



REVISED AGENDA V.2

SHORELINE CITY COUNCIL WORKSHOP DINNER MEETING

Monday, May 14, 2018
5:45 p.m.

Conference Room 303 · Shoreline City Hall
17500 Midvale Avenue North

TOPIC/GUESTS: King County Councilmember Rod Dembowski

SHORELINE CITY COUNCIL REGULAR MEETING

Monday, May 14, 2018
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 Armed Services Appreciation Day	<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 Minutes of Workshop Dinner Meeting of April 9, 2018	<u>7a1-1</u>	
Approving Minutes of Regular Meeting of April 9, 2018	<u>7a2-1</u>	
Approving Minutes of Workshop Dinner Meeting of April 23, 2018	<u>7a3-1</u>	
(b) Approving Expenses and Payroll as of May 14, 2018 in the Amount of \$2,305,531.96	<u>7b-1</u>	
(c) Authorizing the City Manager to Execute Amendment #3 for the Professional Services Contract with Brown and Caldwell in the Amount of \$27,500 for the 2018 Surface Water Master Plan Update	<u>7c-1</u>	
(d) Adopting Ord. No. 821 – Amending Chapter 12.17 of the Shoreline Municipal Code in Regards to City Council Action on Street Vacations	<u>7d-1</u>	

8. STUDY ITEMS

(a) Discussing Ordinance No. 822 – Authorizing an Additional Vehicle License Fee of Twenty Dollars to Preserve, Maintain and Operate the Transportation Infrastructure of the City of Shoreline, Including Funding for Sidewalk Repairs and Retrofits 8a-1 7:20

(b) Discussing the City’s Pavement Management System 8b-1 7:50

9. EXECUTIVE SESSION

8:20

- Litigation – RCW 42.30.110(1)(i)
- Property Acquisition – RCW 42.30.110(1)(b)

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

10. ADJOURNMENT

8:50

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 2018 Armed Services Appreciation Day		
DEPARTMENT:	CMO/CCK		
PRESENTED BY:	Jessica Simulcik Smith, City Clerk		
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:

Each year, on the third Saturday in the month of May, the nation celebrates Armed Services Appreciation Day (Armed Forces Day). First observed on May 20, 1950, Armed Services Appreciation Day honors Americans serving in the five U.S. military branches – the U.S. Army, U.S. Navy, U.S. Marine Corps, U.S. Air Force and U.S. Coast Guard. The month of May is identified as the month of patriotism, as America also celebrates Victory in Europe (VE) Day, Military Spouse Day, Loyalty Day, the National Day of Prayer, and Memorial Day. This proclamation acknowledges the important sacrifices that members of the United States military and their families make to our City and nation to ensure freedom and liberty for all citizens.

This year, Armed Services Appreciation Day falls on Saturday, May 19, 2018. Richard White and Larry Fischer, members of Shoreline Veterans Association, will be on hand to accept the proclamation.

RECOMMENDATION

Staff recommends that Council declare May 19, 2018 Armed Services Appreciation Day in the City of Shoreline.

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



PROCLAMATION

WHEREAS, the City of Shoreline desires to express appreciation to our fellow citizens who have been called upon to perform their military duties, wherever they may be; and

WHEREAS, the members of the United States Armed Services have carried out their duties and missions with excellence, patriotism and bravery; and

WHEREAS, thousands of United States troops have sacrificed their lives in service to their country in current and recent military campaigns; and

WHEREAS, the families of the United States military personnel have also sacrificed while providing support for their loved ones engaged in military operations; and

WHEREAS, United States troops continue to serve by protecting the citizens of many nations throughout the world; and

WHEREAS, the Shoreline City Council urges Shoreline residents to recognize the important sacrifice of members of the United States military and their families to our City and nation;

NOW, THEREFORE, I, Will Hall, Mayor of the City of Shoreline, on behalf of the Shoreline City Council, do hereby proclaim May 19, 2018 as

ARMED SERVICES APPRECIATION DAY

in the City of Shoreline.

Will Hall, Mayor

CITY OF SHORELINE
SHORELINE CITY COUNCIL
SUMMARY MINUTES OF SPECIAL MEETING

Monday, April 9, 2018
5:45 p.m.

Conference Room 303 - Shoreline City Hall
17500 Midvale Avenue North

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

ABSENT: Councilmember Scully

STAFF: Debbie Tarry, City Manager; Randy Witt, Public Works Director; Nora Daley-Peng, Senior Planner-Transportation; and Bonita Roznos, Deputy City Clerk

GUESTS: Sidewalk Advisory Committee: Andrew Hellman, Cara Hutchison, David Anderson; David Dailey, Dennis Terpstra, Dustin McIntyre, Julie Miller, Lisa Leitzelar, Pamela Cross, Robin McClelland, Rosa Singer, Ryan Gulick, Tana Knowlton, and Tim Friedrichsen

At 5:46 p.m., the meeting was called to order by Mayor Hall.

Nora Daley-Peng, Senior Planner-Transportation, explained that the Sidewalk Advisory Committee (SAC) is addressing the American Disability Act (ADA) Transition Plan and the Sidewalk Prioritization Plan as two concurrent but separate projects. She said the Pedestrian System Plan, from the 2011 Transportation Master Plan, served as the baseline for sidewalk prioritization to address safety and equity issues. She noted that there are 78 miles of existing sidewalks and 75 miles of planned sidewalks. She shared that a data-driven prioritization process was used to assess safety, equity, proximity, and connectivity criteria. She presented the Sidewalk Prioritization Scorecard point system and explained how it was used to reprioritize sidewalks in the Pedestrian System Plan. She reviewed the work completed to date and showed a video displaying sidewalk issues in the City.

Ryan Gulick, SAC member, shared that the top priority is repair and maintenance of sidewalks. He said SAC identified 118 projects for 64 miles of sidewalks, at a cost of \$377 Million, and categorized them into high, medium, and low priority projects. He stated high priority projects total 15 miles at a cost of \$112 Million, and noted that the ADA Transition Plan will assist with some funding in the high priority areas. He said \$950,000 is required for sidewalk repair and maintenance, and funding options include General Fund Contribution, Sale and Use Tax, and Vehicle License Fees. SAC is recommending continued use of the General Fund Contribution of \$200,000, and a 0.1% increase in Sales Tax for sidewalk repair. He reviewed success measures and issues to address over the next three to five years. He stated that sidewalk expansion is SAC's second priority and identified 19 miles of expansion needed to help pedestrians progress across the City. He reviewed potential cost control strategies, and said SAC recommends a Levy Lid Lift for the November 2019 Ballot to raise \$100 Million over a period of 10 years. He asked

for the Councils' feedback on the pros and cons of increasing sales tax, and about past and present barriers impeding sidewalk improvement.

Councilmembers spoke about the current property tax climate and cautioned against placing additional financial burden on property owners. They were receptive to the consideration of increasing the sales tax in an effort to have everyone contribute to the funding for sidewalks. They explained that a lack of funding and other City priorities have been the only barriers to sidewalk improvement. They called attention to the fact that some neighborhoods are not interested in having sidewalks, but said their support is still needed, and suggested presenting a plan that emphasizes child safety.

Tim Friedrichsen, SAC, shared that committee members walked the streets of Shoreline to better understand ADA issues, and observed that most repairs are required due to trees and slope grades. He spoke about the need to integrate sidewalk repair issues with tree/park issues. He recommended publicizing complex sidewalk issues and engaging the public to encourage them to take care of their own property. He explained that strategies for new sidewalks includes right surface, right location, right tree, and address water regulations, cost control, green stormwater structures, safe passage, expansion, and public education. He talked about alternative sidewalk treatments, asked Council if there is support for sidewalk expansion, and what information SAC can provide them to assist in their decision making.

Councilmembers stated they support retaining current standards for ADA compliance, improving safety, and looking at alternative sidewalk treatments that meet the City's surface water management requirements. They agreed that it may be practical to have different standards in different areas of the City, but cautioned against sending the wrong message to developers about the minimum required standards.

Mr. Anderson stated that the Sidewalk Prioritization Scorecard provides options to have both standard and alternative treatments for sidewalks with the goal of providing better connection throughout the City.

At 6:45 p.m. the meeting adjourned.

Bonita Roznos, Deputy City Clerk

CITY OF SHORELINE

SHORELINE CITY COUNCIL SUMMARY MINUTES OF REGULAR MEETING

Monday, April 9, 2018
7:00 p.m.

Council Chambers - Shoreline City Hall
17500 Midvale Avenue North

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

ABSENT: Councilmember Scully

1. CALL TO ORDER

At 7:00 p.m., the meeting was called to order by Mayor Hall who presided.

2. FLAG SALUTE/ROLL CALL

Mayor Hall led the flag salute. Upon roll call by the Deputy City Clerk, all Councilmembers were present with the exception of Councilmember Scully.

Deputy Mayor Salomon moved to excuse Councilmember Scully for personal reasons. The motion was seconded by Councilmember McConnell, and passed unanimously, 6-0.

3. REPORT OF CITY MANAGER

Debbie Tarry, City Manager, provided reports and updates on various City meetings, projects and events.

4. COUNCIL REPORTS

Councilmember McConnell reported attending a SeaShore Transportation Forum Meeting, and shared that Karen Wolf, King County Executive Office, provided a presentation on growth management planning and noted that regional growth projections are on target. She shared that Kamuron Gurol, Sound Transit Corridor Development Director, gave a presentation and update on State Route (SR) 522/523 Bus Rapid Transit (BRT), and said he complimented the City of Shoreline for proactive planning on this effort. Mayor Hall added that elected officials and agency representatives are also meeting to address issues related to SR 522/523 BRT.

Mayor Hall reported touring the Northgate Link Light Rail Station and speaking with Congressman Rick Larsen about Shoreline's Legislative Priorities. He reported attending the King County Go Green Conference on sustainability, the Salish Sea Ecosystem Conference, and that the Council received an update from the Sidewalk Advisory Committee at tonight's Workshop Dinner Meeting.

5. PUBLIC COMMENT

Sara and Geneva Betnel, Shoreline residents, asked Shoreline residents and Councilmembers to give up using plastic disposable straws, and shared their negative impact on the environment.

