2 of the 2016 Year-End Financial Report provides a summary of the financial results for all City funds for 2016.

RECOMMENDATION

No action is required by the Council. This item is provided for informational purposes.

ATTACHMENTS

Attachment A: 2016 Year End Financial Report

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



2016 YEAR END FINANCIAL REPORT

APRIL 2017

PERFORMANCE AT A GLANCE

GENERAL FUND REVENUES	Compared to 2016 Budget	Compared to 2015 Actual	Reference
Property Tax Revenue	◀NEUTRAL▶	◀NEUTRAL▶	Page 5
Sales Tax Revenue	▲ POSITIVE ▲	▲ POSITIVE ▲	Page 6, 7
Utility Tax Revenue	▼ NEGATIVE ▼	● WARNING ●	Page 11
Development Revenue	▲ POSITIVE ▲	▲ POSITIVE ▲	Page 12
Parks and Recreation Revenue	▲ POSITIVE ▲	▼ NEGATIVE ▼	Page 13
Investment Income	▲ POSITIVE ▲	▲ POSITIVE ▲	Page 14
NON-GENERAL FUND REVENUES			
Surface Water Fees	◀NEUTRAL▶	▲ POSITIVE ▲	Page 18
Fuel Tax	◀NEUTRAL▶	▲ POSITIVE ▲	Page 21
Real Estate Excise Tax	▲ POSITIVE ▲	▼ NEGATIVE ▼	Page 22

This report reflects revenue collections and expenditures through December 31, 2016. The above table reflects differences when compared to the current budget.

- General Fund receipts are 6.6% more than the year-ago level and 0.8% more than that budgeted. Expenditures are 6.7% more than the year-ago level but 14.4% less than that budgeted. Including the re-appropriation requested by staff, expenditures totaled 89.7% of the current budget and 97.3% of the revised year-end estimate. The 2016 ending fund balance, adjusted for the re-appropriation, is projected to be 19.8% above the 2017 budget estimate. See pages 3-14 for details. Parks and Recreation Revenue is lower than 2015 because of the scheduled pool closure for major maintenance. See page 13 for details.
- Surface Water Utility (SWM) Fund receipts are 9.0% more than the year-ago level but 0.6% less than revised estimates. SWM fund expenditures are 6.6% more than the year-ago level and in line with the revised projection. See page 18 for details.
- Street Fund receipts and expenditures are more than the year-ago level. Fuel tax receipts are more than the year-ago level and budget by 3.4% and 0.1%, respectively. See page 21 for details.
- Real estate excise tax receipts, while exceeding 2016 budget and revised projections by 22.7% and 9.7%, respectively, are 13.3% less than the year-ago level due to high collections in 2015, which was due, in part, to the high number of transactions and the selling of high value properties in 2015. See page 22 for details.

Key to revenue trend indicators:

- ▲ POSITIVE ▲ = Positive variance of >+2% compared to prior year actual.
- ◀NEUTRAL▶ = Variance of -1% to +2% compared to prior year actual.
- WARNING ● = Negative variance of -1% to -4% compared to prior year actual.
- ▼ NEGATIVE ▼ = Negative variance of >-4% compared to prior year actual.

CITY FINANCIAL OVERVIEW

Fourth Quarter Executive Summary

Revenues

Fund	2016 Current Budgeted Revenues	2016 4th Quarter Actual	2016 % of Current Budget	2015 Current Budgeted Revenues	2015 4th Quarter Actual	2015 % of Current Budget	2016 v. 2015 \$ Variance	2016 v. 2015 % Variance
General Fund	\$38,566,758	\$38,875,351	100.8%	\$36,304,526	\$36,483,256	100.5%	2,392,095	6.6%
Street Fund	\$1,518,234	\$1,491,316	98.2%	\$1,383,163	\$1,456,902	105.3%	34,414	2.4%
Code Abatement Fund	\$80,550	\$26,519	32.9%	\$80,550	\$0	0.0%	26,519	0.0%
State Drug Enforcement Fund	\$18,243	\$33,424	183.2%	\$13,800	\$18,697	135.5%	14,727	78.8%
Public Arts Fund	\$6,500	\$221,786	3412.1%	\$5,000	\$4,111	82.2%	217,675	5294.9%
Federal Drug Enforcement Fund	\$28,200	\$15,575	55.2%	\$20,750	\$15,823	76.3%	-248	-1.6%
Property Tax Equalization Fund	\$0	\$6,139	0.0%	\$0	\$2,117	0.0%	4,022	190.0%
Federal Crime Forfeitures Fund	\$978,500	\$9,706	1.0%	\$38,945	\$1,011,070	2596.1%	-1,001,364	-99.0%
Transportation Impact Fee	\$200,000	\$946,285	473.1%	\$0	\$254,780	0.0%	691,505	271.4%
Unltd Tax GO Bond Fund	\$1,700,000	\$9,283,963	546.1%	\$1,700,000	\$1,704,720	100.3%	7,579,243	444.6%
Limited Tax GO Bond 2009 Fund	\$1,663,417	\$1,657,452	99.6%	\$1,663,217	\$1,664,182	100.1%	-6,730	-0.4%
Limited Tax GO Bond 2013 Fund	\$260,948	\$260,438	99.8%	\$260,823	\$260,823	100.0%	-385	-0.1%
General Capital Fund*	\$3,889,399	\$3,453,480	88.8%	\$3,443,088	\$2,097,217	60.9%	1,356,263	64.7%
City Facility-Major Maint. Fund*	\$782,784	\$782,663	100.0%	\$175,449	\$174,356	99.4%	608,307	348.9%
Roads Capital Fund*	\$6,822,545	\$3,453,480	50.6%	\$21,266,001	\$15,848,029	74.5%	-12,394,549	-78.2%
Surface Water Utility Fund*	\$4,184,361	\$4,237,318	101.3%	\$5,431,075	\$4,846,846	89.2%	-609,528	-12.6%
Vehicle Operations/ Maint. Fund	\$256,216	\$257,665	100.6%	\$263,950	\$220,501	83.5%	37,164	16.9%
Equipment Replacement Fund	\$531,738	\$603,993	113.6%	\$335,185	\$329,292	98.2%	274,701	83.4%
Unemployment Fund	\$0	\$385	0.0%	\$0	\$134	0.0%	251	187.3%
Total Budgeted Revenue	\$61,488,393	\$65,616,938	106.7%	\$72,385,522	\$66,392,856	91.7%	-775,918	-1.2%
Budget Use of Fund Balance								
Total Budgeted Resources	\$61,488,393	\$65,616,938	106.7%	\$72,385,522	\$66,392,856	91.7%	-775,918	-1.2%

Expenditures

Fund	2016 Current Budget	2016 4th Quarter Actual	2016 % of Current Budget	2015 Current Budget	2015 4th Quarter Actual	2015 % of Current Budget	2016 v. 2015 \$ Variance	2016 v. 2015 % Variance
General Fund	\$44,707,322	\$38,252,038	85.6%	\$40,151,029	\$35,847,605	89.3%	\$2,404,433	6.7%
Street Fund	\$1,713,773	\$1,508,989	88.1%	\$1,569,007	\$1,388,052	88.5%	\$120,937	8.7%
Code Abatement Fund	\$100,000	\$27,246	27.2%	\$100,000	\$10,630	10.6%	\$16,616	156.3%
State Drug Enforcement Fund	\$183,096	\$31,233	17.1%	\$13,800	\$12,112	87.8%	\$19,121	157.9%
Public Arts Fund	\$84,216	\$47,323	56.2%	\$54,408	\$54,226	99.7%	-\$6,903	-12.7%
Federal Drug Enforcement Fund	\$263,000	\$5,981	2.3%	\$65,750	\$4,931	7.5%	\$1,050	21.3%
Property Tax Equalization Fund	\$0	\$691,313	0.0%	\$0	\$0	0.0%	\$691,313	0.0%
Federal Crime Forfeitures Fund	\$2,802,444	\$1,771,131	63.2%	\$1,823,405	\$177,062	9.7%	\$1,594,069	900.3%
Unltd Tax GO Bond Fund	\$1,710,375	\$9,304,875	544.0%	\$1,712,175	\$1,709,654	99.9%	\$7,595,221	444.3%
Limited Tax GO Bond 2009 Fund	\$1,663,417	\$1,661,867	99.9%	\$1,663,217	\$1,662,024	99.9%	-\$157	0.0%
Limited Tax GO Bond 2013 Fund	\$260,608	\$260,608	100.0%	\$260,586	\$260,586	100.0%	\$22	0.0%
General Capital Fund*	\$3,334,865	\$3,365,021	100.9%	\$3,617,414	\$1,833,614	50.7%	\$1,531,407	83.5%
City Facility-Major Maint. Fund*	\$866,754	\$777,179	89.7%	\$368,525	\$318,574	86.4%	\$458,605	144.0%
Roads Capital Fund*	\$4,893,774	\$3,720,354	76.0%	\$22,210,310	\$17,601,645	79.2%	-\$13,881,291	-78.9%
Surface Water Utility Fund*	\$5,431,075	\$4,846,846	89.2%	\$5,038,021	\$4,545,988	90.2%	\$300,858	6.6%
Vehicle Operations/ Maint. Fund	\$271,216	\$185,544	68.4%	\$278,950	\$186,359	66.8%	-\$815	-0.4%
Equipment Replacement Fund	\$504,319	\$167,976	33.3%	\$954,714	\$461,748	48.3%	\$1,144	99.0%
Unemployment Fund	\$17,500	\$2,300	13.1%	\$17,500	\$1,156	6.6%	\$1,144	99.0%
Total Budgeted Expenditures	\$68,807,754	\$66,627,824	96.8%	\$79,898,811	\$66,075,966	82.7%	\$845,630	0.8%

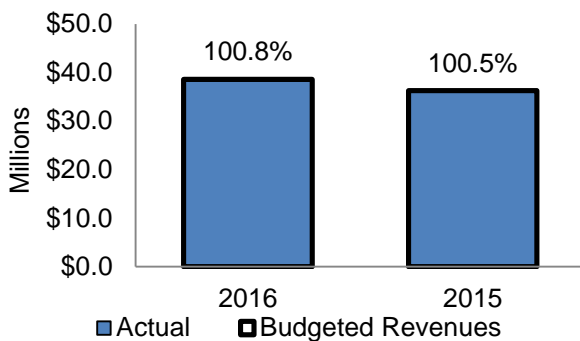
* CIP Funds "Current Budget" reflects the Revised Estimate presented in the 2017-2022 CIP

