



AGENDA

STAFF PRESENTATIONS

PUBLIC COMMENT

SHORELINE CITY COUNCIL

VIRTUAL/ELECTRONIC REGULAR MEETING

Monday, April 5, 2021
7:00 p.m.

Held Remotely on Zoom
<https://zoom.us/j/95015006341>

In an effort to curtail the spread of the COVID-19 virus, the City Council meeting will take place online using the Zoom platform and the public will not be allowed to attend in-person. You may watch a live feed of the meeting online; join the meeting via Zoom Webinar; or listen to the meeting over the telephone.

The City Council is providing opportunities for public comment by submitting written comment or calling into the meeting to provide oral public comment. To provide oral public comment you must sign-up by 6:30 p.m. the night of the meeting. Please see the information listed below to access all of these options:



[Click here to watch live streaming video of the Meeting on shorelinewa.gov](https://www.shorelinewa.gov)



Attend the Meeting via Zoom Webinar: <https://zoom.us/j/95015006341>



Call into the Live Meeting: 253-215-8782 | Webinar ID: 950 1500 6341



[Click Here to Sign-Up to Provide Oral Testimony](#)

Pre-registration is required by 6:30 p.m. the night of the meeting.



[Click Here to Submit Written Public Comment](#)

Written comments will be presented to Council and posted to the website if received by 4:00 p.m. the night of the meeting; otherwise they will be sent and posted the next day.

	<u>Page</u>	<u>Estimated Time</u>
1. CALL TO ORDER		7:00
2. ROLL CALL		
(a) Proclaim Sexual Assault Awareness Month	<u>2a-1</u>	
3. APPROVAL OF THE AGENDA		
4. REPORT OF THE CITY MANAGER		
5. COUNCIL REPORTS		
6. PUBLIC COMMENT		

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 by 6:30 p.m. the night of the meeting via the Remote Public Comment Sign-in form. Individuals wishing to speak to agenda items will be called to speak first, generally in the order in which they have signed up.

7. CONSENT CALENDAR

- (a) Approval of Minutes of Regular Meeting of March 22, 2021 7a-1
- (b) Authorize the City Manager to Execute Contracts with Centennial Contractors, Forma Construction Company, and Saybr Contractors for Job Order Contracting General Construction Services 2021 7b-1
- (c) Authorize the City Manager to Execute an Amendment to the Professional Services Agreement with Perteet, Inc. in the Amount of \$314,007 for 30% Design of the 175th Street (Stone to I-5) Project 7c-1

8. ACTION ITEMS

- (a) Public Hearing and Discussion of Transportation Improvement Plan (TIP) Update 8a-1 7:20
Written comments should be submitted to Nytasha Walters, Transportation Services Manager, at nwalters@shorelinewa.gov by no later than 4:00 p.m. local time on the date of the hearing. Any person wishing to provide oral testimony at the hearing is encouraged to register via the Remote Public Comment Sign-in form at least thirty (30) minutes before the start of the meeting. A request to sign-up can also be made directly to the City Clerk at (206) 801-2230.

9. STUDY ITEMS

- (a) Discussion of 185th Subarea Plan Review and MUR-70 Regulations 9a-1 7:50
- (b) Discussion of Resolution No. 473 - Establishing Wastewater Fee Table 9b-1 8:35

10. ADJOURNMENT 8:55

Any person requiring a disability accommodation should contact the City Clerk's Office at 206-801-2230 in advance for more information. For TTY service, call 206-546-0457. For up-to-date information on future agendas, call 206-801-2230 or visit the City's website at shorelinewa.gov/councilmeetings. Council meetings are shown on the City's website at the above link and on Comcast Cable Services Channel 21 and Ziplly Fiber 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.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Proclamation of Sexual Assault Awareness Month		
DEPARTMENT:	Recreation, Cultural and Community Services		
PRESENTED BY:	Bethany Wolbrecht-Dunn, Community Services Manager		
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:

In observance of April as Sexual Assault Awareness Month, this proclamation recognizes the serious and widespread problem of sexual assault and the importance of support and advocacy in the aftermath of trauma. In Washington State, 45% of women and 22% of men report having experienced sexual violence in their lifetime. Rape is the most under-reported crime in the United States and costs the United States more than any other crime. This form of violence is a serious public health problem, both physically and psychologically. It is critical to have a coordinated response and system of care in place to address the consequences of sexual assault. Community education is a vital component of eliminating sexual violence.

The King County Sexual Assault Resource Center (KCSARC) is the City's local sexual assault service provider and its purpose is to alleviate, as much as possible, the trauma of sexual assault for victims and their families. Their mission is to give voice to victims, their families, and the community; create change in beliefs, attitudes, and behaviors about violence; and instill courage for people to speak out about sexual assault.

RECOMMENDATION

The Mayor should read the proclamation.

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



PROCLAMATION

WHEREAS, in Washington State, 45% of women and 22% of men report having experienced sexual violence in their lifetime; and

WHEREAS, in King County, more than 7,100 adults and children received specialized assistance from organizations with programming for sexual assault victims in 2020; and

WHEREAS, demand for services to help survivors heal has increased significantly since 2016, reflecting the cultural shift that is taking place that has prompted many survivors who have remained silent to now speak up and seek the help they need to heal; and

WHEREAS, negative impacts of sexual violence trauma on women, men, children and youth include fear, concern for safety, symptoms of post-traumatic stress disorder, injury, and missed work or school; and

WHEREAS, King County is home to many organizations that provide culturally and linguistically specific services for survivors from various racial, ethnic, faith, and cultural communities, survivors who are immigrants and refugees, survivors who are LGBTQ+, and survivors with disabilities, and these culturally specific services are critical to effectively respond to the specific needs and barriers many survivors face;

NOW THEREFORE, I, Will Hall, Mayor of the City of Shoreline, on behalf of the Shoreline City Council, do hereby proclaim the month of April as

SEXUAL ASSAULT AWARENESS MONTH

in the City of Shoreline and join advocates and communities throughout King County in taking action to prevent sexual violence by standing with survivors. Together, we commit to a safer future for all children, young people, adults, and families in our community.

Will Hall, Mayor

CITY OF SHORELINE
SHORELINE CITY COUNCIL
SUMMARY MINUTES OF REGULAR MEETING

Monday, March 22, 2021
7:00 p.m.

Held Remotely via Zoom

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

ABSENT: Councilmember McGlashan

1. CALL TO ORDER

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

2. ROLL CALL

Upon roll call by the City Clerk, all Councilmembers were present with the exception of Councilmember McGlashan.

By unanimous consent, Council excused Councilmember McGlashan for personal reasons.

Mayor Hall conveyed a statement from the Council condemning all acts of hate crimes, standing in solidarity with Asians, Native Hawaiians, and Pacific Islanders against all forms of racism and discrimination, expressing sorrow for the recent murders of Asian people in Georgia, and emphasizing the commitment to upholding antiracist values in the community.

3. APPROVAL OF THE AGENDA

The agenda was approved by unanimous consent.

4. REPORT OF CITY MANAGER

John Norris, Assistant City Manager, provided an update on the COVID-19 pandemic and reported on various City meetings, projects and events.

5. COUNCIL REPORTS

Councilmember Chang reported that the recent King County Regional Transit Committee meeting included continued conversations about Metro's service guidelines, and the Puget Sound Regional Council Transit Oriented Development Committee decided to restructure the current committee format to an Advisory Board.

6. PUBLIC COMMENT

Jackie Kurlle, Shoreline resident, said that she supports the cause of helping the homeless, but feels that additional specificity and monitoring of the Enhance Shelter will be beneficial and necessary for the safety of residents and surrounding community.

7. CONSENT CALENDAR

Upon motion by Deputy Mayor Scully and seconded by Councilmember Robertson and unanimously carried, 6-0, the following Consent Calendar items were approved:

(a) Approval of Expenses and Payroll as of March 5, 2021 in the Amount of \$2,648,378.89

***Payroll and Benefits:**

Payroll Period	Payment Date	EFT Numbers (EF)	Payroll Checks (PR)	Benefit Checks (AP)	Amount Paid
01/24/21-02/06/21	2/12/2021	95461-95665	17220-17228	81819-81824	\$715,719.90
02/07/21-02/20/21	2/26/2021	95666-95871	17229-17237	81910-81917	\$952,347.22
					<u>\$1,668,067.12</u>

***Wire Transfers:**

Expense Register Dated	Wire Transfer Number	Amount Paid
2/1/2029	1173	\$2,755.37
		<u>\$2,755.37</u>

***Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
2/9/2021	81753	81757	\$87,000.31
2/9/2021	81758	81759	\$5,141.62
2/9/2021	81760	81776	\$144,491.37
2/9/2021	81777	81787	\$22,182.97
2/9/2021	81788	81788	\$835.40
2/17/2021	81789	81790	\$129,269.66
2/17/2021	81791	81791	\$20.00
2/17/2021	81792	81807	\$74,941.07
2/17/2021	81808	81817	\$53,327.68
2/17/2021	81818	81818	\$39,811.58
2/23/2021	81825	81838	\$80,317.06

2/23/2021	81839	81860	\$66,353.17
2/23/2021	81861	81861	\$4,276.95
2/23/2021	81862	81862	\$3,010.00
2/28/2021	81863	81865	\$6,918.67
2/28/2021	81866	81866	\$35.00
2/28/2021	81867	81887	\$189,667.56
2/28/2021	81888	81894	\$35,015.67
2/28/2021	81895	81909	\$34,990.66
2/28/2021	81744	81744	(\$50.00)
			<u>\$977,556.40</u>

8. ACTION ITEMS

- (a) Appointment of Parks, Recreation and Cultural Services (PRCS)/Tree Board Members

Colleen Kelly, Recreation, Cultural, and Community Services Director, delivered the staff presentation. Ms. Kelly reviewed the selection process for the upcoming four vacancies on the Parks, Recreation and Cultural Services (PRCS)/Tree Board and stated that the Council subcommittee recommends the appointment of Genevieve Arrendando, Jean Hilde, Dustin McIntyre, and Noah Weil.

Councilmember Robertson moved to appoint Genevieve Arrendando, Jean Hilde, Dustin McIntyre, and Noah Weil to the PRCS/Tree Board. The motion was seconded by Councilmember Chang.

The subcommittee members reflected on the selection process. Councilmember Robertson said she was delighted in the interest level for participation, shared some of the community involvement of the nominees, and said she is excited to see what contributions they will bring to the PRCS/Tree Board. Councilmember Roberts said it was a tough decision and he learned a lot from the interviewees and gained new ideas for connecting with the community. He added that the subcommittee is recommending a change in the Municipal Code to transition this Board from a three-term to a two-term limit. Councilmember Chang expressed her appreciation for the depth and breadth of community volunteerism by the applicants.

Mayor Hall and Councilmember McConnell expressed support for the recommendation. Mayor Hall said he was impressed with the quality and community involvement of the applicants.

The motion passed unanimously, 6-0.

9. STUDY ITEMS

- (a) Discussion of the Housing Action Plan

Nora Gierloff, Planning Manager, delivered the staff presentation. She said the goals of this grant-funded year-long project involve identifying how much, what types, and where housing is

needed in Shoreline; understanding what housing types the market will provide, and what households are experiencing housing challenges; exploring where and how additional housing can fit in Shoreline; reviewing existing housing strategies, identifying gaps, and finding opportunities for improvement; and discovering new ideas to meet Shoreline's specific needs.

Ms. Gierloff said the components of the Housing Action Plan include a housing needs assessment, regulatory review, and a Housing Toolkit and Action Plan. She listed the questions considered as part of the housing needs assessment and shared highlights of the statistics gathered, including that much of the new housing stock is rental-based.

In describing the outreach done for the project, Ms. Gierloff explained accommodations had to be made in consideration of the pandemic and one of the main information-gathering tools was an Online Open House, and she shared the Action Plan priorities that were identified through this avenue. She highlighted responses to the question of what types of "missing middle" housing types were desirable, with Cottage Housing leading as a strong choice, and she stated that 75 percent of renters reported always or sometimes having difficulty paying for their housing, while only 20 percent of homeowners reported similar challenges.

Ms. Gierloff said the information gathered from the outreach was compiled into the Housing Toolkit, and said the questions asked were whether the current policies and incentives are working, how to fill the gaps identified in the Needs Assessment, and what other tools are available. Then the Planning Commission was asked to do a prioritization exercise which included considering the amount of cost and effort each item would require. She displayed the list of the Planning Commission's targeted priorities, elaborating with details on each one.

Ms. Gierloff said once Countywide Planning Policies have been updated, staff will resume updating the Comprehensive Plan's Housing element, and the Housing Action Plan will act as a background report. She said following Council discussion and edits, adoption of the Housing Action Plan in June would fulfill the grant requirements.

Conversation regarding the "missing middle" of area housing began with Deputy Mayor Scully asking for additional details on how these needs are being addressed in the Toolkit. Ms. Gierloff said options include identifying other housing typologies, which requires a deep dive into the code in order to implement. Councilmember Chang asked if the MUR-35' and MUR-45' zones in the station areas would be considered as work towards adding to part of the missing middle.

Councilmember Chang said there has been the thought of preserving a single family feel in Shoreline and shared her concerns with some of the options suggested. Councilmember Roberts expressed the opinion that some of the identified challenges may not be as big as anticipated and stated that based on good work that has been done regionally and nationally, there are examples and policies for the City to study.

Discussion of Cottage Housing included Councilmember Robertson recognizing that there was a history behind Cottage Housing in the City and sharing reasons why she likes them. Councilmember McConnell observed that the market has changed since the last time the option was discussed, and it may be more appealing now. Mayor Hall says he feels comfortable moving

forward with Cottage Housing. He reflected on the prior discussions on Cottage Housing before it was repealed, and said most of the issues had been addressed but the final version of code never got adopted. Deputy Mayor Scully added that he would support Cottage Housing, but it does not solve the housing crisis, and he would like to get some sense of how much new development would be created by incorporating innovative design options before the flood gates are opened up to ADUs and Cottage Housing.

Councilmember Roberts said he does not understand why Cottage Housing and duplexes are seen as separate items when they both serve similar purposes. He commented that the missing middle is a wide range of options, many of which would help preserve a single-family feel. Councilmember Chang said one of the main differences between Cottage Housing and Accessory Dwelling Units (ADUs) are the height allowances and wondered if Cottage Housing is more affordable. Mayor Hall asked if allowing innovative forms of housing, like duplexes and triplexes on corner lots, would result in lower cost housing than townhomes. Ms. Gierloff said there are a lot of variables, and in order to keep the new construction fitting within the context of the neighborhood, limiting size would be important. Mayor Hall said he does not feel comfortable allowing new housing types that are not single family, on single family zoned lots.

In consideration of the report itself, Councilmember Roberts said it provides a lot of good things to think about. He suggested that the prioritizations follow the text of the report for ease of readability. Councilmember Chang clarified that adoption of the Housing Action Plan would specify a list of priorities for Council to consider but not necessarily mean all priorities were being moved forward. Mayor Hall shared that he is impressed with the data and analysis in the report but shares concern with other Councilmembers about some of the action steps, noting that it appears Council would be approving all of them if they approve the Plan. He asked if the Housing Action Plan could be adopted without including the Action Steps, which could evolve later. Ms. Gierloff said the report should support the Council's priorities and could prioritize short, medium, and long term Action Steps, with resource constraints. She stated that the goal of the Toolkit was to display all options; with the understanding that not all of them are right for Shoreline. Ms. Gierloff said it sounds like evaluating the prioritization list is a next step. Mayor Hall agreed that it would be helpful to narrow the list of items identified as Action Steps and separate out the near and long-term priorities. Deputy Mayor Scully would like the Housing Action Plan to include information on how much additional housing would be anticipated by any one of the ideas listed in the Toolkit.

Councilmember Robertson said she likes the identified high implementation priorities and looks forward to continued discussion. She appreciates the deep green incentive; low income and affordable housing; and the missing middle priorities. She suggested that design standards could be reviewed at the same time zoning and regulations are considered.

In thinking about incentives available for new construction, Councilmember Robertson asked if the current incentives available are not well marketed, or if they are not desirable. Ms. Gierloff said it would be beneficial to share information on City and other programs available all in one place. Deputy Mayor Scully said he would much rather take a fresh look at existing programs and regulations than spend time creating other regulations that never get used. He asked if some mandates need to change if incentives are not working. Councilmember Roberts said some of the

deep green incentive programs raise the cost of housing, so it needs to be recognized that some regulations are good long-term, but may not be great in the short term in some ways. Mayor Hall agreed that regulations affect the cost of housing, which has been identified as an issue in the MUR-70 zone.

Councilmember McConnell said she would like to see the percentage of properties occupied by owners as high as possible because it provides stability to a neighborhood. She said aging in place is going to be a big issue and exploring options to make this affordable is important. She thinks ADUs are a good idea and supports the priorities identified by the Planning Commission. Councilmember Robertson said that while now is not the time, there should be future conversation on short term rental policies, and Mayor Hall agreed stating vacation rentals take long-term housing off the market, decreasing supply and driving the cost up. In reflecting on ownership versus rental in Shoreline, Mayor Hall observed that there is not a lot of opportunity to downsize housing in Shoreline and the condo market still needs time to mature.

In thinking about affordability, Deputy Mayor Scully said the missing middle means that there aren't a lot of places to find first or last homes. He is concerned that the new construction is predominately very high-priced townhomes and very small apartments and wants to look for places that non-wealthy people can buy or rent in a variety of sizes. Councilmember Chang asked about affordable housing in station areas, and Ms. Gierloff said there are some remnant parcels that have been sold by Sound Transit to developers. Mayor Hall said it needs to be recognized that anyone building a brand-new building will not be willing to rent or sell it as affordable housing, so part of the issue is preserving the existing affordable housing stock.

To identify next steps for discussion, Ms. Gierloff said she heard that the prioritization list is a concern for Councilmembers, and that the Council would like to target short-term priorities. She said thoughts about the few targeted items would be helpful feedback. Mayor Hall said he is fine with adopting the Action Plan as long as it is understood that the priorities are Planning Commission recommendations, but if the goal is to define City Council priorities, there will need to be a structured conversation to identify them. Ms. Gierloff said that there is the option of keeping it as a background planning document that ends at a Planning Commission recommendation and the Council could use it as a reference document, or it could be taken further and establish short term Council priorities. Councilmember Roberts said there is a natural break in the report before the Toolkit starts, and if the Council does not want to go into prioritization now, leaving the Toolkit part out makes sense. Deputy Mayor Scully agreed, and said he feels this should be an advisory document at this time, since the land use changes are serious undertakings. He reiterated his wish for detailed data on the prospective affordable housing increases before he would consider any priority beyond Cottage Housing. He said he would prefer to leave the Toolkit in as 'options to consider going forward', and revisit it regularly. He would like to come up with some serious fundamental changes.

Mayor Hall emphasized that if the Council is going to adopt a document that identifies high priorities for near-term implementation, they should either delete anything from the list that they are not comfortable with listing as a priority or turn the entire Toolkit into options. He recognized that there was consensus on cottage housing and the deep incentives program and suggested pulling anything off the list of priorities that there is not consensus on.

Councilmember Roberts said that should be the central question next time they talk about this. It was agreed that an upcoming discussion will focus on the value of a shorter prioritized list and Ms. Gierloff shared some ideas she would work on for reframing the report.

10. ADJOURNMENT

At 8:27 p.m., Mayor Hall declared the meeting adjourned.

Jessica Simulcik Smith, City Clerk

DRAFT

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Authorize the City Manager to Execute Contracts with Centennial Contractors, Forma Construction Company, and Saybr Contractors for Job Order Contracting General Construction Services
DEPARTMENT:	Administrative Services
PRESENTED BY:	Sara Lane, Administrative Services Director Dan Johnson, Parks, Fleet & Facilities Manager Janet Bulman, Purchasing Coordinator
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:

Staff is requesting City Council approval to authorize the City Manager to execute contracts with Centennial Contractors, Forma Construction Company, and Saybr Contractors for Job Order Contracting (JOC) General Construction Services. The contractors will perform projects under a JOC program for the City as provided for in Chapter 39.10 RCW Alternative Public Works Contracting Procedures. The primary objectives of the JOC program are to rapidly engage contractors in the performance of small to medium sized public work projects; to reduce construction, design, and planning costs; and to develop relationships and contracts with contractors to more quickly and efficiently respond to emergency situations.

The JOC General Construction Services selection process included a Request for Proposal (RFP) process to request proposals from interested parties. At the conclusion of the RFP process, five companies submitted proposals that were evaluated by an Employee Evaluation Panel based on specific criteria. Based on the evaluation, Centennial Contractors, Forma Construction Company, and Saybr Contractors rated the highest based on their qualifications, experience, capability, customer service and quality assurance.

If approved by the City Council, the JOC General Construction Services contract term would be effective upon execution and extend for two years, with an option to extend for one additional year. Contract prices are fixed and would increase or decrease annually based on the Construction Cost Index (CCI).

RESOURCE/FINANCIAL IMPACT:

The Minimum Contract Value for each awarded Contract is \$25,000. The awarded Contractor(s) are each guaranteed to receive the opportunity to perform Job Orders totaling at least \$25,000 during the Base Term of the Contract. The Estimated Annual Value per Contract is \$2,000,000 per year.

The Contractor may be issued Job Orders exceeding the Estimated Annual Value during any year of the Contract. The Contractor is not guaranteed to receive this volume of Job Orders; it is merely an estimate. The City has no obligation to issue Job Orders in excess of the Minimum Contract Value.

The City reserves the right to issue up to the maximum amount specified in RCW 39.10.440, which is up to \$4,000,000 per contractor per year. The Maximum Contract Value shall not exceed the value set forth in the RCW. The maximum dollar amount for a Job Order is \$500,000, excluding Washington state sales and user tax.

RECOMMENDATION

Staff recommends that the City Council authorize the City Manager to execute contracts with Centennial Contractors, Forma Construction Company, and Saybr Contractors for Job Order Contracting General Construction Services.

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

BACKGROUND

During the 2019 Legislative Sessions, the Revised Code of Washington (RCW) sections 39.10.410.420 through 39.10.410.460 were amended to allow all public agencies to use Job Order Contracting (JOC) for public works projects when a determination is made that the use of job order contracts will benefit the public. A JOC is an indefinite quantity construction contract pursuant to which the Contractor may perform an ongoing series of individual Projects at different locations and facilities under the jurisdiction of the Owner.

Job Order Contracting is typically used for small to medium sized repair and rehabilitation work, replacement in kind projects, and minor new construction. The contract documents include a Construction Task Catalog® (CTC) containing pre-priced tasks for construction work with preset Unit Prices. All Unit Prices are based on local labor, material and equipment costs and are for the direct cost of construction.

RCW 39.10.440 requires at least 90% of work contained in a job order contract must be subcontracted to entities other than the job order contractor. The job order contractor must distribute contracts as equitably as possible among qualified and available subcontractors including certified minority and woman-owned subcontractors to the extent permitted by law as demonstrated on the subcontractor and supplier project submission, and shall limit subcontractor bonding requirements to the greatest extent possible.

The primary objectives of a JOC program are to rapidly engage contractors in the performance of small to medium sized public work projects; to reduce construction, design, and planning costs; and to develop relationships and contracts with contractors to more quickly and efficiently respond to emergency situations.

The JOC program will give the City the ability to accomplish a substantial number of individual projects with a single competitively bid solicitation. The JOC program is anticipated to be utilized in many different City departments/divisions including Public Works Engineering & Construction, Road Maintenance, Wastewater and Surface Water Operations, Parks, and Facilities.

DISCUSSION

The JOC selection process included a Request for Proposal (RFP) process (RFP # 9884) to request proposals from interested parties. The following five companies submitted proposals and were evaluated by an Evaluation Panel:

- Centennial Contractors
- Forma Construction
- Saybr Contractors
- Trinity Contractors
- Colacurcio Brothers

The companies were evaluated based on the following criteria:

- Mandatory minimum qualifications,
- Qualifications and Relevant Experience,
- Technical Capability, Approach and Capacity,
- Communication and Customer Service,

- Risk, Performance and Quality Assurance, and
- Price Proposal/Adjustment Factor to the CTC.