Katie Beck, Shoreline resident and CityWise Graduate, spoke about gun violence prevention and asked Councilmembers to consider adopting a resolution for gun safety.

6. APPROVAL OF THE AGENDA

The agenda was approved by unanimous consent.

7. CONSENT CALENDAR

Upon motion by Councilmember Roberts and seconded by Councilmember McConnell and unanimously carried, 6-0, the following Consent Calendar items were approved:

(a) Approving Minutes of Special Meeting of March 5, 2018 and Special Meeting of March 16-17, 2018

(b) Approving Expenses and Payroll as of March 23, 2018 in the Amount of \$2,868,658.44

***Payroll and Benefits:**

Payroll Period	Payment Date	EFT Numbers (EF)	Payroll Checks (PR)	Benefit Checks (AP)	Amount Paid
2/11/18-2/24/18	3/2/2018	76939-77169	15458-15490	69673-69678	\$636,837.22
2/25/18-3/10/18	3/16/2018	77170-77387	15491-15503	69794-69799	\$623,353.90
					\$1,260,191.12

***Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
3/7/2018	69619	69640	\$246,312.58
3/7/2018	69641	69671	\$57,871.36
3/7/2018	69672	69672	\$1,978.14
3/15/2018	69679	69688	\$51,452.95
3/15/2018	69689	69700	\$58,088.08
3/21/2018	69701	69702	\$122,558.25
3/22/2018	69703	69723	\$106,918.86
3/22/2018	69724	69743	\$791,505.42
3/22/2018	69744	69768	\$38,292.70
3/22/2018	69769	69793	\$133,488.98
			\$1,608,467.32

(c) Authorizing the City Manager to Enter into Amendment No. 1 to the Wastewater Utility Operating Services Agreement Between the City of Shoreline and Ronald Wastewater District

8. STUDY ITEMS

- (a) Discussing Ordinance No. 814 - Amending Ordinance No. 812 for Uncompleted 2017 Operating and Capital Projects and Increasing Appropriations in the 2018 Budget

Sara Lane, Administrative Services Director, and Rick Kirkwood, Budget Supervisor provided the staff presentation. Ms. Lane explained that Ordinance No. 814 reappropriates funds that were budgeted in 2017 but not expended. She reviewed carryover items and said the total amounts to \$10.8 Million. She stated that the reappropriation brings the total 2018 Budget to \$91.2 Million, and noted the ending funding balance increased by a little over \$2 Million.

Mayor Hall stated he is pleased that funds for the Continuous Improvement Project were reappropriated to 2018, and said he hopes to see expenditures made in the year that they were budgeted for.

- (b) Discussing Ordinances No. 815 - Amending the 2018 Budget, and 820 - Amending Shoreline Municipal Code Chapter 3.35 Establishing a Park Impact Fees Fund and a Housing Trust Fund

Sara Lane, Administrative Services Director, and Rick Kirkwood, Budget Supervisor, provided the staff presentation. Ms. Lane explained that Ordinance No. 815 increases the 2018 expenditure appropriation by \$1.5 Million, bringing the Amended 2018 Budget to just under \$92.7 Million, and increases the City's Full-time Employment Count by .09. She said the projected variance from the 2018 beginning fund balance is \$1.7 Million ahead of what was originally anticipated.

Ms. Lane explained that Ordinance No. 820 establishes the City's Parks Impact Fee Fund and Housing Trust Fund, and said the Ordinance is scheduled for adoption on April 23, 2018.

Mayor Hall called attention to Parks, Recreation, and Cultural Services' investment in offering healthier choices in food and utilizing composting supplies, and expressed appreciation for staff's support of the City's environmental policies and sustainability efforts. He acknowledged and thanked Deputy Mayor Salomon for his work on the Best Starts for Kids Advisory Board, and acknowledged the countywide tax revenue that is coming back to the City.

Councilmember McConnell thanked Parks, Recreation, and Cultural Services staff for adding more summer camps for kids.

- (c) Discussing the 2017 Fourth Quarter and Year-End Financial Report

Sara Lane, Administrative Services Director, and Rick Kirkwood, Budget Supervisor, provided the staff presentation. Ms. Lane presented 2017 Citywide Financial Activity for Revenue Fund Performance for Property Tax, Sales Tax, Utility Tax, Development, Parks and Recreations, and Investment Income. She pointed out that the decrease in Utility Tax revenue is attributed to the decrease in telecommunication tax. She reviewed 2017 General Fund Expenditures by Department, Sales Tax by Sector, Permits by Type, Recreation Revenue by Program Area, Fuel Tax, and Real Estate Excise Tax collections.

Ms. Lane explained that the 2018 General Fund Balance of \$13 Million reflects the carryovers from the 2017 Budget, and said the City is exceeding its Reserve requirement by \$7.3 Million. She noted that funds are being set aside for the Maintenance Facility, and are included in the General Fund Balance. She then reviewed other fund balances.

Mayor Hall thanked staff for calling attention to the savings for the Maintenance Facility.

9. ADJOURNMENT

At 7:37 p.m., Mayor Hall declared the meeting adjourned.

Bonita Roznos, Deputy City Clerk

CITY OF SHORELINE
SHORELINE CITY COUNCIL
SUMMARY MINUTES OF SPECIAL MEETING

Monday, April 23, 2018
5:45 p.m.

Conference Room 303 - Shoreline City Hall
17500 Midvale Avenue North

PRESENT: Mayor Hall, Deputy Mayor Salomon, Councilmembers McGlashan, Scully, McConnell, Chang, and Roberts

ABSENT: None

STAFF: Debbie Tarry, City Manager; John Norris, Assistant City Manager; Shawn Ledford, Police Chief; Mark Konoske, Police Captain; Pat Raftis, Police Captain; and Bonita Roznos, Deputy City Clerk

GUESTS: King County Sheriff Mitzi Johanknecht and King County Undersheriff Scott Somers

At 5:45 p.m., the meeting was called to order by Mayor Hall.

Councilmembers spoke about the positive partnership with the King County Sheriff's Office and how it supports Council Goal 5 - *Promote and enhance the City's safe community and neighborhood programs and initiatives*. They expressed appreciation for Shoreline Police Officers' commitment to the community.

Deputy Mayor Salomon arrived to the meeting at 5:47 p.m., and Councilmember McConnell arrived at 5:55 p.m.

Sheriff Johanknecht and Undersheriff Somers spoke about the Sheriff Office's Long-Term Strategic Plan, and shared it was developed in 2011 but was not implemented due to a change in leadership. They stated that the Plan is still viable and is being implemented starting with an internal audit of employees. They will also be reaching out to stakeholders and contract partners for feedback to help inform a SWOT (strength, weaknesses, opportunities, and threats) analysis to help build and sustain public support and safety. They acknowledged challenges in their hiring process, and shared that they are hiring personnel to expedite the background check process, adding a fulltime recruiter, a civilian engagement staff member, and other administrative positions. Ms. Tarry said that the City can provide data from Shoreline Citizen Satisfaction Survey results to assist with their SWOT analysis.

Councilmembers asked how contract cities can provide assistance with the Long-Term Strategic Plan; about hiring police officers that reflect the Community's diversity; and when will their diversity and inclusion efforts be reflected in officer personnel. They inquired about the hiring process, vacant positions, how to inspire people to be police officers, and training programs to

help police work with youth. Sheriff Johanknecht responded that it will take three to four years to see diversity and inclusion efforts reflected in personnel. She shared that the goal is to hire 60-90 new officers this year, and that it takes approximately nine months to hire a new officer, and less for lateral positions. She stressed the importance of having one on one conversations with youth, and addressing barriers for youth, like not having a positive connection with law enforcement. She said there are School Resource Officers, but no specific training programs for interacting with youth. Undersheriff Somers discussed a need for system infrastructure changes to recruit a diverse staff, and shared challenges related to hiring people of color. He talked about the need to recruit young people and find what opens the heart of someone to have the ability to serve and protect the community.

Councilmembers spoke about the importance of retaining the RADAR (Risk Awareness, De-escalation, and Referral) Program and inquired about its status. Chief Ledford responded that King County Councilmember Dembowski supports the program and that they are looking for sustainable funding for the program.

Councilmembers expressed concern about changing from the Uniform Crime Reporting (UCR) System to the new National Incident-Based Reporting System (NIBRS), and how it will show an increase in crime rates. They asked if historical crime data or some type of parallel reporting can be offered to reflect what would have been reported by the UCR System. Sheriff Johanknecht stated that they have been manually collecting data since January 2018 and the go live date for the reporting system transition is July 2018. Undersheriff Somers added that there is not the ability to extract both points of data on the new system. Ms. Tarry shared that the City has been informing the Shoreline community about the new reporting system.

Councilmembers inquired about the Sheriff's approach to discipline. Sheriff Johanknecht replied that she approaches the matter fairly, consistently, with dignity and respect, and holds people accountable to standards and rules.

At 6:47 p.m. the meeting adjourned.