GENERAL FUND REVENUE DETAIL

Revenue Source	2016 Current Budget	2016 Fourth Quarter Actual Revenue	2016 % of Current Budget Received	2015 Current Budget	2015 Fourth Quarter Actual Revenue	2015 % of Current Budget Received	2016 v. 2015 \$ Change	2016 v. 2015 % Change
Budgeted Fund Balance	\$6,180,242	\$0	0.0%	\$3,846,503	\$0	0.0%	\$0	0.0%
Property Tax	\$10,860,481	\$10,815,204	99.6%	\$10,570,659	\$10,672,179	101.0%	\$143,025	1.3%
Sales Tax	\$7,747,700	\$8,189,742	105.7%	\$7,320,000	\$7,756,234	106.0%	\$433,508	5.6%
Local Criminal Justice	\$1,403,619	\$1,495,353	106.5%	\$1,276,154	\$1,380,160	108.1%	\$115,193	8.3%
Natural Gas	\$906,500	\$730,925	80.6%	\$889,590	\$785,472	88.3%	-\$54,547	-6.9%
Garbage	\$548,880	\$548,522	99.9%	\$538,648	\$547,486	101.6%	\$1,036	0.2%
Cable TV	\$1,903,020	\$1,880,875	98.8%	\$1,760,845	\$1,866,627	106.0%	\$14,248	0.8%
Telecommunications	\$1,421,640	\$1,176,088	82.7%	\$1,503,000	\$1,290,650	85.9%	-\$114,562	-8.9%
Storm Drainage	\$240,275	\$239,060	99.5%	\$214,571	\$217,034	101.1%	\$22,026	10.1%
Water	\$780,700	\$874,681	112.0%	\$754,197	\$939,937	124.6%	-\$65,256	-6.9%
Sewer	\$859,022	\$860,000	100.1%	\$834,002	\$835,000	100.1%	\$25,000	3.0%
Utility Tax & Franchise Fee Revenue Subtotal	\$6,660,037	\$6,310,151	94.7%	\$6,494,853	\$6,482,206	99.8%	-\$172,055	-2.7%
SCL Contract Payment	\$1,838,980	\$1,925,632	104.7%	\$1,993,063	\$1,756,770	88.1%	\$168,862	9.6%
Gambling Tax Revenue	\$1,587,425	\$1,559,533	98.2%	\$1,586,625	\$1,570,218	99.0%	-\$10,685	-0.7%
Development Revenue	\$1,456,000	\$2,343,847	161.0%	\$1,319,750	\$1,647,616	124.8%	\$696,231	42.3%
Park and Recreation Revenue	\$1,500,998	\$1,653,797	110.2%	\$1,603,216	\$1,767,394	110.2%	-\$113,597	-6.4%
Intergovernmental Revenue	\$1,467,017	\$1,197,395	81.6%	\$894,991	\$908,571	101.5%	\$288,824	31.8%
Grant Revenue	\$844,749	\$389,094	46.1%	\$974,936	\$311,676	32.0%	\$77,418	24.8%
Fines and Licenses	\$642,072	\$581,670	90.6%	\$644,000	\$661,411	102.7%	-\$79,741	-12.1%
Miscellaneous Revenue	\$775,006	\$554,133	71.5%	\$574,665	\$509,382	88.6%	\$44,751	8.8%
Interest Income	\$70,600	\$147,727	209.2%	\$70,600	\$78,423	111.1%	\$69,304	88.4%
Operating Transfers In	\$1,712,074	\$1,712,073	100.0%	\$981,014	\$981,016	100.0%	\$731,057	74.5%
Total General Fund Resources	\$44,747,000	\$38,875,351	86.9%	\$40,151,029	\$36,483,256	90.9%	\$2,392,095	6.6%
Total General Fund Revenue excl. Budgeted Fund Balance	\$38,566,758	\$38,875,351	100.8%	\$36,304,526	\$36,483,256	100.5%	\$2,392,095	6.6%

GENERAL FUND REVENUE ANALYSIS:

TOTAL GENERAL FUND REVENUE SUMMARY



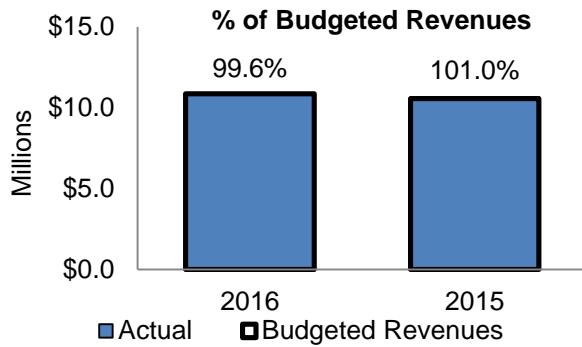
2016 Current Budget	\$44,747,000
2016 Budgeted Revenue	\$38,566,758
2016 Fourth Quarter Actual Revenue	\$38,875,351
2016 % of Budgeted Revenue Received	100.8%
2015 Budgeted Revenue	\$36,304,526
2015 Fourth Quarter Actual Revenue	\$36,483,256
2015 % of Budgeted Revenue Received	100.5%
2016 v. 2015 \$ Change	\$2,392,095
2016 v. 2015 % Change	↑ 6.6%

The difference between 2016 Current Budget and 2016 Budgeted Revenues reflects the planned use of Fund Balance for one time investments as provided in the City's financial policies. General Fund revenue received in 2016 reflects a year-over-year increase of 6.6%. The following pages present a detailed analysis of various General Fund revenue sources. The following are highlights comparing 2016 to 2015 for the General Fund:

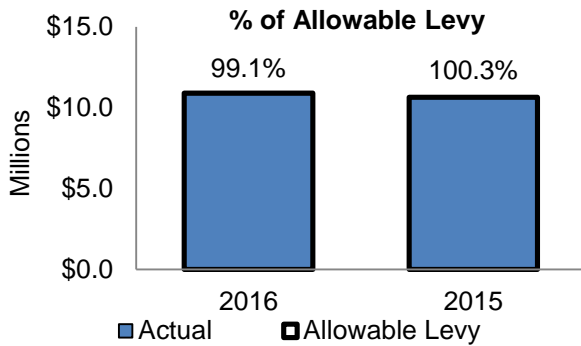
- Property tax receipts are 1.3% more than those for 2015.
- Sales tax receipts are 5.6% more than those for 2015.
- Utility Tax and Franchise Fee revenues are 2.7% less than the year-ago level. The year-over-year difference is attributable partly to reduced demand for natural gas, the continued decline in the amount of telecommunications utility tax collected and a decrease in water franchise fee receipts from Seattle Public Utilities.
- The year-over-year increase of \$696,231 in Development Revenue is attributable to higher local development activity in 2016 as compared to 2015, in terms of the number of building permits pulled for new construction and remodels as well as their valuation.
- The year-over-year change for Intergovernmental Revenue receipts is largely due to higher collections of Liquor Excise Tax revenues and the collection of Marijuana Enforcement revenues, which is new for 2016. The first bill to Sound Transit was paid in the fourth quarter.

GENERAL FUND REVENUE ANALYSIS:

PROPERTY TAX



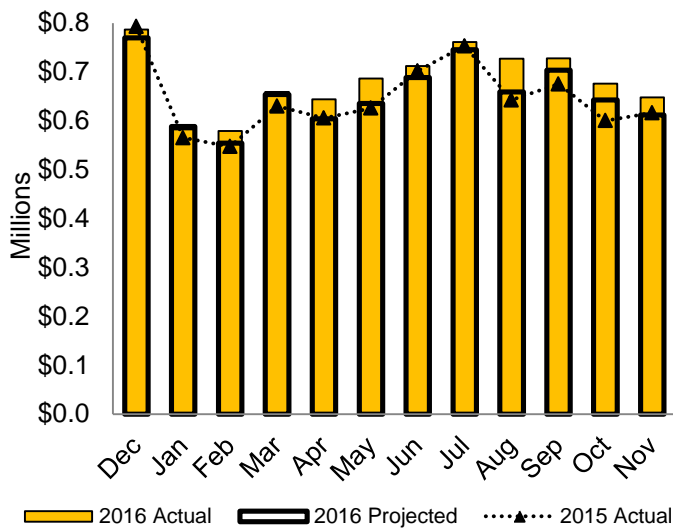
2016 Current Budget		\$10,860,481
2016 Fourth Quarter Actual Revenue		\$10,815,204
2016 % of Current Budget Received		99.6%
2015 Current Budget		\$10,570,659
2015 Fourth Quarter Actual Revenue		\$10,672,179
2015 % of Current Budget Received		101.0%
2016 v. 2015 \$ Change		\$143,025
2016 v. 2015 % Change	➔	1.3%



Property tax receipts are lower than the revised year-to-date projection by 0.9%. And, while collection dollars are higher than those for 2015, collections as a percentage of budget are 99.6% and 101.0%, respectively. In terms of the allowable levy, which in many cases is different than the budgeted projection, collections for 2016 and 2015 are 99.1% and 100.3%, respectively. The variance from the allowable levy is attributable to delinquent payments, successful appeals, etc.