Based on the evaluation of the proposals, Centennial Contractors, Forma Construction Company, and Saybr Contractors rated the highest to perform projects under the JOC program. All three firms have strong proactive programs that focus on developing and growing minority and woman-owned business participation, including financial, administrative, and field support, and plan to reach out to local qualified subcontractors and specialists about bid opportunities on JOC projects.

If approved by the City Council, the JOC General Construction Services contract term would be effective upon execution and extend for two years, with an option to extend for one additional year. Contract prices are fixed and would increase or decrease annually based on the Construction Cost Index (CCI).

Staff is also requesting Council authorization for the City Manager to sign individual job orders up to the maximum dollar amount allowed by RCW 39.10.450, which is currently \$500,000, excluding Washington state sales tax.

RESOURCE/FINANCIAL IMPACT

The Minimum Contract Value for each awarded Contract is \$25,000. The awarded Contractor(s) are each guaranteed to receive the opportunity to perform Job Orders totaling at least \$25,000 during the Base Term of the Contract. The Estimated Annual Value per Contract is \$2,000,000 per year.

The Contractor may be issued Job Orders exceeding the Estimated Annual Value during any year of the Contract. The Contractor is not guaranteed to receive this volume of Job Orders; it is merely an estimate. The City has no obligation to issue Job Orders in excess of the Minimum Contract Value.

The City reserves the right to issue up to the maximum amount specified in RCW 39.10.440, which is up to \$4,000,000 per contractor per year. The Maximum Contract Value shall not exceed the value set forth in the RCW. The maximum dollar amount for a Job Order is \$500,000, excluding Washington state sales and user tax.

RECOMMENDATION

Staff recommends that the City Council authorize the City Manager to execute contracts with Centennial Contractors, Forma Construction Company, and Saybr Contractors for Job Order Contracting General Construction Services.

ATTACHMENT

Attachment A: JOC General Construction Services Agreement

CITY OF SHORELINE, WASHINGTON JOB ORDER CONTRACT

THIS CONTRACT is by and between the City of Shoreline (hereinafter called City) and _____ (hereinafter called Contractor). City and Contractor, in consideration of the mutual covenants hereinafter set forth, agree as follows:

SECTION 1 - WORK

Contractor shall complete all Work as specified or indicated in the Contract Documents. The Work is generally described as follows:

1.1 The Work of this Contract will be set forth in the Detailed Scopes of Work referenced in the individual Job Orders. The Contractor is required to complete each Detailed Scope of Work for the Job Order Price within the Job Order Completion Time.

1.2 The value of the Job Order Price Proposal shall be calculated by summing the total of the calculation for each Pre-priced Task (Unit Price x quantity x Adjustment Factor) plus the value of all Non-Prepriced Tasks.

SECTION 2 – CITY REPRESENTATIVES

2.1 Project Manager. The City will appoint a Project Manager for each Job Order, who shall be the City's representative, assume all duties and responsibilities and have the rights and authority assigned to the Project Manager in the Contract Documents in connection with completion of the Work in accordance with the Job Order and the Contract Documents.

2.2 Contract Administrator. The JOC Contract Administrator is designated by the City to manage the Job Order Contracting program for the City. The Contract Administrator will oversee the execution of the program on behalf of the City and will provide overall guidance to the Project Managers and Contractor(s) in the execution of Job Orders. The Contract Administrator shall intervene in disputes or disagreements between the Project Manager and the Contractor. The Contract Administrator also may exercise any authority granted to Project Managers under the Contract Documents with respect to any Job Order at any time.

SECTION 3 - CONTRACT TIME

3.1 The Base Term of the Contract is two (2) years.

3.2 There is one (1) bilateral Option Term. Both parties must agree to extend the Contract for the Option Term. The duration of the Option Term is one year.

3.3 The City and the Contractor may agree to extend the Option Term.

3.4 All Job Orders issued during the term of this Contract shall be valid and in effect notwithstanding that the Detailed Scope of Work may be performed, payments may be made, and the guarantee period may continue, after the Contract term has expired. All terms and

conditions of the Contract apply to each Job Order.

3.5 The Contractor shall commence work upon issuance of a Job Order and shall complete the Detailed Scope of Work for the Job Order Price within the Job Order Completion Time.

SECTION 4 - CONTRACT PRICE

4.1 City shall pay Contractor for completion of the Detailed Scopes of Work in accordance with the Contract Documents.

4.2 The Contract is an indefinite-quantity contract for general construction work and services. The Minimum Contract Value of Job Orders that the Contractor is guaranteed the opportunity to perform under this Contract is Twenty-Five Thousand Dollars (\$25,000). The Estimated Annual Value is two Million Dollars (\$2,000,000) for the City’s Job Order Contracting Program. The City reserves the right to issue up to the maximum amount specified in RCW 39.10.40 of Four Million Dollars (\$4,000,000) per year or such greater amount that may be authorized by statute. The Maximum Contract Value shall not exceed the value set forth in the RCW.

4.3 The Contractor is not guaranteed to receive the Estimated Annual Value. It is merely an estimate. Owner has no obligation to give the Contractor the opportunity to perform Job Orders in excess of the Minimum Contract Value.

4.4 The Contractor shall perform all work required, necessary, proper for or incidental to completing the Detailed Scope of Work called for in each individual Job Order issued pursuant to this Contract for the Unit Prices set forth in the Construction Task Catalog® and the following Adjustment Factors:

Normal Working Hours Adjustment Factor

7:00 am to 4:00 pm Monday through Friday, except for City Holidays:

_____.

Other Than Normal Working Hours Adjustment Factor

4:01 pm to 6:59 am Monday through Friday, and all-day Saturday, Sunday and City Holidays:

_____.

Non-Prepriced Adjustment Factor:

_____.

SECTION 5 - PAYMENT PROCEDURES

Contractor shall submit Applications for Payment in accordance with Article 12 the General Conditions. Applications for Payment will be processed by the Contract Administrator with approval by the Project Manager as provided in the General Conditions.

5.1 Progress Payments. City shall make progress payments on account of the Job Order Price on the basis of Contractor's Invoices as recommended by Project Manager and Contract Administrator in accordance with the General Conditions. All progress payments will be on the basis of the progress of the Work as established in the General Conditions (and in the case of Unit Price Work based on the number of units completed).

5.2.1 Final Payment. Upon final completion and acceptance of the work in accordance with the General Conditions, City shall pay the remainder of the Job Order Price as recommended by Project Manager and Contract Administrator. A Certificate of Completion signed by the Project Manager is required prior to payment of any final invoice(s).

5.2.2 As determined by the Project Manager, progress payments shall be made per the Project Payment Schedule.

5.2.3 Per RCW 39.10.450, for purposes of chapters 39.08, 39.12, 39.76, and 60.28 RCW, each Job order issued shall be treated as a separate contract. Contractor will provide the bonds as set forth in the RFP and in the General Conditions on the forms provided by the City.

SECTION 6 - INDEMNIFICATION

The indemnity and defense obligations in this Section 6 are in addition to any other indemnity and defense obligation elsewhere in the Contract Documents.

6.1 Contractor will defend and indemnify the City from any and all Claims arising out of, in connection with, or incident to any acts, errors, omissions, or conduct by Contractor relating to, or arising out of its performance of, this Contract. The Contractor will defend and indemnify the City whether a Claim is asserted directly against the City, or whether a Claim is asserted indirectly against the City, e.g., a Claim is asserted against someone else who then seeks contribution or indemnity from the City. The amount of insurance obtained by, obtainable by, or required of the Contractor does not in any way limit the Contractor's duty to defend and indemnify the City. The City retains the right to approve Claims investigation and counsel assigned to said Claim and all investigation and legal work regarding said Claim shall be performed under a fiduciary relationship to the City.

6.2 The Contractor's obligations under this Section shall not apply to Claims caused by the sole negligence of the City. If (1) RCW 4.24.115 applies to a particular Claim, and (2) such Claim is caused by or results from the concurrent negligence of (a) the Contractor, its employees, subcontractors/subconsultants or agents and (b) the City, then the Contractor's

obligations under this Section 6 shall apply only to the extent allowed by RCW 4.24.115.

6.3 As used in this section: (1) "City" includes the City's officers, employees, agents, and representatives; (2) "Claims" include all losses, claims, demands, expenses (including, but not limited to, attorney's fees and litigation expenses), suits, judgments, or damage, whether threatened, asserted or filed against the City, whether such Claims sound in tort, contract, or any other legal theory, whether such Claims have been reduced to judgment or arbitration award, irrespective of the type of relief sought or demanded (such as money or injunctive relief), and irrespective of the type of damage alleged (such as bodily injury, damage to property, economic loss, general damages, special damages, or punitive damages); and (3) "Contractor" includes Contractor, its employees, agents, representatives and subcontractors.

6.4 Contractor waives any right of contribution against the City. It is agreed and mutually negotiated that in any and all claims against the City, its agents or employees, the Contractor, a subcontractor, anyone directly or indirectly employed by the Contractor or subcontractor, or anyone for whose acts any of them may be liable, the defense and indemnification obligations hereunder shall not be limited in any way by any limitation on the amount of damages, compensation, or benefits payable by or for the Contractor or any subcontractor under industrial worker's compensation acts, disability benefit acts, or other employees' benefit acts. Contractor's and City's signatures hereto indicate specific waiver of Contractor's industrial insurance immunity in order to fulfill this indemnity. Solely for the purpose of indemnification and defense as provided in this Contract, the Contractor specifically waives any immunity under the State Industrial Insurance Law, Title 51 RCW. The Contractor expressly acknowledges that this waiver of immunity under Title 51 RCW was the subject of mutual negotiation and was specifically entered into pursuant to the provisions of RCW 4.24.115.

SECTION 7 - CONTRACTOR'S REPRESENTATIONS

Contractor makes the following representations:

7.1 Contractor has familiarized itself with the nature and extent of the Contract Documents, Work, locality, and all local conditions and Laws and Regulations that in any manner may affect cost, progress, performance or furnishing of the Work.

7.2 Contractor is fully qualified to perform the Work to be performed hereunder in a competent and professional manner.

7.3 Contractor has given Project Manager written notice of all conflicts, errors or discrepancies that he has discovered in the Contract Documents and the written resolution thereof by Project Manager is acceptable to Contractor.

SECTION 8 - CONTRACT DOCUMENTS

The Contract Documents which comprise the entire agreement between the City and Contractor concerning the work consist of the following:

8.1 This Contract and its exhibits, if any. In a Federally Funded Job Order (as defined in the General Conditions), this Contract includes the applicable current Federal Contract Clauses, which the City will specifically designate in the Job Order. These Federal Contract Clauses are only applicable to that specific Federally Funded Job Order and have no force or effect with respect to any other Job Order. A Federally Funded Job Order may also include one-time changes to the Contract Documents specifically for that Job Order signed for the City by the Contract Administrator as necessary to coordinate the requirements of the applicable Federal Contract Clauses with the requirements of the Contract Documents.

8.2 General Conditions, attached hereto and incorporated by reference.

8.3 Supplementary Conditions, attached hereto and incorporated by reference.

8.4 The RFP and all addenda, incorporated by reference.

8.5 Contractor's Proposal, incorporated by reference. If there is inconsistency between any provision of the Contractor's Proposal and any other Contract Document, then the provision imposing the more stringent requirement on the Contractor will control.

8.6 The Construction Task Catalog®, incorporated by reference.

8.7 All Job Orders and related documents, including but not limited to, the Detailed Scope of Work with Drawings and/or Specifications, Request for Proposal, Price Proposal, Job Order Proposal, Notice to Proceed, submittals, record documents, and all required close-out documentation and warranties, incorporated by reference. If there is inconsistency between any provision of the documents listed in this Section 8.7 and any other Contract Document, then the provision imposing the more stringent requirement on the Contractor will control.

There are no Contract Documents other than those listed above in this Section 8. The Contract Documents may only be amended, modified or supplemented as provided in the General Conditions or Supplementary Conditions.

All Contract Documents are essential parts of the Contract, and a requirement occurring in one is as binding as though occurring in all. In cases of conflict in the requirements and provisions as set out by the Contract Documents, the specifications, or the drawings, such conflict shall be reconciled by the order of precedence in the order the Contract Documents are set forth above.

Additionally, in the event of conflicting provisions within the Job Order Contract, the following order of precedence with item (a) representing the highest precedence, for resolution of the conflict shall apply:

- a) Contract Modifications (later takes precedence over earlier)
- b) Agreement
- c) Addenda (later takes precedence over earlier)
- d) Job Orders (including Detailed Scopes of Work, Job Order Proposals, and any Supplemental Job Orders)
- e) Invitation for Bid

- f) General Terms and Conditions
- g) Special and Supplementary Conditions (when provided)
- h) The Construction Task Catalog©
- i) Gordian Technical Specifications

Any modification of any Contract Document listed in sections 8.1 to 8.6 above requires an amendment executed by an authorized representative of the City and by an authorized representative of the Contractor. Changes to Contract Documents listed under Section 8.7 may be executed by an authorized representative of the Contractor and by the Project Manager or the Contract Administrator for the City.

SECTION 9 – PREVAILING WAGE

Contractor shall comply with all state and federal laws relating to the employment of labor and wage rates to be paid. The Contractor will be required to file prevailing wage intents and affidavits with the Washington State Department of Labor & Industries for each Job Order. A Federally-Funded Job Order may specify the Davis-Bacon Act and Copeland Anti-Kickback Act, in which case Contractor shall comply with these requirements. The Contractor will pay Washington state prevailing wage or Davis-Bacon wages, whichever is higher.

SECTION 10 - MISCELLANEOUS

10.1 Terms used in this Contract which are defined in Article 1 of the General Conditions will have the meanings indicated in the General Conditions.

10.2 No assignment by a party hereto of any rights under or interests in the Contract Documents will be binding on another party hereto without the written consent of the party sought to be bound; and specifically but without limitation moneys that may become due and moneys that are due may not be assigned without such consent (except to the extent that the effect of this restriction may be limited by law), and unless specifically stated to the contrary in any written consent to an assignment no assignment will release or discharge the assignor from any duty or responsibility under the Contract Documents.

10.3 City and Contractor each binds itself, its partners, successors, assigns and legal representatives to the other party hereto, its partners, successors, assigns and legal representatives in respect of all covenants, agreements and obligations contained in the Contract Documents.

10.4 This Contract is governed by the laws of the State of Washington, without regard to the principles of conflict of laws. Any action or suit brought in connection with this Contract shall be exclusively brought in the Superior Court of King County, Washington.

10.5 Force Majeure. Neither party shall be liable to the other or deemed in breach or default for any failure or delay in performance under this Agreement during the time and to the extent its performance is prevented by reasons of Force Majeure. For the purposes of this Agreement, Force Majeure means an occurrence that is beyond the reasonable control of and without fault

or negligence of the party claiming force majeure and which, by exercise of due diligence of such party, could not have been prevented or overcome. Force Majeure shall include natural disasters, including fire, flood, earthquake, windstorm, avalanche, mudslide, and other similar events; acts of war or civil unrest when an emergency has been declared by appropriate governmental officials; acts of civil or military authority; freight embargoes; epidemics; quarantine restrictions; labor strikes; boycotts; terrorist acts; riots; insurrections; explosions; and nuclear accidents. A party claiming suspension or termination of its obligations due to force majeure shall give the other party prompt written notice, but no more than two (2) working days after the event, of the impediment and its effect on the ability to perform; failure to provide such notice shall preclude recovery under this provision.

10.6 Nondiscrimination. In hiring or employment made possible or resulting from this Agreement, there shall be no unlawful discrimination against any employee or applicant for employment because of sex, age (except minimum age and retirement provisions), race, color, creed, national origin, citizenship or immigration status (except if authorized by federal or state law, regulation, or government contract), marital status, sexual orientation, honorably discharged veteran or military status, the presence of any sensory, mental, or physical handicap or the use of a trained dog guide or service animal by a person with a disability, unless based upon a bona fide occupational qualification. This requirement shall apply to but not be limited to the following: employment, advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including apprenticeship. No person shall be denied or subjected to discrimination in receipt or the benefit of any services or activities made possible by or resulting from this Agreement on the grounds of sex, race, color, creed, national origin, age (except minimum age and retirement provisions), citizenship or immigration status (except if authorized by federal or state law, regulation, or government contract), marital status, sexual orientation, honorably discharged veteran or military status, the presence of any sensory, mental or physical handicap, or the use of a trained dog guide or service animal by a person with a disability.

10.7 This Agreement, or any interest herein, or claim hereunder, shall not be assigned or transferred in whole or in part by the Contractor to any other person or entity without the prior written consent of the City, which consent will not be unreasonably withheld. In the event that such prior written consent to an assignment is granted, then the assignee shall assume all duties, obligations, and liabilities of Contractor as stated herein.

10.8 Counterpart Originals. This Agreement may be executed in any number of counterpart originals, each of which shall be deemed to constitute an original agreement, and all of which shall constitute one agreement. The execution of one counterpart by a Party shall have the same force and effect as if that Party had signed all other counterparts.

IN WITNESS WHEREOF, City and Contractor have signed this Contract. This Contract is effective as of the date of the last person to sign it, and may be executed in multiple counterparts, each of which shall be deemed an original.

This agreement is executed by:

City of Shoreline

By:

Name:

Title:

Address: 17500 Midvale Ave N

City/State/Zip: Shoreline, WA 98133-4905

Contractor

By:

Name:

Title:

Address:

City/State/Zip:

Date: _____

Date: _____

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Authorizing the City Manager to Execute an Amendment to the Professional Services Agreement with Perteet, Inc. in the Amount of \$314,007 for 30% Design of the 175 th Street (Stone to I-5) Project
DEPARTMENT:	Public Works
PRESENTED BY:	Tricia Juhnke, City Engineer
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 2021-2026 Capital Improvement Plan identifies a project along N 175th Street from Stone Avenue N to Interstate 5. The project will maintain levels of service and promote safety by widening the roadway, constructing multi-modal improvements along the full length of the corridor, revising roadway channelization and providing intersection improvements at N 175th Street and Meridian Avenue N.

Project delay and other changes due to the COVID-19 pandemic have led to increased design and public outreach costs. The duration of 30% design development has been extended by 16-months and the approach to public outreach was revised in response to the pandemic.

The project scope must also be modified to review the feasibility for utility undergrounding along the corridor. On February 1, 2021, Council approved the preferred design concept for the corridor. As part of the approval, Council directed staff to develop design for utility undergrounding to the 30% design level. Design for undergrounding was not included in the original contract.

Staff is requesting that the City Council authorize the City Manager to execute Amendment No. 1 to Contract No. 9175 with Perteet Inc. for design, environmental and right-of-way services related to the 175th Street (Stone to I-5) Project. The amendment will provide additional scope and funding for the City's agreement with Perteet. The proposed scope of work for this Amendment is attached to this staff report as Attachment A.

RESOURCE/FINANCIAL IMPACT:

The 2021-2026 Capital Improvement Program includes the summary of funding for the project:

EXPENDITURES

Design

Staff and Other Direct Expenses	\$400,000.00
Preliminary Design Contract - Perteet No. 9175	\$1,483,824.00
Perteet No. 9175.01 - This amendment	\$314,007.00
Final Design Contract	\$2,800,000.00

Right of Way \$6,000,000.00

Construction \$32,300,000.00

TOTAL **\$43,297,831.00**

REVENUE

Design

WSDOT Surface Transportation Program	\$3,546,500.00
Transportation Impact Fees	\$11,536,794.00
Future Funds	\$28,224,199.00

TOTAL **\$43,307,493.00**

The project design phase is fully funded by a federal Surface Transportation Program (STP) grant and the City’s transportation impact fee (TIF) revenue. The STP grant provides 86.5% of the total cost, with TIF funding providing the required 13.5% match to STP funds. This amendment fits within the project budget for the design phase. Right-of-way costs are expected to be funded with TIF funds as well, while the construction phase is unfunded. TIF funds are also available to provide match for grants.

RECOMMENDATION

Staff recommends that Council authorize the City Manager to execute Amendment No. 1 to Perteet, Inc’s professional services contract in the amount of \$314,007 for a total contract amount of \$1,797,831 for engineering design, right-of-way and environmental permitting services for 30% design development of the 175th Street (Stone to I-5) Project.

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

BACKGROUND

The N 175th Street project, from Stone Avenue N to Interstate 5 (see Attachment B, Project Vicinity Map) is intended to support growth and promote safety by widening the roadway, constructing multi-modal improvements along the full length of the corridor, revising traffic channelization, and providing intersection improvements at N 175th Street and Meridian Avenue N. This project is also designated as one of seven growth projects in the City's Transportation Master Plan and is eligible to utilize transportation impact fees (TIF) for the required local funding match against the federal Surface Transportation Program (STP) grant funds.

The N 175th Street Project will provide mobility and safety improvements to pedestrians, cyclists and drivers using this corridor. Planned improvements include reconstruction of the existing street to provide two traffic lanes in each direction; medians and turn pockets; bicycle lanes; a shared-use path; curb, gutter, and sidewalk with planter strip where feasible; illumination; landscaping; and retaining walls.

Intersections with high accident rates will also be improved as part of this project. The Meridian Avenue N and N 175th Street Intersection will be improved with a new traffic signal system, pedestrian facilities and turn lane configuration. A new signalized pedestrian crossing will be installed at the intersection of Ashworth Avenue N and N 175th Street, and the existing signalized pedestrian crossing at Wallingford Avenue N and N 175th Street will be improved.

On June 4, 2018, the City Council authorized the City to enter into an agreement with the Washington State Department of Transportation (WSDOT) to accept \$3,456,500 in federal STP grant funds for the design of this project. The staff report for this Council action can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2018/staffreport060418-7d.pdf>.

On January 28, 2019, Council authorized the City Manager to enter into an agreement (contract No. 9175) for engineering consultant services with Perteet, Inc. for analysis, design, assistance in community outreach and stakeholder engagement, preparation of cost estimates, and identification and procurement of right-of-way. The staff report for this Council action can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2019/staffreport012819-7d.pdf>.

On July 13, 2020, staff presented a project update to the City Council which include a summary of the initial phase of project public outreach (Phase 1 Public Outreach) and presentation of the draft design concepts. The staff report for this Council presentation can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2020/staffreport071320-9b.pdf>.

On February 1, 2021 Staff presented the preferred design concept for the corridor to the City Council, which the Council approved. Staff also requested guidance from the City Council for the inclusion of utility undergrounding along the corridor. The Council

directed staff to develop design for utility undergrounding to the 30% design level. Once 30% design is complete, staff will provide more accurate cost data for undergrounding and more refined data for how undergrounding may impact construction phasing and other project elements. Staff will provide more information about utility undergrounding at a later date. The February 1, 2021 staff report can be viewed at the following link: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2021/staffreport020121-8a.pdf>.

DISCUSSION

The need for this amendment to the City's agreement with Perteet, Inc. has been generated by project delay and unforeseen project delivery impacts due to the COVID-19 pandemic. The City's professional services contact with Perteet included an assumed 14-month duration for developing 30% design documents and the associated environmental, right-of-way, and public outreach tasks. An extension from 14-months to 30-months was required due to City staffing changes and the availability of project management resources. During the second half of 2019, progress on the project was slowed; however, Perteet was still required to provide project management services for the extended duration.

In the first quarter of 2020, rapid progress was made for preparation to kick off the second phase of public outreach. Shortly after the outreach efforts were set in motion, the COVID-19 pandemic came into full view and it became clear that public outreach could not be executed as planned, as in-person meetings could not be safely conducted. As a result, public outreach was placed on a temporary hold as the Governor's Stay Home Stay Safe order was enacted and staff determined how to bring the project outreach approach into alignment with City and State requirements.

Staff decided to move forward with Phase 2 Public Outreach by transitioning all in-person events to virtual meetings. To facilitate the transition, the consultant team was required to abandon much of the preparation that had been executed for in-person public outreach. The consultant team updated charters and planning documents with the new virtual project approach for outreach. Additional meetings, meeting scheduling, and coordination was added to the scope of services to verify that all stakeholders would be adequately addressed.

Additional scope is required to provide the 30% design of utility undergrounding. Per SMC Section 13.20.050, utilities may remain overhead unless Council designates them for undergrounding. This code applies to capital improvement projects that meet the impacts, size, and scope of the 175th Street Stone to I-5 Project. Council has provided direction to proceed to 30% design of utility undergrounding. Once 30% design is achieved, staff will seek additional guidance from Council to determine if undergrounding should be included in the final project scope.

