



City of Shoreline | 17500 Midvale Avenue North | Shoreline, WA 98133
Phone 206-801-2700 | Email: clk@shorelinewa.gov | www.shorelinewa.gov

SHORELINE CITY COUNCIL SPECIAL MEETING

Monday, May 9, 2022 at 4:45 p.m.

Meet at Shoreline City Hall Front Steps
17500 Midvale Avenue North

TOPIC: Tour of 148th Light Rail Station Area

SHORELINE CITY COUNCIL VIRTUAL/ELECTRONIC REGULAR MEETING REVISED AGENDA V.2

Monday, May 9, 2022 at 7:00 p.m. on Zoom

Join Zoom Webinar: <https://zoom.us/j/95015006341>
Call into Webinar: 253-215-8782 | Webinar ID: 950 1500 6341
(long distance fees may apply)

The City Council is providing opportunities for public comment by submitting written comment or by joining the meeting webinar (via computer or phone) to provide oral public comment:



[Sign-Up to Provide Oral Testimony](#) *Pre-registration is required by 6:30 p.m. the night of the meeting.*



[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) Proclamation of Armed Services Appreciation Day	<u>2a-1</u>	
3. APPROVAL OF THE AGENDA		
4. REPORT OF THE CITY MANAGER		
5. COUNCIL REPORTS		
6. PUBLIC COMMENT		
<i>Members of the public may address the City Council on agenda items or any other topic for three minutes or less, depending on the number of people wishing to speak. The total public comment period will be no more than 30 minutes. If more than 10 people are signed up to speak, each speaker will be allocated 2 minutes. Please be advised that each speaker's testimony is being recorded. Speakers are asked to sign up by 6:30 p.m. the night of the meeting via the <u>Remote Public Comment Sign-in form</u>. Individuals wishing to speak to agenda items will be called to speak first, generally in the order in which they have signed up.</i>		
7. CONSENT CALENDAR		
(a) Approval of Minutes of Regular Meeting of April 18, 2022	<u>7a-1</u>	
(b) Approval of Expenses and Payroll as of April 22, 2022 in the Amount of \$2,581,335.06	<u>7b-1</u>	

- (c) Authorize the City Manager to Execute a Construction Contract with Quilceda Excavation, Inc. in the Amount of \$2,071,916 for the Hidden Lake Dam Removal Project 7c-1

8. ACTION ITEMS

- (a) Action on Resolution No. 489 - Adopting a Six-Year Transportation Improvement Plan (TIP) for 2023 Through 2028 8a-1 7:20

9. STUDY ITEMS

- (a) Discussion and Update of the 145th Street Corridor and I-5 Interchange Projects 9a-1 7:40
- (b) Discussion of City Manager Recruitment Firm 9b-1 8:20

10. EXECUTIVE SESSION: Property Acquisition – RCW 42.30.110(1)(b) 8:35

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

11. ADJOURNMENT 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.

DOWNLOAD THE ENTIRE CITY COUNCIL PACKET FOR MAY 9, 2022



[LINK TO STAFF PRESENTATIONS](#)



[LINK TO PUBLIC COMMENT RECEIVED](#)

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Proclamation of 2022 Armed Services Appreciation Day		
DEPARTMENT:	City Manager's Office/City Clerk		
PRESENTED BY:	Jessica Simulcik Smith, City Clerk		
ACTION:	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input type="checkbox"/> Motion
	<input type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	<input checked="" type="checkbox"/> Proclamation

PROBLEM/ISSUE STATEMENT:

Each year, on the third Saturday in the month of May, the nation celebrates Armed Services Appreciation Day (Armed Forces Day). First observed on May 20, 1950, Armed Services Appreciation Day honors Americans serving in the six U.S. military branches – the Army, Navy, Marine Corps, Air Force, Space Force and Coast Guard. The month of May is identified as the month of patriotism, as America also celebrates Victory in Europe (VE) Day, Military Spouse Day, Loyalty Day, and Memorial Day. This proclamation acknowledges the important sacrifices that members of the United States military and their families make to our City and nation to ensure freedom and liberty for all residents. This year, Armed Services Appreciation Day falls on May 21, 2022.

RECOMMENDATION

Staff recommends that Council declare May 21, 2022 Armed Services Appreciation Day in the City of Shoreline.

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



PROCLAMATION

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

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

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

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

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

WHEREAS, the representatives and family members of the Armed Forces that are here tonight live and work in the greater Shoreline area and contribute to the overall culture of Shoreline; and

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

NOW, THEREFORE, I, Keith Scully, Mayor of the City of Shoreline, on behalf of the Shoreline City Council, do hereby proclaim May 21, 2022, as

ARMED SERVICES APPRECIATION DAY

in the City of Shoreline.

Keith Scully, Mayor

CITY OF SHORELINE
SHORELINE CITY COUNCIL
SUMMARY MINUTES OF REGULAR MEETING

The purpose of these minutes is to capture a high-level summary of Council's discussion and action. This is not a verbatim transcript. Meeting video and audio is available on the [City's website](#).

Monday, April 18, 2022
7:00 p.m.

Held Remotely via Zoom

PRESENT: Mayor Scully, Deputy Mayor Robertson, Councilmembers McConnell, Mork, Roberts, Pobe, and Ramsdell

ABSENT: None.