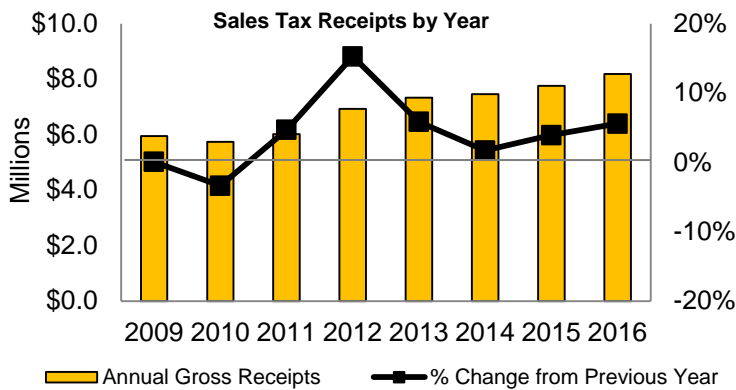
GENERAL FUND REVENUE ANALYSIS (continued):

SALES TAX



2016 Current Budget		\$7,747,700
Sales tax revenue: December - November		
Sales Activity	2015	2016
December (Prior Year)	\$792,683	\$786,417
January	\$565,161	\$582,409
February	\$547,403	\$578,999
March	\$630,073	\$658,721
April	\$605,418	\$644,235
May	\$625,846	\$686,499
June	\$702,026	\$712,311
July	\$753,169	\$760,954
August	\$642,526	\$727,288
September	\$675,275	\$727,935
October	\$600,438	\$676,101
November	\$616,217	\$647,873
Year to date	\$7,756,235	\$8,189,742
\$ Change		\$433,507
% Change		↑ 5.6%

Sales Tax receipts, which reflect activity from December 2015 through November 2016, are above the budget's year-to-date projection by \$442,040, or 5.7%, the revised year-to-date projection by \$332,042, or 4.2%, and above 2015 collections by \$433,507, or 5.6%. It is important to note that the distribution for March 2015 included \$112,769 worth of tax returns that were miscoded by a local business for the months of November 2014 through February 2015. That distribution was spread amongst the correct months. The following chart and table reflects a comparison of sales tax receipts by year:



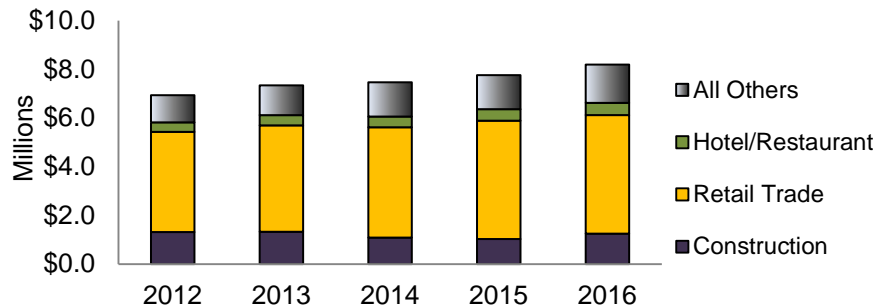
Year	Annual Revenue	% Change from Previous Year
2009	\$5,946,181	0.1%
2010	\$5,745,755	-3.4%
2011	\$6,014,244	4.7%
2012	\$6,932,874	15.3%
2013	\$7,336,805	5.8%
2014	\$7,462,886	1.7%
2015	\$7,756,235	3.9%
2016	\$8,189,742	5.6%

The tables on the following page help illustrate the performance of various sectors. The first table presents a condensed view of the four primary categories of Construction; Retail Trade; Hotels and Restaurants; and All Others. The second table presents a breakdown of the Retail Trade category and highlights specific industry economic performance in comparison to previous years.

Receipts from the Construction sector are more than the year-ago level by 21.5%. In 2016 there were no collections related to one-time activity. Historically, annual one-time activity accounted for \$17,286, or 1.7%, in 2015; \$128,482, or 11.8%, in 2014; \$578,633, or 43.6%, in 2013; and \$778,106, or 59.2%, in 2012.

GENERAL FUND REVENUE ANALYSIS (continued):

Annual Sales Tax Revenue Comparison by Sector



SALES TAX BY PRIMARY CATEGORY: December – November

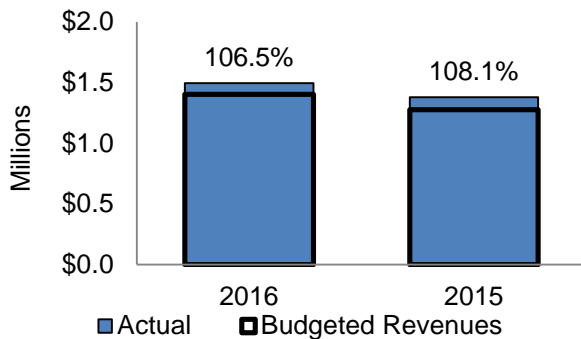
Sector	2012	2013	2014	2015	2016
Construction	\$1,315,397	\$1,326,775	\$1,088,201	\$1,029,064	\$1,250,022
\$ Change		\$11,378	-\$238,574	-\$59,137	\$220,958
% Change		0.9%	-18.0%	-5.4%	21.5%
Retail Trade	\$4,111,726	\$4,367,503	\$4,528,070	\$4,857,283	\$4,866,734
\$ Change		\$255,777	\$160,567	\$329,213	\$9,451
% Change		6.2%	3.7%	7.3%	0.2%
Hotel/Restaurant	\$390,912	\$420,096	\$440,339	\$473,001	\$501,086
\$ Change		\$29,184	\$20,243	\$32,662	\$28,085
% Change		7.5%	4.8%	7.4%	5.9%
All Others	\$1,114,839	\$1,222,431	\$1,406,276	\$1,396,886	\$1,571,900
\$ Change		\$107,592	\$183,845	-\$9,390	\$175,014
% Change		9.7%	15.0%	-0.7%	12.5%
Total	\$6,932,874	\$7,336,805	\$7,462,886	\$7,756,235	\$8,189,742
\$ Change		\$268,489	\$126,081	\$293,349	\$433,507
% Change		4.7%	1.7%	3.9%	5.6%

SALES TAX BY RETAIL TRADE CATEGORY: December – November

Retail Trade	2013 Dec- Nov	2014 Dec- Nov	2014v. 2013 \$ Change	2015 Dec- Nov	2015 v. 2014 \$ Change	2016 Dec- Nov	2016 v. 2015 \$ Change
Dealer	\$1,126,163	\$1,236,501	\$110,338	\$1,350,157	\$113,656	\$1,383,558	\$33,401
Furnishings	\$56,861	\$61,757	\$4,896	\$58,847	-\$2,910	\$65,877	\$7,030
Electronics and Appliances	\$92,316	\$102,349	\$10,033	\$111,503	\$9,154	\$105,294	-\$6,209
Garden	\$665,036	\$662,018	-\$3,018	\$787,425	\$125,407	\$773,383	-\$14,042
Food and Beverage Stores	\$261,984	\$253,519	-\$8,465	\$263,631	\$10,112	\$315,552	\$51,921
Store	\$161,275	\$167,514	\$6,239	\$211,545	\$44,031	\$231,800	\$20,255
Gasoline Stations	\$74,774	\$76,539	\$1,765	\$75,269	-\$1,270	\$73,372	-\$1,897
Clothing and Accessories	\$46,099	\$52,192	\$6,093	\$59,628	\$7,436	\$75,375	\$15,747
Books	\$80,310	\$82,463	\$2,153	\$84,163	\$1,700	\$78,834	-\$5,329
Stores	\$1,406,042	\$1,414,543	\$8,501	\$1,424,571	\$10,028	\$1,282,598	-\$141,973
Retailers	\$251,155	\$246,326	-\$4,829	\$236,280	-\$10,046	\$245,312	\$9,032
Nonstore Retailers	\$145,488	\$172,349	\$26,861	\$194,265	\$21,916	\$235,779	\$41,514
Total Revenue	\$4,367,503	\$4,528,070	\$160,567	\$4,857,283	\$329,213	\$4,866,734	\$9,451

GENERAL FUND REVENUE ANALYSIS (continued):

LOCAL CRIMINAL JUSTICE SALES TAX

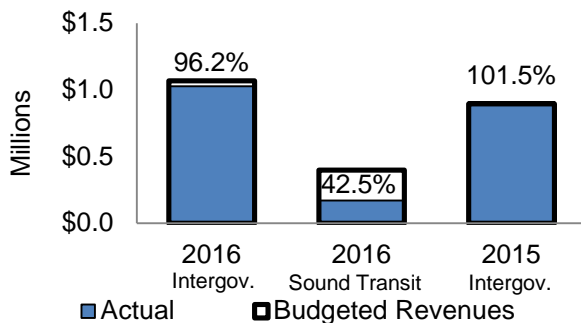


2016 Current Budget		\$1,403,619
2016 Fourth Quarter Actual Revenue		\$1,495,353
2016 % of Current Budget Received		106.5%
2015 Current Budget		\$1,276,154
2015 Fourth Quarter Actual Revenue		\$1,380,160
2015 % of Current Budget Received		108.1%
2016 v. 2015 \$ Change		\$115,193
2016 v. 2015 % Change	↑	8.3%

Local Criminal Justice Sales Tax receipts are 8.3% more than the year-ago level and 5.6% more than the revised year-to-date projection. This year 106.5% of the amount budgeted was received as compared to 108.1% received last year.

The result for Local Criminal Justice Sales Tax receipts is not commensurate with the result for Sales Tax receipts because the distribution of Local Criminal Justice Sales Tax is based on the city's population and the amount of sales tax collected throughout all of King County. The Puget Sound Economic Forecaster estimated that retail sales throughout King County would increase year-over-year by 4.6%. Sales tax collected throughout King County was actually 9.4% higher than the year-ago level.

INTERGOVERNMENTAL REVENUE

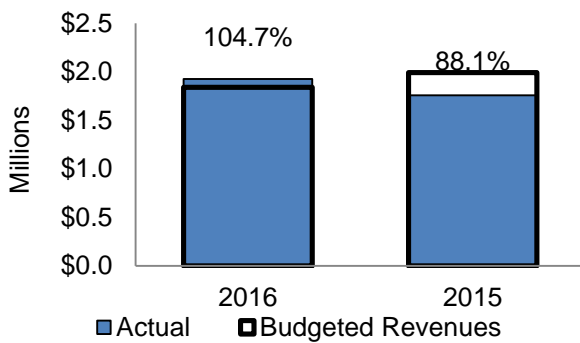


2016 Current Budget		\$1,467,017
2016 Fourth Quarter Actual Revenue		\$1,197,395
2016 % of Current Budget Received		81.6%
2015 Current Budget		\$894,991
2015 Fourth Quarter Actual Revenue		\$908,571
2015 % of Current Budget Received		101.5%
2016 v. 2015 \$ Change		\$288,824
2016 v. 2015 % Change	↑	31.8%

Intergovernmental revenue sources are comprised primarily of funding for criminal justice programs, liquor excise tax, liquor board profits, and reimbursement from Sound Transit per the Expedited Permitting and Reimbursement Agreement. Receipts from sources other than Sound Transit reimbursements total \$1,027,877 and are 13.1% more than the year-ago level, 3.8% less than the original budget, and 1.5% more than the revised year-to-date projection. Differences between the year-ago level and revised budget are largely due to higher budgets and collections of Liquor Excise Tax revenues, as well as the collection of Marijuana Enforcement revenue which is new for 2016. The first bill to Sound Transit was paid in the fourth quarter and the balance of the reimbursement is anticipated to be received in 2017 as work on the project continues.