COUNCIL GOAL(S) ADDRESSED

This project supports Council Goal 2: "Improve Shoreline's infrastructure to continue the delivery of highly-valued public service," and Council Goal 3: "Continue preparation for regional mass transit in Shoreline."

RESOURCE/FINANCIAL IMPACT

The 2021-2026 Capital Improvement Program includes the summary of funding for the project:

EXPENDITURES

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TOTAL **\$43,307,493.00**

The project design phase is fully funded by a federal Surface Transportation Program (STP) grant and the City's transportation impact fee (TIF) revenue. The STP grant provides 86.5% of the total cost, with TIF funding providing the required 13.5% match to STP funds. This amendment fits within the project budget for the design phase. Right-of-way costs are expected to be funded with TIF funds as well, while the construction phase is unfunded. TIF funds are also available to provide match for grants.

RECOMMENDATION

Staff recommends that Council authorize the City Manager to execute Amendment No. 1 to Perteet, Inc's professional services contract in the amount of \$314,007 for a total contract amount of \$1,797,831 for engineering design, right-of-way and environmental permitting services for 30% design development of the 175th Street (Stone to I-5) Project.

ATTACHMENTS

Attachment A – Supplement #1 Scope of Services
Attachment B – Project Vicinity Map

EXHIBIT A

Supplement #1 Scope of Services

175th Street – Stone Avenue to I-5 Improvement Project

March 2021

City of Shoreline



2707 COLBY AVENUE, SUITE 900

EVERETT, WA 98201

800.615.9900 | 425.252.7700

EXHIBIT A

Supplement #1 – Scope of Services
175th Street – Stone Avenue to I-5 Improvement Project
City of Shoreline

INTRODUCTION

Under the City of Shoreline’s 175th Street – Stone Avenue to I-5 Improvement Project, the City has requested the Consultant provide extra services which were not provided in the original Consultant’s Agreement. The need for extra services has been identified as the project design is progressing and in response to City-requested schedule changes and unforeseen impacts brought on by the COVID-19 pandemic. In 2020, the initial project schedule of fourteen (14) months for all three phases was extended to thirty (30) months. The COVID-19 pandemic requires additional coordination with the City to determine new approaches to community engagement during Phase 2, as well as the additional expenditure of Consultant budget through the coordination of and participation in out of scope activities. As result, the Consultant requires additional effort to complete the Scope of Services up to the preferred preliminary design concept milestone.

Extra services include additional coordination with the City, community engagement and outreach materials, property owner meetings, preliminary alternative cost estimates, Council assistance, additional franchise utility design and coordination, and additional deliverables for developing the concept alternatives.

Consultant’s services will be limited to those expressly set forth herein. If the service is not specifically identified herein, it is expressly excluded. Consultant will have no other obligations, duties, or responsibilities associated with the project except as expressly provided in this Agreement.

Transferring Budget within Contract Maximum: The level of effort is specified in the scope of services. The budget may be transferred between discipline tasks at the discretion of the Consultant, provided that the total contracted amount is not exceeded. The Consultant will have the flexibility to manage budget within a given discipline on a subtask level.

GENERAL SCOPE OF SERVICES

The overall purpose of this Scope of Services is to have the Consultant provide for the extra services requested by the City. The following major tasks will be included and supplemented to the original Scope of Services and completed by the Consultant:

(The task numbers below correspond to the original Scope of Services.)

Task 1 – Project Management

Task 2 – Community Engagement

Task 4 – Geotechnical Investigations (HWA)

Task 5 – Conceptual Design and Alternatives

Task 10 – Franchise Utility Design and Coordination

Task 11 – Right-of-Way Plans and Preliminary Costs

The extra services are identified in the detailed Scope of Services below.

SCOPE OF SERVICES DEFINED

Task 1 – Project Management

Due to the time extension of the original Agreement, extended by fourteen (14) months, the Consultant will provide additional project management services related to this project.

Additional project management services include:

1.1 Coordination with City of Shoreline

Consultant will continue to coordinate with the City of Shoreline on a regular to basis to keep the City's project manager informed about project status of the additional services. Regular communication with the City will occur on a weekly basis, including meeting agendas and meeting minutes via OneNote.

The Consultant will attend up to thirty-two (32) one-hour online meetings in addition to the original eighteen (18) project status meetings. These meetings held under this work element will include the following participation by the Consultant team:

- Up to thirty-two (32) meetings attended by the Consultants with up to three (3) staff from the Consultant team.
- Subconsultant attendance at meetings related to design work will be included under those individual design tasks.

1.2 Project Schedule, Budget, and Team Management

The Consultant will update the project schedule, up to five (5) additional times, depending on the direction of the project. Under this Task, the Consultant will continue to manage the Consultant budgets, monitor staff and subconsultant, manage change and prepare amendments, and monitor work progress under this subtask.

1.3 Progress Reports, Invoices, Underutilized Disadvantaged Business Enterprise (UDBE) Reporting

The Consultant will prepare additional monthly progress reports for the extension of time.

Deliverables:

- Project Schedule (Microsoft Project format) and up to five (5) additional for total of (7) seven updates
- Project Meeting Agendas and notes/action items for up to thirty-two (32) additional meetings
- Sixteen (16) Additional Monthly Invoices and Progress Reports
- UDBE Status Report

Task 2 – Community Engagement

The need for extra services has been identified as the project design is progressing and in response to City-requested schedule changes and unforeseen impacts brought on by the COVID-19 pandemic. The ensuing Scope of Services for community engagement accounts reflects the change in direction to adhere to current CDC and Health Department guidelines for COVID-19 for the second and third phases of outreach.

2.1 Communications Plan

The communications plan developed under the original Scope of Services and associated detailed public engagement schedule will be modified to address schedule changes and to highlight how the City's approach to outreach changed due to the COVID-19 pandemic. This task also includes ten (10) meetings with the City and the Consultant team to adjust the public engagement approach for Phase 2.

The Phase 2 public engagement schedule revisions include:

- Summer of 2019 the priority of the project was downgraded as City staff and Council were occupied with other priorities and a new schedule was developed to restart the project in October 2019.
- In October 2019, the team kicked off Phase 2 of public outreach and working towards a community workshop planned for February 2020.
- In early November 2019, City project manager Don Ranger resigned. Bob Earl took over until a new project manager could be identified. As result of the added staffing demands, the community workshop planned for February 2020 was further delayed.
- In late January 2020, Leif Johansen took over as project manager for this project and the team began working towards the Phase 2 community meeting anticipated in Spring 2020.
- In February and March of 2020, the team transitioned the in-person public engagement planned for Spring 2020 to be held virtually in the summer of 2020.

2.2 Stakeholder Interviews and Briefings

The Consultant will support City staff to follow-up with stakeholders contacted during Phases 1 and 2 via email to share project updates and document any stakeholder feedback, concerns, or questions.

2.3 Property Owner and Tenant Outreach

The Consultant will support City staff to proactively follow-up with adjacent and impacted property owners and tenants. The purpose of this is to follow-up from earlier property owner and tenant outreach to provide an overview of the design concept and provide information about the timeline for decisions regarding property acquisition process and potential construction timeline.

Additional property owner and tenant outreach Consultant activities include:

Phase 1 – During Phase 1, the Consultant will develop a survey (online and hard-copy formats) for property owners to complete at the property owner and tenant drop-in session.

Phase 2 – During Phase 2 property owner outreach, the Consultant will support the City by developing and sending two (2) mailings to all impacted property and owners requesting meetings to discuss the project's

impacts, as well as one (1) mailing to non-impacted property owners. These were originally scheduled to be in-person meetings; however, due to the COVID-19 pandemic these meetings will take place virtually, which requires additional coordination and planning with the City. The Consultant will sort and organize property owner and tenant data to ensure mailings arrive at the correct addresses. The Consultant will also conduct two rounds of follow-up phone calls to non-responsive property owners to schedule meetings. The Consultant will lead scheduling of property owner meetings utilizing the Acuity Scheduling website and establish internal systems to coordinate directly with property owners, City staff, and other Consultant staff to schedule meetings. The Consultant will review and organize materials prior to meetings, attend all meetings, and prepare detailed meeting notes.

Phase 3 – The Consultant will develop and support the City to send one (1) mailing to all impacted property owners and one (1) email to property owners the City met with during Phase 2 to let them know about the preferred alternative. If property owners request a meeting or discuss the design or property acquisition process, the Consultant will support the City with coordinating, tracking, and attending meetings.

Prior to sending a mailing or email, the Consultant will search records in the King County Parcel Viewer to determine if any of the impacted properties have changed owners since Phase 2 engagement. If a property has a new owner, the Consultant will contact the owner(s) to offer an individual briefing to provide an overview of the project, explain the impacts to the property, and provide details on the timing and process for property acquisition.

2.4 Public Events

Public events provide an opportunity for the broader community to meet in-person with project staff and offer meaningful input at key decisions points as a part of the preliminary design phase.

Additional Consultant public events activities include:

- **Online Public Event #2, July 2020 (Design Concepts and Evaluation) Webinar:** The second public event was to be an open house format to share potential corridor design concepts and how they were evaluated. Prior to the onset of COVID-19, the Consultant began coordination for an in-person open house but shifted to planning the event as an online webinar.
- **Online Public Event #3, April 2021 (Preferred Design Concept) Webinar:** The third and final public event will be a public webinar rather than an in-person public meeting to share the preferred preliminary design for the corridor.

The Consultant will support the City to develop an online webinar, where design team members will give a presentation on the preferred concept followed by a facilitated question and answer period where participants can ask questions and provide feedback on the design concept.

The Consultant will develop a meeting plan, materials, and agendas for each public meeting. The Consultant will also set up, staff, and facilitate all public meetings. Support will also include scheduling, leading meeting logistics, determining room layout, providing event equipment and supplies, and documenting input received.

2.5 Outreach Materials

Additional Consultant outreach materials activities include:

Phase 1 – During Phase 1, the Consultant will develop an additional flyer for survey contractors during field work in the event community members have questions about their work or the project. The Consultant will also develop additional project notifications via the City's Currents, *Alert Shoreline*, and social media content.

Phase 2 – The Consultant will develop additional project notifications via the City's Currents, *Alert Shoreline*, and social media content. The Consultant will also develop a postcard notification, which includes text, graphics, and mail house coordination.

Phase 3 – The Consultant will develop content and provide graphic design support for **project materials and notifications**. The Consultant will also develop content for the City to post on the project webpage. Notifications will include the development of roadway signs, City's Currents, *Alert Shoreline*, social media posts, and project postcard mailers. Material content can also be provided to local organizations and media sources, neighborhood associations, and key stakeholders to use in their own independent avenues for communicating with the community.

The Consultant will also support updating materials (project fact sheet, FAQs document) and notifications (City webpage, City's Currents, *Alert Shoreline*, and social media posts) once public input has been received on the preferred design concept. The Consultant will also support the development of a poster or fact sheet box that will be displayed prominently in the project area to share the latest project information once the preferred design is submitted to Council.

The Consultant will also support the City to proactively **translate materials** into languages spoken at home for populations who are limited-English speaking in the project area.

Assumptions:

- Fourteen (14) additional months of outreach support.
- Phase 3 stakeholder outreach will be provided via email update offering briefings only if requested. If briefings are requested, they will occur via phone or online video conference. One (1) outreach staff will attend each of the stakeholder interviews and/or briefings along with a City representative and a technical team member.

Deliverables:

- Develop form/survey for property owners to fill out during Phase 1 Property Owner/Tenant drop-in session
- Detailed Phase 2 public engagement schedule including material development and review deadlines, preparation meetings, and outreach publications
 - Seven (7) drafts and one (1) final
 - Weekly status updates for current review priorities and upcoming review priorities
- Develop Phase 2 property meeting briefing packet and meeting note template
- Scheduling meeting agenda and attendance/facilitation for two (2) meetings to prepare for Phase 2 and Phase 3 property owner meetings

- Scheduling, meeting agenda, and attendance/facilitation (two [2] staff and one [1] facilitator) for twenty-two (22) property owner meetings during Phase 2
- Scheduling, meeting agenda, and attendance/facilitation (two [2] staff and one [1] facilitator) for up to three (3) property owner meetings during Phase 3
- Phase 3 follow-up emails to property owners
 - One (1) draft and one (1) final email
- Update adjacent property owner spreadsheet with a review of the King County Parcel Viewer to see if the twenty-nine (29) impacted parcels have changed owners due to additional time added to the public engagement phase of the project
- One (1) draft and one (1) final summary for Phase 2 property owner meetings to be included in final Outreach Summary Report
- One (1) draft and one (1) final summary for Phase 3 property owner meetings to be included in final Outreach Summary Report
- Coordination of and staff support and/or facilitation (two [2] staff and one [1] facilitator) for two (2) public webinars
 - Two (2) webinar plans
 - Two (2) public webinar agendas
 - Two (2) facilitation guide/annotated agendas
 - Four (4) team preparation meetings
- Increased coordination and additional rounds of reviewing materials due to adjustment for COVID-19 impacts for two (2) online open houses, two (2) surveys, and related comment exports and analytics.
- Materials and notifications (one [1] draft and one [1] final of each)
 - Fact sheet (initial and three [3] updates) and increased coordination and rounds of review to adjust for COVID-19 impacts
 - FAQ (initial and three [3] updates) and increased coordination and rounds of review to adjust for COVID-19 impacts
 - *Currents* content and coordination during Phase 1 and 2 and 3
 - *Alert Shoreline* during Phase 1 and 2 and 3
 - Social media during Phase 1 and 2 and 3
 - Develop a form/survey for property owners to fill out during Phase 1
 - Individual property owner exhibits illustrating Concept A and Concept B for 30 properties along the 175th corridor – draft and final

Deliverables that were included in the original contract that were eliminated:

- Materials and notifications (one [1] draft and one [1] final of each)
- Display boards (ten [10] per public meeting, or up to twenty [20] total)
- One (1) traveling display, including placement at local gathering places
- Coordination and staff support (two [2] staff and one [1] facilitator) for up to four (4) property owner and tenant drop-in sessions (i.e., to provide alternative times/days of the week over two [2] rounds of drop-in sessions)

- One (1) mailing list for both the physical and taxpayer address for adjacent parcels and three (3) property owner and tenant letters
- Three (3) property owner drop-in session plans
- Three (3) drafts and three (3) property owner and tenant drop-in session summaries
- Interpreter coordination for six (6) drop-in sessions
- Scheduling of two (2) rounds of twelve (12), or twenty-four (24) total follow-up briefings
 - One (1) draft and one (1) final set of stakeholder interview questions
 - Two (2) stakeholder interview/briefing packets
 - Attendance at twenty-four (24) follow-up briefings
 - Two (2) drafts and two (2) final follow-up stakeholder briefings summaries

Task 4 – Geotechnical Investigations (HWA)

4.2 Phase 1 and 2 Geotechnical Explorations

The original scope and budget assumed that most borings would be drilled outside of the travel lanes along 175th (behind sidewalks) and during the daytime hours. City comments on the exploration plan combined with the location of subsurface utilities requires HWA to shift eleven (11) of the fourteen (14) borings into the roadway and requires at least one (1) of the drilling days to shift to night drilling. Additionally, due to subsurface utility locations near two of the critical borings requires the use of a vactor truck to safely drill at those two locations.

HWA has cut costs in other areas to address the budget overruns with the borings as described below.

- **Conduct Pavement Coring:** HWA will core the pavement at eight (8) locations along the project alignment. Two pavement cores were eliminated from the original scope to reduce costs due to redundancy with borings within the roadway.

Task 5 – Conceptual Design and Alternatives

5.2 Concept Alternatives Development

Based on the information gathered regarding existing condition and future development in addition to feedback from the first series of stakeholder meetings and open house, the Consultant will develop additional cross-section solutions, alignment solutions and horizontal alignment solutions to blend the various alternatives developed. It is assumed that there will be minor modifications to each of these solutions after each set of meetings.

In support of the concept development, the following tasks will also be performed:

- Planning Level Opinion of Costs include items related to:
 - Site Preparation and Earthwork
 - Roadside Development
 - Motorized and Non-Motorized Facilities
 - Stormwater Design:
 - Storm sewer catch basin types, pipe size, and lengths
 - Structure excavation Class B including haul
 - Stormwater Treatment

- Structures
 - Remove and replace cantilever sidewalk along Ronald Bog
 - Retaining Walls, including costs for excavation, backfills, etc.
- Traffic:
 - Remove existing signal systems
 - Modified signal systems
 - Revisions to existing ITS systems
 - Roundabout pedestrian signal systems
- Costs associated with Right-of-Way Planning Level Opinion of Costs are included in Task 11.5
- City Council Concept Approval Assistance

Assumptions:

- Preliminary level opinion of costs will be for the purposes of comparing alternatives only. Pertee's standard planning level opinion of cost format will be used and the opinion of costs may be provided as a range if appropriate.

Deliverables:

- Planning Level Opinion of Costs for the following concepts:
 - Roundabout Alternative at Meridian Avenue
 - Modified Signal Alternative at Meridian Avenue
 - Concept A
 - Concept B
- Ten (10) Concept Roll Plots, including cross-sections for design workshops and City review
- Materials for City Council Approval
 - Strip map of Preferred Concept
 - Project Narrative

Task 10 – Franchise Utility Design and Coordination

10.2 Relocation Coordination, Design, PS&E

The overhead utilities on the north side of 175th Street, from Shoreline City Hall east to Stone Way will need to be considered for relocation as part of this project. Per City Council's direction, the Consultant will complete a 30% design and opinion of cost for undergrounding these overhead utilities in an underground Joint Utility Trench (JUT). In addition to the overhead utilities, it is anticipated that other underground utilities in the corridor will need to be relocated due to project design conflicts and it is assumed that these other utilities will choose to be included in the JUT. The Consultant will coordinate with Seattle City Light (SCL) and the other respective utility franchises (telephone, cable, etc.) on location, placement and requirements within the JUT and associated design details, including number and size of conduits, width, and depth.

10.2.1 Franchise Utility Design Coordination

The Consultant will coordinate with the franchise utilities in the corridor to determine the underground JUT needs via virtual meetings, emails, and phone calls. The Consultant will coordinate with the utilities to determine locations, design and installation requirements, and to discuss other relocation needs. Topics at these meetings to be covered include anticipated project impacts and schedule, any planned future utility infrastructure, potential conflicts (based on 30%) and the franchise utility anticipated resolution, and preliminary timeframes required for any anticipated utility relocations.

This includes additional coordination required for undergrounding by email and telephone regarding design questions, and coordination of items during the 30% design process. The Consultant will set up meeting times and locations, prepare meeting agendas, and prepare meeting minutes.

The utility franchises shall be responsible for identifying their existing infrastructure prior to design. If franchise utility plans conflict with existing basemap information, the Consultant will update with whatever information is deemed to be more accurate based on coordination with the franchise. The Consultant will not perform any additional field work or survey to rectify any conflicts between the basemap and franchise utility plans. Additional field work or survey could be added via a contract supplement.

Assumptions:

- Franchise utilities will provide a record drawing to the Consultant
- Franchise utilities will provide pole, vault, hand hole/junction box specifications for inclusion into the project documents.
- Design coordination with franchise utilities is for conduit space in the JUT and for location of vaults and junction boxes/hand holes. Actual franchise utility relocation will be done by the franchise utility.
- The Consultant will attend up to five (5) virtual meetings and will be attended by up to two (2) Consultant staff members per meeting, for design coordination.

Deliverables:

- Meeting Agenda for coordination meetings, submitted via e-mail
- Meeting Minutes from coordination meetings, submitted via e-mail in PDF format

10.4 Underground Utility Design (30% PS&E)

This element of the work includes additional efforts to design and coordinate the preliminary undergrounding of existing overhead utilities with utility stakeholders, including Seattle City Light. Overhead power is assumed to be limited to distribution lines only. Overhead transmission line poles (if any) will be relocated and remain above ground.

Design at 30% will be limited to planimetric layout and vault locations on roll plots at 1-inch = 40-foot scale for undergrounding of utilities. Profiles and relocation details will be prepared in the future final design phase. It is assumed that SCL will provide guidance on the design for undergrounding of their facilities, including general vault locations. The Consultant will coordinate directly with the remaining franchise utilities (other than SCL) in the corridor to determine remaining utility undergrounding needs, including number and size of conduit, space within the JUT, vault and junction box/hand hole locations. If other utilities need to be relocated due to conflicts by

the proposed design, the Consultant will coordinate with those utilities to determine potential locations and design requirements, and to discuss other relocation needs.

The preparation of exhibit plans showing horizontal utility conflicts, JUT plans, profiles, typical sections and details are not included in this scope of services. In addition, if franchise utilities request other relocations or new services that cannot be included in the JUT, inclusion of the facilities in the 30% design may be accommodated as an additional service by the Consultant and as a supplement to this Agreement.

A preliminary opinion of cost, based on coordination with each utility franchise, will be prepared for this anticipated relocation with a 30% contingency. This 30% level design and opinion of cost will be submitted to the City and utility franchises for review. Up to two (2) refinements of this plan and cost will be based on comments from the franchise utilities to be used in the future final design phase. It is assumed that SCL will be the lead franchise for development of the JUT. This subtask includes coordination by email and telephone regarding design questions and coordination of items during the 30% design process.

Assumptions:

- Opinion of Construction costs will be shown on a separate bid schedule for the JUT
- Utility potholing is not included in this contract.
- Preparation of plan sheets by the Consultant are for franchise utilities to be located in a JUT only. If franchise utilities request other relocations or new services that cannot be included in the JUT, inclusion of the facilities in the Consultant prepared plans, and contract documents, may be accommodated as an additional service by the Consultant and as a supplement to this Agreement.
- Based on the Preliminary Engineering (10%) design, the Consultant will prepare a Utility Space Plan illustrating potential locations for franchise utilities to relocate underground.

Deliverables:

- One (1) draft Utility Space Plan for City review and comment submitted via e-mail in PDF format.
- One (1) final Utility Space Plan submitted via e-mail in PDF format.
- 30% JUT plans (half-size – 11" x 17"), including details. This assumes up to eight (8) plan sheets at a scale of 1-inch = 40-feet, and two (2) detail sheets
- 30% Opinion of Cost in PDF format, including backup
- All deliverables identified will be included in the Consultant's PS&E submittals. The Consultant will provide PDF copies of deliverables to the franchise utilities

Task 11 – Right-of-Way Plans and Preliminary Costs (USF)

11.3 Property Owner Meetings

In addition to the individual property owner meetings, the right-of-way consultant will attend preparation meetings and participate in Community Engagement Phase 2 webinar.

Deliverables:

- Provide preparation assistance and participation in webinar

11.5 Preliminary Right-of-Way Acquisition Cost Estimate

In addition to the one (1) Preliminary Right-of-Way Acquisition Cost Estimate included in the original Scope of Services, the right-of-way consultant shall prepare two (2) Preliminary Right-of-Way Acquisition Cost Estimates for Concept A and Concept B as requested by the City.

Deliverables:

- Provide two (2) additional Preliminary Right-of-Way Acquisition Cost Estimates for alignment alternatives

ADDITIONAL (OPTIONAL) SERVICES

The Consultant may provide additional services as directed by the City which are not identified in this Scope of Services. Additional services shall not commence without written authorization and approval from the City and a supplement to the contract.

SERVICES NOT INCLUDED IN THIS SCOPE OF SERVICES

1. Preparation of PS&E Design beyond 30%.
2. Bid support.
3. Construction management services.

DESIGN CRITERIA

The design criteria shall remain the same at that established under the original Scope of Services.

Changes in any design standards or requirements after work has begun may result in extra services.

ITEMS TO BE FURNISHED BY THE CITY

The City will provide the following items and services to Consultant that will facilitate the preparation of the plans and studies within the limits of the project. Consultant is entitled to rely on the accuracy and completeness of the data furnished by others.

- Coordination/scheduling of meetings with City staff.
- Timely reviews of design submittals (assumed to be three [3] weeks each).