1. CALL TO ORDER

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

2. ROLL CALL

Upon roll call by the City Clerk, all Councilmembers were present.

- (a1) Proclaiming Volunteer Appreciation Week
- (a2) Proclaiming Earth Day

Mayor Scully announced the proclamation of Volunteer Appreciation Week and Earth Day in Shoreline.

3. APPROVAL OF THE AGENDA

The agenda was approved by unanimous consent.

4. REPORT OF CITY MANAGER

Debbie Tarry, City Manager, reported on various City meetings, projects, and events.

5. COUNCIL REPORTS

Deputy Mayor Robertson gave an update from the North King County Homelessness Coalition stating they are in the final stages of interviews for a new Executive Director and reported that eight residents moved into more stable housing this month and two more are scheduled to move next month.

6. PUBLIC COMMENT

The Council heard comments from the public from approximately 7:05 p.m. to 7:23 p.m. Written comments were also submitted to Council prior to the meeting and are available on the [City's website](#).

Corinne Mossman, Shoreline resident, commented on the proposal to allow duplexes and triplexes and suggested that, in order to preserve the more established neighborhoods, a good area to add density would be between 145th Street and Ballinger Way in-between I-5 and Highway 99.

Barbara Twaddell, Shoreline resident, shared that it is a bad idea to allow duplexes and triplexes in single-family zoned areas because the goal is to increase density near transit access, not far from it.

Jackie Kurlle, Shoreline resident, said she appreciates the update on the Enhanced Shelter and looks forward to hearing more about it and she agreed with Barbara Twaddell's comments regarding to triplexes and duplexes.

Courtney Ewing, Shoreline resident, referenced the Comprehensive Plan and stated that the growth target does not align with the number of proposed development units to be opened within the next seven years. She asked how fire, police, hospital, and school services will adjust to the growth and expressed agreement with the comments regarding the duplex and triplex codes.

Nancy Morris, Shoreline resident, said protecting birds needs to be addressed when trees are removed. She stated that there are several important facets involved in facing challenges of climate emergencies and trees are not the complete answer; there are ways to incorporate living assets in development.

Janet Way, Shoreline resident, expressed alarm with the proposal for duplexes and triplexes and suggested a larger planning process to inform the public of the proposal and analyze the impact on infrastructure.

Derek Blackwell, Shoreline resident, restated his list of challenges with the proposed development to replace Garden Park Apartments and discussed issues with the neighborhood meeting held by the developer. He asked for a second meeting.

7. CONSENT CALENDAR

Upon motion by Deputy Mayor Robertson and unanimously carried, 7-0, the following Consent Calendar items were approved:

- (a) Approval of Minutes of Regular Meeting of March 28, 2022**
- (b) Adoption of Ordinance No. 960 - Amending Shoreline Municipal Code Chapter 12.30 Public Tree Management**
- (c) Adoption of Ordinance No. 961 - Unlimited Tax General Obligation (UTGO) Bond 2022 - Park Improvement and Park Land Acquisition**

(d) Adoption of Ordinance No. 962 - Amending Ordinance No. 829 Limited Tax General Obligation Bond Anticipation Notes

(e) Adoption of Resolution No. 490 - Declaring the Surface Water Utility Program Street Sweeper Surplus and Authorizing its Sale in Accordance with Shoreline Municipal Code Chapter 3.50

8. STUDY ITEMS

Discussing Ordinance No. 943 - Amending Shoreline Municipal Code Chapter 13.10 Surface Water Utility for a New Source Control Program

Surface Water Utility Manager, John Featherstone, explained the surface water utility handles any water on the surface of land including ponds, streams, and lakes as well as stormwater from rainfall that flows through forested and urban areas and gets soaked into the ground or joins local receiving waters. He discussed the significance of managing the surface water utility because water picks up pollutants as it travels and can cause flooding in areas impermeable to fluids. Mr. Featherstone then spoke about the Western Washington Phase II Municipal Stormwater Permit and explained that it gives the City permission to discharge stormwater into waters of the State such as Puget Sound and he shared various requirements of the permit that affect surface water programs. He gave an example of illicit discharge detection and elimination (IDDE) as a permit requirement to enhance preventative measures to avoid water pollution and address spills which he said would look like working with property owners to inspect and educate on the risks of pollution generating activities and to find solutions that work best for them. Mr. Featherstone said select public and private sites deemed a high risk of pollution generating activities will be subject to the Source Control Program and notified of their enlistment by the end of this year and added that the Phase II Permit requires a code enforcement component for sites where education and outreach alone is not effective although cases are infrequent. He summarized the code change as an expansion of the circumstances where staff can inspect a site and ask sites owners to implement best management practices.

When asked about strategies to prioritize locations to participate in the program and the program's financial plan, Surface Water Program Specialist, Christie Lovelace, responded by explaining that staff looks at the type of pollution generating activities occurring and the history of compliance. Mr. Featherstone added that the program has historically had a budget of \$87,000 annually which has been sufficient but will be refined through the biennial budget amendment process, and then through the Master Plan Update.

It was asked if the program will help will compliance or if it operates to identify noncompliant businesses and Ms. Lovelace answered that the program aims to take a proactive approach to reduce pollution and said staff will respond to reports of illegal dumping and spills for cleanup and investigate the source of pollution along with engaging in inspections and education outreach. Upon inquiry about the level of concern for sites with large parking lots and how the City becomes aware of pollution incidences, Mr. Featherstone explained that parking lots are considered to be a baseline condition but not included as a high risk of pollution unless the lot is especially large or there is a history of spills. He said all field operative staff are trained to

recognize sources of pollution but staff also rely on any sources of reports that an investigation is needed.