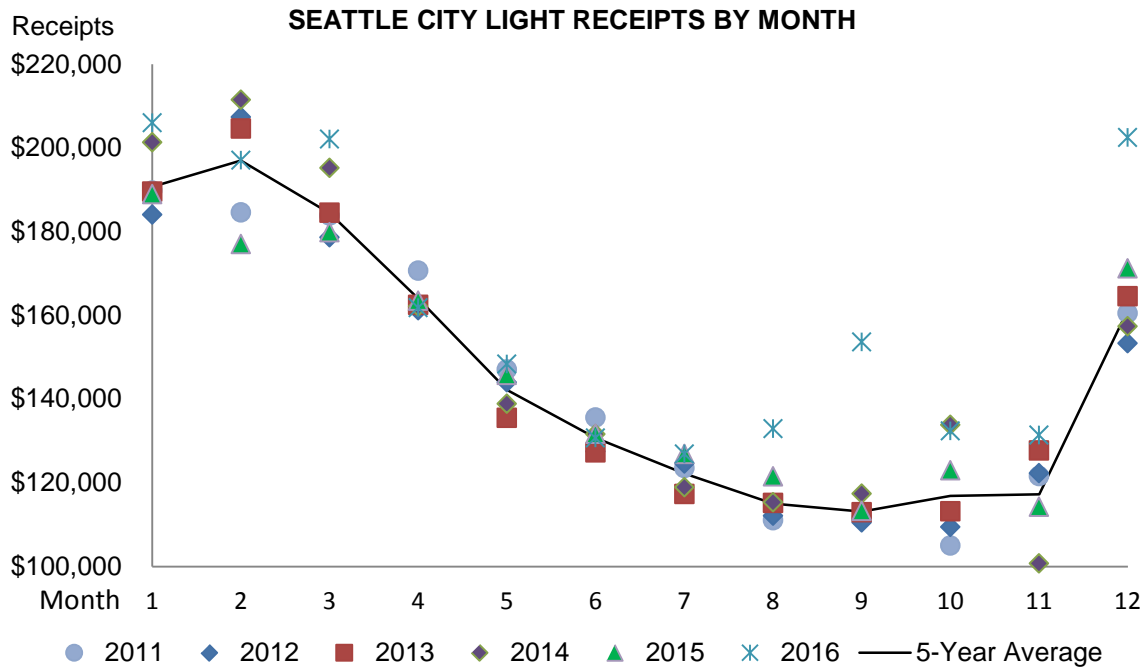
GENERAL FUND REVENUE ANALYSIS (continued):

SEATTLE CITY LIGHT CONTRACT PAYMENT



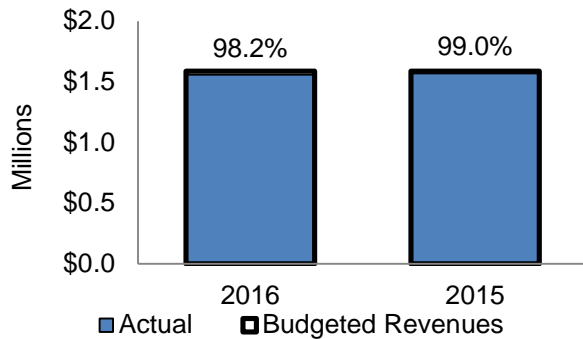
2016 Current Budget		\$1,838,980
2016 Fourth Quarter Actual Revenue		\$1,925,632
2016 % of Current Budget Received		104.7%
2015 Current Budget		\$1,993,063
2015 Fourth Quarter Actual Revenue		\$1,756,770
2015 % of Current Budget Received		88.1%
2016 v. 2015 \$ Change		\$168,862
2016 v. 2015 % Change	↑	9.6%

Receipts are 9.6% more than the year-ago level and 4.7% more than the year-to-date projection. As can be seen in the chart below receipts in the first half of 2016 were in line with historical trends and receipts for the second half were generally more than those received during the same period in previous years.



GENERAL FUND REVENUE ANALYSIS (continued):

GAMBLING TAX REVENUE

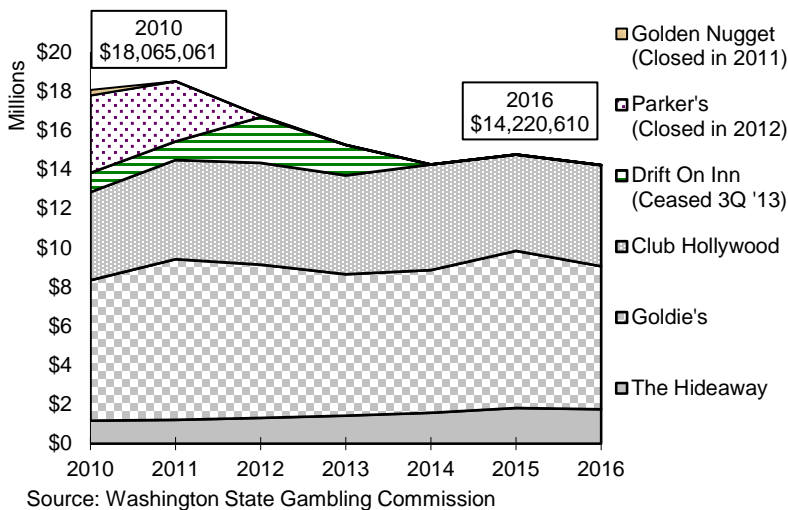


2016 Current Budget		\$1,587,425
2016 Fourth Quarter Actual Revenue		\$1,559,533
2016 % of Current Budget Received		98.2%
2015 Current Budget		\$1,586,625
2015 Fourth Quarter Actual Revenue		\$1,570,218
2015 % of Current Budget Received		99.0%
2016 v. 2015 \$ Change		-\$10,685
2016 v. 2015 % Change	→	-0.7%

Total receipts, inclusive of taxes on gambling activity and payments on promissory notes, in the amount of \$1,559,533, are lower than 2015 collections of \$1,603,417 primarily due to the cessation of activity at the Drift on Inn for the full year of 2016 and Jersey's Great Food & Spirits non-payment of third and fourth quarter taxes. Receipts attributable to taxes on gambling activity reported, in the amount of \$1,557,469, are less than the year-ago level (\$1,596,506) and budget projection (\$1,587,425) by 2.5% and 1.9%, respectively.

On July 27, 2015, the City Council determined that debt owed by Parker's Sports Bar & Casino / Slam Dunk Entertainment and Echo Lake Tavern / Gloria Kalitovic resulting from unpaid gambling taxes were uncollectible and authorized the City Manager to write off the debt. This action resulted in a one-time reduction of 2015 receipts in the amount of \$33,199. The table above reflects the culmination of these issues with a result that shows receipts being 0.7% less than the year-ago level.

Receipts from pull-tab activity increased 11.6% year-over-year while card room activity declined 3.5%. The chart below exhibits the last seven years of gross receipts reported by card rooms in Shoreline.

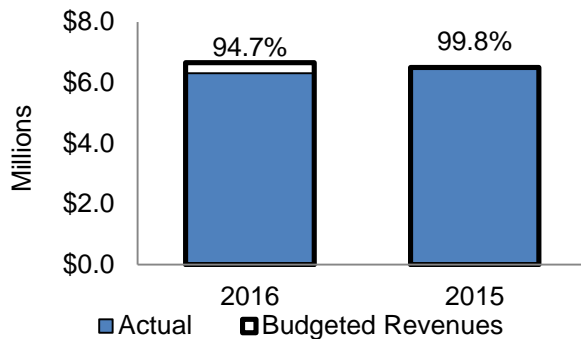


Annual Activity			
Year	Amount		% Change
2010	\$18,065,061	↑	4.8%
2011	\$18,502,782	↑	2.4%
2012	\$16,751,880	↓	-9.5%
2013	\$15,265,019	↓	-8.9%
2014	\$14,263,567	↓	-6.6%
2015 Actual	\$14,759,814	↑	3.5%
2016 Projection	\$14,750,000		
2016 Actual	\$14,220,610	↓	-3.7%

Source: Washington State Gambling Commission

GENERAL FUND REVENUE ANALYSIS (continued):

UTILITY TAX AND FRANCHISE FEE



2016 Current Budget		\$6,660,037
2016 Fourth Quarter Actual Revenue		\$6,310,151
2016 % of Current Budget Received		94.7%
2015 Current Budget		\$6,494,853
2015 Fourth Quarter Actual Revenue		\$6,482,206
2015 % of Current Budget Received		99.8%
2016 v. 2015 \$ Change		-\$172,055
2016 v. 2015 % Change		-2.7%

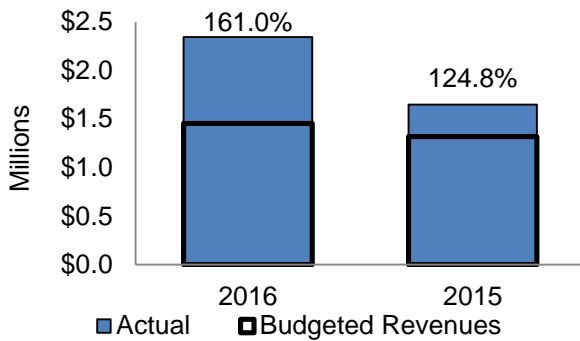
Overall Utility Tax and Franchise Fee receipts are less than the year-ago level and revised year-to-date projection by 2.7% and 4.0%, respectively.

Natural gas tax receipts are 6.9% less than the year-ago level. Compared to the prior year, significantly lower monthly payments for the months of March, May, and November are attributable for 74.7% of the year-over-year decrease. Telecommunications tax receipts are less than the year-ago level and budget projection by 8.9% and 17.3%, respectively. The telecommunications category continues to see a steady decline. Water franchise fee receipts are 6.9% less than the year-ago level, and is primarily attributable to lower third and fourth quarter payments from Seattle Public Utilities of 16.6% and 9.9%, respectively.