PROJECT DELIVERABLES




The documents, exhibits, or other presentations for the work covered by this Agreement (“Documents”) shall be furnished by the Consultant to the City upon completion of the various phases of the work. Whether the Documents are submitted in electronic media or in tangible format, any use of the Documents on another project or on extensions of this project beyond the use for which they were intended, or any modification of the Documents, or conversion of the Documents to an alternate system or format shall be without liability legal exposure to the Consultant: City shall assume all risks associated with such use, modifications, or conversions. Consultant may remove from the electronic Documents delivered to City all references to Consultant’s involvement and will retain a tangible copy of the Documents delivered to City which shall govern the interpretation of the Documents and the information recorded. Electronic files are considered working files only –

Consultant is not required to maintain electronic files beyond 90 days after final project billing, and makes no warranty as to the viability of electronic files beyond 90 days from date of transmittal.













See deliverables under each task for those items the Consultant will provide.

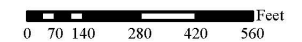
N 175th St Stone Ave N to I-5

Map Feature

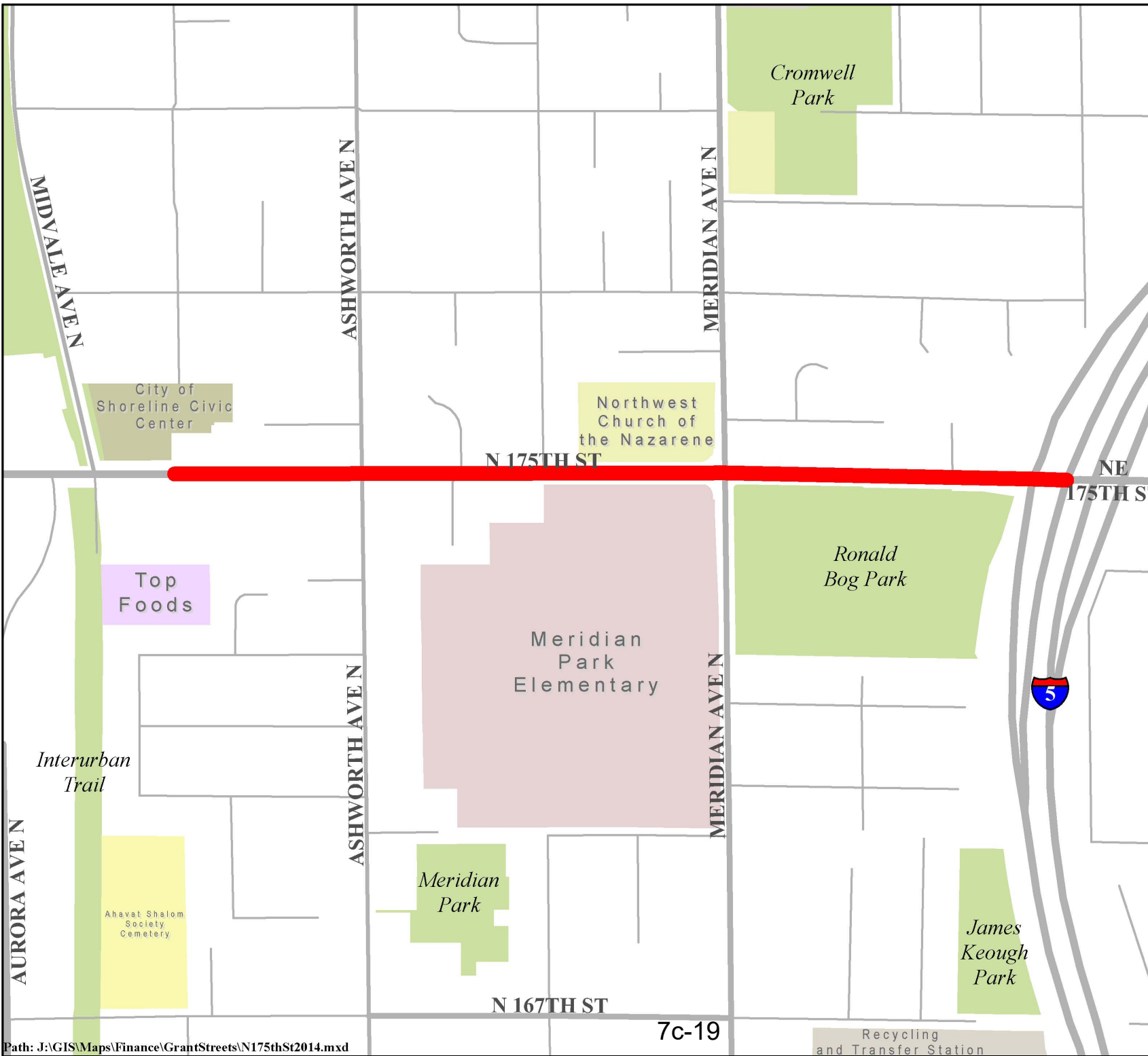
-  N 175th St Project
-  Other City Park
-  City of Shoreline Park

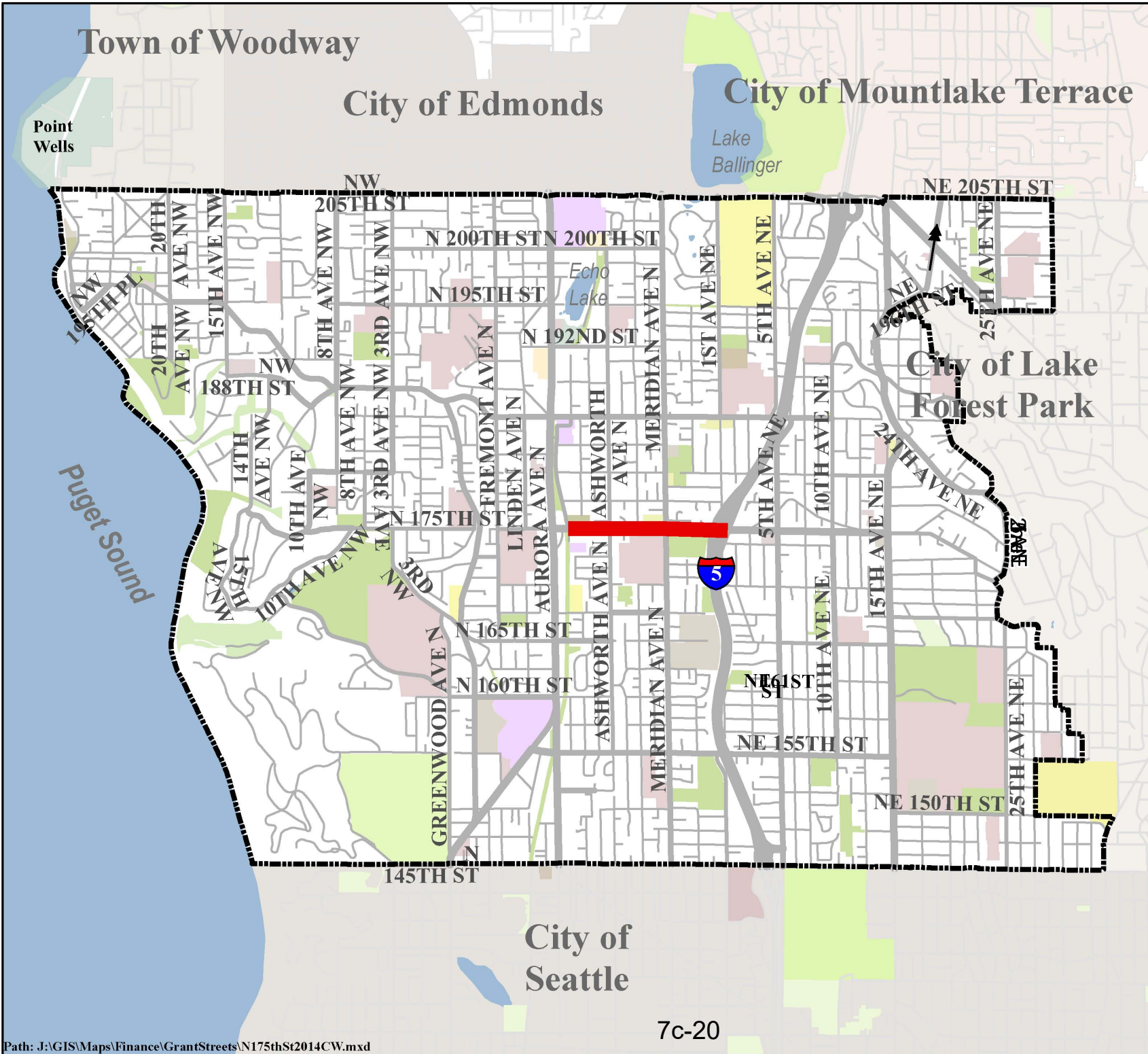
Landmark

-  Cemetery
-  Commercial
-  Facility
-  Golf Course
-  Government
-  Library
-  Open Space
-  Other
-  Recreation
-  Religious
-  School
-  Transportation



User: jclark
Date: 3/11/2014





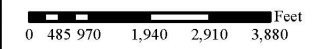
N 175th St Stone Ave N to I-5

Map Feature

- N175th St Project
- Other City Park
- City of Shoreline Park

Landmark

- Cemetery
- Commercial
- Facility
- Golf Course
- Government
- Library
- Open Space
- Other
- Recreation
- Religious
- School
- Transportation



User: jclark
Date: 3/11/2014

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Public Hearing and Discussion of the 2022-2027 Transportation Improvement Plan (TIP)		
DEPARTMENT:	Public Works		
PRESENTED BY:	Nytasha Walters, Transportation Services Manager		
ACTION:	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input type="checkbox"/> Motion
	<input checked="" type="checkbox"/> Discussion	<input checked="" type="checkbox"/> Public Hearing	

PROBLEM/ISSUE STATEMENT:

In accordance with RCW 35.77.010, cities in Washington State are required to prepare and adopt a comprehensive six-year Transportation Improvement Plan (TIP). The six-year TIP should include transportation projects, such as road and bridge improvements, as well as new or enhanced bicycle and pedestrian facilities. Through development of the TIP, the City prioritizes these funded and unfunded transportation projects 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. The TIP includes descriptions, costs, funding options, and a status for each project.

Tonight, the City will hold a public hearing to receive public feedback on the proposed updates to the TIP followed by a discussion by the Council. The TIP is currently scheduled to be brought back to Council on May 3, 2021 for potential action.

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 Capital Improvement Plan (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.

RECOMMENDATION

No action is required tonight; staff recommends that Council hold the Public Hearing and discuss the proposed 2022-2027 TIP. Staff is requesting direction from Council regarding the policy topics outlined in this staff report as well as any revisions to the 2022-2027 TIP, including items that should be added or removed. Council is scheduled for potential action on the 2022-2027 TIP on May 3, 2021.

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

BACKGROUND

In accordance with RCW 35.77.010, cities in Washington State are required to prepare and adopt a comprehensive six-year Transportation Improvement Plan (TIP). The City's six-year TIP must be consistent with its comprehensive plan transportation element. 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, such as the 145th Street corridor improvements. It also includes some on-going programs, such as the Traffic Safety Improvements Program, and more recently, New Sidewalk Construction with Sales and Use Tax funding that will be used to construct 12 identified new sidewalk projects, two of which are currently under design.

Through development of the TIP, the City prioritizes funded and unfunded transportation needs within the upcoming six-year period utilizing information such as the City's Transportation Master Plan (TMP), the City's Annual Traffic Report, 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 City's TIP is also used to secure state and federal funding for transportation projects as part of the Statewide Transportation Improvement Plan (STIP).

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

Tonight, Council is scheduled to hold a Public Hearing to receive comments and discuss the draft 2022-2027 TIP. Potential action on the TIP is currently scheduled for May 3, 2021. RCW 35.77.010 requires that the City hold at least one public hearing on the TIP and that the City 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 June.

DISCUSSION

The draft 2022-2027 TIP (Attachment A) utilizes last year's TIP (2021-2026 TIP) as its foundation. Projects and programs in the draft 2022-2027 TIP mainly include high priority projects identified in the 2011 Transportation Master Plan (TMP) for safety and operations, access, and mobility improvements for all modes of transportation.

Projects in the TIP are sorted into three categories: Programs & Plans, Projects (Fully or Partially Funded), and Projects (Unfunded). Generally, funded or partially funded projects are those included in the City's 2021-2026 CIP. Unfunded projects shown in this 2022-2027 TIP are limited to those that have a chance of progressing in this six-year period and may include need of pre-design analysis, addressing high collision area, work with other stakeholders, or be a possible funding candidate. The Programs

are generally considered underfunded, as additional work could always be completed through these programs with supplemental funding.

A project sheet for each project or program in the TIP has been developed and includes the following (see Attachment A for a more detailed description):

- Scope/Narrative;
- Funding;
- Funding Outlook;
- Project Status; and
- Purpose/Goals Achieved.

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 total project cost and any previous expenditures are identified with discussion in the Funding Outlook section. 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 (TIFs) 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 in outer years. The more specific costs for earlier projects help ensure that once the City receives a grant, the project is adequately funded.

The TIP contains a summary matrix showing total costs for all projects. A map showing the location of each project is also included.

Very few projects are completely funded in the next six years and many are unfunded. Several of the partially funded projects are segments of large, corridor-wide improvement projects that will require a considerable amount of grant funding to complete.

Initiative 976 (I-976) Ruled Unconstitutional - Impact to VLF Funded Programs

Two of the City's programs, the Sidewalk Rehabilitation Program (Repair & Maintenance), and the Annual Road Surface Maintenance Program were discussed in the prior TIP as being affected by I-976 (passed in November 2019) which had removed the ability of governments to impose Vehicle License Fees (VLF) for transportation purposes. The City had two VLFs imposed, a \$20 VLF for pavement maintenance and a second \$20 VLF for sidewalk rehabilitation.

On October 15, 2020, the Washington State Supreme Court ruled I-976 unconstitutional. There had been a King County Superior Court injunction order that prohibited the Department of Licensing from implementing I-976 that remained in effect until the Supreme Court issued a ruling. Those fees are now available, and the State will continue to collect vehicle taxes and fees as required by state law.

With this ruling, the City Council will not need to explore new revenue streams and adjust existing programs to backfill what may have been lost VLF revenue. Both the Sidewalk Rehabilitation Program (No. 2 in the TIP) and the Annual Road Surface Program (No. 4 in the TIP) have this funding reinstated.

Sales and Use Tax

In November 2018, a new funding source was secured for the construction of new sidewalk when voters approved a Sales and Use Tax. More information can be found under the Sidewalk Plan (No. 2 in the TIP). This revenue will fund a minimum of 12 identified sidewalk projects. Two of these 12 projects are currently under design.

Strategy for Completing Large Corridor Improvement Projects

The City has historically depended on securing grant funds to build its major transportation projects. Currently, there are a number of jurisdictions and transit agencies seeking grant funds for large transportation projects. The grant award process is extremely competitive and the amount of grant funds available has shrunk. Additionally, a cap on Surface Transportation Program (STP) grant funds per project application was established in 2018. Consequently, the probability of the City continuing to out-compete other jurisdictions and agencies and the probability of securing adequate grant funds from one source to complete a project is even more challenging today than it has been historically. This has been the case for several years now. City staff are actively following new opportunities that may come as a result of a new federal administration.

The City has several large projects that have received some federal funding and are now on the clock to deliver constructed projects. With limited opportunities, these will need to remain the priorities even though there are many other deserving projects.

Many grant sources require a city match – current match requirements typically range from 13.5% to 20% of a project phase. State Transportation Improvement Board (TIB) funding is often the last funding in, and those matches can be even higher. As described in the Grant Match section of this staff report, the current City policy is to set aside up to \$250,000 for grant matches every year. The City's major corridor projects total over approximately \$100 million to complete and are anticipated to require over \$15 million in City matching funds, with an average grant match requirement of over \$200,000 per application.

Given the number of projects the City would like to complete, the amount of grant match set aside by the City and the risk of not receiving sufficient grant awards to fund these projects in the desired time frame, the City is proposing to complete the most strategic projects, or segments of these projects, in the near term. Following is an overview of this approach on key projects.

- **145th Street Projects:** The City completed the 145th Street Multi-modal Corridor Study in 2016. This study developed a master vision, called the Preferred Design Concept, for the 145th Street corridor from State Route (SR) 522 to 3rd Avenue NE. Sound Transit will be constructing improvements to the corridor

from SR 522 to Interstate-5 (I-5) as part of its Sound Transit 3 Program. These improvements are planned to be completed by 2024.

The City will be seeking funds to complete improvements to the 145th Street corridor from the I-5 interchange to Aurora Avenue/the Interurban Trail through the next two decades. The segment on 145th Street from Aurora Avenue/ Interurban Trail to 3rd Avenue NE is currently unfunded in the TIP, as it is a significantly lower volume roadway and will not be supporting significant transit service.

The 145th Street Corridor Project from the I-5 to Aurora Avenue N

Given the highly competitive and limited availability of funding to complete the right-of-way (ROW) and Construction phases of the 145th Corridor project, the City is planning to purchase ROW and construct the corridor in segments or “Phases.” The three corridor segments are: the I-5 to Corliss; Corliss to Wallingford; and Wallingford to Aurora (including a segment to the Interurban Trail).

The City has received \$25 million in State Connecting Washington funds to support implementation of the 145th Multi-modal Corridor Study. The City is prioritizing improvements at the 145th Street and I-5 Interchange and for the 145th Street corridor from the I-5 to Wallingford Avenue N to support planned regional transit service and multi-modal access from the 145th Street light rail station area.

The project construction schedule will be phased in 3 parts:

- Phase 1: I-5 to Corliss (2020 to 2022 Design; 2021 to 2022 ROW; 2023 to 2024 Construction)
- Phase 2: Corliss to Wallingford (2020-2022 Design; 2025-2026 ROW; beyond 2027 Construction)
- Phase 3: Wallingford to Aurora (unknown schedule / TBD)

The City is striving to complete construction of the I-5 to Corliss segment of the project by 2024.

145th Street and I-5 Interchange

The City continues working with Sound Transit and WSDOT determining multi-modal improvements for the 145th Street Interchange. The 145th Street and 5th Avenue NE intersection at this interchange is also within the western terminus of Sound Transit’s BRT project and adjacent to the Sound Transit Shoreline South/148th Street Light Rail Station (Lynnwood Link Extension Project).

The City will complete 30% Design in the second quarter of 2021. If complete funding is secured by the end of 2021, advancement to final design, acquisition of ROW, and construction of the project is assumed to be completed prior to the Shoreline South/148th Street Light Rail Station opening.

- **175th Street Corridor Project:** The 175th Street project limits are from I-5 to Stone Avenue N. It is considered a high priority as it is a primary access route to I-5, serves multiple schools, and has relatively high levels of congestion and

substandard sidewalks adjacent to an area with high pedestrian volumes traveling to elementary schools, a church with sizeable park-and-ride lot, bus service, and a City park. The 175th Street project has been tentatively segmented into two phases for construction: from the I-5 interchange to Meridian; and from Meridian to Stone (just east of City Hall).

Because this project is needed to accommodate future growth, Transportation Impact Fees (TIF) can be used to serve as the City's match funding. The City plans to pursue additional grant funds for the corridor for ROW acquisition to supplement TIF funds.

- **N/NE 185th Street Corridor Improvements:** Following completion of a study for the 185th Street Corridor in October 2019, the City Council adopted a preferred option for mid-block cross-sections to develop a vision for this corridor. There is currently no funding for a specific capital project. This "project" remains in the 2022-2027 TIP as an Unfunded Project for now to help guide private development. A future opportunity may be a "growth" project identified in the TMP for improvements at the intersection of 185th Street and Meridian Avenue, which could be funded by TIF funds.
- **Trail Along the Rail:** This project will provide an approximately 2.5-mile multi-use trail that roughly parallels the Lynnwood Link Extension Light Rail guideway from the 148th Street Station through the 185th Street Station and to the 195th Street I-5 Pedestrian Overcrossing. Access to portions of the Trail Along the Rail will be built by Sound Transit and steps are being taken in working with Sound Transit to ensure that the ability to complete the Trail Along the Rail in a future year is not precluded. As part of light rail mitigation and permitting requirements, Sound Transit will be constructing approximately 20 blocks of non-contiguous trail.

Currently, the City is working on design of a retaining wall near Ridgecrest Park that must be graded and built prior to light rail completion. This is included in the Sound Transit Betterment Agreement. This is for the wall and grading only; this segment of the trail will be completed at a later date when funding can be secured.

- **148th Street Non-Motorized Bridge:** This pedestrian/bicycle bridge complements the financial investment in the area (light rail, transit, and 145th Street Corridor improvements). The bridge will span I-5 in the vicinity of 148th Street, connecting westside neighborhoods directly to the future Shoreline South/148th Street Light Rail Station. With a current total project cost estimate of \$31 million, the City has successfully obtained federal STP funding, funding from the King County property tax levy, and Sound Transit's System Access funds for design, ROW, and partial funding of the construction phase of the project. The City is planning to pursue additional federal funds including the STP funds, other state grants, and the state legislature to address the remaining funds required to complete the construction phase of the project.

New Projects Added to the TIP

One new project was added to the TIP - Project No 21, the Eastside Off-Corridor Bike Network. The Off-Corridor Bike Network was conceived during the 145th Street Multimodal Corridor Study. Providing an alternate network of slower paced streets that bicyclists would use instead of this busy state route was determined the best option for user safety and comfort. The section of the Off-Corridor Bike Network west of I-5 is being designed as part of the 145th Corridor Project.

When Sound Transit took on improvements for a Bus Rapid Transit (BRT) corridor east of I-5 on 145th Street (SR 523) and north on SR 522, their project did not include bicycle facilities on this corridor. To complete an Off-Corridor Bike Network for the entire 145th Street Corridor, the City would analyze this section east of I-5 with a pre-design study.

Projects That Have Been Reorganized or Removed from This Year's TIP

There is one project, the 195th Pedestrian and Bike Connector project, that is scheduled to reach substantial completion in 2021 and no longer appears in the TIP. This project constructs a shared-use path along NE 195th Street from 5th Avenue NE to the WSDOT Limited Access line east of 7th Avenue NE and utilizes a TIB Complete Streets grant.

The N/NE 185th Street Corridor Improvements was previously listed under Funded Projects while it was undergoing a pre-design study. Now that this has been completed, the project has moved to Unfunded Projects. Currently, there is no designated CIP funding for improvement to the corridor, but with private development occurring that needs to fit into this vision, it was deemed important to have this overall project remain in the TIP. An initial growth project may be initialized for the intersection of 185th and Meridian Avenue.

There are several Unfunded Projects that appeared in the prior 2021-2026 TIP that are not included in the 2022-2027 TIP. It was determined that the TIP should more accurately contain only those projects that the City would be completing or have a real chance of progressing in the identified six-year period. This means that the 2022-2027 TIP has fewer total programs/projects (21 total) than the prior 2021-2026 TIP (26 programs/projects). Removed projects include:

- The N 160th Street (Aurora to Dayton) Project has been removed as improvements will be mostly completed by development.
- The 145th Street (Aurora Avenue N to 3rd Avenue NW) Project has been removed as this project is so far out and accurate cost estimates are not available.
- The Fremont Avenue N (N 175th Street to N 185th Street) Project is already captured in the New Sidewalk Plan. It is not one of the 12 projects to be initially constructed (a parallel route on Linden Avenue scored higher and will be constructed first). The Fremont project will be added back as a separate project when it falls within the six-year period for funding.
- The NE Perkins Way Improvements (10th Avenue NE to 15th Avenue NE) Project is partially covered in the New Sidewalk Plan. There is no budget for this project in this six-year period. This project may be combined with a Surface Water Management project in the future. It will be added back as a separate project from New Sidewalk once funding is expected.

- The N 185th Street and Linden Avenue N Intersection Improvements Project had been added a while back due to collision history, but since it is no longer near the top of the collision list, it would not compete against other high collision areas for funding. Since there is no funding identified during this next six-year period, it is being removed from the TIP for now.

The following projects remain in this TIP even though they are unfunded:

- *3rd Avenue Woonerf*. Although most of this project would likely be constructed by redevelopment, keeping this as an unfunded project keeps it in the City's purview to understand how the 148th Street Bridge, the Trail Along the Rail, and 3rd Avenue NE Woonerf fit together. It may also help in grant pursuits for innovative projects within TOD.
- *15th Avenue NE (NE 175th Street to NE 205th Street)*. This project is listed as a high priority segment. It remains in the TIP and an initial step would be a study to identify the appropriate improvements for the roadway and develop cost estimates.
- *Ballinger Way - NE 205th Street to 19th Avenue NE Access Control Preliminary Design Project*. This is a high collision location and is competitive for future grants.