(a) Discussing the Transportation Master Plan (TMP) Update: Draft Bicycle Plan

Nora Daley-Peng, Senior Transportation Planner, said the Draft Bicycle Plan is the last in the set of draft modal plans for the Transportation Master Plan (TMP) update that will be used to guide the development of the City's transportation system. She shared that staff have inventory of the existing and future street network, trails, sidewalks, transit and bike facilities, and are working to identify gaps between the existing system and the TMP vision and goals as well as working to define the type of facilities that should exist for each mode of travel and where they should be located in order to develop a list of projects needed to fill the gaps identified and flesh out the TMP's policies and programs. Ms. Daley-Peng explained that staff shifted their focus from accommodating different types of cyclists to a context of traffic speed and volume and have determined four levels of traffic stress (LTS) from LTS-1, fully separated from vehicle traffic to LTS-4 which include arterials where no bike facilities exist and cyclists must navigate cars. She explained the project team's draft vision to achieve a complete network of streets that support safe, comfortable, and convenient travel by bicycle for all ages and abilities. Ms. Daley-Peng concluded her presentation by sharing that the project team is conducting Outreach Series 3 the next day and are developing a draft transportation project list to bring to Council in the early summer.

There was concern about directions and signage on the route to the 148th Light Rail Station traveling from Shoreline Community College, and Ms. Daley-Peng said it takes design elements to create low stress connections such as approach and confirmation signage to help travelers with navigation and traffic calming measures to manage street volume. She added that staff are looking closely at network connectivity on the 145th Street Off-Corridor Bike Network to provide convenient travel to the Light Rail Station.

A point was raised about the categorization of streets within station areas as the roads could see high volumes of traffic and a designation according to street volume was suggested in order to recognize variability. It was also suggested that buffered bike lanes be a design standard where possible as opposed to solely paved lanes and sharrows. Some Councilmembers expressed interest in exploring the idea and Mayor Scully encouraged staff to view the network development as a door-to-door safety concept. Ms. Daley-Peng said there are traffic diversions staff can design on a network basis to discourage auto trips.

(b) Discussing Resolution No. 487 - Approving the Relocation Plan and City Manager Property Acquisition Authority, and Ordinance No. 956 - Authorizing the Use of Eminent Domain for Acquisition of Certain Real Properties, to Construct the N 175th Street, Stone Avenue N to I-5 Project

Public Works Director, Randy Witt, said Resolution No. 487 will increase the City Manager's authorization for property acquisition to \$1,000,000 and to approve the relocation plan. He described the City Manager's current authorization limit of \$50,000 and other conditions of the authority and stated that the larger limit is needed to complete the fully-funded acquisitions

required to construct the N 175th Street, Stone Avenue N to I-5 Project. He added that relocation claims are not included in authorization limits but included in the relocation plan for relocation estimates exceeding \$50,000 and specified that four properties require full acquisition that range from \$650,000 to \$1,000,000 and relocation costs range from \$140,000 to \$280,000 per parcel.

Next, Mr. Witt explained Ordinance No. 956 as the overlying ordinance for the project that will grant the City condemnation authority, if necessary, given that the City has a finding of public use and will provide just compensation.

Deputy Mayor Robertson said it is important to keep the project moving as quickly as possible and stated her support for both items along with Councilmember McConnell who added that although the limit seems high, the cost for homes in Shoreline is increasing and the sooner an agreement can be reached the better everyone's benefit will be.

Elaborating on the cause for full acquisition and the use of the acquired properties, Mr. Witt explained that the grading of some of the lots and proximity of the home to the project would restrict access or take away use of the property for the owners and he stated that staff will look at uses for the acquired property once the project is complete.

9. ADJOURNMENT

At 8:23 p.m., Mayor Scully declared the meeting adjourned.

Jessica Simulcik Smith, City Clerk

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Approval of Expenses and Payroll as of April 22, 2022
DEPARTMENT:	Administrative Services
PRESENTED BY:	Sara S. Lane, Administrative Services Director

EXECUTIVE / COUNCIL SUMMARY

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

RECOMMENDATION

Motion: I move to approve Payroll and Claims in the amount of \$2,581,335.06 specified in the following detail:

***Payroll and Benefits:**

Payroll Period	Payment Date	EFT Numbers (EF)	Payroll Checks (PR)	Benefit Checks (AP)	Amount Paid
3/20/22 - 4/2/22	4/8/2022	101776-101986	17759-17767	85312-85315	\$649,014.20
3/20/22 - 4/2/22	4/8/2022			WT1256-WT1257	\$112,748.75
					<u>\$761,762.95</u>

***Wire Transfers:**

Expense Register Dated	Wire Transfer Number	Amount Paid
		<u>\$0.00</u>

***Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
4/13/2022	85261	85277	\$194,253.82
4/13/2022	85278	85311	\$225,475.49
4/18/2022	85316	85317	\$107,446.87
4/18/2022	85318	85318	\$5,693.21
4/20/2022	85319	85347	\$1,081,979.46
4/20/2022	85348	85377	\$202,864.78
4/21/2022	85378	85378	\$1,858.48
			<u>\$1,819,572.11</u>

Approved By: City Manager **DT**

City Attorney **MK**

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Authorize the City Manager to Execute a Construction Contract with Quilceda Excavation, Inc. in the Amount of \$2,071,916 for the Hidden Lake Dam Removal 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:

Hidden Lake is an artificially created pond located partially within Shoreview Park. The lake experiences large amounts of sediment deposition creating an expensive maintenance issue for the City. Since 2014, City staff and consultants have been working to develop a design to remove Hidden Lake Dam and reestablish Boeing Creek through the existing lake bed. The first phase of the two-phase design was completed in late 2021.