Bonita Roznos, Deputy City Clerk

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Approval of Expenses and Payroll as of April 27, 2018
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 \$2,305,531.96 specified in the following detail:

***Payroll and Benefits:**

Payroll Period	Payment Date	EFT Numbers (EF)	Payroll Checks (PR)	Benefit Checks (AP)	Amount Paid
Prior period check voided/reissued			15253/15525		\$0.00
3/25/18-4/7/18	4/13/2018	77614-77848	15526-15548	69989-69994	\$643,923.52
					<u>\$643,923.52</u>

***Wire Transfers:**

Expense Register Dated	Wire Transfer Number	Amount Paid
4/25/2018	1133	\$5,627.26
		<u>\$5,627.26</u>

***Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
4/11/2018	68710	68710	(\$535.33)

***Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
4/11/2018	69935	69935	\$535.33
4/12/2018	69936	69963	\$179,883.51
4/12/2018	69964	69988	\$34,487.39
4/19/2018	69995	70027	\$831,228.01
4/19/2018	70028	70073	\$212,440.33
4/19/2018	70074	70074	\$11,926.77
4/20/2018	70075	70076	\$69,909.28
4/26/2018	70077	70088	\$88,528.31
4/26/2018	70089	70091	\$83,603.27
4/26/2018	70092	70111	\$57,429.02
4/26/2018	70112	70130	\$29,973.62
4/26/2018	70055	70055	(\$100.00)
4/27/2018	70131	70131	\$56,671.67
			<u>\$1,655,981.18</u>

Approved By: City Manager **DT**

City Attorney **MK**

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Authorize the City Manager to Execute Amendment #3 for the Professional Services Contract with Brown and Caldwell in the Amount of \$27,500 for the 2018 Surface Water Master Plan Update
DEPARTMENT:	Public Works
PRESENTED BY:	Uki Dele, Surface Water and Environmental Services Manager
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

The City of Shoreline retained Brown and Caldwell (BC) to prepare an update to its Surface Water Master Plan that will guide the Surface Water Utility for the next five to 10 years. This work is being completed in accordance with the original services agreement effective July 7, 2016 and amended on March 9, 2017 and November 8, 2017. As worked progressed, several of the tasks were modified and effort was adjusted to accommodate new information, respond to unanticipated needs of City staff, or provide additional support.

Tonight, Council is being asked to authorize the City Manager to execute Amendment #3 to the BC professional services contract, which would increase the contract by \$27,500.

RESOURCE/FINANCIAL IMPACT:

The proposed adjustment for the contract with BC is \$27,500, and the current 2018 Surface Water Capital Improvement Program budget has sufficient funds to cover the additional cost. The total proposed amended contract will be \$723,897.

Table 1. Budget Summary and Proposed Amendment

Contracted Budget	Proposed Adjustment	Proposed Amended Budget
\$696,397	\$27,500	\$723,897

RECOMMENDATION

Staff recommends that Council move to authorize the City Manager to execute an amendment to the original contract 8401 with Brown and Caldwell in the amount of \$27,500 to provide completion of the 2018 Surface Water Master Plan Update project.

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

BACKGROUND

The 2018 Surface Water Master Plan is a vision document that establishes a management strategy for the Surface Water Utility to help meet the established level-of-service goals and NPDES permit requirements. It also includes the development of both financial and policy processes for the Utility to implement the strategy.

Staff are working with consultants, Brown and Caldwell and FCS Group, to update the City's 2011 Surface Water Master Plan. The purpose of the 2018 Surface Water Master Plan (formerly titled the 2017 Surface Water Master Plan) is to address drainage and water quality challenges associated with growth, increasing regulations, and aging infrastructure. The 2018 Master Plan will guide the Surface Water Utility for the next five to 10 years including recommendations for capital improvements, programs, and a financial plan for long-term asset management.

DISCUSSION

As noted above, the City of Shoreline retained Brown and Caldwell (BC) to prepare an update to the City's Surface Water Master Plan. This work is being completed in accordance with the original services agreement effective July 7, 2016 and amended on March 9, 2017 and November 8, 2017. The staff report for the initial contract authorization with BC can be viewed at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2016/staffreport060616-7b.pdf>.

As work progressed, several of the tasks were modified and effort was adjusted to accommodate new information, respond to unanticipated needs of City staff, or provide additional support. This includes additional revisions of the Master Plan Document, Appendixes and Operations and Maintenance Manual and continued project management and administration through final adoption of the Plan by Council in November 2018.

Table 2 below summarizes the proposed adjustments to the contracted budget. More details on the proposed amendment is provided in Attachment A, the proposed scope of the contract amendment.

Table 2. Proposed Amendment by Task

Scope Task	Contracted Budget, \$	Proposed Adjustment, \$	Proposed Amended Budget, \$
1. Review and consolidate data	12,705	0	12,705
2. Define levels of service (LOS)	33,176	0	33,176
3. Update asset management process	89,708	0	89,708
4. Regulatory Compliance	3,249	0	3,249
5. Stormwater Treatment	15,914	0	15,914
6. Develop recommendations	77,674	0	77,674
7. Develop rate structure/financial planning	45,185	0	45,185
8. Evaluate utility billing	27,835	0	27,835
9. Utility management policy review	40,503	0	40,503
10. Prepare master planning document	68,518	23,500	92,018
11. Present to City Council and public	37,807	0	37,807
12. Project Management	88,003	4,000	92,003
13. Condition Assessment	46,842	0	46,842
14. System Capacity	49,512	0	49,512
15. Operations and Maintenance	44,766	0	44,766
16. Additional services (optional)	15,000	0	15,000
TOTAL	696,397	27,500	723,897

RESOURCE/FINANCIAL IMPACT

The proposed adjustment for the contract with BC is \$27,500, and the current 2018 Surface Water Capital Improvement Program budget has sufficient funds to cover the additional cost. The total proposed amended contract will be \$723,897.

Table 1. Budget Summary and Proposed Amendment

Contracted Budget	Proposed Adjustment	Proposed Amended Budget
\$696,397	\$27,500	\$723,897

RECOMMENDATION

Staff recommends that Council move to authorize the City Manager to execute an amendment to the original contract 8401 with Brown and Caldwell in the amount of \$27,500 to provide completion of the 2018 Surface Water Master Plan Update project.

ATTACHMENTS

Attachment A: Proposed Scope Amendment for Contract 8401 with Brown and Caldwell

Attachment A: Proposed Scope Amendment for Contract 8401

Surface Water Master Plan

The City of Shoreline (City) retained Brown and Caldwell (BC) to prepare an update to its Surface Water Master Plan that will guide the Surface Water Utility (Utility) for the next five to 10 years. This work is being completed in accordance with the original services agreement effective July 7, 2016 and amended on March 9, 2017 and November 8, 2017. The City has identified the need for changes and additions to several tasks, and has asked BC to revise the scope of work, budget, and timeline accordingly. Work activities are described below:

- Aligning programs with LOS and performance measures for tracking success and developing an approach to evaluating the overall status of the programs with respect to LOS, including workshops with City staff (10/19/2017 and 11/7/2017), follow-up discussions (10/20/2017 and 10/26/2017) and a tracking spreadsheet.
- Development, revisions, and internal review of the Draft Master Plan, as well as the development of many appendices have taken longer than originally anticipated. For example, the LOS, Programs, Policies, and Procedures sections have been complicated and necessitated multiple revisions. Also, there are a greater number of projects and programs, and associated summaries, than originally assumed.
- The project has had an extended schedule due to changes and additional efforts, and will continue to be managed through the public review period and Planning Commission review. Additional effort has been, and will continue to be needed for project management, administration, reviews, and scheduling through project completion.

Table 1 summarizes the proposed adjustments to the contracted budget.

Scope Task	Current Task Budget	Proposed Adjustment	Proposed Total
1. Review and consolidate data	12,705	0	12,705
2. Define levels of service (LOS)	33,176	0	33,176
3. Update asset management process	89,708	0	89,708
4. Regulatory Compliance	3,249	0	3,249
5. Stormwater Treatment	15,914	0	15,914
6. Develop recommendations	77,674	0	77,674
7. Develop rate structure/financial planning	45,185	0	45,185
8. Evaluate utility billing	27,835	0	27,835
9. Utility management policy review	40,503	0	40,503
10. Prepare master planning document	68,518	23,500	92,018
11. Present to City Council and public	37,807	0	37,807
12. Project Management	88,003	4,000	92,003
13. Condition Assessment	46,842	0	46,842
14. System Capacity	49,512	0	49,512
15. Operations and Maintenance	44,766	0	44,766
16. Additional services (optional)	15,000	0	15,000
TOTAL	696,397	27,500	723,897

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adoption of Ordinance No. 821 – Amending Chapter 12.17 of the Shoreline Municipal Code in Regards to City Council Action on Street Vacations		
DEPARTMENT:	City Attorney’s Office		
PRESENTED BY:	Margaret King		
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:

Chapter 12.17 of the Shoreline Municipal Code (SMC) supplements chapter 35.79 RCW and sets forth the City’s procedures for the vacation of city right-of-ways (streets). SMC 12.17.020 states that after the Hearing Examiner holds an *open record hearing*, the City Council will hold a *closed record hearing* to decide if the vacation should be granted. The use of the term *closed record hearing* gives the impression that the City Council is acting in a quasi-judicial manner. However, the long-standing decisions of the Washington Courts is that the vacation of a street is a legislative function, not a quasi-judicial one.

To clarify that the Council’s decision is not a quasi-judicial one but instead a legislative decision and to ensure full public participation in that legislative process at all levels prior to the City Council’s decision, the City Attorney’s Office is recommending that SMC 12.17.020 be amended to delete the reference to a *closed record hearing*. This removes any potential confusion and makes it clear that it is a legislative function the Council is performing and provides clarity as to the Council’s decision authority.

Proposed Ordinance No. 821 provides for such an amendment. Council discussed this proposed ordinance on May 7, 2018 and directed staff to bring the ordinance back for adoption tonight.

RESOURCE/FINANCIAL IMPACT:

There is no financial impact anticipated for the adoption of this amendment.

RECOMMENDATION

Staff recommends that Council adopt proposed Ordinance No. 821.

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

BACKGROUND

Adopted in 2003, chapter 12.17 SMC supplements chapter 35.79 RCW and sets forth the City's procedures for the vacation of city right-of-ways (streets). RCW 35.79.030 provides that a hearing must be conducted on a petition to vacate a public street and authorizes the use of a hearing examiner to perform the public hearing. This RCW further states that if a public hearing was held before a hearing examiner, it is not necessary to hold another hearing on the petition before the City Council.

SMC 12.17.020 states that after the hearing examiner holds an *open record hearing* there is to be another hearing before the City Council, this time a *closed record hearing* to decide if the vacation should be granted. The use of the term *closed record hearing* gives the impression that the City Council is acting in a quasi-judicial manner which would preclude it from taking additional comments from the public (written or oral) or evidence on the matter before making its decision.

The *closed record hearing* before the City Council contained in SMC 12.17.020 was recently highlighted after a recent public hearing on a street vacation before the hearing examiner. At that time, there was public confusion on whether the public could still present additional comment to the City Council. In addition, given the use of the phrase "*closed record hearing*", the City Council themselves could become confused on what is permitted when dealing with a street vacation.