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 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. Currently \$100,000 is set aside annually for this fund.

The City uses its Real Estate Excise Tax (REET) to support the City's grant match program. At the end of 2020, staff anticipates having approximately \$356,000 (increasing to \$956,000 in 2026) reserved to use as a local grant match. The I-5 to Wallingford section of the 145th Street corridor, the 185th Street corridor, and the 148th Street Non-Motorized Bridge project will require a local match. Many of the City's smaller projects for safety improvements have been made possible by utilizing these matching funds.

The City currently has \$25 million in State Connecting Washington funds that are anticipated to partially fund the 145th Corridor from I-5 to Corliss and potentially a portion of the 145th interchange project.

There is not sufficient surplus or balance available to solely rely on REET as the grant match for all of these projects. Additional revenue will be needed for local match; there does not appear to be other capital projects or programs that could be significantly reduced. It is also worth a reminder that REET can be volatile based on the economic climate.

Staff recommends the Council continue setting aside revenue annually to utilize as match on these projects and identify additional funding sources to provide adequate

grant match for these projects so that the City continues to have the ability and flexibility to apply for and compete for outside funding to help with constructing our TMP projects.

COUNCIL GOAL(S) ADDRESSED

Adoption of the TIP supports Council Goal 2, “Continue to deliver highly-valued public services through management of the City’s infrastructure and stewardship of the natural environment.” By identifying and developing a plan for multi-modal transportation improvements, the City is working to preserve and enhance the infrastructure. Adoption of the TIP also addresses Council Goal 5: “Promote and enhance the City’s safe community and neighborhood programs and initiatives” by supporting the Traffic Safety Improvements program and most of the other programs and projects as many include a safety element.

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 Capital Improvement Plan (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.

RECOMMENDATION

No action is required tonight; staff recommends that Council hold the Public Hearing and discuss the proposed 2022-2027 TIP. Staff is requesting direction from Council regarding the policy topics outlined in this staff report as well as any revisions to the 2022-2027 TIP, including items that should be added or removed. Council is scheduled for potential adoption of the 2022-2027 TIP on May 3, 2021.

ATTACHMENTS

Attachment A: Draft 2022-2027 Transportation Improvement Plan

Attachment A

City of Shoreline 2022-2027 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 feasible 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 and the stage of a project (such as design, environmental review, or construction).
- **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 & Plans, Funded Projects (Fully or Partially), and Unfunded Projects. Projects that are underfunded or partially funded are included in the funded categories. Generally, funded projects are those included in the City's 2022-2027 Capital Improvement Plan. All of the funded Programs & Plans are considered underfunded, as additional work could be completed through these programs with supplemental funding.

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. 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 Level of Service (LOS) may be funded in part by Transportation Impact Fees (TIFs). 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 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 to comment on the plan. 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. 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 which was substantially completed in 2016, began the initial planning work in 1997. Large projects may be divided into several smaller projects in order to manage the project more effectively, comply with requirements of or secure

additional grant funding, 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. Title VI practices are included throughout the project. Project staff work to identify potential impacts to any specific group and reach out to the affected community for a diverse and inclusive partnership. 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.

Right-of-way (ROW) Acquisition - If it is determined that a project footprint will require additional ROW to be implemented, the project will include a ROW acquisition phase that is conducted concurrently with reaching Final Design. The City may need to purchase private property ranging from small strips to full acquisitions, permanent easements (such as for locating utilities), and temporary easements (to utilize a portion of a property during construction, etc.).

Final Design– 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. This phase culminates in the completion of contract-ready documents and the engineer's cost estimate.

The project design activity that follows planning development and concludes with final design is often referred to as "Plans, Specifications, and Estimates (PS&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.

6. Funding Challenges for 2022 and Beyond

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 streetlights 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 five Programs & Plans listed in the TIP do not include a total project cost as these are programs where either costs are ongoing (such as maintenance) or more can always be done if additional funding is found. Of the total cost for funded/partially funded projects, \$185 million, approximately \$84.7 million is still unfunded. The five unfunded projects included in this six-year TIP (not including the unfunded portions of partially funded projects) total an additional \$88.5 million.

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 and/or secure additional funding of a different source (i.e. federal funds cannot match federal funds, but state funding often can match federal funding). The granting agency may have additional restrictions. 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.

In November 2018, a new funding source was secured for the construction of new sidewalk when voters approved a Sales & Use Tax. More information can be found about the Sidewalk Plan under Programs & Plans No. 2 in this TIP.

In 2018, a \$20 increase in Vehicle License Fees (VLF) was adopted by City Council for sidewalk rehabilitation. Then shortly after funds started being collected, the program was defunded by the passing of Proposition I-976 and then was subsequently put on hold while being challenged in court. In October 2020, the Washington Supreme Court ruled the initiative unconstitutional and VLFs collected by the City are secure for now. Program 1, Sidewalk Rehabilitation Program (Repair and Maintenance), and Program 4, the City's Annual Road Surface Maintenance Program in part rely on this funding source which will now resume.

7. 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 two years of the CIP are adopted as part of the biennial budget, with any updates adopted annually.

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 transportation facilities for the movement of services and goods as well as all forms of personal travel including travel by foot, bicycle, wheelchair, transit, and automobile.

In 2020, the City began a multi-year process to update the current TMP (last updated in 2011) that will identify additional multi-modal transportation policies, programs, and projects. In concert with the TMP update, the City will be re-examining its traffic concurrency model which sets the relationship among the City's LOS standards for

general-purpose vehicles, the funding needs to accommodate estimated general-purpose traffic growth, and land use assumptions. Concurrency is balanced when growth is matched with needed transportation facilities. During the TMP update process, the City may consider shifting to a Multimodal LOS, as well as consider restructuring TIFs and associated growth projects to help fund the design and construction of additional roadway segments and intersections throughout the city.

The TMP update is a multi-year process with the final updated TMP scheduled to be completed by 2023. Because the types of changes and additions to City's transportation policies, projects, and programs will not be known until the completion of the TMP process, it is not possible to include them in the TIP at this time. Once the TMP update is finalized and new projects and/or programs are defined, they can be included in future TIPs.

C. State and Federal Requirements

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

Contact Information

For additional information, contact Nytasha Walters, Transportation Services Manager, (206) 801-2481 or nwalters@shorelinewa.gov.

The following is a list of projects included in the 2022-2027 TIP. A description of each project can be found in the following pages.

PROGRAMS & PLANS *(all programs are considered underfunded)*

1. Sidewalk Rehabilitation Program (Repair & Maintenance)
2. New Sidewalk Program (New Sidewalk Construction)
3. Traffic Safety Improvements
4. Road Surface Maintenance Program
5. Traffic Signal Rehabilitation Program

FUNDED PROJECTS *(noted if only partially funded)*

6. 145th Street (SR 523) Corridor Improvements, Aurora Ave N to I-5 *(partially)*
7. SR 523 (N/NE 145th Street) & I-5 Interchange Improvements
8. 148th Street Non-Motorized Bridge *(partially)*
9. Trail Along the Rail *(partially)*
10. Meridian Avenue N (N 155th Street to N 175th Street)
11. N/NE 175th Street Corridor Improvements (Stone Ave to I-5) *(partially)*
12. Midblock Crossing and Citywide Rectangular Rapid Flashing Beacons and Radar Speed Signs
13. Greenwood Ave N /Innis Arden/ N 160th St Intersection Improvements
14. Light Rail Access Improvements: 1st Ave NE, 145th to 155th
15. Light Rail Access Improvements: 5th Ave NE, 175th to 182nd
16. Ridgecrest Safe Routes to School

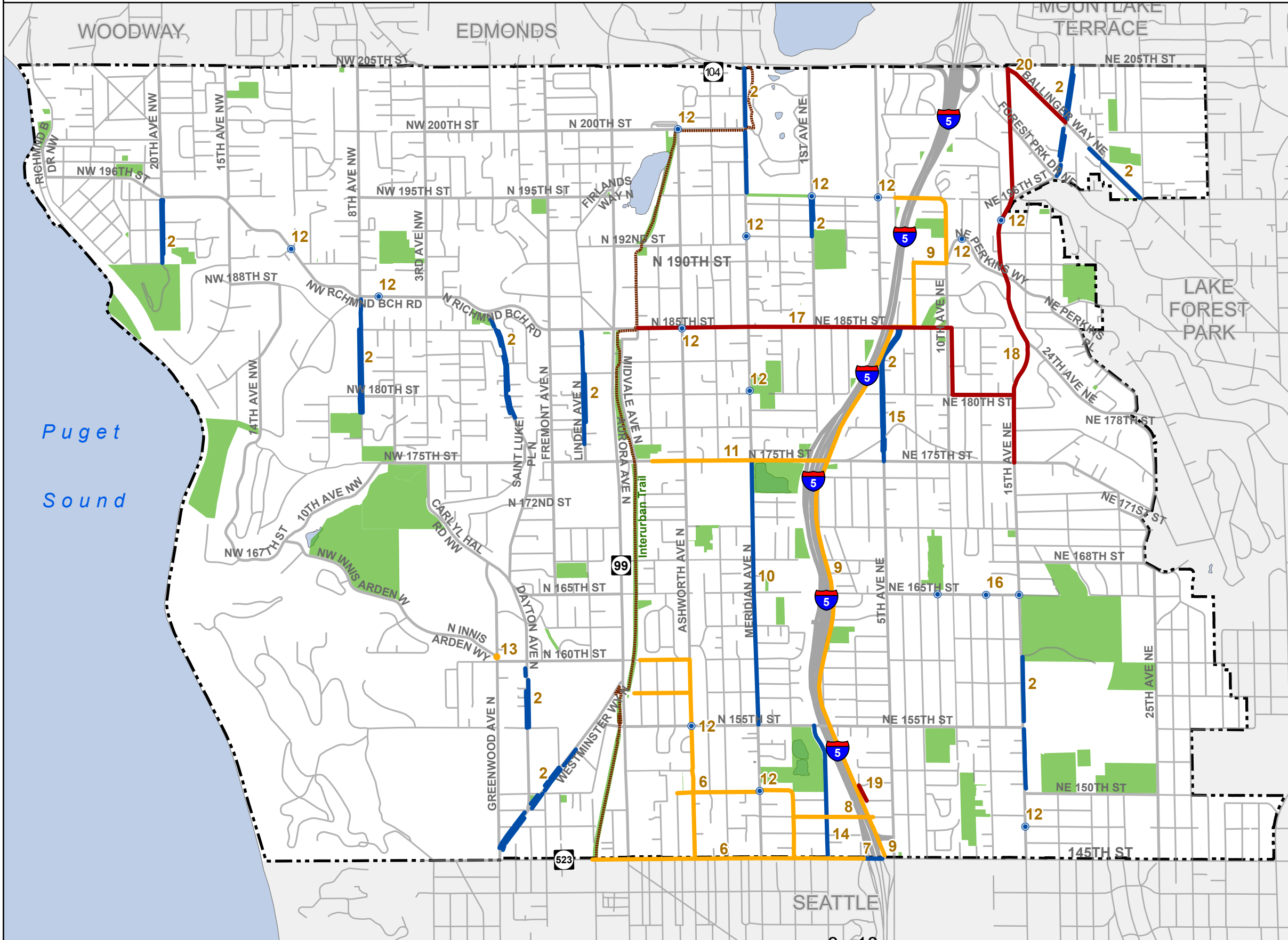
UNFUNDED PROJECTS

17. N/NE 185th Street Corridor Improvements
18. 15th Avenue NE (NE 175th Street to NE 205th Street)
19. 3rd Ave NE Woonerf
20. Ballinger Way - NE 205th St to 19th Ave NE Access Control Preliminary Design
21. Eastside Off-Corridor Bike Network

PROJECTS SCHEDULED FOR SUBSTANTIAL COMPLETION IN 2021

PROJECT NAME	PROJECT DESCRIPTION	COST	FUNDING SOURCES
195th Pedestrian and Bike Connector	Construction of a shared-use path along NE 195th Street from 5th Avenue NE to the WSDOT Limited Access line east of 7th Avenue NE.	\$500,000	The City secured a Transportation Improvement Board (TIB) Complete Streets grant. Grant funds will be spent in 2021.

Transportation Improvement Plan 2022 to 2027



Individual Project Locations

Fully or Partially Funded Citywide Programs

1. Sidewalk Rehabilitation Program (not mapped)
2. New Sidewalk Program - New Construction, 12 funded projects
3. Traffic Safety Improvements (not mapped)
4. Annual Road Surface Maintenance Program (not mapped)
5. Traffic Signal/ITS Improvements (not mapped)

Fully or Partially Funded Projects

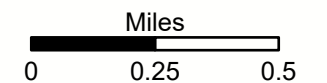
6. 145th St (SR 523) Corridor Improvements (Aurora to I-5)
7. 145th St/I-5 Interchange Improvements
8. 148th St N Non-motorized Bridge
9. Trail along the Rail
10. Meridian Ave N (N 155th St to N 175th St)
11. N/NE 175th St - Corridor Improvements
12. Midblock Crossing and Citywide Rectangular Rapid Flashing Beacons and Radar Speed Signs
13. Greenwood/Innis Arden/I60th Intersection Improvements
14. Light Rail Access Improvements: 1st Ave NE (145th to 155th)
15. Light Rail Access Improvements: 5th Ave NE (175th to 182nd)
16. Ridgcrest Safe Routes to School

Unfunded Projects

17. N/NE 185th St - Corridor Improvements
18. 15th Avenue NE (NE 175th Street to NE 205th Street)
19. 3rd Ave NE Woonerf
20. Ballinger Way (NE 205th St to 19th Ave NE)

Funding Status

- Funded
- Partially Funded
- Unfunded
- Interurban Trail
- Park



This map is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.

FUNDED PROGRAMS & PLANS
(FULLY OR PARTIALLY)

Project # and Name

1. Sidewalk Rehabilitation Program (Repair & Maintenance)

Scope / Narrative

Title II under the Americans with Disabilities Act (ADA) requires a public entity to perform a self-evaluation of its programs, activities, and services, along with all policies, practices, and procedures that govern their administration. Shoreline is also required to create and implement an ADA Transition Plan to make reasonable modifications to remove barriers - both physical and programmatic.

In 2017-2018, the City completed an assessment and inventory of all sidewalk facilities and developed a draft Transition Plan (www.shorelinewa.gov/home/showdocument?id=45538) focused on facilities in the right-of-way such as curb, ramps, and sidewalks. Prioritization and preliminary schedules were also included in the report. Under the Sidewalk Rehabilitation program, the City will be identifying those priority projects to be completed within the next 6 years and moving forward with those improvements, as funding allows.

First year: Sidewalks that can be ground to improve vertical discontinuity and coordination with existing projects. This approach was selected because larger projects require longer lead times for design.

Next 5 years: Focus on removing some of the worst barriers.

As the sum to complete all ADA upgrades and provide maintenance is very high, this will be an ongoing program. The City of Shoreline designed the first of these sidewalk improvements for N 200th Street between Ashworth and Meridian Avenues. The design repaired and replaced existing concrete sidewalks damaged by tree roots, cracking, or settlement.

Funding

FUNDING SOURCE	FUNDED						2022-2027 Total
	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	
Transortation Benefit Dist.	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 4,980,000
General Fund	\$ 76,300						\$ 76,300
PROJECT TOTAL 2022-2027	\$ 906,300	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 5,056,300

Continued on next page

Funding Outlook

Sidewalk, curb, and gutter repairs and maintenance had historically been funded through an annual transfer from the General Fund and was underfunded. In 2018, City Council approved a \$20 increase in Vehicle License Fees (VLF) to supplement funding for repair and maintenance. VLF was collected starting in March 2019.

In November 2019, voters passed State Initiative 976 (I-976) which would invalidate the City Council's 2018 VLF approval. In November 2020, the Washington Supreme Court invalidated I-976 and the program is now fully funded.

Based on the City's assessment and initial estimates, the cost to complete retrofits and remove all barriers in the right of way to meet ADA standards in the City is in excess of \$191 million (2018 dollars).

Project Status

Staff began developing the program implementation plan in late 2019 and will begin design for 2020 construction at mid-2020 with the initial funding collected prior to I-976. This program helps to implement **2020-2022 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

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. New Sidewalk Plan (New Sidewalk Construction)

Scope / Narrative

The City Council approved the 2018 Sidewalk Prioritization Plan on June 4, 2018 which created the groundwork for a ballot measure in the November 2018 general election. The ballot measure, Proposition 1, was approved by voters to fund new sidewalk construction. The New Sidewalk Program will be funded through the issuance of bonds supported by Transportation Benefit District 0.2% Sales Tax collected over a 20-year period. The ballot measure identified 12 specific projects to be completed under this program. These projects are listed below in no particular order:

1. 15th Ave NE (from NE 150th ST to NE 160th ST)
2. Meridian Ave N (from N 194th ST to N 205th ST)*
3. 8th Ave NW (from north side of Sunset Park to Richmond Beach RD NW)
4. Dayton Ave N (from N 178th ST to N Richmond Beach RD)
5. 19th Ave NE (from NE 196th ST to NE 205th ST)
6. 1st Ave NE (NE 192nd ST to NE 195th ST)
7. Westminster Way N (from N 145th ST to N 153rd ST)
8. Ballinger Way NE (19th Ave NE to 25th Ave NE)*
9. Dayton Ave N (from N 155th ST to N 160th ST)**
10. 5th Ave NE (from NE 175th ST to NE 185th ST)**
11. Linden Ave N (from N 175th ST to N 185th ST)
12. 20th Ave NW (from Saltwater Park entrance to NW 195th ST)

* Puts sidewalk on second side (bus route)

** Two sides of the street (bus route)

Prioritization of these projects will be driven by the 2018 sidewalk prioritization plan and specific opportunities to combine with other capital projects and funding. The City is currently designing two of the twelve new sidewalk projects:

1st Avenue NE (N 192nd to NE 195th Street) will connect with existing public facilities in the area.

5th Avenue NE (175th Street to NE 182nd Court) will be built on both sides of the street and will connect to other new sidewalks that are under construction on 5th Avenue NE, north of 182nd Court, as part of Sound Transit's 185th Street Link Light Rail Station (see Project No. 15 which combines these sidewalk improvements with Sound Transit funds to include bicycle facilities).

If there should be additional funds from this source after completion of the 12 projects listed, additional projects will be selected from the 2018 Sidewalk Prioritization Plan. The 2018 Sidewalk Prioritization Plan identifies and provides initial prioritization for additional new construction. The City will continue to look for outside funding opportunities. New sidewalk will also be constructed as the result of private development.

[Link to the 2018 Sidewalk Prioritization Plan](#)

Continued on next page

Funding							
	FUNDED (annual amounts are currently estimates)						
FUNDING SOURCE	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2022-2027 Total
Bond Issued	\$ 3,500,000	\$ 3,500,000	\$ 4,000,000	\$ 4,000,000	\$ 4,500,000	\$ 4,500,000	\$ 24,000,000

Funding Outlook

A series of Limited Tax General Obligation bonds will be issued that will be repaid by the revenue generated by the 0.2% TBD Sales Tax. The principal amount will be limited to \$42 million, which is the amount that staff estimates could be supported by the estimated \$59 million in revenue. The bond series authorized for issuance will have a decreasing laddered maturity with a maximum 20-year maturity to match the remaining term of the tax.

Staff will compare the revenue projections and the expenditures to determine and assess opportunities to build additional projects in accordance with the ballot measure during each biennial budget process and prior to issuing each debt series.

Project Status

This program helps to implement **2020-2022 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

- ### Purpose / Goals Achieved
- Non-motorized
 - System Preservation
 - Improves Efficiency & Operations
 - Safety
 - Major Structures
 - Interjurisdictional Coordination
 - Growth Management
 - Corridor Study

Project # and Name

3. Traffic Safety Improvements

Scope / Narrative

This program addresses priority transportation 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						2022-2027 Total
	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	
Roads Capital	\$ 184,100	\$ 193,300	\$ 199,100	\$ 199,100	\$ 199,100	\$ 199,100	\$ 1,173,800

Funding Outlook

This program is currently underfunded. Additional improvements that could be implemented with supplemental funding include street lighting and projects identified by the Annual Traffic Report.

Project Status

Annual program, 2022-2027. This program helps to implement **2020-2022 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 5:** Promote and enhance the City's safe community and neighborhood programs and initiatives.

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

4. Road Surface Maintenance Program

Scope / Narrative

This is an annual program that is designed to maintain the City's roadway network in good condition over the long term, within the limits of the funding provided by the Roads Capital Fund, federal and state grants, and other funding approved by the City Council. Road condition is expressed as Pavement Condition Index (PCI), which is reassessed City-wide on a 5-year cycle. In 2015, the PCI of all Shoreline streets averaged 82 on a 100-point scale. For comparison, highway departments nationwide consider a system-wide average PCI of 75 as "very good". Each street's condition is tracked using a Pavement Management software system, with the goal of maintaining the street's structural condition and ride quality without the necessity of full reconstruction.

Historically, this program has employed a combination of asphalt concrete overlays and Bituminous Surface Treatment (sometimes called chip-seal) to maintain arterial and residential streets; both are designed to extend typical pavement life between 10 and 15 years. Each year, the City uses the Pavement Management system to select streets for preventive maintenance. As part of the program, the City renews pavement markings, channelization, signing and incorporates Complete Street elements.

Funding

FUNDING SOURCE	FUNDED						2022-2027 Total
	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	
Roads Capital	\$ 1,350,000	\$ 530,000	\$ 530,000	\$ 530,000	\$ 530,000	\$ 530,000	\$ 4,000,000
Vehicle License Fee	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 4,980,000
PROJECT TOTAL 2022-2027	\$ 2,180,000	\$ 1,360,000	\$ 1,360,000	\$ 1,360,000	\$ 1,360,000	\$ 1,360,000	\$ 8,980,000

Funding Outlook

In 2009, the City Council approved a \$20 Vehicle License Fee (VLF) to fund this program and subsequently added additional annual funding from the Roads Capital Fund.

In November 2019, State Initiative 976 (I-976) was passed by voters, invalidating the City Council's 2009 decision and suspending funding from this source. In 2020, I-976 was determined to be invalid by the State Supreme Court and funding from the 2009 VLF was restored.

Continued on next page

Project Status

This annual program project helps to implement **2020-2022 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

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

5. Traffic Signal Rehabilitation Program

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, transit providers, 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

	PARTIALLY FUNDED						
FUNDING SOURCE	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2022-2027 Total
Roads Capital	\$ 147,800	\$ 152,200	\$ 156,700	\$ 156,700	\$ 156,700	\$ 156,700	\$ 926,800

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Funding Outlook

This program is currently underfunded. The original goal and associated funding established for this program was to rebuild 2 signal systems annually. Using a standard design and contracting process, signal system rebuild costs can range from \$400,000 - \$1,200,000. With current program funds, this allows for approximately one signalized location to be rebuilt every 3-8 years, which puts the rehabilitation cycle significantly behind schedule.

The ITS portion of the project is currently unfunded. Out of 46 total signalized intersections, 30 do not have established communication to the Traffic Management Center. The cost to establish communication to all signals is not known at this time, however is estimated at well over \$1,000,000 for standard fiber communication.

The Surface Transportation Program is a potential source of grant funding for this program.

Project Status

Annual program 2022-2027. This project helps to implement **2020-2022 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

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 |

FUNDED PROJECTS
(FULLY OR PARTIALLY)

Project # and Name

6. 145th Street (SR 523) Corridor Improvements, Aurora Ave N to I-5

Scope / Narrative

This project is part of the implementation of the 145th Street Multimodal Corridor Study. The project will make improvements to signalized intersections between I-5 and Aurora Ave N in order to improve transit service, general purpose traffic, and pedestrian crossings. The project will also improve pedestrian facilities along its full length of the north side of the street. Bike facilities will be provided through construction of an Off-Corridor Bike Network between the Interurban Trail to the west and 1st Ave N to the east with connections to City of Seattle's planned Off-Corridor south of 145th.