Revenue Source	2016 Current Budget	2016 Fourth Quarter Actual Revenue	2016 % of Current Budget Received	2015 Current Budget	2015 Fourth Quarter Actual Revenue	2015 % of Current Budget Received	2016 v. 2015 \$ Change	2016 v. 2015 % Change
Natural Gas	\$906,500	\$730,925	80.6%	\$889,590	\$785,472	88.3%	-\$54,547	↓ -6.9%
Garbage	\$548,880	\$548,522	99.9%	\$538,648	\$547,486	101.6%	\$1,036	→ 0.2%
Cable TV	\$1,903,020	\$1,880,875	98.8%	\$1,760,845	\$1,866,627	106.0%	\$14,248	→ 0.8%
Telecommunications	\$1,421,640	\$1,176,088	82.7%	\$1,503,000	\$1,290,650	85.9%	-\$114,562	↓ -8.9%
Storm Drainage	\$240,275	\$239,060	99.5%	\$214,571	\$217,034	101.1%	\$22,026	↑ 10.1%
Water	\$780,700	\$874,681	112.0%	\$754,197	\$939,937	124.6%	-\$65,256	↓ -6.9%
Sewer	\$859,022	\$860,000	100.1%	\$834,002	\$835,000	100.1%	\$25,000	↑ 3.0%
Utility Tax & Franchise Fee Revenue Subtotal	\$6,660,037	\$6,310,151	94.7%	\$6,494,853	\$6,482,206	99.8%	-\$172,055	↓ -2.7%

GENERAL FUND REVENUE ANALYSIS (continued):

DEVELOPMENT REVENUE



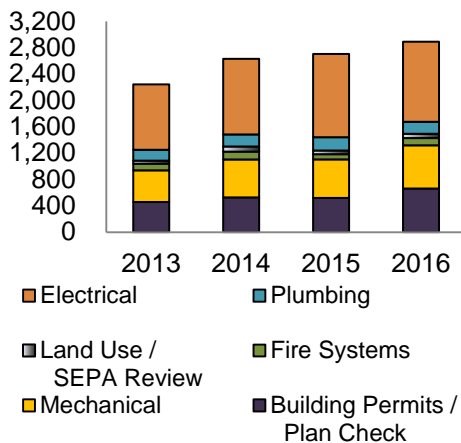
2016 Current Budget		\$1,456,000
2016 Fourth Quarter Actual Revenue		\$2,343,847
2016 % of Current Budget Received		161.0%
2015 Current Budget		\$1,319,750
2015 Fourth Quarter Actual Revenue		\$1,647,616
2015 % of Current Budget Received		124.8%
2016 v. 2015 \$ Change		\$696,231
2016 v. 2015 % Change	↑	42.3%

Development revenue receipts exhibit a year-over-year increase of \$696,231, or 42.3%, and are more than the budget and revised year-to-date projections by 61.0% and 34.1%, respectively. Local development activity in 2016, in terms of the number of building permits pulled for new construction and remodels as well as their valuation in 2016, are higher than the year-ago level.

Valuation of 375 building permits for new construction and remodels totals \$119.0 million and is comprised 29.2% of residential and 70.8% commercial / multi-family valuation. The majority of the commercial / multi-family valuation for permits issued in the fourth quarter is for 165th Heated Storage valued at \$7.4 million and Anderson Plaza addition / remodel valued at \$5.15 million.

In 2016, there have been 56 more permits issued for new single-family residences issued with a value that is \$7.5 million more, as compared to the year-ago level. There have been 12 more permits issued for commercial / multi-family construction (new and remodels), with a value that is \$33.5 million more than the year-ago level.

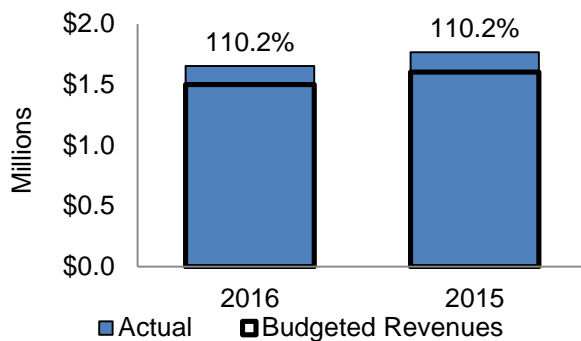
PERMITS BY TYPE



PERMIT TYPE	2013	2014	2015	2016	# Change	% Change
Building Permits / Plan Check	457	527	519	662	143	27.6%
Mechanical	481	576	585	656	71	12.1%
Fire Systems	101	119	79	110	31	39.2%
Land Use / SEPA Review	46	78	56	65	9	16.1%
Plumbing	165	183	202	182	(20)	-9.9%
Electrical	993	1,148	1,264	1,216	(48)	-3.8%
Total	2,243	2,631	2,705	2,891	186	6.9%

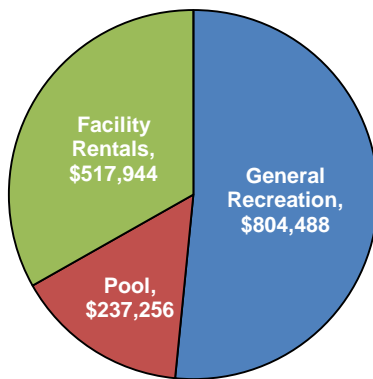
GENERAL FUND REVENUE ANALYSIS:

PARKS AND RECREATION REVENUE



2016 Current Budget		\$1,500,998
2016 Fourth Quarter Actual Revenue		\$1,653,797
2016 % of Current Budget Received		110.2%
2015 Current Budget		\$1,603,216
2015 Fourth Quarter Actual Revenue		\$1,767,394
2015 % of Current Budget Received		110.2%
2016 v. 2015 \$ Change		-\$113,597
2016 v. 2015 % Change		↓ -6.4%

Parks and Recreation revenue receipts are 6.4%, less than the year-ago level but 5.8%, more than the revised year-to-date projection. The year-over-year decrease was anticipated and is attributable to the closure of the Shoreline Pool as major maintenance and improvements to extend its life were being performed. Compared to last year, 2016 witnessed a decrease in revenues from the pool (-40.0%) due to the pool closure and an increase in revenues from facility rentals (+4.6%) due to more rentals of the recreation centers and picnic shelters. General Recreation witnessed an increase of 5.8% mostly due to revenue generated by the Summer Playground and other preschool offerings.



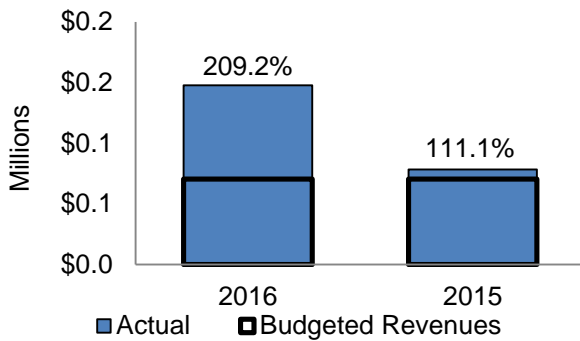
Annual Recreation Revenue by Program Area 2009 - 2016*

Year	General	Gen Rec	Pool		Facility	Fac Rent	Total Revenue
	Recreation*	% of Total	Pool	% of Total	Rentals	% of Total	
2009	\$556,951	41.2%	\$372,035	27.5%	\$423,021	31.3%	\$1,352,007
2010	\$593,454	42.8%	\$367,554	26.5%	\$423,972	30.6%	\$1,384,980
2011	\$625,368	43.0%	\$374,828	25.8%	\$455,039	31.3%	\$1,455,235
2012	\$604,705	42.6%	\$367,770	25.9%	\$446,884	31.5%	\$1,419,359
2013	\$615,758	42.5%	\$342,378	23.7%	\$489,258	33.8%	\$1,447,394
2014	\$661,091	44.5%	\$371,070	25.0%	\$452,842	30.5%	\$1,485,003
2015	\$760,772	46.1%	\$395,462	23.9%	\$495,126	30.0%	\$1,651,360
2016	\$804,488	51.6%	\$237,256	15.2%	\$517,944	33.2%	\$1,559,688

* Excludes non-program revenue such as cell tower rental fees and special event sponsorships.

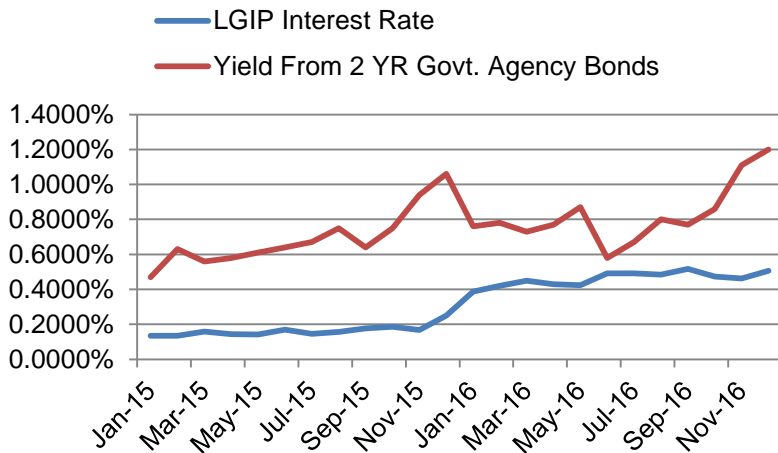
GENERAL FUND REVENUE ANALYSIS (continued):

INVESTMENT INCOME



2016 Current Budget		\$70,600
2016 Fourth Quarter Actual Revenue		\$147,727
2016 % of Current Budget Received		209.2%
2015 Current Budget		\$70,600
2015 Fourth Quarter Actual Revenue		\$78,423
2015 % of Current Budget Received		111.1%
2016 v. 2015 \$ Change		\$69,304
2016 v. 2015 % Change	↑	88.4%

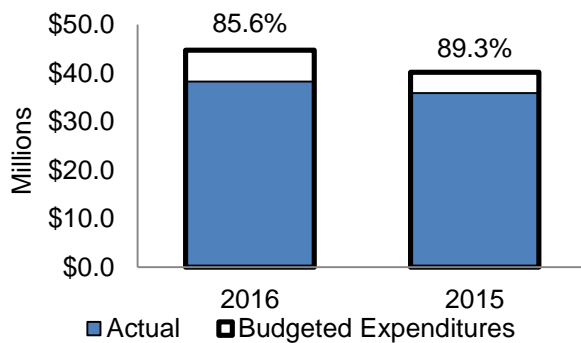
Investment earnings are more than the year-ago level by 88.4%. The City's investment policy adheres to strict standards prescribed by federal law, state statutes, local ordinances, and allows the City to develop an investment model to maximize its investment returns within the primary objectives of safety and liquidity.