To clarify that the Council's decision is not a quasi-judicial one but instead a legislative decision and to ensure full public participation in that legislative process at all levels prior to the City Council's decision, the City Attorney's Office is recommending that SMC 12.17.020 be amended to delete the reference to a *closed record hearing*. This removes any potential confusion and makes it clear that it is a legislative function the Council is performing and provides clarity as to the Council's decision authority.

Proposed Ordinance No. 821 (Attachment A) provides for such an amendment. Council discussed this proposed ordinance on May 7, 2018. The staff report for this Council discussion can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2018/staffreport050718-9b.pdf>.

DISCUSSION

The proposed amendment to SMC 12.17.020(F) is as follows:

F. The city council may adopt, reject, or modify the recommendation of the hearing examiner. If the city council determines to grant the petition or any part thereof, the petition is approved by the city council following a closed record hearing and a vacation ordinance is shall be adopted. The effective date and recording of a certified copy of the ordinance with the King County Recorder's Office records division shall be conditioned on the payment of compensation and expenses under this chapter and recording of utility or other public easements necessary to satisfy vacation criteria.

During the May 7th discussion of proposed Ordinance No. 821, Council did not have any concerns with the content of the ordinance and directed staff to bring the ordinance back for adoption. Tonight, Council is scheduled to adopt proposed Ordinance No. 821.

RESOURCE/FINANCIAL IMPACT

There is no financial impact anticipated for the adoption of this amendment.

RECOMMENDATION

Staff recommends that Council adopt proposed Ordinance No. 821.

ATTACHMENTS

Attachment A – Proposed Ordinance No. 821

ORDINANCE NO. 821

AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON AMENDING CHAPTER 12.17 STREET VACATION OF THE SHORELINE MUNICIPAL CODE IN REGARDS TO THE CITY COUNCIL ACTION ON STREET VACATIONS.

WHEREAS, the City of Shoreline is a non-charter optional municipal code city as provided in Title 35A RCW, incorporated under the laws of the state of Washington, and planning pursuant to the Growth Management Act, Chapter 36.70A RCW; and

WHEREAS, Chapter 35.79 RCW authorizes the City to vacate streets and the City has adopted SMC Chapter 12.17 to provide procedures and criteria supplementing this authorization; and

WHEREAS, the long standing rule in Washington is that street vacations are a legislative function of the City Council as opposed to a quasi-judicial function; and

WHEREAS, SMC 12.17.020(D) provides for an “open record hearing” before the City Hearing Examiner and SMC 12.17.020(F) states that the City Council is to hold a “closed record hearing” on a petition for a street vacation; and

WHEREAS, the use of the phrase “closed record hearing” purports to limit the ability of the public to address the vacation issue to the City Council in what is otherwise a legislative function of the City Council and may also deprive the City Council of invaluable information for weighing the public benefit of a vacation; and

WHEREAS, the City desires to provide for full public participation when determining whether it is within the public interest to vacate a street and to provide clarity as to the procedures for street vacations when before the City Council;

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

Section 1. Amendment to Shoreline Municipal Code Section 12.17.020. SMC Section 12.17.020 is amended as follows:

12.17.020 Petition method – Procedure.

A. The owners of two-thirds interest in any real estate abutting any city right-of-way, or any part thereof, may file a petition with the city clerk giving a description of the property to be vacated, together with a nonrefundable street vacation fee established by the council. Petitions shall comply with petition requirements of RCW 35A.01.040.

B. After verification of the petition by city staff, the city council by resolution shall fix a time when the petition will be heard by the hearing examiner not more than 60 days nor less than 20 days after the date of the passage of such resolution.

C. The city shall post a public notice at least 20 calendar days before the hearing in three conspicuous public places and in a conspicuous place on the street or alley sought to be vacated. Copies of the notice shall be mailed to each owner of property within 500 feet of the proposed vacation area at least 15 days before the hearing. The notice shall include:

1. A statement that a petition has been filed to vacate the street or alley;
2. The description of street or alley to be vacated; and
3. The time and place of the hearing of the petition.

D. The hearing examiner shall conduct an open record hearing to determine whether the hearing examiner will recommend approval of the petition to the city council based on criteria of this chapter and planning and engineering staff recommendations.

E. After the hearing examiner has issued his or her recommendation, the petitioner shall pay the actual cost for preparation of the appraisal report to determine the fair market value of the subject property together with a deposit to cover anticipated closing costs required by the vacation as recommended by the hearing examiner.

F. The city council may adopt, reject, or modify the recommendation of the hearing examiner. If the city council determines to grant the petition or any part thereof, the petition is approved by the city council following a closed record hearing and a vacation ordinance is shall be adopted. The effective date and recording of a certified copy of the ordinance with the King County Recorder's Office records division shall be conditioned on the payment of compensation and expenses under this chapter and recording of utility or other public easements necessary to satisfy vacation criteria.

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, subsection, paragraph, sentence, clause, or phrase of this ordinance or its application to any person or situation be declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance or its application to any person or situation.

Section 4. Publication and Effective Date. A summary of this Ordinance consisting of the title shall be published in the official newspaper. This Ordinance shall take effect five days after publication.

PASSED BY THE CITY COUNCIL ON MAY 14, 2018

Mayor Will Hall

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik-Smith
City Clerk

Margaret King
City Attorney

Date of Publication: , 2018

Effective Date: , 2018

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussion of Ordinance No. 822 – Authorizing an Additional Vehicle License Fee of Twenty Dollars to Preserve, Maintain and Operate the Transportation Infrastructure of the City of Shoreline, Including Funding for Sidewalk Repairs and Retrofits
DEPARTMENT:	Public Works Administrative Services
PRESENTED BY:	Tricia Juhnke, City Engineer Sara Lane, Administrative Services Director
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

There are approximately 75 miles of existing sidewalks throughout the City. These sidewalks were built at different times under different standards and are in need of repairs and retrofits. As a precursor to the development of the City’s American with Disabilities Act (ADA) Transition Plan, sidewalks throughout the City have been inspected for compliance with ADA standards.

Preliminary review and analysis of the inspections indicate over \$110 million is needed for repairs, including replacement and retrofitting existing sidewalks and curb ramps to meet ADA standards. Current funding for the Curb Ramp, Gutter, and Sidewalk Maintenance Program is very limited. Historically, \$152,000 from the City’s general fund has been used for this annual program and recent six-year Capital Improvement Plans have increased the funding to approximately \$200,000 per year starting in 2020. This funding level will not meet the need for repair and replacement of existing sidewalks.

Various funding sources have been evaluated by staff and studied by the City Council. The current \$20 per vehicle per year vehicle license fee (VLF) has been levied by the Shoreline Transportation Benefit District (TBD) since 2009. Since that time it has provided most of the funding for the Annual Road Surface Maintenance Program, generating approximately \$830,000 in 2017. In 2015, legislative changes provided the Shoreline TBD councilmanic authority to increase the current VLF up to a total of \$50 per vehicle per year.

In the 4th quarter of 2017, the City Council discussed the ADA Transition Plan and associated sidewalk repair needs of the City, along with funding options. Council discussed the potential of utilizing an increase to the VLF to provide a higher level of ongoing and stable funding for the Curb Ramp, Gutter, and Sidewalk Maintenance

Program. Ultimately the majority of Council desired to wait for the City's Sidewalk Advisory Committee to complete their work and make recommendations on funding for both sidewalk repair and construction of new sidewalks.

Continued discussions at the Council's Strategic Planning Workshop in March 2018, along with discussion during a review of the proposed Sidewalk Prioritization Plan and ADA Transition Plan on April 23, 2018, led Council to direct staff to bring back an ordinance for further Council consideration that would increase the VLF by \$20 per vehicle per year.

Tonight, the City Council is scheduled to further discuss these issues and consider proposed Ordinance No. 822 (Attachment A), which would provide for this \$20 VLF increase effective September 1, 2018. However, as per state law, the increased VLF will not be collected until six months after the effective date, meaning that collection of the VLF would begin in 2019. Proposed Ordinance No. 822 is currently scheduled to be brought back to Council for potential adoption on June 4, 2018.

RESOURCE/FINANCIAL IMPACT:

Various funding sources have been evaluated by staff and studied by the City Council. The VLF is the most stable, recurring funding source for transportation improvements. It is estimated an increase of \$20 per vehicle would generate an additional \$830,000 in annual revenue. This source could increase the funding level for the sidewalk repair and maintenance program to approximately \$1 million per year.

RECOMMENDATION

No action is required tonight. Staff recommends that the City Council discuss proposed Ordinance No. 822 to increase the current Vehicle License Fee by \$20 per vehicle per year to provide revenue to support the repair of existing sidewalks.

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

BACKGROUND

The City currently maintains its existing 75 miles of sidewalk infrastructure through the Curb Ramp, Gutter, and Sidewalk Maintenance Program. This annual program has been a part of the City's Capital Improvement Plan (CIP) since 1998 and has addressed some ADA requirements and provided for other pedestrian access improvements throughout the City. Historically, \$152,000 per year has been transferred from the General Fund to the Roads Capital Fund to accomplish as much work as the budget will support. Starting in 2017, additional Roads Capital Funds have been used to increase funding to the program with the proposed 2018-2023 CIP providing \$190,000 per year for 2018 and 2019 and increasing to \$200,000 in 2020 through 2023.

This program addresses locations throughout the City where improvements are needed to increase the safety of those using the City's sidewalk system. Work performed includes repairing and replacing existing concrete gutters and sidewalks damaged by tree roots, cracking or settlement. Through this program, the City installs or replaces about five to 10 curb ramps and repairs sidewalk defects on approximately one half mile of streets each year.

There is a significant backlog of repair projects for sidewalks constructed prior to the City's incorporation and in the years following, prior to modern design approaches that seek to avoid maintenance and repair challenges. Corridors such as Meridian Avenue N, N 155th Street, and 15th Avenue NE are all in need of extensive sidewalk repairs, largely as a result of disruption by tree roots which is the primary cause of sidewalk damage.