The Design Phase for this project is fully funded through STP grants, Connecting Washington Funds, and the City's Roads Capital Fund. Given the highly competitive and limited availability of funding to complete the Right-of-Way (ROW) and Construction (CN) phases of this corridor, the City is planning to purchase ROW and construct the corridor in phases as shown below. The City is currently working towards completing design, ROW, and CN for Phase 1 (I-5 to Corliss segment of the project) by 2024.

Through the State Legislature, the City has received \$25M towards implementation of the 145th Street Multimodal Corridor Project. The City is considering using approximately \$20.3M of this program to fund ROW and Construction from I-5 to Corliss and is pursuing multiple potential funding sources to support ROW and CN for Phases 2 and 3 of the project.

The project construction schedule will be phased in 3 parts:

Phase 1: I-5 to Corliss (2020 to 2022 Design; 2021 to 2022 ROW; 2023 to 2024 CN)

Phase 2: Corliss to Wallingford (2020-2022 Design; 2025-2026 ROW; beyond 2027 CN)

Phase 3: Wallingford to Aurora (unknown schedule / TBD)

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Funding							
	PARTIALLY FUNDED			UNFUNDED			
FUNDING SOURCE	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2022-2027 Total
PH1 - PH3 Design - Roads Capital	\$ 79,300	\$ 71,400	\$ 16,300				\$ 167,000
PH1 - PH3 Design - STP	\$ 507,800	\$ 457,300	\$ 104,400				\$ 1,069,500
PH1 Design - Connecting WA	\$ 365,000	\$ 56,600	\$ 4,300				\$ 425,900
PH1 ROW - Connecting WA	\$ 3,985,600						\$ 3,985,600
PH1 Construction - Connecting WA and Road Capital	\$ 2,077,600	\$ 4,138,400					\$ 6,216,000
PH1 Construction - TBD	\$ 2,460,000	\$ 2,460,000					\$ 4,920,000
Off-Corridor Bike Network - TBD		\$ 761,900					\$ 761,900
PH2 ROW - TBD				\$ 3,222,000	\$ 3,222,000		\$ 6,444,000
PH2 Construction - TBD							\$ -
PH3 ROW - TBD							\$ -
PH3 Construction - TBD							\$ -
PROJECT TOTAL	\$ 9,475,300	\$ 7,945,600	\$ 125,000	\$ 3,222,000	\$ 3,222,000	\$ -	\$ 23,989,900
				<i>Outer Year Funding (Beyond 2027):</i>		\$27,159,400	
				<i>Prior Cost through 2021:</i>		\$13,484,300	
				Total Project Cost:		\$64,633,600	
				<i>Unfunded Portion / Future Funding Need:</i>		\$39,285,300	

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Funding Outlook

The project is funded through local Roads Capital funds, federal STP funds, Connecting Washington Funds and other unknown funding sources (TIB, STP, etc.). The project is separated into three phases to make each phase meaningful, logical, and fundable. All phases have design phase funding which is shared by a federal STP grant and local Roads Capital funds. Federal STP grants will be sought separately for future Right-of-Way and Construction Phases of the project. Additional project costs will occur after 2027. Total project cost to implement the 145th Corridor Project from I-5 to the Interurban Trail is estimated at approximately \$64.6 million.

Project Status

In 2021, the entire project was under design with Phase 1 ROW beginning. This project helps to implement **2020-2022 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3**: Continue preparation for regional mass transit in Shoreline.

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 type="checkbox"/> Corridor Study |

Project # and Name

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

Scope / Narrative

The City of Shoreline is currently designing the 145th and I-5 Interchange. The City's initial improvement concept, as included in the City's Preferred Design Concept report, proposed a new I-5 northbound on-ramp, revised 145th bridge deck channelization, and a new pedestrian bridge adjacent to the existing bridge deck.

The City's revised concept includes two multi-lane roundabouts to replace the two existing signalized interchange intersections. Traffic modeling of the roundabouts demonstrated better performance for transit and general-purpose traffic than the initial improvement concept, and at a lower cost.

The Design Phase for this project is fully funded. The City is striving to complete the Right-of-Way and Construction phases of the project by 2024, prior to the opening of the Shoreline South light rail station located north of the Interchange. A specific funding source to complete this project in the desired timeframe has not been identified and the City continues to be strategic in securing funding partners to enable construction of the project by 2024.

Funding

FUNDING SOURCE	FUNDED						2022-2027 Total
	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	
STP/Roads Cap (Design)	\$ 500,000	\$ 150,000					\$ 650,000
CWA (ROW)	\$ 2,000,000						\$ 2,000,000
ST/RMG/CWA (Construction)	\$ 4,000,000	\$ 14,500,000					\$ 18,500,000
PROJECT TOTAL	\$ 6,500,000	\$ 14,650,000	\$ -	\$ -	\$ -	\$ -	\$ 21,150,000
						<i>Outer Year Funding (Beyond 2027):</i>	\$0
						<i>Prior Cost through 2021:</i>	\$5,000,000
						Total Project Cost:	\$26,150,000
						<i>Unfunded Portion / Future Funding Need:</i>	\$0

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Funding Outlook

The project has \$4.5 million secured to complete design with \$3.9 million in federal STP funds and \$600,000 in Roads Capital match. Project is scheduled for 30% design completion in early 2021. Final design is scheduled to be completed in 2022. The project will utilize up to \$2.5 million in Connecting WA funds for right-of-way (ROW) acquisition. ROW acquisition will begin concurrently with final design efforts once 30% design is reached in 2021. Construction is scheduled for 2022-2023. The City is negotiating up to \$10M in Sound Transit (ST) funding, has been recommended for \$5M in Regional Mobility Grant (RMG) funding, and will pursue Transportation Improvement Board funds as well as utilize Connecting Washington (CWA) funding for the balance as unless other funding sources are secured. Total project cost is \$26.15 million.

Project Status

The project is in the design phase. This project helps to implement **2020-2022 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3**: Continue preparation for regional mass transit in Shoreline.

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 Non-Motorized Bridge

Scope / Narrative

This project will provide a new non-motorized bridge crossing over I-5 from the neighborhood in the vicinity of N 148th Street on the westside of I-5 into the Sound Transit Lynnwood Link Shoreline South/145th Station to be located on the eastside of I-5.

Funding

FUNDING SOURCE	PARTIALLY FUNDED		UNFUNDED				2022-2027 Total
	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	
Sound Transit (ST) and STP funds - Final Design & Permitting							\$ -
King County Levy - ROW		\$ 1,800,000					\$ 1,800,000
ST/King County Levy funds & TBD- Construction (Phase 1)	\$ 6,900,000						\$ 6,900,000
Funding TBD - Construction (Phase 2)			\$ 18,100,000				\$ 18,100,000
PROJECT TOTAL	\$ 6,900,000	\$ 1,800,000	\$ 18,100,000	\$ -	\$ -	\$ -	\$ 26,800,000
				<i>Outer Year Funding (Beyond 2027):</i>		\$0	
				<i>Prior Cost through 2021:</i>		\$4,200,000	
				Total Project Cost:		\$31,000,000	
				<i>Unfunded Portion / Future Funding Need:</i>		\$20,000,000	

Funding Outlook

The total cost for this project is estimated to be approximately \$31 million. The 30% design phase was completed in Q4 2020. The City has successfully obtained funds from the US DOT Surface Transportation Program (STP), the recently passed (August 2019) King County property tax levy, and Sound Transit's System Access funds for design, ROW and partial funding of the construction phase of the project. The City is planning to pursue additional US DOT STP funds, other state grants and the state legislature to address the estimated \$20 million required to complete the construction phase of the project.

Continued on next page

Project Status

This project helps to implement **2020-2022 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3**: Continue preparation for regional mass transit in Shoreline.

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 Shoreline South/145th Station through the Shoreline North/ 185th Station and to the 195th Street Pedestrian Overcrossing. It is anticipated that portions of the Trail Along the Rail will be built by Sound Transit and it is assumed that steps can be taken working with Sound Transit to ensure that the ability to complete the Trail Along the Rail in the future is not precluded. In order to be more competitive for funding and to better utilize development partnership opportunities, the project is anticipated to be constructed in segments as follows:

Phase 1: NE 175th to NE 185th St

Phase 2: Shoreline South/148th Station to N 155th St

Phase 3: Shoreline North/185th Station to the NE 195th St Pedestrian Overcrossing

Phase 4: N 155th St to NE 175th St

Funding

FUNDING SOURCE	PARTIALLY FUNDED	UNFUNDED					2021-2027 Total
	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	
Phase 1		\$ 250,000	\$ 250,000	\$ 1,000,000			\$ 1,500,000
Phase 2				\$ 500,000	\$ 1,500,000		\$ 2,000,000
Phase 3							\$ -
Phase 4							\$ -
PROJECT TOTAL 2022-2027	\$ -	\$ 250,000	\$ 250,000	\$ 1,500,000	\$ 1,500,000	\$ -	\$ 3,500,000
<i>Outer Year Funding (Beyond 2027):</i>							\$5,100,000
<i>Prior Cost through 2021:</i>							\$840,000
Total Project Cost:							\$9,440,000
<i>Unfunded Portion / Future Funding Need:</i>							\$8,600,000

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Funding Outlook

The total cost for this project is estimated to be approximately \$9 million. Currently, there is approximately \$300,000 in the CIP allocated to this project. Local funding has been obtained to close the gap between the Ridgecrest Park cost and the allocated CIP funds. 2021-2026 CIP budget does not include budget for Phase 3 and 4, rather it includes budget for these later phases on the Outer Year Funding line item. City staff hope to leverage primarily non-federal grant sources to implement design, environmental, and construction of the various phases. Sound Transit (as part of the light rail construction) will also be building portions of the trail.

Project Status

Design for the wall at Ridgecrest Park has been completed and is being incorporated into the ST LLE project through a betterment agreement. This project helps to support **2020-2022 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3**: Continue preparation for regional mass transit in Shoreline.

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. Meridian Avenue N (N 155th Street to N 175th Street)

Scope / Narrative

Improvements along the Meridian Avenue Corridor 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. Improvements will be incorporated through a series of projects with the possibility of some being funded in part by transportation impact fees (TIF).

The first segment of improvements to be completed by the end of 2022 are from N 155th Street to N 175th Street. This project will design and construct:

- Channelization of Meridian Ave N from N 155th Street to N 175th Street from one lane in each direction with parking on both sides to one lane in each direction, a center turn lane (or median area depending on location), plus bike lanes.
- ADA compliant curb ramps, pedestrian refuge islands, and lighting improvement.
- Installation of pedestrian activated flashing beacons for existing crosswalk at N 163rd Street. Pedestrian activated flashing beacons will be installed at N 170th prior to project and will be preserved.

Areas of parking may be retained in lieu of median or turn lane if the design/public process determines locations where this is the best fit, as determined by design and outreach process.

Funding

FUNDING SOURCE	FUNDED						2022-2027 Total
	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	
Roads Capital	\$ 91,700						\$ 91,700
Federal - HSIP	\$ 825,200						\$ 825,200
PROJECT TOTAL 2022-2027	\$ 916,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 916,900
<i>Outer Year Funding (Beyond 2027):</i>							\$0
<i>Prior Cost through 2021:</i>							\$253,700
Total Project Cost:							\$1,170,600
<i>Unfunded Portion / Future Funding Need:</i>							\$0

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Funding Outlook

The N 155th Street to N 175th Street segment of the corridor is funded through the local Roads Capital funds, and federal Highway Safety Improvement Program (HSIP) funds. This project is anticipated to receive any remaining TIF funds for local match after the 175th Corridor project local match requirements are met with TIF funds.

Project Status

This project helps to implement **2020-2022 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

Purpose / Goals Achieved

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

Project # and Name

11. N/NE 175th Street Corridor Improvements (Stone Ave to I-5)

Scope / Narrative

175th Street is considered a high priority as it is a primary access route to I-5, has relatively high levels of congestion, substandard sidewalks adjacent to an area with high pedestrian volumes next to elementary schools, a church with sizeable park-and-ride lot, bus stops, and a park. This project improves corridor safety and capacity, providing improvements which will tie in with those recently constructed by the Aurora project.

Improvements include reconstruction of the existing street to provide two traffic lanes in each direction with medians and turn pockets; curb, gutter, and sidewalk with planter strip where feasible; bicycle lanes integrated into the sidewalks; illumination; landscaping; and retaining walls where required. Intersections with high accident rates will be improved as part of this project.

Funding

FUNDING SOURCE	FUNDED			PARTIALLY FUNDED			2022-2027 Total
	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	
Design and Enviro Review - Federal STP	\$ 884,000						\$ 884,000
Design and Enviro Review - Impact Fees	\$ 591,000	\$ 40,000	\$40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 791,000
ROW - Impact Fees (TIF)		\$ 4,000,000			\$ 1,000,000		\$ 5,000,000
Construction- Impact Fees (TIF)				\$ 4,000,000			\$ 4,000,000
Construction - Unfunded				\$ 5,000,000	\$ 3,000,000	\$ 8,300,000	\$ 16,300,000
PROJECT TOTAL 2022-2027	\$ 1,475,000	\$ 4,040,000	\$ 40,000	\$ 9,040,000	\$ 4,040,000	\$ 8,340,000	\$ 26,975,000
				<i>Outer Year Funding (Beyond 2027):</i>		\$13,080,000	
				<i>Prior Cost through 2021:</i>		\$3,054,100	
				Total Project Cost:		\$43,109,100	
				<i>Unfunded Portion / Future Funding Need:</i>		\$16,780,000	

Continued on next page

Funding Outlook

The City pursued federal grant funding for design and environmental work through the Surface Transportation Program administered by PSRC in 2014. In February 2016 this project was selected from the PSRC contingency list and fully funded for the design and environmental review phases. This project is identified in the City's Transportation Master Plan as a growth project that is necessary to accommodate growth and allow the City to maintain adopted level of service standards. Consequently, it is anticipated that the City will use Transportation Impact Fees (TIFs) collected from private development for the grant matching funds for this project.

Project Status

This project helps to implement **2020-2022 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input checked="" 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

12. Midblock Crossing and Citywide Rectangular Rapid Flashing Beacons and Radar Speed Signs

Scope / Narrative

This project adds a midblock crossing on NW Richmond Beach Rd between 8th Ave NW and 3rd Ave NW. In addition, pedestrian-activated rectangular rapid flashing beacon systems, and radar speed feedback signs will be installed at spot locations citywide. The design will consider how midblock crossing improvements could serve both pedestrians and cyclists.

1. On NW Richmond Beach Rd between 8th Ave NW and 3rd Ave NW, install a midblock crossing, including median refuge island, pedestrian activated flashing beacons, improved lighting, and ADA improvements.
2. Install a pedestrian-activated rectangular rapid flashing beacon system at Meridian Ave N/N 192nd St, Meridian Ave N/N 180th St, Meridian Ave N/N 150th St, NW Richmond Beach Rd/12th Ave NW, 200th St/Ashworth Ave N, N 185th St/Ashworth Ave N, 1st Ave NE/N 195th St, 5th Ave NE/N 195th St, and 15th Ave NE/NE 148th St.
3. Install radar speed feedback signs on 155th St west of Densmore Ave. N, NE Perkins Way west of 11th Ave NE, 15th Ave NE north of NE 192nd St.
4. Pedestrian-activated rectangular rapid flashing beacon systems will be installed at additional locations if funding allows.

Funding

FUNDING SOURCE	FUNDED						2022-2027 Total
	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	
Roads Capital							\$ -
Federal - HSIP	\$1,241,900						\$ 1,241,900
PROJECT TOTAL	\$ 1,241,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,241,900
<i>Outer Year Funding (Beyond 2027):</i>							\$0
<i>Prior Cost through 2021:</i>							\$230,000
Total Project Cost:							\$1,471,900
<i>Unfunded Portion / Future Funding Need:</i>							\$0

Funding Outlook

The project is funded through local Roads Capital funds, and federal Highway Safety Improvement Program (HSIP) funds.

Continued on next page

Project Status

This project helps to implement **2020-2022 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

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

13. Greenwood Ave N /Innis Arden/ N 160th St Intersection Improvements

Scope / Narrative

Acquire right-of-way and design and construct a roundabout intersection at Greenwood Ave. N, N 160th St. and N Innis Arden Way, adjacent to Shoreline Community College campus. To meet the City's concurrency standard the intersection improvements must be complete by September 2025.

Funding

FUNDING SOURCE	FUNDED						2022-2027 Total
	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	
Shoreline Community College	\$ 100,000	\$ 100,000	\$ 1,884,000				\$ 2,084,000
<i>Outer Year Funding (Beyond 2027):</i>							\$0
<i>Prior Cost through 2021:</i>							\$0
Total Project Cost:							\$2,084,000
<i>Unfunded Portion / Future Funding Need:</i>							\$0.00

Funding Outlook

Shoreline Community College has provided \$2,083,986 to fund this project.

Project Status

The concept design report was completed in October 2019. The City and Shoreline Community College have entered into an agreement to fully fund this project. This project helps to implement **2019-2021 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

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

Project # and Name

14. Light Rail Access Improvements: 1st Ave NE (145th to 155th)

Scope / Narrative

This project enhances pedestrian access to the Shoreline South/145th Station (Sound Transit light rail) by constructing sections of sidewalk on 1st Ave NE between NE 145th and NE 155th Streets. The project assumes design & construction of cement concrete sidewalk, amenity zone, and placement of curb and gutter to be forward-compatible with future bicycle facilities. Where possible the project will retain any existing sidewalks.

Funding

FUNDING SOURCE	FUNDED						2021-2027 Total
	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	
Funded by Sound Transit <i>(scope adjusted to match available funding)</i>	\$ 150,000	\$ 750,000	\$ 1,100,000				\$ 2,000,000
PROJECT TOTAL	\$ 150,000	\$ 750,000	\$ 1,100,000	\$ -	\$ -	\$ -	\$ 2,000,000
<i>Outer Year Funding (Beyond 2027):</i>							\$0
<i>Prior Cost through 2021:</i>							\$0
Total Project Cost:							\$2,000,000
<i>Unfunded Portion / Future Funding Need:</i>							\$0

Funding Outlook

Sound Transit is providing \$2 million for access improvements serving the Shoreline South/148th Station. In the 2020-2025 TIP, this project was listed as two projects on 1st Ave NE, 145th to 149th Streets with an estimated project cost of \$1,273,725 and 149th to 155th Streets which was initially estimated at \$1,503,900 (but would have scope reduced to match the available remaining \$726,275 of Sound Transit funds). Redevelopment is occurring along portions of this project footprint and those developments will include some of the improvements otherwise to be constructed through this project, thus stretching funding dollars. The objective is to utilize the \$2 million to construct as much of the two prior scopes as possible.

Project Status

This project helps to implement **2020-2022 City Council Goal 1:** Strengthen Shoreline's economic climate and opportunities, **Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3:** Continue preparation for regional mass transit in Shoreline.

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

15. Light Rail Access Improvements: 5th Ave NE (175th to 182nd)

Scope / Narrative

This project enhances pedestrian and bicycle access to Shoreline North/185th Station (Sound Transit light rail). The project includes design & construction of sections of sidewalks, amenity zone, curb and gutter, and bicycle facilities, along both sides of 5th Ave NE from NE 175th to near 182nd Ct.

Funding

FUNDING SOURCE	FUNDED						2022-2027 Total
	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	
Sound Transit / Sales Tax	\$ 2,850,000						\$ 2,850,000
PROJECT TOTAL	\$ 2,850,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,850,000
<i>Outer Year Funding (Beyond 2027):</i>							\$0
<i>Prior Cost through 2021:</i>							\$650,000
Total Project Cost:							\$3,500,000
<i>Unfunded Portion / Future Funding Need:</i>							\$0

Funding Outlook

Sound Transit is providing \$2 million for access improvements serving the Shoreline North/185th Station. This is also a priority sidewalk project funded by the increased sales and use tax approved by voters in 2018 (see Program 2 - New Sidewalk Construction). In the 2020-2025 TIP, this project was listed as two projects on 5th Ave NE, 180th to 182nd Streets with and 175th to 180th Streets. The two projects have been combined to one utilizing Sound Transit revenue and sales and use tax revenue for sidewalks.

Project Status

This project helps to implement **2020-2022 City Council Goal 1:** Strengthen Shoreline's economic climate and opportunities, **Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3:** Continue preparation for regional mass transit in Shoreline.

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

16. Ridgcrest Safe Routes to School

Scope / Narrative

This project will install School Speed Zone Flashers on NE 165th Street at the beginning of the school zone in both directions. This project will also install modify the existing pedestrian crossing on 165th Avenue and 12th with the use of curb extensions that visually and physically narrow a roadway, creating a safer and shorter crossing for pedestrians. The design will consider how improvements could serve both pedestrians and cyclists.

Detailed Project Description:

1. School Speed Zone Flashers and Radar Speed Feedback Displays.
 - a. NE 165th Street and 9th Ave NE – Facing West
 - b. NE 165th Street and 15th Ave NE – Facing East
2. Pedestrian Crossing Curb Extension, Crosswalk Signage, and Markings.
 - a. NE 165th Street and 12th Ave NE
3. Modification to align the existing school entrance driveway and offset on 12th Ave NE.
4. Sidewalk adjustments on both sides of NE 165th Street and 12th Ave NE providing safe landings.
5. Educational outreach to surrounding neighborhood and school postcards will be sent to residents within a quarter mile of the project, and to the school for distribution, informing drivers of the new School Speed Zone Flashers, and generally sending a reminder to be courteous and cautious within school zones.

Funding

FULLY FUNDED							
FUNDING SOURCE	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2022-2027 Total
Roads Capital	\$6,000						\$ 6,000
State - SRTS	\$407,700						\$ 407,700
PROJECT TOTAL	\$ 413,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 413,700
				<i>Outer Year Funding (Beyond 2027):</i>			\$0
				<i>Prior Cost through 2021:</i>			\$56,000
				Total Project Cost:			\$469,700
				<i>Unfunded Portion / Future Funding Need:</i>			\$0

Funding Outlook

The project is funded through local Roads Capital funds, and Washington State Safe Routes to School (SRTS) funds.

Continued on next page

Project Status

Estimated design completion in 2020-2021 with construction 2021-2022.

This project helps to implement **2020-2022 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

Purpose / Goals Achieved

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

UNFUNDED PROJECTS

Project # and Name

17. N/NE 185th Street Corridor Improvements

Scope / Narrative

The 185th Street Multimodal Corridor Strategy (MCS) is a future-focused vision plan that considers the needs of multiple transportation modes including motorists, pedestrians, bicyclists, and transit operators and riders. The 185th Street Corridor is anchored by the future light rail station on the east side of Interstate 5 (I-5) and composed of three roads: N/NE 185th Street, 10th Avenue NE, and NE 180th Street. For the 185th MCS, the term "185th Street Corridor" is used to succinctly describe the collection of these three streets. The 185th MCS Preferred Option identifies the multi-modal transportation facilities necessary to support projected growth in the 185th Street Station Subarea, a project delivery approach for phased implementation, and a funding strategy for improvements.

Currently, there is no designated CIP funding for improvements to the corridor. 185th Street Corridor improvements will be initially implemented through private development and followed by a series of City capital projects that will reconstruct roadway segments and intersections and fill in gaps in the ped/bike/amenity zones left behind by development.

The 185th Street Corridor is divided into five segments:

Segment A - 185th Street from Fremont Avenue N to Midvale Avenue N (doesn't include Aurora intersection): No roadway improvements. Improvements to ped/bike/amenity zones only.

Segment B - 185th Street from Midvale Avenue N to 5th Avenue NE (west of I-5): four-lane section (two travel lanes and two Business Access and Transit [BAT] lanes), amenity zones, off-street bike lanes, and sidewalks.

Segment C - 5th Avenue NE (west of I-5) to 10th Avenue NE: Sound Transit Lynnwood Link Light Rail Project will be restriping the segment east of 2nd Ave NE to 8th Ave NE into a three-lane section with buffered bike lanes, and construct intersection improvements at 185th St/5th Ave NE (east of I-5) and 185th St/8th Ave NE in time for the Shoreline North/185th Station opening in 2024. The 185th MCS effort has assumed these improvements will remain in place in the near term. Gaps in this segment will be completed over time through the City's capital improvements and/or development frontage improvements.