Month	LGIP Interest Rate	Bond Investment Yield
Jan-15	0.1347%	0.4700%
Feb-15	0.1347%	0.6300%
Mar-15	0.1577%	0.5600%
Apr-15	0.1430%	0.5800%
May-15	0.1428%	0.6100%
Jun-15	0.1688%	0.6400%
Jul-15	0.1453%	0.6700%
Aug-15	0.1561%	0.7500%
Sep-15	0.1766%	0.6400%
Oct-15	0.1854%	0.7500%
Nov-15	0.1682%	0.9400%
Dec-15	0.2499%	1.0600%
Jan-16	0.3874%	0.7600%
Feb-16	0.4201%	0.7800%
Mar-16	0.4488%	0.7300%
Apr-16	0.4287%	0.7700%
May-16	0.4242%	0.8700%
Jun-16	0.4907%	0.5800%
Jul-16	0.4912%	0.6700%
Aug-16	0.4851%	0.8000%
Sep-16	0.5167%	0.7700%
Oct-16	0.4736%	0.8600%
Nov-16	0.4621%	1.1100%
Dec-16	0.5067%	1.2000%
24 Mo. Ave.	0.3124%	0.7583%

EXPENDITURE ANALYSIS:

GENERAL FUND EXPENDITURES



2016 Current Budget	\$44,707,322
2016 Fourth Quarter Actual Expenditures	\$38,252,038
2016 % of Current Budget Expended	85.6%
2015 Current Budget	\$40,151,029
2015 Fourth Quarter Actual Expenditures	\$35,847,605
2015 % of Current Budget Expended	89.3%
2016 v. 2015 \$ Change	\$2,404,433
2016 v. 2015 % Change	↑ 6.7%

Departments spent \$35,150,635, or 88.3%, of the Current Budget excluding transfers out. In dollars this level is 3.9% more than the year-ago level but 7.4% less than the revised projection of \$37,941,237. Delays and other unanticipated issues resulted in 2016 expenditures being less than projected. Some operating programs and projects that were in progress in 2016 will be completed in 2017. Staff requested a re-appropriation of \$1,632,555 to pay expenditures incurred, or complete projects initiated, in 2016. Without these delays or with completion of these projects, departments would have spent 92.4% of the current budget excluding transfers out, which would have been 8.8% more than the year-ago level but 3.1% less than the revised projection.

The General Fund transferred \$3,101,403, or 63.5%, of its budgeted support to other funds. This level is \$1,333,796, or 52.7%, more than the year-ago level and \$147,963, or 4.6%, less than the revised projection. The revised projection was reduced as the transfer to the General Capital Fund for the Police Station (\$1.0 million) and the majority of the transfers to the Roads Capital Fund for the 185th Corridor Study (\$535,000) and Westminster & 155th Improvement (\$100,000) projects were delayed until 2017. Of the balance of the transfers remaining in the General Fund revised projection, two transfers to the Roads Capital Fund were not completed in 2016. These transfers were intended to provide support for the 185th Corridor Study and Westminster & 155th Improvements projects. Staff requested a re-appropriation for the \$198,233 in transfers. Without this delay, the General Fund would have transferred 101.5% of the revised projection.

Another significant item worth mentioning is that jail services costs were lower in 2016 than those for 2015 and 2014 by 28.6% and 41.9%, respectively, given decreases in the total number of billed jail and work release days of 18.8% and 10.0%, respectively. The year-to-date savings can also be attributable to the City's use of 5,360 jail beds total, or an average of 14.6 beds per day, at Yakima County Jail. Housing those inmates at Yakima rather than SCORE, less the 131 unused beds at SCORE, saved the City \$227,550.

Total expenditures including transfers out, representing expenditure of 85.6% of the current budget, are 6.7% more than the year-ago level but 7.1% less than the revised projection. Including the re-appropriations discussed above, total expenditures would have been 11.8% more than the year-ago level but 2.7% lower than the revised projection.

EXPENDITURE ANALYSIS:

Department	2016 Current Budget	2016 Fourth Quarter Actual Expenditures	2016 % of Current Budget Expended	2015 Current Budget	2015 Fourth Quarter Actual Expenditures	2015 % of Current Budget Expended	2016 v. 2015 \$ Change	2016 v. 2015 % Change
City Council	\$231,968	\$221,571	95.5%	\$228,226	\$216,255	94.8%	\$5,315	2.5%
City Manager's Office ¹	\$2,793,451	\$2,492,017	89.2%	\$2,266,456	\$2,076,166	91.6%	\$415,850	20.0%
City Attorney	\$672,674	\$672,249	99.9%	\$671,384	\$638,844	95.2%	\$33,405	5.2%
Community Services ²	\$1,694,800	\$1,592,878	94.0%	\$1,612,120	\$1,514,299	93.9%	\$78,579	5.2%
Administrative Services ³	\$5,167,348	\$4,445,071	86.0%	\$4,273,854	\$4,040,853	94.5%	\$404,217	10.0%
Citywide	\$1,869,299	\$884,228	47.3%	\$2,064,050	\$810,844	39.3%	\$73,384	9.1%
Human Resources	\$454,488	\$458,345	100.8%	\$516,738	\$505,896	97.9%	-\$47,551	-9.4%
Police	\$11,951,743	\$11,198,365	93.7%	\$11,555,917	\$10,900,246	94.3%	\$298,119	2.7%
Criminal Justice	\$3,190,826	\$2,314,245	72.5%	\$3,031,291	\$2,845,340	93.9%	-\$531,095	-18.7%
Parks	\$5,756,010	\$5,290,516	91.9%	\$5,431,658	\$5,230,087	96.3%	\$60,429	1.2%
Planning & Comm. Dev.	\$2,976,763	\$2,694,418	90.5%	\$2,774,400	\$2,564,214	92.4%	\$130,203	5.1%
Public Works	\$3,063,586	\$2,886,734	94.2%	\$2,914,803	\$2,473,793	84.9%	\$412,941	16.7%
Departmental Expenditures	\$39,822,956	\$35,150,635	88.3%	\$37,340,897	\$33,816,839	90.6%	\$1,333,796	3.9%
Operating Transfers Out	\$4,884,366	\$3,101,403	63.5%	\$2,810,132	\$2,030,766	72.3%	\$1,070,637	52.7%
Total Expenditures	\$44,707,322	\$38,252,038	85.6%	\$40,151,029	\$35,847,605	89.3%	\$2,404,433	6.7%

Department	2016 Current Budget	2016 Fourth Quarter Actual + Carryover Expenditures	2016 % of Current Budget Expended	2015 Current Budget	2015 Fourth Quarter Actual Expenditures	2015 % of Current Budget Expended	2016 v. 2015 \$ Change	2016 v. 2015 % Change
Departmental Expenditures	\$39,822,956	\$36,783,190	92.4%	\$37,340,897	\$33,816,839	90.6%	\$2,966,351	8.8%
Operating Transfers Out	\$4,884,366	\$3,299,636	67.6%	\$2,810,132	\$2,030,766	72.3%	\$1,268,870	62.5%
Total Expenditures	\$44,707,322	\$40,082,826	89.7%	\$40,151,029	\$35,847,605	89.3%	\$4,235,221	11.8%

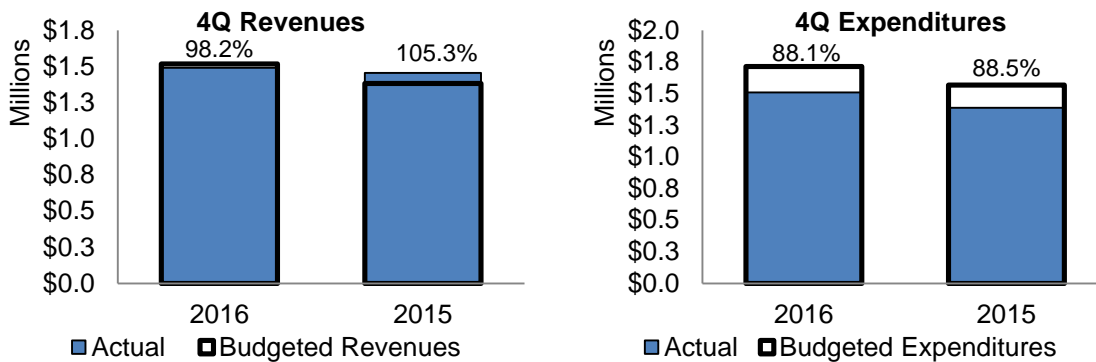
1. City Manager's Office includes City Clerk, Communications, Intergovernmental Relations, Economic Development, and Property Management.

2. Community Services includes Neighborhoods, Customer Response Team, Emergency Management Planning, and Human Services.

3. Administrative Services includes Finance, Budget, Purchasing, Information Systems, and Fleet & Facilities.

OTHER FUNDS REVENUE AND EXPENDITURE ANALYSIS:

STREET FUND



	Revenue	Expenditures
2016 Budgeted Use of Fund Balance	\$271,305	N/A
2016 Current Budget	\$1,442,468	\$1,713,773
2016 Fourth Quarter Actual	\$1,491,316	\$1,508,989
2016 % of Current Budget *	98.2%	88.1%
2015 Current Budget	\$1,383,163	\$1,569,007
2015 Fourth Quarter Actual	\$1,456,902	\$1,388,052
2015 % of Current Budget *	105.3%	88.5%
2016 v. 2015 \$ Diff.	\$34,414	\$120,937
2016 v. 2015 % Diff.	2.4%	8.7%

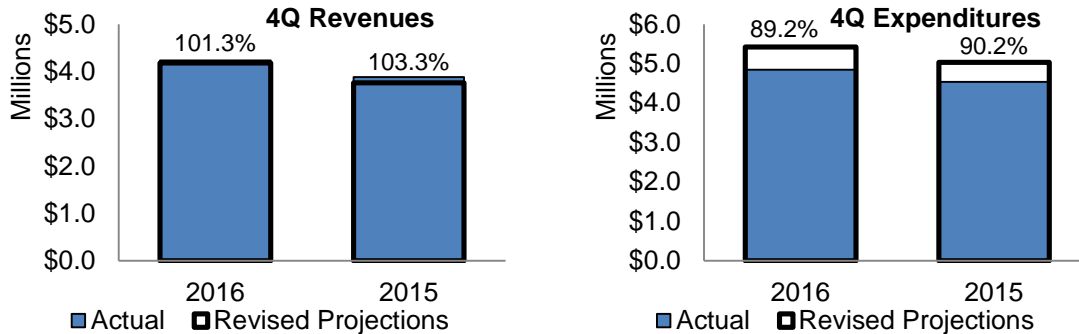
*Current Budget for Revenues is calculated by excluding Budgeted Use of Fund Balance

Receipts, including transfers in, through December totaled \$1,491,316 and are \$34,414, or 2.4%, more than the year-ago level. Motor vehicle fuel tax revenue receipts for the fourth quarter of 2016 are \$1,176,489, 3.4%, more than the year-ago level. Fuel tax revenue receipts for 2016 ended 0.1% above the budget amount, but ended 4.5% below 2016 revised projections.

Expenditures, including transfers out, through December totaled \$1,508,989 and are \$120,937, or 8.7%, more than the year-ago level. This difference is mainly due to a 2016 one-time increase in vehicle replacement.