Between March 16 and April 20, 2022, the City solicited bids for contractors to construct the Hidden Lake Dam Removal Project as Bid #10269. The bid from Quilceda Excavation, Inc. in the amount of \$1,883,560 was the apparent low bid. City staff has determined that the bid from Quilceda Excavation, Inc. is responsive and that they have met the City's requirements. Staff is requesting that the City Council authorize the City Manager to execute a contract with the lowest responsive bidder, Quilceda Excavation Inc., for construction of the Hidden Lake Dam Removal Project in the amount of \$1,883,560 with a change order authority of \$188,356. This is a total contract award of \$2,071,916.

RESOURCE/FINANCIAL IMPACT:

This project is fully funded in the adopted 2021 – 2026 Capital Improvement Plan. This project will be partially funded by two grants, Land and Water Conservation (RCO) and King County WaterWorks, as well as the surface water capital fund. The design of Phase 2 for this project is funded by a third grant from the King County Flood Control District.

Below is a breakdown of funding for both phases of the Hidden Lake Dam Removal project:

EXPENDITURES

Design Contract (Herrera)	\$1,048,272
Right-of-Way Acquisition	\$ 444,050
City Administration	\$ 150,000
Phase 1 Construction	
Quilceda Excavation (<i>this contract</i>)	\$1,883,560
Phase 1 Contingency	\$ 188,356
Phase 1 Construction Management	\$ 370,000
Phase 2 Construction	
<u>Construction (Phase 2)</u>	<u>\$4,000,000</u>
TOTAL Cost	\$8,084,238

REVENUE

Land and Water Conservation (RCO)	\$ 447,975
KC Flood Control District Flood Reduction	\$ 300,000
King County WaterWorks Grant	\$ 50,000
<u>Surface Water Capital Fund</u>	<u>\$7,286,263</u>
TOTAL Revenue	\$8,084,238

RECOMMENDATION

Staff recommends that City Council authorize the City Manager to execute a construction contract with Quilceda Excavation Inc. in the amount of \$1,883,560 with an additional change order authorization of \$188,356, for a total award of \$2,071,916, for the Hidden Lake Dam Removal Project.

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

BACKGROUND

Hidden Lake is an artificially created pond located partially within Shoreview Park. The lake experiences large amounts of sediment deposition creating an expensive maintenance issue for the City. City staff and consultants have been working to develop a design to remove Hidden Lake Dam and reestablish Boeing Creek through the existing lake bed. The Feasibility Study for the Project was initially [authorized by the City Council in September 2014](#). Following an [alternative analysis](#) and [pre-design](#) efforts, the [original design contract with Herrera was authorized by Council in June 2018](#).

The [first amendment, authorized by the City Council on June 24, 2019](#), increased the contract scope to include the more complex culvert design (Phase 2 design), private property acquisition services, and design for trail and park user enhancements that were added as a result of obtaining a grant from the Recreation and Conservation (RCO)'s Land and Water Conservation Funding (LWCF). A second amendment with the design consultant for final design and construction administration assistance (special inspections and technical review) was [approved by Council in 2021](#) and will help support the construction effort that this contract will authorize. Council also [authorized a construction management and inspection contract](#) for the first phase of construction in January 2022.

DISCUSSION

Project Bid Process – Bid #10269

Between March 16 and April 20, 2022, the City solicited bids for contractors to construction the Project under Bid #10269 as noted above. Bids were opened on April 20, 2022 and four (4) bids were received. Quilceda Excavation, Inc. was the low bidder with a bid of \$1,883,560. The other bid proposals were for \$1,899,192, \$2,770,217, and \$3,071,976.

The lowest bid from Quilceda Excavation, Inc. was determined to be responsive and met the requirements of the City. This was verified by:

- Evaluation and analysis of the bid through the creation of bid tabulations, and
- Verification that the contractor is properly licensed in Washington State and has not been barred from contracting on federal- and state-funded projects.

The engineer's estimate for construction of the Project was \$2,300,000. Construction is anticipated to start in June 2022 and be completed within 175 working days.

COUNCIL GOAL(S) ADDRESSED

The Project addresses Council Goal #2: Continue to deliver highly valued public services through management off the City's infrastructure and stewardship of the natural environment.

RESOURCE/FINANCIAL IMPACT

RESOURCE/FINANCIAL IMPACT:

This project is fully funded in the adopted 2021 – 2026 Capital Improvement Plan. This project will be partially funded by two grants, Land and Water Conservation (RCO) and King County WaterWorks, as well as the surface water capital fund. The design of Phase 2 for this project is funded by a third grant from the King County Flood Control District.