Segment D - 10th Ave NE from NE 185th Street to NE 180th Street: Two-lane section (two travel lanes) with buffered bike lanes, on-street parking (westside only), amenity zones, sidewalks, and additional flex zone on the westside of the street.

Segment E - NE 180th Street from 10th Avenue NE to 15th Avenue NE: Two-lane section (two travel lanes) with enhanced bike lanes, amenity zones, and sidewalks.

The 185th MCS is anticipated to be implemented (designed and constructed) over the following phases:

Near Term (0-5 years) - City to consider adding 185th Street & Meridian Avenue intersection improvements to the CIP since it is already a growth project that has associated Traffic Impact Fee funding. If this project becomes a CIP, engineering design phase would be initiated but construction wouldn't occur until the Mid Term.

Mid Term (5 -10 years) - Construct 185th Street & Meridian Avenue intersection improvements. Design Segment B, C (gaps), D, & E.

Long Term (10+ years) - Construct Segment B, C, D, and E. Design and construction ped/bike/amenity zone gaps Segment A.

Continued on next page

Funding							
	UNFUNDED						
FUNDING SOURCE	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2021-2027 Total
185th St and Meridian Ave Intersection Improvements - 30% Design							\$ -
PROJECT TOTAL 2022-2027	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				<i>Outer Year Funding (Beyond 2027):</i>		\$80,000,000	
				<i>Prior Cost through 2021:</i>		\$0	
				Total Project Cost:		\$80,000,000	
				<i>Unfunded Portion / Future Funding Need:</i>		\$80,000,000	

Funding Outlook

Currently, there is no CIP funding for the implementation of the 185th MCS. The redesign of the 185th Street and Meridian Avenue intersection is identified in the City’s 2011 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. Cost estimate for the 185th Street and Meridian Avenue intersection improvement is 5.5 million. Cost estimate for the entire 185th Street Corridor improvements is approximately 80 million. Cost estimate for 185th Street improvements (Segment A, B, & C) is approximately 63 million. Cost estimate for 10 Avenue improvements (Segment D) is approximately 12 million. Cost estimate for 180th Street improvements (Segment E) is approximately 5 million.

Project Status

On October 28, 2019, Council adopted the 185th MCS. This project helps to support **2020-2022 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City’s infrastructure and stewardship of the natural environment, and **Goal 3:** Continue preparation for regional mass transit in Shoreline.

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

Project # and Name

18. 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. This project is currently unfunded and a specific year for funding is not known.

Funding

FUNDING SOURCE	UNFUNDED						2022-2027 Total
	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	
Unknown							\$ -
<i>Outer Year Funding (Beyond 2027):</i>							\$6,200,000
<i>Prior Cost through 2021:</i>							\$0
Total Project Cost:							\$6,200,000
<i>Unfunded Portion / Future Funding Need:</i>							\$6,200,000

Funding Outlook

No funding has been identified for this project. Initial step would be a study to identify the appropriate improvements for the roadway and develop cost estimates. Design, ROW and construction costs and a timeline for completion will be included in future TIP updates.

Project Status

This project helps to implement **2020-2022 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

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

19. 3rd Ave NE Woonerf

Scope / Narrative

A "woonerf" is an urban design tool which originated in the Netherlands. It is intended to transform streets from auto prioritized spaces to shared spaces for all modes of transport, including pedestrians and cyclists. Woonerfs are designed to reduce vehicular travel speeds, as opposed to using the traditional methods like traffic signals, signs, and speed-bumps.

A woonerf blends the lines between pedestrian, cyclist, and vehicle paths. By removing curbs any indication of an exclusive car travel lane, while at the same time adding landscaping and street furniture, so that the public realm for pedestrians is expanded into the street. Parking areas are dispersed to prevent a wall of cars blocking access to the street. Curves are used to reduce speeds as drivers intuitively slow down to maneuver turns. Also, if a driver is able to see what is around the corner, they will slow down to anticipate yielding to an unexpected situation e.g. people walking or bicycling. Raised sidewalks are eliminated in a woonerf, since the idea is that pedestrians, cyclists, and vehicles share the same space.

The concept for the 3rd Avenue NE Woonerf is the creation of a slow-paced, curbless street (where pedestrian and bicycle movements are prioritized and vehicles are invited guests) by extending 3rd Avenue NE providing a connection between NE 149th Street and NE 151st Street. The 3rd Avenue NE Woonerf creates a vehicular, pedestrian and bike connection to the adjacent Shoreline South/148th Station and incorporates the eastern terminus of the proposed 148th street non-motorized bridge and north/south alignment of the proposed Trail Along the Rail.

Funding

UNFUNDED							
FUNDING SOURCE	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2022-2027 Total
No identified source							\$ -
				<i>Outer Year Funding (Beyond 2027):</i>		\$1,811,000	
				<i>Prior Cost through 2021:</i>		\$20,000	
				Total Project Cost:		\$1,831,000	
				<i>Unfunded Portion / Future Funding Need:</i>		\$1,811,000	

Continued on next page

Funding Outlook

2021-2026 CIP does not include budget for design development and timing of construction is unknown at this time; project costs are shown as a placeholder. The City will not be pursuing grant funding at this time and instead look to redevelopment to help these improvements occur. City staff has incorporated the 3rd Ave NE Woonerf's street and frontage improvements into the Engineering Development Manual's Appendix F: Street Matrix and is actively working on how the 148th Street Non-Motorized Bridge's eastern terminus and the Trail Along the Rail will interface with the long-term vision for the 3rd Ave NE Woonerf. City staff will continue to coordinate with Sound Transit on not precluding the future 3rd Ave NE Woonerf. In addition, City staff will continue to use the 3rd Ave NE Woonerf conceptual renderings as communication tools when working with the public and potential developers.

Project Status

An initial study has been completed and a preliminary concept of the 3rd Ave NE Woonerf was presented to City Council on January 8, 2018. City staff will continue coordination with Sound Transit to not preclude its future design and work with potential developers of adjacent properties to the 3rd Ave NE Woonerf to coordinate street frontage and access improvements. This project helps to support **2020-2022 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment and **Goal 3:** Continue preparation for regional mass transit in Shoreline.

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

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

Scope / Narrative

Access control and pedestrian improvements along this corridor are needed to address vehicle 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 and bicycle 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

UNFUNDED							
FUNDING SOURCE	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2022-2027 Total
Unknown							\$ -
<i>Outer Year Funding (Beyond 2027):</i>							\$350,000
<i>Prior Cost through 2021:</i>							\$0
Total Project Cost:							\$350,000
<i>Unfunded Portion / Future Funding Need:</i>							\$350,000

Funding Outlook

This project is competitive for funding from the Citywide Safety Grant administered through WSDOT. There is a possibility of some funding in later years.

Project Status

This project helps to implement **2020-2022 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 5:** Promote and enhance the City's safe community and neighborhood programs and initiatives.

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

21. Eastside Off-Corridor Bike Network (Pre-Design Study)

Scope / Narrative

The Off-Corridor Bike Network fits into the broader regional pedestrian and bicycle network where it intersects a signed bike route between the Interurban and Burke-Gilman Trails known as the Interurban/Burke-Gilman Trails South Bike Connector. Initially conceived during the 145th Street Multimodal Corridor Study, the Off-Corridor Bike Network is a collection of quieter, slower-paced streets and paths that are intended to provide bicyclists and pedestrians with alternate, parallel routes to 145th Street as well as key connections to the future Shoreline South/148th light rail station, Interurban Trail, parks, and Burke-Gilman Trail. Improvements to these streets and paths will include bicycle facilities such as pavement markings (e.g. sharrows or bike lanes), shared use paths, and signage.

Currently, the **western portion** of the Off-Corridor Bike Network between Interstate 5 (I-5) and the Interurban Trail is being designed as part of the 145th Street Corridor Project.

Presently, the City has no funding to design or build the **eastern portion** of the Off-Corridor Bike Network between I-5 and the Burke-Gilman Trail. A pre-design study is needed to perform initial public outreach, establish design parameters, and estimate project costs.

Funding

FUNDING SOURCE	UNFUNDED						2022-2027 Total
	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	
No identified source							\$ -
<i>Outer Year Funding (Beyond 2027):</i>							\$120,000
<i>Prior Cost through 2021:</i>							\$0
Total Project Cost:							\$120,000
<i>Unfunded Portion / Future Funding Need:</i>							\$120,000

Funding Outlook

Staff will look for funding in 2023/2024 to fund a pre-design study that is estimated at \$120,000. 2021-2026 CIP does not include budget for pre-design study, design development, and construction of this project. However, the City will continue to seek opportunities to incrementally design and build the full vision of the Off-Corridor Bike Network.

Continued on next page

Project Status

This project helps to support **2019-2021 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment and **Goal 3:** Continue preparation for regional mass transit in Shoreline.

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	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2022-2027 Total	Due to the ongoing nature of programs, these additional columns are not filled in. Many programs rely on funding to become available in order to continue significant work efforts.			
ANNUAL PROGRAMS											
1. Sidewalk Rehabilitation Program (Repair & Maintenance)	\$ 906,300	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 5,056,300				
2. Sidewalk Program (New Sidewalk Construction)	\$ 3,500,000	\$ 3,500,000	\$ 4,000,000	\$ 4,000,000	\$ 4,500,000	\$ 4,500,000	\$ 24,000,000				
3. Traffic Safety Improvements	\$ 184,100	\$ 193,300	\$ 199,100	\$ 199,100	\$ 199,100	\$ 199,100	\$ 1,173,800				
4. Road Surface Maintenance Program	\$ 2,180,000	\$ 1,360,000	\$ 1,360,000	\$ 1,360,000	\$ 1,360,000	\$ 1,360,000	\$ 8,980,000				
5. Traffic Signal Rehabilitation Program	\$ 147,800	\$ 152,200	\$ 156,700	\$ 156,700	\$ 156,700	\$ 156,700	\$ 926,800				
							\$ 40,136,900				
FUNDED PROJECTS (FULLY OR PARTIALLY)								Outer Year Funding (2028+)	Prior Costs (through 2021)	TOTAL PROJECT COST	UNFUNDED
6. 145th Street (SR 523) Corridor Improvements, Aurora Ave N to I-5	\$ 9,475,300	\$ 7,945,600	\$ 125,000	\$ 3,222,000	\$ 3,222,000	\$ -	\$ 23,989,900	\$27,159,400	\$13,484,300	\$64,633,600	\$39,285,300
7. SR 523 (N/NE 145th Street) & I-5 Interchange Improvements	\$ 6,500,000	\$ 14,650,000	\$ -	\$ -	\$ -	\$ -	\$ 21,150,000	\$0	\$5,000,000	\$26,150,000	\$0
8. 148th Street Non-Motorized Bridge	\$ 6,900,000	\$ 1,800,000	\$ 18,100,000	\$ -	\$ -	\$ -	\$ 26,800,000	\$0	\$4,200,000	\$31,000,000	\$20,000,000
9. Trail Along the Rail	\$ -	\$ 250,000	\$ 250,000	\$ 1,500,000	\$ 1,500,000	\$ -	\$ 3,500,000	\$5,100,000	\$840,000	\$9,440,000	\$8,600,000
10. Meridian Avenue N (N 155th Street to N 175th Street)	\$ 916,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 916,900	\$0	\$253,700	\$1,170,600	\$0
11. N/NE 175th Street Corridor Improvements (Stone Ave to I-5)	\$ 1,475,000	\$ 4,040,000	\$ 40,000	\$ 9,040,000	\$ 4,040,000	\$ 8,340,000	\$ 26,975,000	\$13,080,000	\$3,054,100	\$43,109,100	\$16,780,000
12. Midblock Crossing and Citywide RRFBs and Radar Speed Signs	\$ 1,241,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,241,900	\$0	\$230,000	\$1,471,900	\$0
13. Greenwood Ave N /Innis Arden/ N 160th St Intersection Improvements	\$ 100,000	\$ 100,000	\$ 1,884,000	\$ -	\$ -	\$ -	\$ 2,084,000	\$0	\$0	\$2,084,000	\$0
14. Light Rail Access Improvements: 1st Ave NE (149th to 155th)	\$ 150,000	\$ 750,000	\$ 1,100,000	\$ -	\$ -	\$ -	\$ 2,000,000	\$0	\$0	\$2,000,000	\$0
15. Light Rail Access Improvements: 5 th Ave NE (180 th to 182 nd)	\$ 2,850,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,850,000	\$0	\$650,000	\$3,500,000	\$0
16. Ridgecrest Safe Routes to School	\$ 413,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 413,700	\$0	\$56,000	\$469,700	\$0
							\$ 111,921,400			\$185,028,900	\$84,665,300
UNFUNDED PROJECTS											
17. N/NE 185th Street Corridor Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$80,000,000	\$0	\$80,000,000	\$80,000,000
18. 15th Avenue NE (NE 175th Street to NE 205th Street)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$6,200,000	\$0	\$6,200,000	\$ 6,200,000
19. 3rd Ave NE Woonerf	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$1,811,000	\$20,000	\$1,831,000	\$1,811,000
20. Ballinger Way - NE 205th St to 19th Ave NE Access Control Preliminary Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$350,000	\$0	\$350,000	\$ 350,000
21. Eastside Off-Corridor Bike Network	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$120,000	\$0	\$120,000	\$120,000
							\$ -			\$88,501,000	\$88,481,000
	\$ 36,941,000	\$ 35,571,100	\$ 28,044,800	\$ 20,307,800	\$ 15,807,800	\$ 15,385,800	\$ 152,058,300	\$133,820,400	\$27,788,100	\$273,529,900	\$173,146,300

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussion of 185 th Street Subarea Progress Report Follow-Up and MUR-70' Zone
DEPARTMENT:	Planning and Community Development
PRESENTED BY:	Andrew Bauer, Senior Planner Rachael Markle, Director Planning and Community Development Nathan Daum, Economic Development Program 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:

The 185th Street Station Subarea Plan Progress Report was presented to the City Council at their November 30, 2020 meeting. One of the main findings in the progress report was that there had been no development activity in the MUR-70' zone in the more than five years since the 185th Street Subarea Plan (SSP) was adopted.

Tonight, staff will provide responses to questions asked at the November 30, 2020 meeting and will begin the discussion of identifying topics the Council would like further studied with the goal of facilitating development outcomes in the MUR-70' zone as envisioned in the two light rail station subarea plans.

RESOURCE/FINANCIAL IMPACT:

There is no direct financial impact at this time. Direction and future actions stemming from this discussion could require financial and staff resources.

RECOMMENDATION

Staff recommends the short-term topics as identified in this staff report to address development outcomes in the MUR-70' zone be advanced for further study and potential future action.

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

BACKGROUND

At the November 30, 2020 Council meeting, staff presented the 185th Street Station Subarea Plan (SSP) Progress Report. A copy of the progress report can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2020/staffreport113020-9a.pdf>.

The progress report summarized development activity occurring in the 185th Street Station Subarea since it was adopted in 2015 and provided an evaluation of key components of the 185th Street SSP that were required prior to the phase 2 rezone taking effect in March 2021. A similar report for the 148th Street station subarea is anticipated to be completed in late 2021 and its findings will be presented to Council.

Although the data reported show that new residential growth is occurring at the pace anticipated by the plan, it also found there was no commercial development in the subarea and no development activity of any type within the MUR-70' zone. Since the discussion at the November 30th meeting, staff have continued a high-level review of applicable policies and regulations and continue to work collaboratively with developers to understand the barriers to development.

City Council Goal #1 is to “strengthen Shoreline’s economic climate and opportunities.” At the Council’s March 29, 2021 meeting, the City Council discussed including an Action Step under Goal #1 which states: “Amend the development regulations for MUR-70’ to increase the likelihood of realizing the vision for transit-oriented development in the station areas, including affordable housing, transit-supportive densities, and vibrant, walkable communities.” The Council is scheduled to take action on their 2021-2023 Council Goals and Action Steps, including this proposed Action Step focused on development regulations in the MUR-70 zone, on April 12, 2021.

DISCUSSION

Responses to Council Questions

At the City Council’s November 30th meeting, several of the Council questions related to development within the light rail station areas in Mountlake Terrace and Seattle. Staff met with representatives from the cities of Mountlake Terrace and Seattle to learn more about the rezoning that occurred in their light rail station areas and generally how they are performing. Below is a summary of the key topics and themes from those meetings.

City of Mountlake Terrace

- The large development on the eastern side of I-5 near the King-Snohomish County line is a master-planned development, Terrace Station. Similar to Merlone Geier Partner’s planned redevelopment at Shoreline Place, it is governed by a development agreement. Most of the site was formerly owned by the Edmonds School District. The 14.6-acre development includes construction of a new road and three buildings with 600 apartments and 80,000 square feet of retail. The development benefitted from its large parcel size under single ownership and its proximity to the future light rail station. The development is not within Mountlake

Terrace's Town Center and unlike Shoreline Place, it is not designated as a Community Renewal Area.

- Mountlake Terrace's Town Center zoning (east of I-5 and light rail station) is comparable to Shoreline's MUR zones and, like Shoreline, consists of many small lots. Most recently in 2019, Mountlake Terrace adopted updates to their Town Center Plan. The updates build on the 2007 plan and incorporate changed circumstances such as light rail. The recent Town Center Plan:
 - a. Further establishes a vision for a multimodal street grid with approximately 300' block lengths. New roads and street connections are identified in transportation plans.
 - b. Allows for transportation impact fee credits for planned capital improvements.
 - c. Plans for a regional stormwater facility that development can connect to, reducing on-site stormwater management requirements.
 - d. Allows parking reductions for developments closest to the light rail station. Minimum parking requirements vary based on proximity to the station.
 - e. Down-zoned some properties to focus development closest to the light rail station and Town Center.
 - f. Establishes a focused retail/commercial street where ground floor commercial uses are required. In all other locations it is optional.
 - g. Includes a SEPA Planned Action EIS.

City of Seattle

Discussion with City of Seattle staff focused on the University District rezone and included:

- Redevelopment is benefiting from existing large parcels.
- Demand for commercial redevelopment builds on existing commercial land use patterns.
- Flexibility and/or relaxing parking requirements was a key topic from developer stakeholders.
- Rezone included incentive zoning. The "base" zoning included aggressive requirements that the market is likely able to deliver, while the "bonus" zoning included requirements and densities that are aspirational. Incentive zoning includes public benefits such as open space, affordable housing, childcare, and green building.

Shoreline's Experience

Discussions with these cities highlighted many of the same themes and topics being discussed by the Council and staff. Commonalities included:

- Infrastructure upgrades can be a challenge to new development. Anything cities can do to reduce upfront infrastructure costs will help development.
- Larger lots are more conducive for larger-scale development. Small lots are difficult to aggregate into developable parcels and can be less attractive for developers.
- Commercial/retail uses should not be broadly mandated but instead should be focused to a specific corridor or node where demand supports those uses.

- Flexibility in minimum required parking is important to respond to transitioning parking demands over time. The City's minimum parking ratios may be high relative to other high-capacity transit areas throughout the region.
- Establishment of a well-connected street grid with short block lengths that are safe and comfortable for all users is important.

MUR-70' Development Updates

Pre-application meetings have occurred with developers exploring at least 13 projects in the 148th Street station subarea MUR-70' zone. However, years have passed without action on the part of some projects and at least one prospective builder has sold its stake in the area finding the costs of development too high given the estimated return. Staff anticipates development applications for two projects in the 148th Street station area in the coming months.

Ongoing Planning Initiatives

Planning Staff are engaged in several ongoing initiatives that impact, either directly or indirectly, the light rail station subareas, including:

2021 Development Code Amendments

This year's first group of Development Code amendments are currently under review by the Planning Commission and include several intended to address development challenges in MUR zones:

- *Parking reductions.* Amendments to clarify and broaden opportunity for reductions to minimum parking requirements near the light rail stations.
- *Front setback for buildings on non-arterials in the MUR-70' zone.* Amendment would eliminate the required 10-foot front setback on non-arterials in the MUR-70' zone to allow greater design flexibility.
- *Administrative design review for alternative landscape designs.* Amendment would allow greater flexibility for new developments that can demonstrate the project meets the purpose and intent of the standards but cannot meet all the prescriptive requirements related to landscape widths and depths.

Mid-block Connections

In December 2020, Council approved the annual Development Code amendments which included a provision that a shared-use path be created when a development fronts on two parallel streets and the distance between the two streets is 250 feet or more. While this provision is still new, staff have heard concerns from a couple of developers about the added cost of meeting this requirement.

Landscape Conservation and Local Infrastructure Program (LCLIP)/Transfer of Development Rights (TDR)

In November 2020, Council provided direction to staff to begin implementation of a TDR program that would also take advantage of LCLIP. The purpose of LCLIP is to encourage TDR with a public infrastructure financing tool called tax increment financing (TIF). The program gives the City access to a new form of revenue in return for development rights from regional farms and forests. LCLIP creates incentives for both land conservation in the King County and infrastructure improvements in the City.

The TDR program would introduce incentives to encourage the sale of TDR credits in exchange for additional height, reduced parking, property tax exemptions, and administrative approval of a Development Agreement for development in the MUR-70' over 70-feet.

Development Impact Analysis

The City is in the process of entering into contract with a consultant to conduct a detailed analysis with two objectives:

- Document the expected level of fiscal costs and benefits attributed to new development in the City. The analysis will assist staff in quantifying long-term impacts (revenues and cost of services) to the General Fund, as well as the selected enterprise funds.
- Evaluate the financial feasibility of new multifamily development under current and potential zoning.

This analysis is anticipated to be completed by late Summer 2021 and will inform future policy and code recommendations.

MUR-70' Zone Discussion

The MUR zones were adopted with the light rail station subarea plans. There are three distinct zones with variation in allowable land uses and development regulations (MUR Housing Types Summary Sheet is attached as Attachment A). The MUR-70' zone allows the most intensive development and is located closest to the two light rail stations at 148th Street and 185th Street. As with most of the station areas, the existing land use pattern consists almost entirely of single-family homes constructed from the 1940s and onward. Infrastructure such as streets, water, sewer, and electricity have been sized and built to serve this low-density land use pattern.

Adoption of the station subarea plans and the associated rezoning to higher density MUR zones put into action several City policies established in the Vision 2029 Framework Goal and more specifically the Light Rail Station Area Planning Framework Goals (Attachment B). The MUR zones also implement Countywide Planning Policies by focusing compact growth in-and-around the light rail stations.

As noted above, development activity in the MUR-70' zone has not been occurring at the same rate as the other MUR zones. The following questions are intended to start the conversation as the Council discusses next steps and potential work plan topics to address development outcomes:

1. *Should the City wait to see whether development in the MUR-70' zone accelerates as the start of light rail revenue service and/or the first few developments are complete? For example, there was a time gap when the Aurora improvements were completed and when new development began. Although, in contrast, frontage improvements and other local infrastructure upgrades will largely be borne by developers in the light rail station areas.*
2. *Is the anticipated level of density and intensity of development still appropriate? Should it be more / less dense?*

3. *Should the path for the most desirable type of development be streamlined (e.g. review process, allow desired development by right not by exception, etc.)?*
4. *Should the City take a more proactive role in collaborating and identifying key infrastructure improvements that could set the stage for more private development?*

Potential Work Plan Components

To the point key issues with the Development Code are identified and addressed, more planning and certainty surrounding infrastructure may offer broader and more meaningful impact. Land use and development regulations alone cannot guarantee development outcomes. Planning and partnerships in the delivery of new infrastructure may be necessary to set the stage for the type and intensity of development envisioned in the subarea plans. Relying solely on new development to build needed infrastructure introduces cost and uncertainty – which could delay development – as well as potential legal challenges to such exactions.

The latest Federal COVID-19 Recovery Funds can be used for water and sewer infrastructure and must be spent by December 31, 2024. Staff are exploring how some of the City’s allocation could be directed for use in the City’s light rail station subareas.