Sidewalk Assessment and ADA Transition Plan

The City Council has discussed the City's progress on development of the ADA Transition Plan on several occasions beginning in 2016. Most recently, on April 23, 2018, staff presented the Draft Sidewalk Prioritization Plan and ADA Transition Plan Funding Recommendations to Council. The staff report for this discussion can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2018/staffreport042318-8b.pdf>.

In summary, staff's analysis reveals that only 11.1 miles (15.4%) of the 72.3 miles of sidewalk in the City are fully compliant. The estimate to repair all of the City's current sidewalks to meet ADA standards is approximately \$110 million dollars. The top priorities for retrofit are expected to focus on width and displacement defects because they tend to be the most significant barriers to access for disabled users and a safety concern for all users.

The estimate to repair these highest priority repairs is \$44-\$50 million. The Council discussion on April 23rd included review of the preliminary work of the Sidewalk Advisory Committee and funding recommendations for both repair and construction of new sidewalks. From that discussion, Council directed staff to provide Council with a draft ordinance implementing the additional \$20 VLF to fund sidewalk repair for their consideration.

Shoreline's Transportation Benefit District (TBD)

The Shoreline TBD was established for the purpose of acquiring, constructing, improving, providing, and funding transportation improvements that are in the City's transportation plan. The TBD first levied a \$20 per vehicle per year VLF for all vehicles registered in Shoreline in 2009. The VLF is collected by the Washington State Department of Licensing and generates approximately \$830,000 in annual revenues. These funds are allocated to the City's Annual Road Surface Maintenance Program in the proposed 2018-2023 CIP.

TBD Vehicle License Fee – Councilmanic Authority

While there are additional funding sources that Council can pursue to address the construction, maintenance and repair of sidewalks, there is only one that provides additional revenue through councilmanic authority. RCW 82.80.140 provides the Shoreline TBD the authority to impose a VLF up to \$50. At this time, Council can impose an additional \$20 per vehicle per year VLF with a simple majority vote of the City Council, estimated to generate an additional \$830,000 annually. After 24 months the Council would have the ability to impose an additional \$10 per vehicle per year VLF, subject to public notice and a referendum period, estimated to generate an additional \$415,000.

In 2014, the City Council identified in its 10 Year Financial Sustainability Plan (10 YFSP) a strategy to replace the annual general fund support of the Roads Capital Fund, with a dedicated revenue source to reduce the size of potential future gaps between operating revenues and expenditures. During past City Council discussions, the Council discussed dedicating a portion of an additional \$20 VLF to fulfill the 10 YFSP strategy to replace the approximately \$152,000 General Fund contribution to the Roads Capital Fund. However, during the April 23rd Sidewalk Prioritization Plan discussion, some Councilmembers expressed interest in all funding collected through the increased VLF going to sidewalk maintenance. This is a policy decision of the City Council that can be addressed during the Council's 2019-2020 budget discussion if proposed Ordinance No. 822 is adopted.

If the City Council adopted an increase to the VLF from \$20 to \$40 per vehicle per year, RCW 82.80.140(4) provides that there is a six month lag between the adoption of an increase in the VLF and when the increased VLF is actually levied. If the City Council approves the collection of the additional VLF, the City will need to execute a new collection agreement with the Department of Licensing to collect a \$40 VLF. The date of the execution of this agreement starts the six month lag. Staff anticipates that the agreement would be executed on the effective date of the ordinance. This means if Council were to adopt proposed Ordinance No. 822, which has an effective date of September 1, 2018, the additional revenue would not go into effect until March 1, 2019. Department of Licensing sends renewal notices up to 120 days ahead of the license renewal date. As such residents would begin to see the higher VLF fee on renewal notices starting in November 2018, as the bills for March 2019 could be sent as early as November 1, 2018.

A list of all TBDs and their current funding levels is included as Attachment B to this staff report.

ALTERNATIVES ANALYSIS

The following alternatives exist regarding proposed Ordinance No. 822:

1. **Approve Ordinance No. 822: Implement the \$20 VLF Effective September 1, 2018 (Recommended):** State law provides limited funding mechanisms to address the City's transportation needs. The VLF is one of those mechanisms and the City Council has been granted authority to levy up to \$50 per vehicle per year (\$20 now and an additional \$10 after 24 months). It is estimated this alternative, the \$20 additional VLF, will generate an additional estimated \$830,000 annually in revenue programmed towards the repair, replacement and retrofit of existing sidewalk. If implemented September 1, 2018, collection of the VLF would begin March 1, 2019. Total revenue available for sidewalk repair could be up to approximately \$1 million per year.
2. **Do not Approve Ordinance No. 822:** Not approving a \$20 increase in the VLF will maintain current funding levels for sidewalk repair and delay the timeframe to complete improvements to the City's sidewalk network. This will delay the maintenance of assets that are the responsibility of the City. Total revenue available for sidewalk repair would remain at approximately \$200,000 per year.

COUNCIL GOALS ADDRESSED

This item addresses City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure; Action Step 1 – Identify funding strategies, including grant opportunities, to implement the City's Transportation Master Plan including construction of non-motorized improvements.

RESOURCE/FINANCIAL IMPACT

Various funding sources have been evaluated by staff and studied by the City Council. The VLF is the most stable, recurring funding source for transportation improvements. It is estimated an increase of \$20 per vehicle would generate an additional \$830,000 in annual revenue. This source could increase the funding level for the sidewalk repair and maintenance program to approximately \$1 million per year.

RECOMMENDATION

No action is required tonight. Staff recommends that the City Council discuss proposed Ordinance No. 822 to increase the current Vehicle License Fee by \$20 per vehicle per year to provide revenue to support the repair of existing sidewalks.

ATTACHMENTS

- Attachment A: Proposed Ordinance No. 822
- Attachment B: MRSC List of Cities/Towns TBDs

ORDINANCE NO. 822

AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON, AUTHORIZING AN ADDITIONAL VEHICLE LICENSE FEE OF TWENTY DOLLARS, FOR A TOTAL ANNUAL VEHICLE LICENSE FEE OF FORTY DOLLARS.

WHEREAS, as provided in RCW 36.73, the Shoreline City Council formed a city-wide transportation benefit district known as the Shoreline Transportation Benefit District (“TBD”) in 2009; and

WHEREAS, in October 2015, via Ordinance No. 726, the Shoreline City Council assumed the rights, powers, functions, immunities, and obligations of the TBD and the Council became the governing board; and

WHEREAS, RCW 36.73.065(4) and SMC 3.60.030(A) authorizes the TBD, by majority vote of the governing board and without a public vote, to impose a vehicle license fee of up to \$40.00 provided a vehicle fee of \$20.00 has been imposed for a least 24 months; and

WHEREAS, in July 2009, as authorized by RCW 36.73.065, the TBD imposed a vehicle license fee of \$20.00; and

WHEREAS, the City Council, as the governing board, now finds it is in the best interest of the citizens of Shoreline to increase the annual vehicle license fee to \$40.00 for the purpose of preserving, maintaining, and operating the transportation infrastructure of the City of Shoreline, including to assist in the funding of multi-modal improvements such as curbs, gutters, and sidewalks; and

WHEREAS, RCW 82.80.140(4) mandates that no fee may be collected until six (6) months after approval under RCW 36.73.065;

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

Section 1. Increased Annual Vehicle License Fee. The annual vehicle license fee of \$20.00 shall be increased to an annual fee of \$40.00, consistent with RCW 36.73.065 and SMC 3.60.030, and is to be collected by the Washington State Department of Licensing on qualifying vehicles as set forth in RCW 82.80.140 and chapters 36.73 RCW and 46.16 RCW.

Section 2. Effective Date of Fee Collection. The increased vehicle license fee will not be collected sooner than six months after the effective date of this Ordinance as provided in RCW 82.80.140(4). The existing annual vehicle license fee of \$20.00 established in 2009 shall remain in effect and be collected by the Washington State Department of Licensing until the effective date of the increased vehicle license fee established by this Ordinance.

Section 3. Revenues. The revenues received by the \$20.00 increase shall be used only for transportation improvement projects contained in the City's Transportation Plan or the operation, preservation, and maintenance of these facilities or programs.

Section 4. Directions to City Clerk. The City Council directs the City Clerk to notify the Washington State Department of Licensing of the vehicle fee established in Section 1 of this Ordinance and to request that the Department of Licensing take all steps necessary to implement collection of this fee in accordance with RCW 82.80.140.

Section 5. 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 6. Severability. Should any section, subsection, paragraph, sentence, clause, or phrase of this ordinance or its application to any person or situation be declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance or its application to any person or situation.

Section 7. Publication and Effective Date. A summary of this Ordinance consisting of the title shall be published in the official newspaper. This Ordinance shall take effect September 1, 2018, PROVIDED THAT, the increased vehicle license fee shall not become effective until six months after the effective date of this Ordinance.

PASSED BY THE CITY COUNCIL ON JUNE 4, 2018.

Mayor Will Hall

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik Smith
City Clerk

Margaret King
City Attorney

Date of Publication:

Effective Date: September 1, 2018

MRSC List of City/Town TBDs

As of February 2017, MRSC is aware of almost 100 cities and towns that have formed TBDs, of which about half have assumed the TBD's rights, powers, functions, and obligations under [chapter 36.74 RCW](#). The funding source indicates existing or approved revenue streams.