Below is a breakdown of funding for both phases of the Hidden Lake Dam Removal project:

EXPENDITURES

Design Contract (Herrera)	\$1,048,272
Right-of-Way Acquisition	\$ 444,050
City Administration	\$ 150,000
Phase 1 Construction	
Quilceda Excavation (<i>this contract</i>)	\$1,883,560
Phase 1 Contingency	\$ 188,356
Phase 1 Construction Management	\$ 370,000
Phase 2 Construction	
Construction (Phase 2)	\$4,000,000
TOTAL Cost	\$8,084,238

REVENUE

Land and Water Conservation (RCO)	\$ 447,975
KC Flood Control District Flood Reduction	\$ 300,000
King County WaterWorks Grant	\$ 50,000
Surface Water Capital Fund	\$7,286,263
TOTAL Revenue	\$8,084,238

RECOMMENDATION

Staff recommends that City Council authorize the City Manager to execute a construction contract with Quilceda Excavation Inc. in the amount of \$1,883,560 with an additional change order authorization of \$188,356, for a total award of \$2,071,916, for the Hidden Lake Dam Removal Project.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Action on Resolution No. 489 - Adopting a Six-Year Transportation Improvement Plan (TIP) for 2023 Through 2028
DEPARTMENT:	Public Works
PRESENTED BY:	Nytasha Walters, Transportation Service Manager
ACTION:	<input type="checkbox"/> Ordinance <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

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

The draft 2023-2028 TIP was presented to the City Council on April 11, 2022, for discussion. The staff presentation was immediately followed by a Public Hearing on the plan, as required by state law, where one person provided comment on the TIP. After the hearing, Council commented and asked several questions regarding listed projects, funding, and possible new projects to consider. Staff have responded to comments in this staff report. The draft 2023-2028 TIP as presented to Council on April 11, 2022, has remained the same.

Adoption of proposed Resolution No. 489 (Attachment A) would adopt the 2023-2028 TIP (Exhibit A). Tonight, the Council is scheduled to take action on proposed Resolution No. 489.

RESOURCE/FINANCIAL IMPACT:

There is no financial impact associated with adoption of the TIP. The projects identified in the City's TIP are a combination of funded projects in the CIP, including projects that are partially funded or underfunded, as well as currently unfunded projects the City will monitor and/or would like to undertake should funding become available (limited to those unfunded projects where this seems feasible for this six-year period). The 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 not fund projects unless included in a jurisdiction's TIP. All funded programs are considered underfunded as additional work could be completed through these programs with supplemental funding.

RECOMMENDATION

Staff recommends that Council adopt Resolution No. 489, which would adopt the 2023-2028 Transportation Improvement Plan.

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). A city's TIP must be consistent with its comprehensive plan transportation element. RCW 35.77.010 requires that the City hold at least one public hearing on the TIP and to submit the adopted TIP to the Washington State Secretary of Transportation. The TIP must be adopted no later than July 1, 2022.

The TIP identifies projects to meet local transportation needs, as well as projects of regional significance, such as the 145th Street corridor improvements. It also includes several on-going programs, including the New Sidewalk Program (for new sidewalk construction), Sidewalk Rehabilitation Program, and the Traffic Safety Improvements Program. The New Sidewalk Program resulted from a voter approved Sales & Use Tax in November 2018. Most programs are considered underfunded as additional work could be completed with additional financial resources.

The TIP identifies projects for all modes of transportation, including bicycles, pedestrians, vehicles, and transit. The City's TIP is used to secure state and federal funding for transportation projects as part of the Statewide Transportation Improvement Plan.

Projects in the TIP can be funded, partially funded, or unfunded. Most transportation projects in the 2023-2028 TIP which have funding are included in the 2021-2026 Capital Improvement Plan (CIP). Including projects in the TIP improves the City's eligibility to secure certain grant funding. The TIP is prepared and presented to Council in advance of the CIP. Although the City approves a Biennial Budget, the CIP, as the TIP, is adopted annually. 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 and discuss CIP updates of the City's proposed six-year 2023-2028 CIP later this year.

The current draft 2023-2028 TIP utilizes last year's TIP as its foundation. Projects and programs included in the TIP include high priority projects identified in the 2011 Transportation Master Plan (TMP) for safety and operations, projects based on critical data such as collisions, and bicycle and pedestrian projects.

DISCUSSION

The draft 2023-2028 TIP was presented to the City Council on April 11, 2022. The staff presentation was immediately followed by a Public Hearing on the plan, as required by state law (RCW 35.77.010). The staff report for the April 11 meeting can be reviewed at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2022/staffreport041122-8b.pdf>.

During the Council discussion on April 11th, Councilmembers had several questions and comments which are addressed in this staff report.

April 11, 2022 Public Hearing

One comment was received during the public hearing regarding the need for sidewalks and street lighting on 10th Avenue NE from 175th – 185th Streets. Staff understand the need for safe access to the future Shoreline North/185th Station and students that utilize 10th Avenue NE. This segment is currently shown as a medium priority in the Sidewalk Prioritization Plan. Sections north of 180th Street border on MUR-70 on the west and MUR-35 on the east. There is the possibility that development may occur in the next few years which would address some sidewalk improvements. Due to the collision history, the 175th Street (5th Avenue NE – 15th Avenue NE) Project was added as a new project to this 2023-2028 TIP to look at safety improvements to be considered along this stretch of roadway and at intersections, including the intersection of 175th and 10th Avenue NE. The City may become more competitive for grants for this section of 10th Avenue NE to fill in gaps once some of these initial improvements are met.