Staff have identified several topics that warrant further study and potential action by Council to pursue ways for the City to better facilitate development in the MUR-70’ zone. Below is a summary of potential topics:

<i>Development Code Amendments</i>			
Topic	Impact	Effort	Timing
Development agreement process: Revise the review process for development agreements or explore options for an entitlement process with codified development requirements and an administrative approval.	Medium	Medium	Short-term 2021-22
Development incentives: Review incentives and revise with the goal to “right size” the incentives and associated public benefit.	Medium-to-High	High	Short-term 2021-22
Building height: Increase height regulations in the MUR-70’ zone. The current base height is 70’ with provisions to go to 140’ with a development agreement. Explore height flexibility in areas closest to the light rail stations.	Medium	Medium	Short-term 2021-22
Extension and potential expansion of the MFTE program: The current eligibility applies only to MUR-45’ and MUR-70’ properties within the phase 1 rezone area and is scheduled to expire at the end of 2021. Extend the program beyond 2021 and review opportunities to expand it to all of the MUR-70’ zones.	Medium-to-High	Low	Short-term 2021-22

Catalyst projects: Develop a package of code requirements and/or incentives, or other benefits that would apply to a certain number of developments that come earlier. For example, regulations could be written to apply to the first 1,000 multifamily units in the MUR-70' zone. Alternatively, regulations could expire after a period of time, such as three years.	High	High	Medium-term 2023-25
Parking standards: Review and revise off street parking ratios and further expand mechanisms for developments to achieve parking reductions. Also review and amend the code to allow “unbundling” cost for off street parking from the lease or sale of residential units.	High	Mid-to-High	Medium-term 2023-25
Plat restrictions: Explore actions that could be taken by the City to address the plat restriction process. Also work with the State Legislature to address plat restrictions that are impeding local efforts to comply with the Growth Management Act and issues of equity.	High	High	Medium-term 2023-25
Property aggregation: Explore opportunities to proactively encourage property aggregation to facilitate large-scale developments.	Medium	High	Medium-term 2023-25

Capital Investment and Infrastructure			
Topic	Impact	Effort	Timing
Internal utility planning (wastewater, stormwater): Proactively work to identify deficiencies, plan for improvements, and design, seek funding, and build.	High	High	Medium-term 2023-25
Transportation: Explore opportunities to construct transportation improvements such as sidewalks, bike lanes, and breaking up large blocks to provide for a complete multimodal transportation network ¹ .	High	High	Medium-term 2023-25
Offset/mitigate infrastructure costs for private development: Explore opportunities to lessen the infrastructure costs such as impact fee credits, latecomer’s agreements, including city-initiated or partnered, etc.	High	High	Long-term 2025+
External utility planning (electric, water): Proactively work with outside utility agencies to identify deficiencies, plan for improvements, and partner to design, seek funding, and build.	High	High	Long-term 2025+

¹ The City commissioned a study in 2020 regarding improving walkability around the light rail station subareas that might help inform this work: https://cityofshoreline-my.sharepoint.com/:b/g/person/ndaum_shorelinewa_gov/EekisdRKqABKlu26MUzKpZMBbc0VYa7DYdy4ubWAb-XmPA?e=Wl8iVq.

Next Steps

Staff recommends the short-term topics identified above be advanced for further study. If Council concurs, staff will begin to prepare a work plan(s) for individual topics or groupings of similar topics that make sense to review together. If helpful, staff can also bring back to Council the prioritization, grouping, and tentative work plans for additional review. Staff will also include potential timing for such work in relation to existing work plan goals and action steps. Anticipated costs for these work plans will also be identified.

STAKEHOLDER INPUT/OUTREACH

Staff have used the feedback gathered from pre-application discussions with developers to inform the range of topics identified above. A stakeholder engagement strategy will be developed as part of any work plan(s). The strategy will be sized relative the scope and scale of the work plan, but could include:

- Online open house
- Survey
- Meeting with the Developer Stakeholder Group
- Direct mailing to affected properties
- Website and news updates
- Meetings with stakeholder groups or organizations
- Collaboration with utilities and special purpose districts

RESOURCE/FINANCIAL IMPACT

There is no direct financial impact at this time. Direction and future actions stemming from this discussion could require financial and staff resources.

RECOMMENDATION

Staff recommends the short-term topics as identified in this staff report to address development outcomes in the MUR-70' zone be advanced for further study and potential future action.

ATTACHMENT

Attachment A – MUR Housing Type Summary Sheet
Attachment B – Light Rail Station Area Planning Framework Goals



MIXED-USE RESIDENTIAL HOUSING TYPES

The new zoning designations described below were developed to support neighborhood-serving businesses and additional housing styles. They represent a change from the current system of defining zoning by density maximums to using height limits instead.

Existing single family homes are allowed under all new zoning designations.



MIXED-USE RESIDENTIAL
35-FOOT HEIGHT LIMIT

MUR-35'

This zone would allow multi-family and single-family housing styles such as cottages, row houses, and town homes. The height limit for this zone is 35 feet, which is the same as existing single-family zones, and equates to a three-story building.

MUR-35' would also allow commercial uses along streets identified as arterials including live/work lofts, professional offices, and three-story mixed use buildings (two levels of housing over one level of commercial or other active use at the street level). This zone also would allow the conversion of existing homes to restaurants, yoga studios, optometrists offices, and other uses along arterials.

Existing single-family homes may be expanded or new single-family homes may be constructed to R-6 standards.



MIXED-USE RESIDENTIAL
45-FOOT HEIGHT LIMIT

MUR-45'

This zone would allow multi-family building types with a height limit of 45 feet, which equates to a four-story building. This includes cottages, row houses, townhomes, and apartments. Along arterials, MUR-45' zoning would allow mixed-use housing styles such as live/work lofts, ground floor retail with apartments above, or conversion of single-family houses to commercial or office uses.

Existing single-family houses could be expanded by 50 percent or 1,000 square feet, whichever is less.



MIXED-USE RESIDENTIAL
70-FOOT BASE HEIGHT

MUR-70'

This zone would allow building heights of 70 feet, generally six to seven stories. Building types would typically be mixed-use with residential and/or offices above commercial or other active use at the ground floor level. This type of "transit-oriented development" will occur in areas closest to the light rail station over the long-term. Potentially, buildings in this zone that provide a greater level of green building and affordability (among other requirements) could achieve a height of 140 feet, following a public process requiring notification, a hearing, and Council approval.

Existing single-family houses could be expanded by 50 percent or 1,000 square feet, whichever is less.

POLICIES SUPPORTING LIGHT RAIL STATION AREA PLANS**City of Shoreline Vision 2029**

FG14: Designate specific areas for high-density development, especially along major transportation corridors.

Goal LU III: Create plans and strategies that implement the City's Vision 2029 and Light Rail Station Area Planning Framework Goals for transit supportive development to occur within a ½ mile radius of future light rail stations.

LU11: The Station Area 1 (SA1) designation encourages Transit Oriented Development (TOD) in close proximity of the future light rail stations at I-5 and 185th Street and I-5 and 145th Street. The SA1 designation is intended to support high density residential, a mix of uses, reduced parking standards, public amenities, commercial and office uses that support the stations and residents of the light rail station areas. The MUR-70' Zone is considered conforming to this designation.

LU23: Collaborate with regional transit providers to design transit stations and facilities that further the City's vision by employing superior design techniques, such as use of sustainable materials; inclusion of public amenities, open space, and art; and substantial landscaping and retention of significant trees.

LU24: Work with Metro Transit, Sound Transit, and Community Transit to develop a transit service plan for the light rail stations. The plan should focus on connecting residents from all neighborhoods in Shoreline to the stations in a reliable, convenient, and efficient manner.

LU25: Encourage regional transit providers to work closely with affected neighborhoods in the design of any light rail transit facilities.

LU26: Work with neighborhood groups, business owners, regional transit providers, public entities, and other stakeholders to identify and fund additional improvements that can be efficiently constructed in conjunction with light rail and other transit facilities.

LU27: Maintain and enhance the safety of Shoreline's streets when incorporating light rail, through the use of street design features, materials, street signage, and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.

LU28: Evaluate property within a ½ mile radius of a light rail station for multi-family residential choices (R-18 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.

LU29: Evaluate property within a ¼ mile radius of a light rail station for multi-family residential housing choices (R-48 or greater) that support light rail transit service, non-

residential uses, non-motorized transportation improvements, and traffic and parking mitigation.

LU30: Evaluate property along transportation corridors that connects light rail stations and other commercial nodes in the city, including Town Center, North City, Fircrest, and Ridgecrest for multi-family, mixed use, and non-residential uses.

LU31: Implement a robust community involvement process that develops tools and plans to create vibrant, livable, and sustainable light rail station areas.

LU32: Create and apply innovative methods and tools to address land use transitions in order to manage impacts on residents and businesses in a way that respects individual property rights. Develop mechanisms to provide timely information so residents can plan for and respond to changes.

LU33: Encourage and solicit the input of stakeholders, including residents; property and business owners; non-motorized transportation advocates; environmental preservation organizations; and transit, affordable housing, and public health agencies.

LU34: Create a strategy in partnership with the adjoining neighborhoods for phasing redevelopment of current land uses to those suited for Transit-Oriented Communities (TOCs), taking into account when the city's development needs and market demands are ready for change.

LU35: Allow and encourage uses in station areas that will foster the creation of communities that are socially, environmentally, and economically sustainable.

LU36: Regulate design of station areas to serve the greatest number of people traveling to and from Shoreline. Combine appropriate residential densities with a mix of commercial and office uses, and multi-modal transportation facilities.

LU37: Pursue market studies to determine the feasibility of developing any of Shoreline's station areas as destinations (example: regional job, shopping, or entertainment centers).

LU38: Identify the market and potential for redevelopment of public properties located in station and study areas.

LU39: Encourage development of station areas as inclusive neighborhoods in Shoreline with connections to other transit systems, commercial nodes, and neighborhoods.

LU40: Regulate station area design to provide transition from high-density multi-family residential and commercial development to single-family residential development.

LU41: Through redevelopment opportunities in station areas, promote restoration of adjacent streams, creeks, and other environmentally sensitive areas; improve public

access to these areas; and provide public education about the functions and values of adjacent natural areas.

LU42: Use the investment in light rail as a foundation for other community enhancements.

LU43: Explore and promote a reduced dependence upon automobiles by developing transportation alternatives and determining the appropriate number of parking stalls required for TOCs. These alternatives may include: ride-sharing or vanpooling, car-sharing (i.e. Zipcar), bike-sharing, and walking and bicycle safety programs.

LU44: Consider a flexible approach in design of parking facilities that serve light rail stations, which could be converted to other uses if demands for parking are reduced over time.

LU45: Transit Oriented Communities should include non-motorized corridors, including undeveloped rights-of-way, which are accessible to the public, and provide shortcuts for bicyclists and pedestrians to destinations and transit. These corridors should be connected with the surrounding bicycle and sidewalk networks.

LU46: Employ design techniques and effective technologies that deter crime and protect the safety of transit users and neighbors.

LU55: Parking requirements should be designed for average need, not full capacity. Include regulatory provisions to reduce parking standards, especially for those uses located within ¼ mile of high-capacity transit, or serving a population characterized by low rates of car ownership. Other parking reductions may be based on results of the King County Right-Sized Parking Initiative.

LU61: Support regional and state Transfer of Development Rights (TDR) programs throughout the city where infrastructure improvements are needed, and where additional density, height and bulk standards can be accommodated.

King County Countywide Planning Policies

DP-2: Promote a pattern of compact development within the Urban Growth Area that includes housing at a range of urban densities, commercial and industrial development, and other urban facilities, including medical, governmental, institutional, and educational uses and parks and open space. The Urban Growth Area will include a mix of uses that are convenient to and support public transportation in order to reduce reliance on single occupancy vehicle travel for most daily activities.

DP-5: Decrease greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at densities sufficient to promote walking, bicycling, transit, and other alternatives to auto travel.

H-10: Promote housing affordability in coordination with transit, bicycle, and pedestrian plans and investments and in proximity to transit hubs and corridors, such as through transit oriented development and planning for mixed uses in transit station areas.

T-4: Develop station area plans for high capacity transit stations and transit hubs. Plans should reflect the unique characteristics and local vision for each station area including transit supportive land uses, transit rights-of-way, stations and related facilities, multimodal linkages, and place-making elements.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussing Resolution No. 473 – Establishing the 2021 Wastewater Rate Schedule
DEPARTMENT:	Public Works
PRESENTED BY:	Randy Witt, Public Works 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:

The assumption of the Ronald Wastewater District (RWD) set for April 30, 2021, the City is required to develop and implement a schedule for the wastewater utility fees. Using the existing permitting fees and service charges as established by RWD, staff developed the 2021 Wastewater Rate Schedule in the format of the City fee table. Proposed Resolution No. 473 (Attachment A) establishes the 2021 Wastewater Rate Schedule (Exhibit A) that will be in effect at assumption.

Tonight, Council will have an opportunity to discuss proposed Resolution No. 473 and ask questions of staff. Proposed Resolution No. 473 is currently scheduled to be brought back to Council on April 19, 2021 for potential action.

RESOURCE/FINANCIAL IMPACT:

There is no financial impact associated with tonight’s discussion. All rates being proposed are the same as currently collected by RWD.

RECOMMENDATION

No action required tonight as this is a discussion item. Staff recommends that the City Council discuss proposed Resolution No. 473 and provide staff input on this proposed resolution. Staff further recommends that the City Council adopt proposed Resolution No. 473 when is scheduled to return to Council on April 19, 2021 for potential action.

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

BACKGROUND

In 2002, the City and the Ronald Wastewater District (RWD), a special purpose district that provides wastewater services, entered into an Interlocal Operating Agreement to unify wastewater services with City operations. The Agreement and state law outline the assumption process between the City and RWD.

The assumption of RWD requires that the City of Shoreline develop and implement a schedule for the wastewater utility rates. Using the existing permitting fees and service charges as established by RWD, staff developed the 2021 Wastewater Rate Schedule in the format of the City fee table.

DISUSSION

Due to recent changes amending Shoreline Municipal Code (SMC) Chapter 3.01 and adopting Ordinance No. 920 to allow for the adoption of the Fee/Rate Schedule by Resolution of the City Council, proposed Resolution No. 473 (Attachment A) has been created to establish the 2021 Wastewater Rate Schedule (Exhibit A) at the time of RWD assumption on April 30, 2021.

The 2021 Wastewater Rate Schedule includes all permitting fees and service charges as established by RWD via [Resolution 20-13](#) and the District's December 2020 [Developer Extension Manual](#). Staff is proposing no changes to the rates or rate structure as established by RWD. The City's 6% Utility Tax as referenced in SMC 3.32 is included in the permitting fees and services charges listed in the table. The Utility Tax will be transferred from the Wastewater Fund to the General Fund, in the same manner that the Surface Water Fund Utility Tax is currently transferred.

Tonight, Council will have an opportunity to discuss proposed Resolution No. 473 and ask questions of staff. Proposed Resolution No. 473 is currently scheduled to be brought back to Council on April 19, 2021 for potential action.

COUNCIL GOAL(S) ADDRESSED

Proposed Resolution No. 473 supports Council Goal 2, "Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment," and specifically Action Step 14 under this goal: "Complete the assumption of the Ronald Wastewater District in collaboration with the District".

RESOURCE/FINANCIAL IMPACT

There is no financial impact associated with tonight's discussion. All rates being proposed are the same as currently collected by RWD.

RECOMMENDATION

No action required tonight as this is a discussion item. Staff recommends that the City Council discuss proposed Resolution No. 473 and provide staff input on this proposed resolution. Staff further recommends that the City Council adopt proposed Resolution No. 473 when is scheduled to return to Council on April 19, 2021 for potential action.

ATTACHMENTS

Attachment A – Proposed Resolution No. 473
Attachment A, Exhibit A - 2021 Wastewater Rate Schedule

RESOLUTION NO. 473

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON ESTABLISHING THE 2021 RATE SCHEDULE FOR RATES, CHARGES, AND FEES PURSUANT TO CHAPTER 13.05 WASTEWATER UTILITY OF THE SHORELINE MUNICIPAL CODE.

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 is authorized by state law, including Chapter 35.91 RCW Municipal Water and Sewer Facilities Act and Chapter 35.92 RCW Municipal Utilities, to operate a wastewater utility; and

WHEREAS, effective at 12:01 a.m. on April 30, 2021, the City shall assume the jurisdiction and ownership of the Ronald Wastewater District as provided in Chapter 35.13A RCW;

WHEREAS, on December 17, 2019, the Board of Commissioners of the Ronald Wastewater District adopted permit, inspection, and connection fees; on November 17, 2020, the Board of Commissioners adopted the service rate schedule, effective January 1, 2021; and on January 5, 2021, the Board of Commissioners adopted an increase to the developer extension application fee; and

WHEREAS, the Shoreline Municipal Code (SMC) Section 13.05.100 states that rates, charges, and fees for wastewater services shall be established by resolution of the City Council as provided in SMC Chapter 3.01 Fee Schedule; and

WHEREAS, the City desires to utilize the rates, charges, and fees adopted by the Board of Commissioners of the Ronald Wastewater District as the City's Wastewater Utility's rates, charges, and fees at the time of assumption;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, HEREBY RESOLVES:

Section 1. Adoption of Rate Schedule. The Rate Schedule for Fees, Rates, Costs, and Charges for Wastewater Services as set forth in Exhibit A to this Resolution is adopted as the 2021 Rate Schedule.

Section 2. Effective Date. This Resolution shall take effect and be in full force immediately upon passage by the City Council.

ADOPTED BY THE CITY COUNCIL ON APRIL 19, 2021.

Mayor Will Hall

ATTEST:

Jessica Simulcik Smith, City Clerk

City of Shoreline Attachment A - Exhibit A
RATE SCHEDULE – Wastewater Utility

	Type of Permit Application/Fee	2021
A. Side Sewers - Permits and Applications		
Single Family:		
	New Connection	\$300.00
	Repairs or Replacement of Existing Side Sewers	\$150.00
	Capping-Off of Side Sewer	\$150.00
	Renewal	\$25.00
	No Notification Penalty Fee	\$150.00
	Single-Family Pump	\$300.00
Multi-Family Residence:		
	First Connection	\$300.00
	Each Additional Connection per Building	\$100.00
	Repairs or Replacement of Existing Side Sewers	\$150.00
	Capping-Off of Side Sewer	\$150.00
	Renewal	\$25.00
	No Notification Penalty Fee	\$150.00
Commercial Building:		
	One Business Entity, First Connection	\$300.00
	Each Additional Connection per Building	\$100.00
	Each Surfaced Clean-Out	\$50.00
	Repairs or Replacement of Existing Side Sewers	\$150.00
	Capping-Off of Side Sewer	\$150.00
	Renewal	\$25.00
B. Rework Main/Grafting Saddle		\$300.00
C. Surcharges		
	Industrial Waste Surcharge	See Section G
	Additional surcharges may be imposed on any account type or area based on the additional cost of serving those properties beyond costs generally incurred for properties served by the public wastewater system	Actual surcharge determined pursuant to Section 7 of the Wastewater Revenue and Customer Service Policy, City Policy# 200-F-08
	Additional Inspection (1) during normal working hours	\$75.00
	Overtime Inspection other than normal working hours	\$400.00

City of Shoreline Attachment A - Exhibit A
RATE SCHEDULE – Wastewater Utility

D. Flushing Permit		
	Flushing not to exceed 20,000 gallons or 2,674 cubic feet of water	\$200 (Includes City Fee \$150 + Treatment Charge \$50)
	Flushing not to exceed 50,000 gallons or 6,684 cubic feet of water	\$285 (Includes City Fee \$150 + Treatment Charge \$135)
E. Special Permits		
The Public Works Director shall have the authority to establish a minimum deposit of \$500.00 for those installations not covered in the permit fee schedule. The inspection fees and other pertinent costs are to accrue against this deposit. The owner will receive either a refund or billing for additional charges within sixty (60) days from approval of the installation.		
F. Review Fees		
	Certificate of Sewer Availability	\$150.00
	Single-Family Pump	\$350.00
	Developer Extension Application	\$750.00
	Developer Extension Application for a Pump Station (Additional Fee)	\$750.00
	Developer Extension	Actual Costs Incurred by City for Outside Consultants
	Apartment/Multi-Family Plan Review	\$350.00
G. Industrial Discharge Permit		
	Permit Issuance Fee	\$200.00
	Industrial Waste Surcharge	As Determined by King County
	Monthly Inspection, Monitoring and Treatment Fee	\$150.00
	No Notification Penalty Fee	\$150.00
H. Sewer Service Charges*		
Per Month, Billed Bi-Monthly Residential:		
1 - Single Family Thru Four Plex	City	\$16.63 Per Unit
	Treatment - Edmonds	\$28.87 Per Unit
	Total	\$45.50 Per Unit
1S - Single Family Thru Four Plex; Low Income Senior/Disabled Citizen Discount	City	\$8.32 Per Unit
	Treatment - Edmonds	\$14.43 Per Unit
	Total	\$22.75 Per Unit

City of Shoreline Attachment A - Exhibit A
RATE SCHEDULE – Wastewater Utility

2 - Single Family Thru Four Plex	City	\$16.63 Per Unit
	Treatment - King County	\$47.37 Per Unit
	Total	\$64.00 Per Unit
2S - Single Family Thru Four Plex; Low Income Senior/Disabled Citizen Discount	City	\$8.32 Per Unit
	Treatment - King County	\$23.68 Per Unit
	Total	\$32.00 Per Unit
3 - Single Family Thru Four Plex; ATL, No Pump on Property	City	\$84.16 Per Unit
	Treatment - King County	\$47.37 Per Unit
	Total	\$131.53 Per Unit
4 - Single Family Thru Four Plex; ATL, \$1.00 Credit - Single Pump	City	\$83.16 Per Unit
	Treatment - King County	\$47.37 Per Unit
	Total	\$130.53 Per Unit
5 - Single Family Thru Four Plex; ATL \$2.00 Credit - Pump Serves 2 Properties	City	\$82.16 Per Unit
	Treatment - King County	\$47.37 Per Unit
	Total	\$129.53 Per Unit
Per Month, Billed Monthly Residential:		
6 - Single Family Thru Four Plex	City	\$16.63 Per Unit
	Treatment - King County	\$47.37 Per Unit
	Total	\$64.00 Per Unit
6S- Single Family Thru Four Plex; Low Income Senior/Disabled Citizen Discount	City	\$8.32 Per Unit
	Treatment - King County	\$23.68 Per Unit
	Total	\$32.00 Per Unit
Monthly Commercial:		
100 - Misc. Business, School, Apts, Condos, Hotels, Motels, Trailer/Mobile Home Parks, Industrial	City	\$16.63 Per Unit or RCE; Whichever is Higher
	Treatment – Edmonds	\$28.87 RCE (1 RCE Min)
	Treatment – King County	\$47.37 RCE (1 RCE Min)
200 - Misc. Business, School, Apts, Condos, Hotels, Motels, Trailer/Mobile Home Parks, Industrial	City	\$16.63 Per Unit or RCE; Whichever is Higher
	Treatment - Edmonds	\$28.87 RCE (1 RCE Min)
	Treatment - King County	\$47.37 RCE (1 RCE Min)

City of Shoreline Attachment A - Exhibit A
RATE SCHEDULE – Wastewater Utility

Monthly Special Billings:		
300 - Trailer/Mobile Home Parks & Apt	City and Treatment Combined	\$55.69 (50% of City Charge Plus 100% King County Treatment Charge); Billing-RCE
	City and Treatment Combined	\$55.69 (50% of City Charge Plus 100% King County Treatment Charge); Billing-MLT Provides Unit Count
J. General Facility Charge		
	SFR and Low-Density Development (4 units or less)	\$1,257
	High Density Development (5 units and up)	\$2,506
	Commercial-Based Upon Fixture Count Calculation	King County Wastewater Treatment Division Formula
K. Treatment Facility Charge		
	Edmonds Wastewater Treatment Plant Charge	\$1,222.00 per dwelling or fixture unit
L. Local Facility Charge		\$29,088.29
M. Administrative Fees		
	Account Set Up, Owner, or Tenant Change	\$10.00
	Duplicate Billing Fee	\$2.00
	Escrow Closing Request	\$25.00
	Lien	\$215.00
	Late Charge	10%
	Refund Request Fee	\$10.00
<i>6% Utility Tax is included in the service charges and permitting fees. It is not applicable to capital charges, such as General Facility, Treatment Facility and Local Facility Charges.</i>		