Jurisdiction	TBD Established	Funding Source	Powers Assumed?
Aberdeen	2012	0.13% sales tax	No
Airway Heights	2013	0.20% sales tax	No
Anacortes	2014	\$20 vehicle license fee	Yes
Arlington	2013	0.20% sales tax	No
Auburn	2011	\$20 vehicle license fee - \$59 million bond measure failed in 2012	No
Bainbridge Island	2012	\$20 vehicle license fee	Yes
Battle Ground	2014	\$20 vehicle license fee	Yes
Bellingham	2010	0.20% sales tax	Yes
Black Diamond	2015	\$20 vehicle license fee	Yes
Blaine	2017	Unfunded/No information	No
Bothell	2015	Unfunded/No information	No
Bremerton	2009	\$20 vehicle license fee - voted \$30 fee failed in 2009	Yes
Bridgeport	2016	\$20 vehicle license fee	No
Buckley	2012	\$20 vehicle license fee	Yes
Burien	2009	\$10 vehicle license fee - voted \$30 fee failed in 2009	No
Carbonado	2012	\$20 vehicle license fee	No
Castle Rock	2012	0.20% sales tax	No
Centralia	2014	0.20% sales tax	Yes
Chehalis	2014	0.20% sales tax	No
Clarkston	2014	0.20% sales tax - replaced a \$20 vehicle license fee	Yes
Covington	2013	\$20 vehicle license fee - 0.2% sales tax failed in 2013 and 2015	Yes
Dayton	2014	0.20% sales tax	Yes
Des Moines	2008	\$40 vehicle license fee (nonvoted)	Yes
DuPont	2013	\$20 vehicle license fee	No
Duvall	2015	Unfunded/No information	Yes
East Wenatchee	2012	\$20 vehicle license fee	Yes
Eatonville	2012	\$20 vehicle license fee	Yes
Edgewood	2013	\$20 vehicle license fee	Yes
Edmonds	2008	\$20 vehicle license fee - voted \$40 fee increase failed in 2010	No
Electric City	2012	\$20 vehicle license fee	Yes
Ellensburg	2015	0.20% sales tax	Yes
Elmer City	2015	\$20 vehicle license fee	No
Enumclaw	2013	\$20 vehicle license fee, 0.10% sales tax	No

Jurisdiction	TBD Established	Funding Source	Powers Assumed?
Everett	2014	\$20 vehicle license fee	Yes
Ferndale	2011	0.20% sales tax	Yes
Fife	2015	\$20 vehicle license fee	No
Friday Harbor	2014	0.20% sales tax	Yes
Grandview	2011	\$20 vehicle license fee	Yes
Granite Falls	2015	\$20 vehicle license fee	Yes
Kalama	2012	\$20 vehicle license fee	No
Kelso	2012	\$20 vehicle license fee	Yes
Kenmore	2012	\$20 vehicle license fee	No
Kirkland	2014	Unfunded/No information	No
Kittitas	2012	\$20 vehicle license fee	Yes
Lacey	2016	0.20% sales tax	Yes
Lake Forest Park	2008	\$40 vehicle license fee	Yes
Lakewood	2012	\$20 vehicle license fee	No
Leavenworth	2010	0.20% sales tax	No
Liberty Lake	2002	Unfunded/No information	No
Longview	2016	\$20 vehicle license fee	No
Lynden	2012	0.20% sales tax	No
Lynnwood	2010	\$40 vehicle license fee, 0.1% sales tax	No
Mabton	2011	\$20 vehicle license fee	Yes
Maple Valley	2012	\$20 vehicle license fee	Yes
Marysville	2013	0.20% sales tax	Yes
Mattawa	2015	0.20% sales tax	Yes
Mercer Island	2014	\$20 vehicle license fee	Yes
Monroe	2012	0.20% sales tax	No
Moses Lake	2016	\$20 vehicle license fee	No
Mountlake Terrace	2011	\$20 vehicle license fee	No
Mount Vernon	2016	0.2% sales tax	Yes
Normandy Park	2013	\$20 vehicle license fee	Yes
North Bend	2011	0.20% sales tax	No
Olympia	2008	\$40 vehicle license fee	No
Orting	2011	\$20 vehicle license fee	Yes
Othello	2012	0.2% sales tax (passed in April 2016 after failing in Nov. 2013)	No
Port Angeles	2017	0.2% sales tax	No
Port Orchard	2015	\$20 vehicle license fee	No
Prosser	2009	\$20 vehicle license fee	No
Ridgefield	2008	Unfunded - 0.2% sales tax repealed in 2012	No
Roy	2014	\$20 vehicle license fee	Yes
Royal City	2012	\$20 vehicle license fee	Yes
Seattle	2010	\$80 vehicle license fee, 0.10% sales tax	Yes
Sedro-Woolley	2014	\$20 vehicle license fee	Yes

Jurisdiction	TBD Established	Funding Source	Powers Assumed?
Sequim	2008	0.20% sales tax	No
Shelton	2015	0.20% sales tax	Yes
Shoreline	2009	\$20 vehicle license fee	Yes
Snohomish	2010	0.20% sales tax	Yes
Snoqualmie	2010	\$20 vehicle license fee	Yes
Soap Lake	2013	\$20 vehicle license fee	Yes
Spokane	2011	\$20 vehicle license fee	No
Stanwood	2012	0.20% sales tax	Yes
Steilacoom	2015	Unfunded/No information	No
Tacoma	2012	\$20 vehicle license fee, 0.10% sales tax	No
Toppenish	2012	\$20 vehicle license fee	Yes
Tumwater	2014	0.20% sales tax	Yes
Twisp	2016	0.20% sales tax	Yes
University Place	2009	\$20 vehicle license fee	Yes
Vancouver	2015	\$20 vehicle license fee	No
Waitsburg	2012	0.10% sales tax	No
Walla Walla	2011	0.20% sales tax	No
Wapato	2012	\$20 vehicle license fee	Yes
Washougal	2015	Unfunded/No information	No
Wenatchee	2011	\$20 vehicle license fee	Yes
Wilkeson	2014	\$20 vehicle license fee	No
Woodland	2016	Unfunded/no information - 0.2% sales tax narrowly failed in Nov. 2016	No
Yakima	2017	Unfunded/no information	Yes
Zillah	2011	\$20 vehicle license fee	Yes

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussing the City's Pavement Management System
DEPARTMENT:	Public Works
PRESENTED BY:	Bob Earl, Engineering manager Eduardo Aban, Project Manager
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:

Each year, through the Capital Improvement Plan (CIP) and Annual Road Surface Maintenance (ARSM) Program, the City invests between \$1.1 and \$2.3 million (averaging \$1.65 million/year) in maintaining and managing its road system – one of its largest and most valuable assets, currently worth hundreds of millions of dollars. As a part of its transition to an asset management approach to maintaining the City's infrastructure, Public Works has initiated a formal Pavement Management System to assist in this effort.

Like most asset management practices, pavement management is characterized by periodic collection and analysis of asset condition data which is then combined with historic and generic data about the asset(s) such as asset age, use, average service life, etc. to analyze asset performance and build a performance data model. The performance model is a tool that assists managers with pavement performance analysis and data for decision support.

As the pavement management process of data collection and analysis continues over time, patterns of physical performance (level of service) and financial performance emerge that managers can use to better understand and predict pavement condition, and optimize construction and maintenance practices. Asset management and pavement management depend upon regular, periodic collection of asset condition data for their success.

In 2014, as a first step in inaugurating the PMS, the City engaged TransMap, Inc. to provide an inventory and condition evaluation of all 168 miles of the City's arterial, collector and residential streets, and an analysis of funding required to eliminate the City's deferred-maintenance backlog while continuing to maintain the City's road network at the current level of service. Staff then developed a prioritized maintenance and preservation program for the period 2018-2023, based on the condition data provided by TransMap, Inc. Attachment A shows planned pavement preservation activity for this time period.

Tonight's update on the Pavement Management System provides information on the status and progress of program, along with a summary of the current condition of the roadway network.

RESOURCE/FINANCIAL IMPACT:

There is no financial impact associated with tonight's discussion.

RECOMMENDATION

This item is for discussion purposes only. Staff recommends the Council ask questions of staff regarding the Pavement Management System and the Annual Road Surface Maintenance Program.

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

INTRODUCTION

Each year, through the Capital Improvement Plan (CIP) and Annual Road Surface Maintenance (ARSM) Program, the City invests between \$1.1 and \$2.3 million (averaging \$1.65 million) in maintaining and managing its road system – one of its largest and most valuable assets, currently worth hundreds of millions of dollars. As a part of its transition to an asset management approach to maintaining the City's infrastructure, Public Works has initiated a formal Pavement Management System (PMS) to assist in this effort.

Like most asset management practices, Pavement Management is characterized by periodic collection and analysis of asset condition data which is combined with historic and generic data about the asset(s) such as asset age, average service life, etc. to build a data model, or performance model, of pavement conditions. The performance model is used to analyze asset condition and predict performance over time. This assists managers in selecting and adjusting maintenance practices to best preserve the asset(s) at an optimum level of service over a selected time period at the least cost.

Tonight's update on the PMS provides information on the status and progress of program, along with a summary of the current condition of the roadway network.

BACKGROUND

On August 11, 2014 [Council approved Contract #7644 with TransMap, Inc.](#), as a first step in developing the City's PMS. TransMap was tasked with collecting pavement condition data City-wide and providing an inventory and condition evaluation of all of the City's arterial, collector and residential streets. TransMap was also tasked with providing an analysis of the funding required to maintain the City's road pavement network at current levels of service while eliminating the City's road maintenance backlog within 5 years.

DISCUSSION

A PMS is a data-driven tool that assists Public Works managers in selecting and implementing the best maintenance and rehabilitation strategies to fit the City's operating conditions. The PMS concept is not to provide pavement in a constant "like new" condition, but to maintain pavements in serviceable condition that is neither new nor unacceptably worn. Industry research and experience has shown that maintaining and repairing roads when they are still in "fair" condition costs less over their lifetime than completely replacing road pavements that have degraded to an unserviceable condition.

Without access to objective physical condition and financial performance data, Public Works managers tended to gravitate toward "repairing the worst roads first" based on driver complaints and other anecdotal information. Consequently, a PMS is designed to provide objective information for analysis so that Public Works managers can make consistent, cost-effective and defensible decisions related to the long-term maintenance and preservation of the City's road/pavement network.

Getting Started

In 2014, as a first step in inaugurating the PMS, the City engaged TransMap, Inc. to:

1. Inventory of the City's road network by road segment: Identify all roadways in the City's network by location, dimensions, pavement type and road classification.
2. Field survey/inspection of the pavement condition of all street segments, based on severity and type of surface distress. This is accomplished primarily through visual inspection.
3. Analysis and reporting of pavement condition, expressed as Pavement Condition Index (PCI). PCI is a 100-point scale with 100 equivalent to new pavement. The PCI for well maintained, serviceable pavement typically falls between 50 and 85.