April 11, 2022 Council Discussion

During this Council discussion, several Councilmembers had questions and concerns which are summarized below along with staff responses:

Off-Corridor Bike Network

Councilmember Ramsdell had questions regarding the location and timing of the 145th Street Off-Corridor Bike Network. As mentioned during the Council meeting, the City of Shoreline is working on a section both west and east of I-5. During the 145th Street Multi-Modal Corridor Study, a robust public outreach process was conducted with input from both Shoreline and Seattle neighbors, and the overwhelming response was to develop bike facilities and re-direct bicyclists off the busy state route and onto slower paced neighborhood streets.

The western section of the bike network is being designed with the 145th Corridor Project. As there are few through streets just north of 145th Street, the west side is a bit of a “step-down” route from N 160th Street to reach the future 148th Street Non-Motorized Bridge. It will connect to existing facilities on 155th Street and will include a couple direct connections to 145th Street, one along 1st Avenue NE. Construction of this western section is on the contingency list for federal funding, and staff have again applied for construction funding this year in the Countywide process for federal funds.

Staff also applied for federal funding for a pre-design study of an east side 145th Corridor bike network in order to confirm a route and its feasibility. There are currently bike lanes on 155th Street; the east side off-corridor bike network would include streets closer to the 145th Corridor. The intent is for this eastside section to ultimately connect to the Burke Gilman Trail.

Seattle is also looking at a network of slow-moving streets to incorporate off-corridor bicycle facilities just south of 145th Street which would be another option for bicyclists.

Sidewalks Near Schools

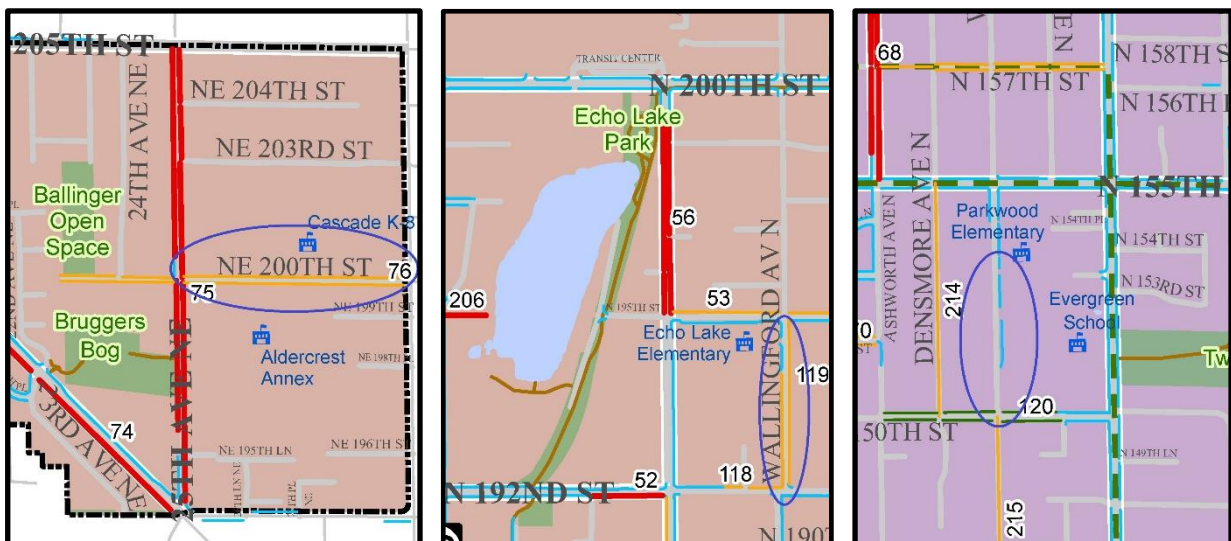
Councilmember Roberts requested the following three sections of roadway (all missing sections of sidewalk adjacent to schools) be added as individual projects in the TIP: NE 200th Street (25th Avenue NE – 30th Avenue NE); Wallingford Avenue N (N 192nd Street

to N 195th Street); and Wallingford Avenue N (Parkwood Elementary School to N 150th Street). See Figure 1 for map locations.

NE 200th Street (25th Avenue NE – 30th Avenue NE) and Wallingford Avenue N (N 192nd Street to N 195th Street) have already been prioritized in the Sidewalk Prioritization Plan which is included in the 2023-2028 TIP as Program No. 2, New Sidewalk Plan (New Sidewalk Construction). Both are listed as medium priority. The next planned data update for the Sidewalk Prioritization Plan is 2023.

The road segment on Wallingford Avenue N from N 155th Street to N 150th Street has intermittent sidewalks and is not currently shown in the Sidewalk Prioritization Plan. Staff agree this is a logical segment to be included in the City’s planned sidewalk system and will add this segment and consider other logical segments as part of the Transportation Master Plan (TMP) update currently underway. Any new sidewalk segments added during this TMP update process, as well as current planned sidewalk segments, will be evaluated in the next data update of the Sidewalk Prioritization Plan - which is scheduled for 2023. Staff anticipate adding this segment of roadway to an adjacent section on N 150th Street (Project No. 120 in the current Sidewalk Prioritization Plan) for better connection.