OTHER FUNDS REVENUE AND EXPENDITURE ANALYSIS:

SURFACE WATER UTILITY FUND



	Revenue	Expenditures
2016 Revised Projections (2017-2022 CIP)	\$4,184,361	\$5,431,075
2016 Fourth Quarter Actual	\$4,237,318	\$4,846,846
2016 % of Revised Projections	101.3%	89.2%
2015 Revised Projections	\$3,764,694	\$5,038,021
2015 Fourth Quarter Actual	\$3,888,525	\$4,545,988
2015 % of Revised Projections	103.3%	90.2%
2016 v. 2015 \$ Diff.	\$348,793	\$300,858
2016 v. 2015 % Diff.	9.0%	6.6%

The Surface Water Utility Fund (SWM) includes on-going operational programs and capital projects with both being reflected in the total expenditures and revenues for the fund.

Receipts through December, in the amount of \$4,237,318, are \$348,793 or 9.0%, more than the year-ago level. SWM ongoing revenues include storm drainage fees and investment interest earnings. Storm Drainage Fees totaled \$3,980,509 and are \$88,339, or 2.3%, more than the year-ago level. Total receipts were 1.3% higher than revised year-end projections presented in the 2017-2022 Capital Improvement Plan (CIP).

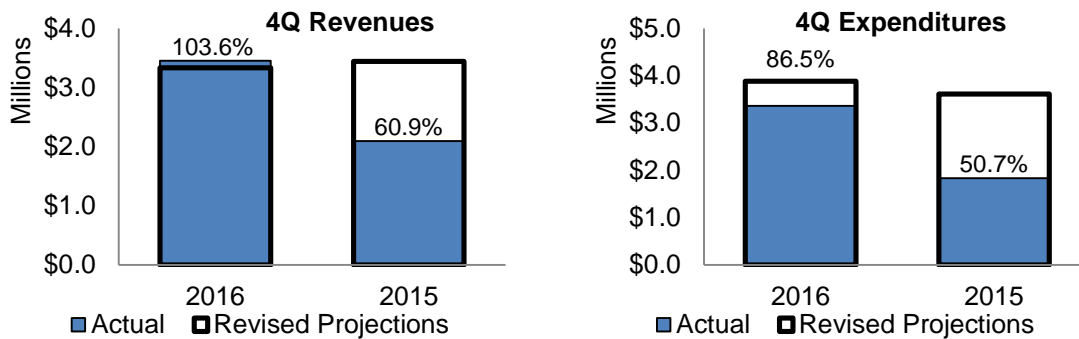
In 2016, the City issued a bond for the Surface Water Utility. The \$2,000,000 Surface Water revenue bond, according to Generally Accepted Accounting Principles (or GAAP), is part of the Surface Water Utility fund (an "Enterprise Fund") and not the General Fund (a Governmental Fund). Enterprise Funds differ from Governmental Funds for various reasons, mostly their financial reporting mimic the same as a commercial business and therefore do not get comingled with Governmental Funds. Because of the way it is accounted for, the \$2,000,000 bond is not reflected as revenue in 2016 and has been factored out of the revised projection for the purposes of this report.

Expenditures, including transfers out, through December totaled \$4,846,846 and are \$300,858, or 6.6%, more than the year-ago level. Expenditure differences between the current year and previous year are impacted by the timing of construction schedules. Total expenditures are 10.8% less than revised estimates presented in the 2017-2022 CIP. Staff has also requested re-appropriation of \$144,431 for vector services, which is part of the operating funds within SWM, Boeing Creek Restoration Project, SWM Master Plan, 25th Ave NE Flood Reduction Project, Boeing Creek Regional Stormwater Facility Study, and Puget Sound Drainages Basin Plan projects.

Expenditures and revenues are impacted by the timing of construction schedules, which are addressed through the 2017-2022 CIP and re-appropriations requests.

OTHER FUNDS REVENUE AND EXPENDITURE ANALYSIS:

GENERAL CAPITAL FUND



	Revenue	Expenditures
2016 Revised Projections (2017-2022 CIP)	\$3,334,865	\$3,889,399
2016 Fourth Quarter Actual	\$3,453,480	\$3,365,021
2016 % of Revised Projections	103.6%	86.5%
2015 Revised Projections	\$3,443,088	\$3,617,414
2015 4th Qtr. Actual	\$2,097,217	\$1,833,614
2015 % of Revised Projections	60.9%	50.7%
2016 v. 2015 \$ Var.	\$1,356,263	\$1,531,407
2016 v. 2015 % Var.	64.7%	83.5%

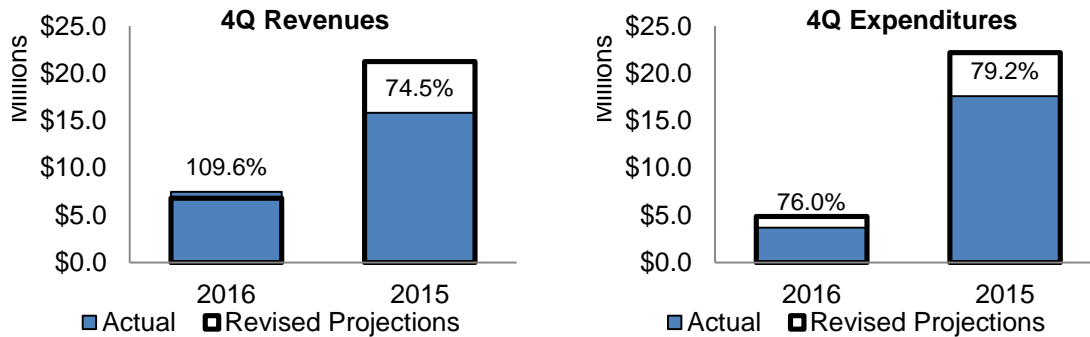
Receipts through December, in the amount of \$3,453,480, are \$1,356,263, or 64.7%, more than the year-ago level. This year-over-year change is mainly attributable to a budgeted transfer to the General Capital Fund from the General Fund for capital projects (e.g. Police Station at City Hall). Total receipts were 3.6% more than revised year end projections presented in the 2017-2022 Capital Improvement Plan (CIP). Staff has also requested \$18,069 in re-appropriated revenues for the Police Station at City Hall.

Expenditures, including transfers out, through December, totaled \$3,365,021, and are \$1,531,407, or 83.5%, more than the same period in 2015. Total expenditures were 13.5% less than the revised projections presented in the 2017-2022 CIP. Staff has also requested a re-appropriation of \$529,149 for the Police Station at City Hall, North Maintenance Facility, Parks Repair & Replacement, King County Parks, Trails and Open Space Replacement Levy, Turf and Lighting Repair Replacement, Pool & Rec Master Planning, and PROS Plan Update projects, which are scheduled to either continue work or complete work in 2017.

Expenditures and revenues are impacted by the timing of construction schedules, which are addressed through the 2017-2022 CIP and re-appropriations requests.

OTHER FUNDS REVENUE AND EXPENDITURE ANALYSIS:

ROADS CAPITAL FUND



	Revenue	Expenditures
2016 Revised Projections (2017-2022 CIP)	\$6,822,545	\$4,893,774
2016 Fourth Quarter Actual	\$7,476,891	\$3,720,354
2016 % of Revised Projections	109.6%	76.0%
2015 Revised Projections	\$21,266,001	\$22,210,310
2015 Fourth Quarter Actual	\$15,848,029	\$17,601,645
2015 % of Revised Projections	74.5%	79.2%
2016 v. 2015 \$ Var.	-\$8,371,138	-\$13,881,291
2016 v. 2015 % Var.	-52.8%	-78.9%

Receipts through December, in the amount of \$7,476,891, are \$8,371,138, or 52.8%, less than the year-ago level. The year-over-year reduction is mainly due to the completion of the Aurora project. Total receipts are 9.6% more than revised projections presented in the 2017-2022 Capital Improvement Plan (CIP). Staff has also requested \$959,542 in re-appropriated revenues for the Bike System Implementation, Echo Lake Safe Route to School, 145th Street – SR 99 to I-5, 185th Corridor Study, Meridian Ave. & N 155th Signal Improvement, Radar Speed Sign Installation, Westminster & 15th Improvements, and Annual Roads Surface Maintenance Program projects, which are scheduled to either continue work or complete work in 2017.

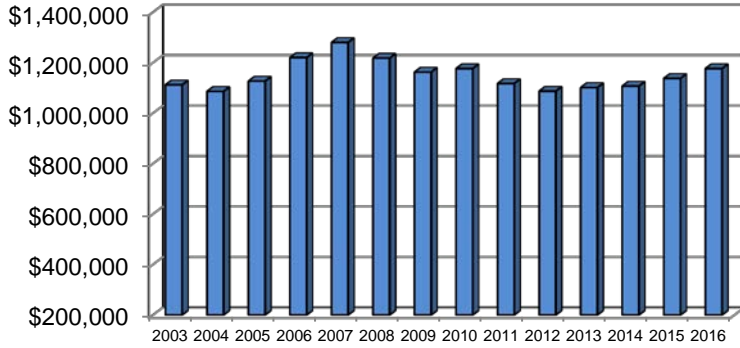
Expenditures through December, in the amount of \$3,720,354, are \$13,881,291, or 78.9%, less than the year-ago level. The year-over-year reduction is mainly due to the completion of the Aurora project. Total expenditures are 24.0% less than revised projections presented in the 2017-2022 CIP. Staff has also requested \$1,017,354 in re-appropriated revenues for the Curbs Ramps, Sidewalks, Gutters (Meridian & 15th Overlay projects), Curb Ramps, Sidewalks, Gutters, Traffic Safety Improvements, Einstein Safe Route to School, Trail Along the Rail, Transportation Master Plan, Traffic Signal Rehab, Interurban / Burke-Gilman, Bike System Implementation, Echo Lake Safe Route to School, 145th Street – SR 99 to I-5, 185th Corridor Study, Meridian Ave. & N 155th Signal Improvement, Radar Speed Sign Installation, Westminster & 15th Improvements, 145th & I5 Interchange, and Annual Roads Surface Maintenance Program projects, which are scheduled to either continue work or complete work in 2017.

As with the other capital funds, expenditures and revenues are impacted by the timing of construction schedules, which are addressed through the 2017-2022 CIP and re-appropriations requests.