Based on TransMap's 2014 data, Shoreline's current, average PCI is 80.8 for all Shoreline roads. This equates to a general "very good" condition rating. However, observations of pavement condition of arterial and collector road segments, and having only one condition assessment data point for each road segment leads staff to believe that TransMap's average may be overstated.

Following completion of TransMap's data collection work, TransMap developed a performance model and a prioritized maintenance and rehabilitation plan for the City's road network using MicroPaver, a software package developed and distributed by the American Public Works Association (APWA). MicroPaver allows easy access to pavement inventory and inspection information, provides analysis of current and future conditions, provides for graphical presentations of reports through the link with GIS software, and allows the optimization of pavement maintenance and rehabilitation within given budget constraints.

Pavement Performance Models

Attachment B shows a generic pavement performance model or performance curve. As you can see, pavement condition begins to degrade as soon as the road is placed into service. Degradation of the surface continues at a fairly constant rate until the pavement's service lifetime reaches about the 50 percent point where the rate increases fairly dramatically until it begins to bottom out at about 90 percent of the pavement's service life span. At this point the pavement is no longer serviceable and will continue to quickly deteriorate until the only option for pavement maintenance is to reconstruct it completely.

This characteristic curve is the product of monitoring and analysis of pavement wear in both research and real-world environments. Overall, pavements that are kept in good repair beginning early in their service life spans ultimately extend the upper (relatively flat) part of the curve over a longer time and thus provide an overall higher level of service at all times and lower life cycle costs than pavements that are maintained further down the curve or run to failure.

The City's current Pavement Performance Model, or curve, is shown on Attachment C. As you can see here, also, the City's performance model does not conform to the characteristic shape of the generic curve. This results from having only one, or at most a few, data points for any given roadway segment in the network.

The City’s current model also shows that the PCI of 98.85 percent of the city roadway network is above 40, which is considered “fair” condition. This result indicates that the City’s pavement network is fairly new and is performing well. However, with limited data the information is not as reliable as we would like and additional data collection at consistent intervals and with consistent methods is necessary to verify that our performance model accurately represents the pavement network. The table below shows the condition data distribution in percent the total network:

Pavement Condition	Percent of Network
Very Good (80 - 100)	50.95
Good (60 - 80)	38.48
Fair (40 - 60)	9.42
Poor (20- 40)	1.10
Very Poor (0 - 20)	0.05

Funding

The City’s funding for pavement maintenance comes from Vehicle License Fees (VLF), Real Estate Excise Taxes (REET), and grant funding. Attachment D shows the current status of the ARSM in the Road Capital Fund.

TransMap’s Pavement Management Report indicated that an annual budget of \$2.24 million is required to allow the City to eliminate its current maintenance backlog within five years, while maintaining a level of service of an average PCI of 80.

Beginning in 2019, the ARSM program’s annual budget will average \$1.65 million per year through 2023. If unchanged, the gap in funding will result in deferring maintenance, which will eventually result in a reduction in the average PCI and a significantly higher cost to return the pavement network to its current “very good” condition.

Next Steps

The objective of developing a PMS is to provide a consistent stream of objective data for analysis and decision support. To achieve this over time, staff recommends the following steps:

1. Perform pavement field inspection on a consistent, regular basis. Pavement condition data for Arterials and Collector roads should be collected every two years beginning in 2019. Additionally, pavement condition data for Local (residential) streets should be collected every other cycle, or every four years.

Because of the special equipment required, this work will be outsourced to TransMap or a similar consultant at an average cost of approximately \$95,000 per cycle, in 2018 dollars which will be part of the ARSM budget.

2. Continue to populate the pavement management system’s database with historical data such as as-built data from completed CIP projects and development projects.

3. Continue analysis and development of the City's pavement performance model.
4. Continue analysis and adjustment of the City's maintenance and repair practices and materials as informed by changes in the pavement performance model.

Looking Ahead

Beginning in 2016, staff moved to an annual rotation between asphalt overlay and Bituminous Surface Treatment (BST). Attachment A shows the prioritized maintenance and rehabilitation plan for the period 2018 – 2023 with overlays occurring in even years and BST in odd years. This plan will be updated annually with as-built project information, and with data from future pavement condition assessment cycles. During this time staff will also investigate and possibly try a few advanced paving materials, and techniques such as rubberized BST with the plan of applying this technique to collector roads.

Road Surface Materials/Treatment

Bituminous Surface Treatment. Along with asphalt overlays, the City uses Bituminous Surface Treatment (BST) to maintain and rehabilitate pavements, primarily on local, residential streets, which have lower traffic volumes than arterials and collector roads. Assuming that structural defects in the paving are repaired before BST application, BST can extend the life of asphalt paving seven to ten years per application. Public Works' experience with BST began in 2010 so the results of the first applications are just becoming known. At this time it appears that BST is a good preservation method for these low-volume streets; however, BST is generally not a good approach to maintaining higher-volume roads such as primary arterials. Later data collection will confirm whether this is objectively so.

BST treatment ranges in cost from \$25,800 to \$29,700 per lane-mile, based on an 11-foot lane width. Asphalt Concrete overlays vary in cost from \$277,500 to \$296,800 per lane-mile, also based upon an 11-foot lane width.

Asphalt Concrete Pavement. Asphalt Concrete Pavement (AC) is a *flexible* pavement that deforms under loads, regardless of temperature or thickness, and is quite sensitive to compaction defects or excess moisture in the subgrade below the paving. Most of the city streets are AC pavement. Maintenance of AC pavement is generally done with either an AC overlay or a bituminous surface treatment.

Portland Cement Concrete Pavements: Portland Cement concrete (PCC) and asphalt concrete (AC) have differing physical characteristics. PCC pavement makes up less than one percent of Shoreline's pavement network.

PCC is a *rigid* pavement that deforms very little under loads. Overloading causes fracturing and differential settlement and tipping or rocking at the edges causing a rougher ride than AC pavement. PCC is also less sensitive to compaction defects or excess moisture in the soil or rock layer below the paving slab (the subgrade).

Public Works' maintenance strategy for PCC is to repair small defects in place with either PCC or AC patching and repair large defects by removing the PCC paving and replacing it with either PCC or AC paving. In either case a key maintenance focus is on

the interface joint between PCC and AC paving, such as at the “ends” of PCC slabs that join with AC paving.

PCC/AC Interface

PCC/AC interface joints are formed in a traffic lane where one material butts against the other. These can be difficult to maintain and often have adverse effects on pavement condition and ride quality because of the different physical characteristics of the materials. An example of a PCC/AC interface is N 185th Street, near Midvale Ave. N.

Because the AC paving tends to peel away at the interface joint under traffic loads, water infiltrates into and softens the road base below the joint. This causes the flexible AC paving to settle, or deform, downward at the joint. The adjacent PCC paving is rigid and is able to withstand traffic loads for a limited time even without good base support and so remains at the same level. When driving over the joint, drivers perceive it as a pothole that is worsening over time. Eventually, the AC paving does form a wet pothole at the interface joint and must be removed, and the road base and paving replaced.

There are some PCC road segments in Shoreline where the PCC paving was overlaid with AC paving. Today this is regarded as an undesirable practice because over time, the industry has found that cracks and panel joints in the PCC paving are reflected up through the asphalt concrete overlay, causing water intrusion and delamination (peeling) of the asphalt mat from the PCC surface. In the long term it is almost always more cost-effective to remove the deteriorated PCC paving and replace it with AC paving or new PCC.

Staff is still developing a long-term strategy for managing PCC pavement such as removing and replacing it with AC paving through development or capital project activity.

COUNCIL GOAL(S) ADDRESSED

The Pavement Management System addresses 2017-2019 Council Goal 2: Improve Shoreline’s infrastructure to continue the delivery of highly valued public Services.

RESOURCE/FINANCIAL IMPACT

There is no financial impact associated with tonight’s discussion.