Figure 1



Map sections are taken from the 2018 Sidewalk Prioritization Plan. Blue lines indicate sidewalk already in place; red is high priority to be built, yellow is medium priority, and green is low priority). Since this map was published, additional sidewalk sections have been constructed on N 195th Street (near Echo Lake Elementary) and NE 200th Street. NE 200th Street includes sidewalk on frontage near Cascade K-8, but sections are missing between 25th Avenue NE and 30th Avenue NE.

Safe Routes to School grants do not require projects to be listed in the TIP. This funding specifically addresses section of sidewalk supporting school access and are very competitive. Staff review a pool of potential projects to try to determine which are most competitive with the specific call for projects as criteria can change.

At this time, if Council sees a need to include the segment of sidewalk near Parkwood Elementary School in the TIP prior to be addressed in the TMP, staff would suggest

adding the following text to Program No. 2, New Sidewalk Plan (New Sidewalk Construction):

Missing segments of sidewalk on the east side of Wallingford Avenue N from Parkwood Elementary School south to N 150th Street is added to this program. As part of the next update to the Sidewalk Prioritization Plan, it will be included as part of the existing project on N 150th Street in that vicinity.

Funding for “Small Win” Projects

Councilmember Mork had concerns that large projects might be expending all the available revenue with not much left for small projects where a little bit of money could go a long way.

It is a difficult balance with limited resources to address funding for projects in the TIP; the larger federally funded projects must be completed within federally set schedules so by default require financial attention and often priority. Although not listed as specific projects with their own worksheets, the 2023-2028 TIP includes programs that fund smaller projects such as the Sidewalk Rehabilitation and New Sidewalk Programs. The Traffic Safety Improvements 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.). Approximately \$200,000 of Roads Capital funds this program annually; this is considered underfunded as additional improvements could be implemented with supplemental funding.

In addition to the above programs, the “Midblock Crossing and Citywide Rectangular Rapid Flashing Beacons and Radar Speed Signs” project is scheduled for construction in 2022-2023 and will include a new crossing on NW Richmond Beach Road between 8th Avenue NW and 3rd Avenue NW to address safety, and several flashing beacons and speed signs throughout the City. This is over \$1 million in improvements and is primarily federal Highway Safety Improvement Program (HSIP) funding.

Proposed Amendment to the Draft 2023-2028 TIP and Amendatory Language

At the April 11 Council meeting, Councilmember Roberts stated that he would be proposing an amendment to add three sidewalk projects to the TIP as unfunded projects: N 200th Street (25th Avenue NE – 30th Avenue NE); Wallingford Avenue N (N 192nd Street - N 195th Street); and Wallingford Avenue N (Parkwood Elementary School to N 150th Street). As noted in the Discussion section of this staff report, two of the three projects are already included as part of the Sidewalk Prioritization Plan under Program 2, New Sidewalk Plan. For the third area near Parkwood Elementary School, staff agree it should be a part of the Sidewalk System and will address its addition as part of the current TMP update process, and then re-evaluate with all other sidewalk projects during the upcoming update of the Sidewalk Prioritization Plan and as such, staff does not recommend amending the TIP. If a Councilmember wishes to make a change at this time, staff suggest the following amendatory language:

I move to amend the draft 2023 - 2028 Transportation Improvement Plan as presented by staff in Exhibit A to Resolution No. 489 by adding Wallingford Avenue N (Parkwood Elementary School to N 150th Street) as part of Program 2, New Sidewalk Plan, to complete missing sections of sidewalks near this school.

Tonight's Council Action

Adoption of proposed Resolution No. 489 (Attachment A) would adopt the 2023-2028 TIP (Exhibit A). Proposed Resolution No. 489 also authorizes the City Clerk to file a copy of the TIP with the Secretary of Transportation and the Transportation Improvement Board for the State of Washington. Tonight, the Council is scheduled to take action on proposed Resolution No. 489.

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 CIP, including projects that are partially funded or underfunded, as well as currently unfunded projects the City will monitor and/or would like to undertake should funding become available (limited to those unfunded projects where this seems feasible for this six-year period). Listing projects in the TIP makes them grant eligible, as most grant programs will not fund projects not included in a jurisdiction's TIP. The majority of projects included in the TIP are unfunded or partially funded. All funded programs are considered underfunded as additional work could be completed through these programs with supplemental funding.

RECOMMENDATION

Staff recommends that Council adopt Resolution No. 489, which would adopt the 2023-2028 Transportation Improvement Plan.

ATTACHMENTS

Attachment A – Proposed Resolution No. 489
Attachment A, Exhibit A – 2023-2028 Transportation Improvement Plan

RESOLUTION NO. 489**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, ADOPTING A REVISED AND EXTENDED SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM FOR THE CALENDAR YEARS 2023 THROUGH 2028 AND DIRECTING THE SAME TO BE FILED WITH THE STATE SECRETARY OF TRANSPORTATION AND TRANSPORTATION IMPROVEMENT BOARD.**

WHEREAS, the City Council of the City of Shoreline has previously adopted a Comprehensive Plan pursuant to the Growth Management Act, 36.70A RCW, which includes a Transportation Element that serves as the basis for the six-year comprehensive transportation program, commonly referred to as the Transportation Improvement Program ("TIP"), as required by RCW 35.77.010; and

WHEREAS, RCW 35.77.010 requires the City to revise and extend the TIP annually to assure that the City has a guide in carrying out a coordinated transportation program; and