OTHER FUNDS REVENUE AND EXPENDITURE ANALYSIS:

STREET FUND FUEL TAX

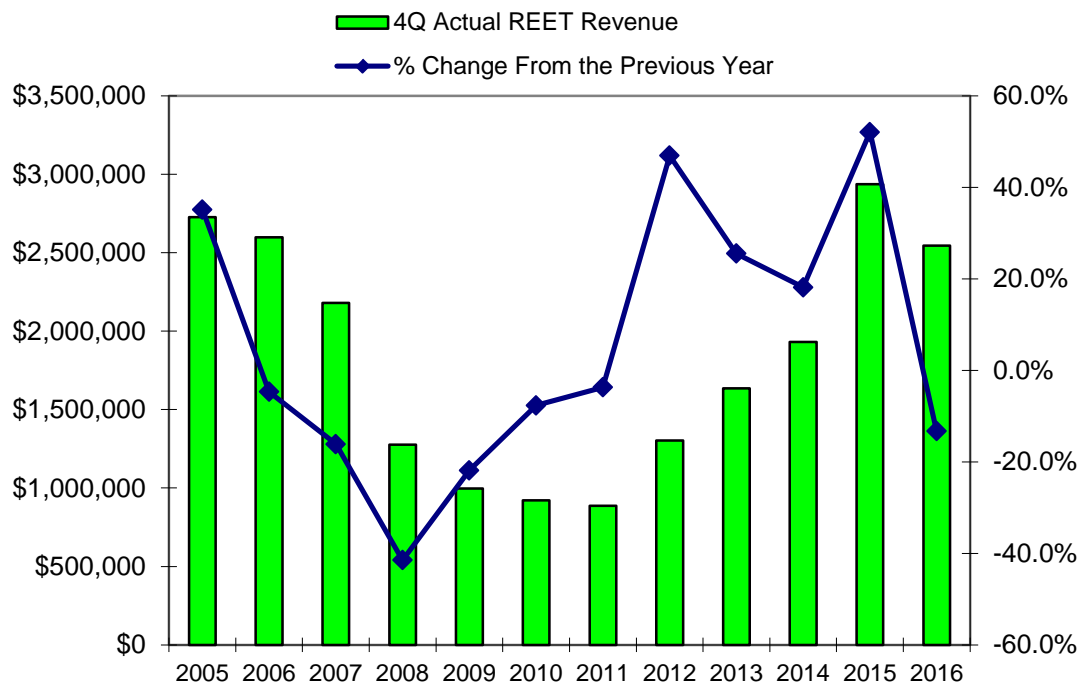
Fuel Tax Historical Fourth Quarter Comparison



The Motor Vehicle Fuel Excise Tax, commonly referred to as Gas Tax, is levied by the State on a per gallon basis, distributed monthly on a per capita basis to the City of Shoreline, and placed in the Street Fund. As noted on the prior page, Fuel Tax revenue receipts through December totaled \$1,176,489 and are \$38,813, or 3.4%, more than the year-ago level.

OTHER FUNDS REVENUE AND EXPENDITURE ANALYSIS:

REAL ESTATE EXCISE TAX (REET)



Real Estate Excise Tax (REET) revenue receipts through December totaled \$2,545,490 and are \$390,538, or 13.3%, less than receipts for the same period in 2015. The reduction is due to a reduce number of transactions and a reduction in the sale of properties over \$1 million, including the multiple sales of a single commercial property in 2015.

REET collections collected 22.6% over the adopted budgeted amount for 2016 (split between the General Capital Fund and Roads Capital Fund.).

INVESTMENT REPORT – YEAR END, December 31, 2016

The City's investment policy adheres to strict standards prescribed by federal law, state statutes, local ordinances, and allows the City to develop an investment model to maximize its investment returns within the primary objectives of safety and liquidity. Our yield objectives are very important and, pursuant to policy, the basis used by the City to determine whether the market yields are being achieved is through the use of a comparable benchmark. Our benchmark has been identified as the current yield to maturity of the Washington State Local Government Investment Pool, which had been the City's primary mode of investment prior to adopting our Investment Policy. As of December 31, 2016, the City's investment portfolio (for all funds), excluding the State Investment Pool and deposits in OpusBank, had a current weighted average rate of return of 1.1232%. This is better than the State Investment Pool's current rate of return of 0.5067%. In an effort to maintain liquidity but achieve higher returns than the State Investment Pool, the City maintains two interest earning checking accounts with OpusBank. One account with \$10M deposit and no withdraw restrictions earns 0.5499% return, and the second account with \$7M deposit and one year commitment earns 0.65% return. Total investment interest earnings through December were \$224,033 which is 132% of the 2016 budgeted 2016 investment earnings of \$170,125.

As of December 31, 2016, the City's investment portfolio (for all funds) had a fair value of nearly \$35 million. Approximately 23% of the investment portfolio was held in U.S. government instrumentality securities, and 28% was held in the Washington State Investment Pool, and 49% was held in OpusBank. The City's investment portfolio valued at cost as of December 31, 2016, was slightly over \$34.93 million. The difference between the cost and the market value of the portfolio represents either the loss or the gain of the portfolio if the City were to liquidate investments as of the day that the market value is stated. This would only be done if the City needed to generate cash. The City holds all of its investments until the scheduled maturity date, and therefore when the investments mature the principal market value should equal the cost of the investment. The City also holds sufficient investments within the State Pool and OpusBank to allow for immediate cash liquidation if needed. Investments within the State Pool and \$10M in OpusBank can be liquidated on any given day with no penalty.

Tables and charts on the next page provide details on the City's current Investment Portfolio.

INVESTMENT REPORT (continued):

LGIP Cash and Investment Balances December 31, 2016

Instrument Type	CUSPID #	Broker	Settlement Date	Maturity Date	Par Value	Investment Cost	Yield To Maturity	Unrecognized Gain/(Loss)	Market Value 9/30/2016
FHLB 0.75	3130A16D5	FinancialNorthwestern	03/26/14	03/24/17	1,000,000	994,000	0.7500%	6,630	1,000,630
FHLMC 1.0	3137EADH9	FinancialNorthwestern	06/14/14	06/29/17	1,000,000	1,000,000	1.0000%	1,557	1,001,557
FICO STRIP PRIN SER D-P	31771KAH0	Time Value Investment	09/29/15	08/03/18	1,500,000	1,456,388	1.0400%	8,648	1,465,035
FFCB 1.09	3133EFFL6	Time Value Investment	09/29/15	09/28/18	500,000	500,000	1.0900%	-2,655	497,346
FFCB 1.375	3133EFSW8	Alamo Capital	12/21/15	12/21/18	1,000,000	999,000	1.3750%	1,015	1,000,015
FNMA 1.250	3136G3EA9	FinancialNorthwestern	03/29/16	03/29/19	1,000,000	999,500	1.2500%	-4,814	994,686
FNMA 1.250	3136G4AP8	PiperJaffray	12/31/16	09/30/19	2,000,000	2,000,000	1.2500%	-19,862	1,980,138
Sub Total - Investments					\$8,000,000	\$7,948,888		-\$9,481	\$7,939,407
OpusBank Interest Checking 6272						10,056,256	0.5499%		10,056,256
OpusBank Interest Checking 3285						7,030,858	0.6500%		7,030,858
State Investment Pool						9,896,477	0.5067%		9,896,477
Sub Total - State Investment Pool and Opus Bank Interest Checking						26,983,592			26,983,592
Total LGIP + Opus Bank Interest Checking + Investments						\$34,932,479		-\$9,481	\$34,922,998

Current Average Maturity Excluding the State Investment Pool (days)	624
Current Weighted Average Yield to Maturity Excluding the State Pool	1.1232%
Current Yield to Maturity State Investment Pool	0.5067%
Basis Points in Excess (Below) Benchmark	62

Portfolio Diversification

Instrument Type	Percentage	Amount at Market Value	Amount at Cost	Broker	Percentage	Amount at Cost
FFCB	4.3%	1,497,361	1,499,000	Alamo Capital	2.9%	999,000
FHLB	2.9%	1,000,630	994,000	Financial Northwestern	8.6%	2,993,500
FHLMC	2.9%	1,001,557	1,000,000	ProEquities	0.0%	0
FNMA	8.5%	2,974,824	2,999,500	Time Value Investment	5.6%	1,956,388
FICO STRIP PRIN SER D-P	4.2%	1,465,035	1,456,388	PiperJaffray	5.7%	2,000,000
OpusBank Interest Checking	48.9%	17,087,114	17,087,114	OpusBank Interest Checking	48.9%	17,087,114
State Investment Pool	28.3%	9,896,477	9,896,477	State Investment Pool	28.3%	9,896,477
Total LGIP + Investments	100%	\$34,922,998	\$34,932,479	Total Investments	100%	\$34,932,479

Investments by Fund

	Investments at Cost as of 12/31/2016	LGIP State Investment Pool + Opus Bank Interest Checking as of 12/31/2016	Total LGIP + OpusBank Interest Checking + Investments at Cost by Fund as of 12/31/2016	Unrecognized Gain/(Loss) as of 12/31/2016	Total Market Value of Investments by Fund as of 12/31/2016	Investment Earnings Budget 2016	Investment Earnings Actual 2016	Over/(Under) Budget
001 General	1,641,194	11,272,683	12,913,877	-7,827	12,906,050	70,600	141,270	70,670
101 Street	200,000	901,239	1,101,239	203	1,101,443	2,500	8,793	6,293
107 Code Abatement	0	155,477	155,477	0	155,477	550	768	218
108 Asset Seizure	0	201,220	201,220	0	201,220	0	1,111	1,111
109 Public Arts	0	253,400	253,400	0	253,400	0	914	914
112 Fed Drug Enforcement	0	295,583	295,583	0	295,583	200	1,537	1,337
115 Property Tax Equalization	0	504,985	504,985	0	504,985	0	6,139	6,139
116 Fed Crim Forfeit	0	837,893	837,893	0	837,893	1,500	9,705	8,205
117 Transportation Impact Mitigation	998,199	998,199	0	998,199	0	2,587	2,587	604
190 Revenue Stabilization	5,150,194	432	5,150,626	0	5,150,626	0	0	0
301 General Capital	0	2,707,570	2,707,570	0	2,707,570	31,384	8,595	-22,789
312 City Fac-Mjr Maint	0	38,035	38,035	0	38,035	449	328	-121
330 Roads Capital	0	3,909,180	3,909,180	0	3,909,180	37,415	13,407	-24,008
330 Trans Bene Dist	0	751,992	751,992	0	751,992	0	3,928	3,928
401Surface Water Utility Fund	0	2,290,166	2,290,166	0	2,290,166	18,877	8,005	-10,872
501 Vehicle Oper/Maint	0	288,025	288,025	0	288,025	250	1,700	1,450
503 Equip Dep Replace	957,500	1,507,090	2,464,590	-1,857	2,462,733	8,000	14,862	6,862
505 Unemployment	0	70,422	70,422	0	70,422	0	384	384
Total Investments	\$7,948,888	\$26,983,592	\$34,932,479	-\$9,481	\$34,922,998	\$171,725	\$224,033	\$52,308