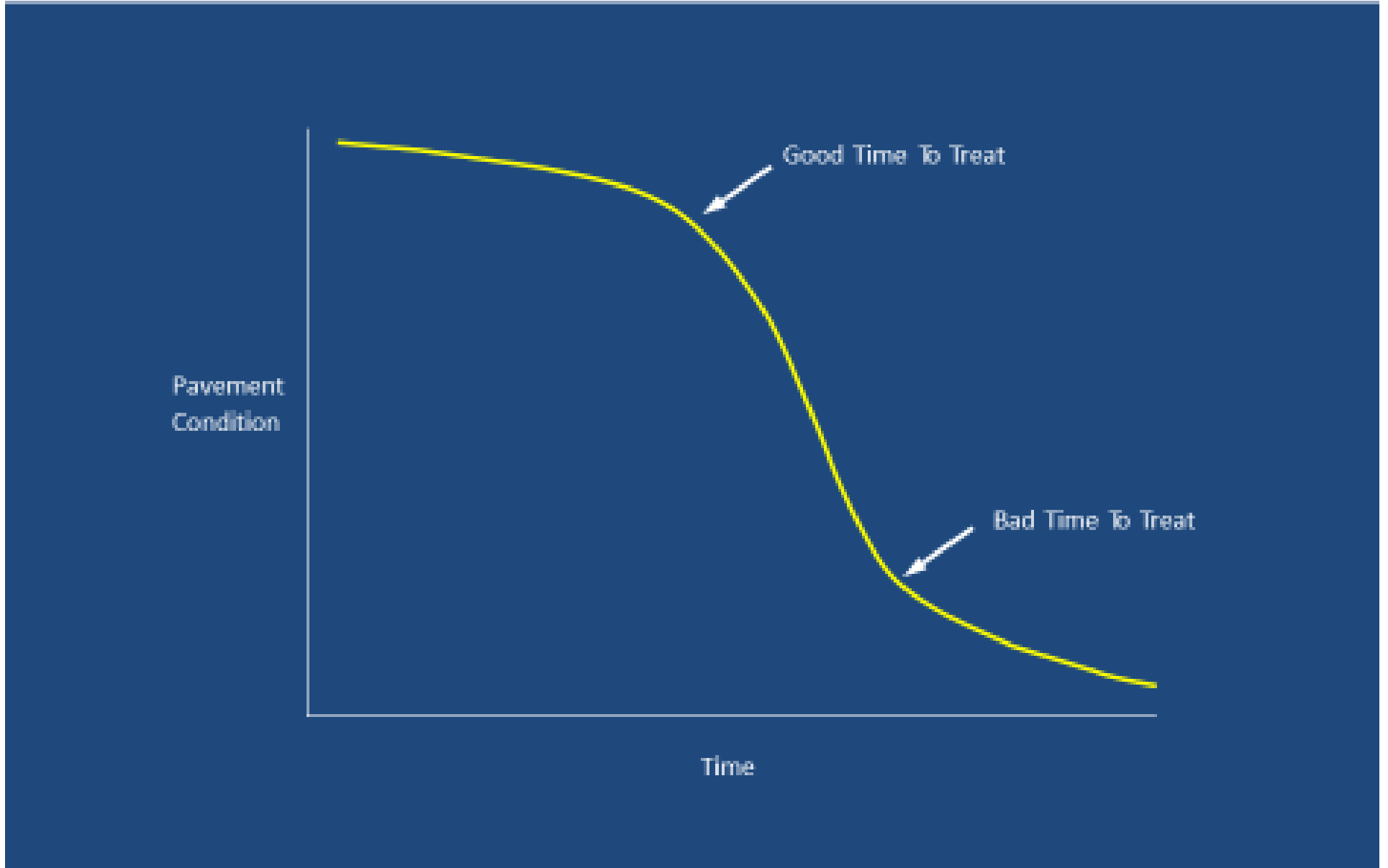
RECOMMENDATION

This item is for discussion purposes only. Staff recommends the Council ask questions of staff regarding the Pavement Management System and the Annual Road Surface Maintenance Program.

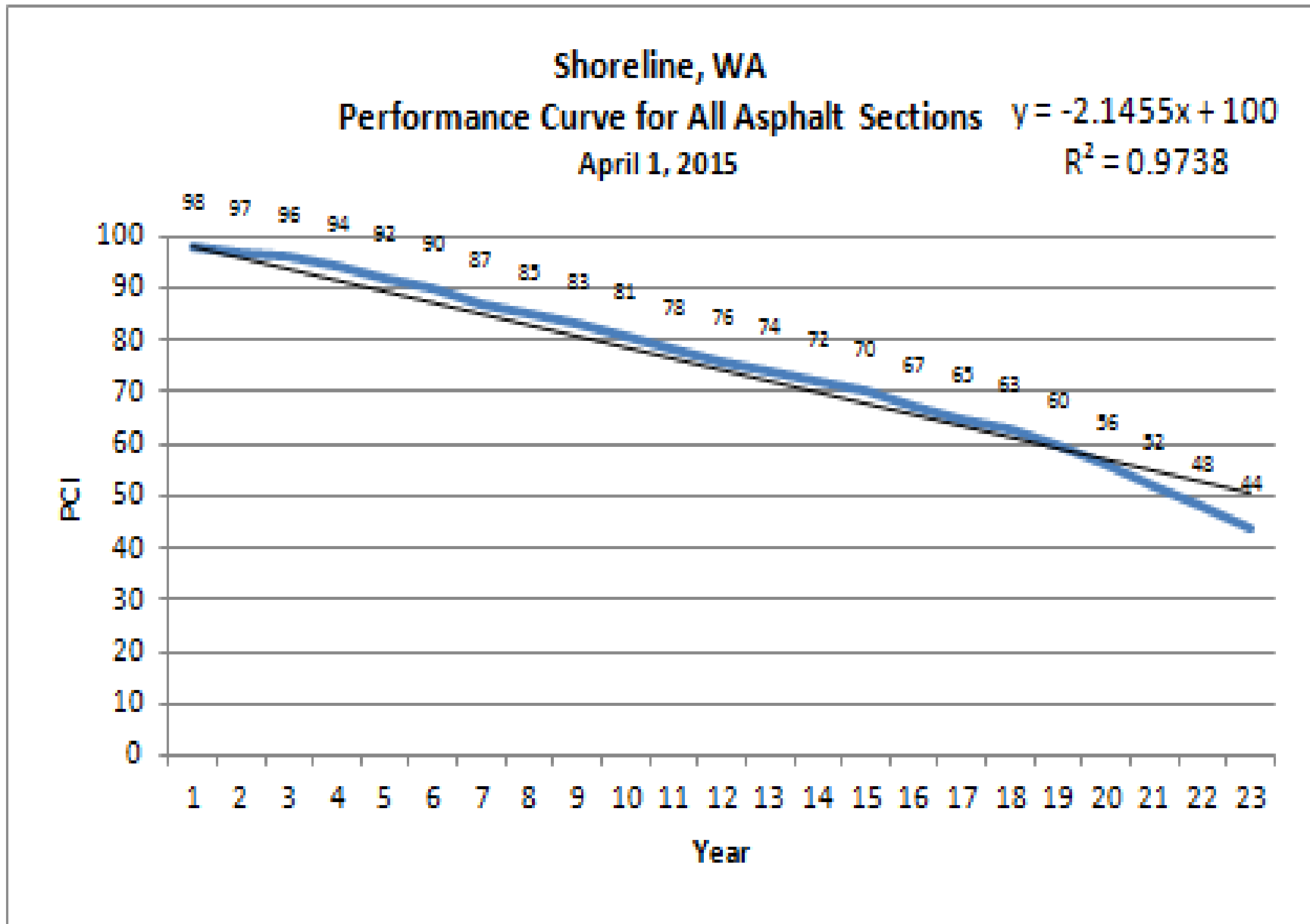
ATTACHMENTS

- Attachment A – Map of Prioritized Maintenance and Rehabilitation Plan 2018 – 2023
- Attachment B – Generic Pavement Performance Model Curve
- Attachment C – City of Shoreline Pavement Performance Model Curve
- Attachment D – Annual Road Surface Maintenance Program Budget 2018 – 2023

ATTACHMENT B

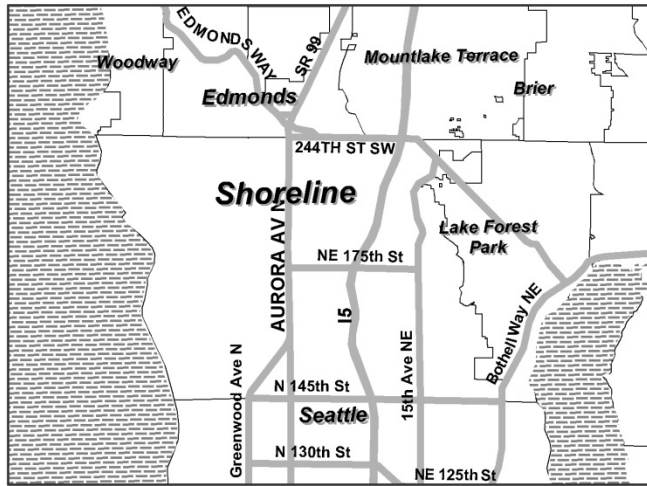


ATTACHMENT C



ATTACHMENT D

ANNUAL ROAD SURFACE MAINTENANCE PROGRAM



Project Description: The City's long-term road surface maintenance program is designed to maintain the City's road system to the highest condition rating with the funds available using various thicknesses of asphalt overlay and bituminous surface treatments (BST).

Service Impact: BST applications typically extend the useful life of local streets by 7 to 10 years, increase skid resistance and improve ride quality. In addition to providing increased skid resistance and improving ride quality, asphalt overlays generally return the street to full structural capacity and can extend the service life of the road by 15 to 20 years.

Changes from 2017-2022 CIP: The new cost estimate includes the addition of funding for projects in 2023.

ANNUAL ROAD SURFACE MAINTENANCE PROGRAM												
ORGKEY: 2918151		J.L.# Multiple										
PHASE	PRIOR-YRS	2017CB	2017E	2018E	2019E	2020E	2021E	2022E	2023E	6-YEAR TOTAL	TOTAL PROJECT	
PROJECT EXPENDITURES:												
1-PROJECT ADMINISTRATION	2,142,841	250,000	310,800	300,000	120,000	250,000	120,000	200,000	150,000	1,140,000	3,593,641	
2-REAL ESTATE ACQUISITION	1,227										1,227	
3-CONSTRUCTION	11,060,979	2,423,964	2,281,345	2,000,000	1,000,000	1,850,000	1,000,000	1,700,000	1,200,000	8,750,000	22,092,324	
TOTAL PROJECT EXPENDITURES	13,205,047	2,673,964	2,592,145	2,300,000	1,120,000	2,100,000	1,120,000	1,900,000	1,350,000	9,890,000	25,687,192	
REVENUE SOURCES:												
GENERAL FUND CONTRIBUTION	2,239,888										2,239,888	
TRANSPORTATION BENEFIT DISTRICT	2,475,948	1,497,359	1,497,359	1,222,279	830,000	830,000	830,000	830,000	830,000	5,372,279	9,345,586	
FEDERAL - STP	41,028	1,064,786	1,054,786	587,289						587,289	1,683,103	
ROADS CAPITAL FUND	8,448,183	111,819	40,000	490,432	290,000	1,270,000	290,000	1,070,000	520,000	3,930,432	12,418,615	
TOTAL PROJECT REVENUES	13,205,047	2,673,964	2,592,145	2,300,000	1,120,000	2,100,000	1,120,000	1,900,000	1,350,000	9,890,000	25,687,192	
ELIGIBLE (Y/N)												
1% FOR PUBLIC ART ELIGIBLE (Y/N)	Y	24,240	22,813	20,000	10,000	18,500	10,000	17,000	12,000		110,313	
PROJECT TIME LINE:												
			2017E	2018E	2019E	2020E	2021E	2022E	2023E			
PROJECT ADMINISTRATION			Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4			
CONSTRUCTION				Q3 Q4	Q3 Q4	Q3 Q4	Q3 Q4	Q3 Q4	Q3 Q4			