WHEREAS, the City has reviewed the work accomplished under the 2022-2027 TIP adopted by Resolution No. 475, reviewed the City's Comprehensive Plan, determined current and future City transportation needs, and based upon these findings, a revised and extended TIP for the ensuing six (6) calendar years (2023 through 2028) has been prepared; and

WHEREAS, on April 11, 2022, the City Council held a properly noticed public hearing to receive public input on the revised and extended TIP for the years 2023 through 2028; and

WHEREAS, the City Council, having determined that the revised and extended TIP for the years 2023 through 2028 addresses the City's transportation needs for the ensuing six years and is consistent with the City's Comprehensive Plan;

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

Section 1. Plan Adopted. The Six-Year Transportation Improvement Program for the City of Shoreline for the ensuing six (6) calendar years, 2023 through 2028, attached hereto as Exhibit A and incorporated herein by this reference, is hereby adopted.

Section 2. Filing of Plan. Pursuant to RCW 35.77.010, the City Clerk is hereby authorized and directed to file a copy of this Resolution no later than thirty (30) days after adoption of this Resolution, together with the Exhibit A attached hereto, with both the Secretary of Transportation and the Transportation Improvement Board for the State of Washington.

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

ADOPTED BY THE CITY COUNCIL ON MAY 9, 2022.

Mayor Keith Scully

ATTEST:

Jessica Simulcik Smith
City Clerk

Per Section 2, filed on the date indicated:
Washington State Secretary of
Transportation:

_____, 2022

Washington State Transportation Improvement Board:

_____, 2022

Exhibit A to Resolution No. 489

**City of Shoreline
2023-2028 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.
- Project Status/Funding Outlook: A description of current funding projections including possible funding sources (when applicable) and other pertinent information.
- Council Goals: Identifies Council goals achieved by each project.
- 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: Programs & Plans (Partially Funded); Funded Projects (Fully or Partially); and Unfunded Projects. All the Programs & Plans are considered partially funded, as additional work could be completed through these programs with supplemental revenue. Generally, for this 2023-2028 TIP, funded projects are those included in the City's 2021-2026 Capital Improvement Plan.

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 must 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 can also be identified. 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 any project that has been completed, or because of changing conditions is no longer needed, is 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, commitments to projects and programs that are already underway, secured grants, partnerships the City has entered 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. Residents, 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 2023 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.

Distribution and supply chains for construction materials as well as local labor are affecting the cost to construct. Materials have sky-rocketed in the last few years and lead-time for supplies has increased dramatically. This uncertainty can make it difficult to correctly estimate the true cost of a project, especially if a project remains years out to completion.

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, about \$218 million, approximately \$118 million is still unfunded. The seven unfunded projects included in this six-year TIP (not including the unfunded portions of partially funded projects previously stated) total an additional \$98 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.

7. Emerging Project Support

Throughout the year, new information may arise affecting the need for potential or re-prioritized projects and staff address these. As this plan is being finalized, some emerging issues are under discussion:

Bond Approved Parks Improvements

In February 2022, voters approved a Parks Bond that will make improvements to eight parks and acquire and improve new park land. Staff will review project designs to identify any frontage or connection improvements that may be a part of these efforts. Depending on the level of frontage improvements, projects may appear in future TIPs. For the 2023-2028 TIP, no Park Improvement projects have been included.

3rd Ave NE Connections (previously the 3rd Ave NE Woonerf)

This 2023-2028 TIP lists Project #19 as the “3rd Ave NE Connections” project. This project was originally the 3rd Avenue NE Woonerf (listed in the previous 2022-2027 TIP) and proposed to extend a safe public space adjacent to the north end of the Shoreline South/148th Station. After reviewing Sound Transit improvements, anticipated development, and constrained movement in the neighborhoods, staff is identifying an increasing need and larger project to improve circulation by connecting several street dead-ends between the station and NE 153rd Street. Staff is now looking at this project as opening right-of-way from the station to NE 153rd or NE 155th Street.

The City also has an opportunity on the west side of I-5 in the 145th Street Station Subarea (now designated as a candidate countywide center and newly named the 148th St Station Area) for a comparable public space to the 3rd Ave Connector that would provide a midblock connection from 145th to 148th and the future 148th Street Bridge). With development in this area currently underway, and the window for finalizing circulation narrows, this is another public space that is actively being considered that will likely evolve over this year.

8. 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 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 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.

9. Preservation of Railroad Right-of-Way

RCW 35.77.010(3) requires that the TIP address the preservation of railroad right-of-way in the event that a railroad ceases to operate. The Burlington Northern Santa Fe (BNSF) Railway maintains tracks that abut and are roughly parallel to the entire Puget Sound shoreline within the City limits. This corridor provides both freight movement (the region's primary connection to the north) and intercity passenger rail (Amtrak and Sound Transit's Sounder). Given the extensive use of this corridor, it is unlikely that operations would cease in the near future. However, if operations were to cease, the City would seek to preserve the corridor for future use as a non-motorized trail given its location on the Puget Sound shoreline and potential connection to City parks along this line.

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 2023-2028 TIP. A description of each project can be found in the following pages.

PROGRAMS & PLANS *(considered partially funded as more work could always be completed with additional revenue)*

1. Sidewalk Rehabilitation Program (Repair & Maintenance)
2. New Sidewalk Plan (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)

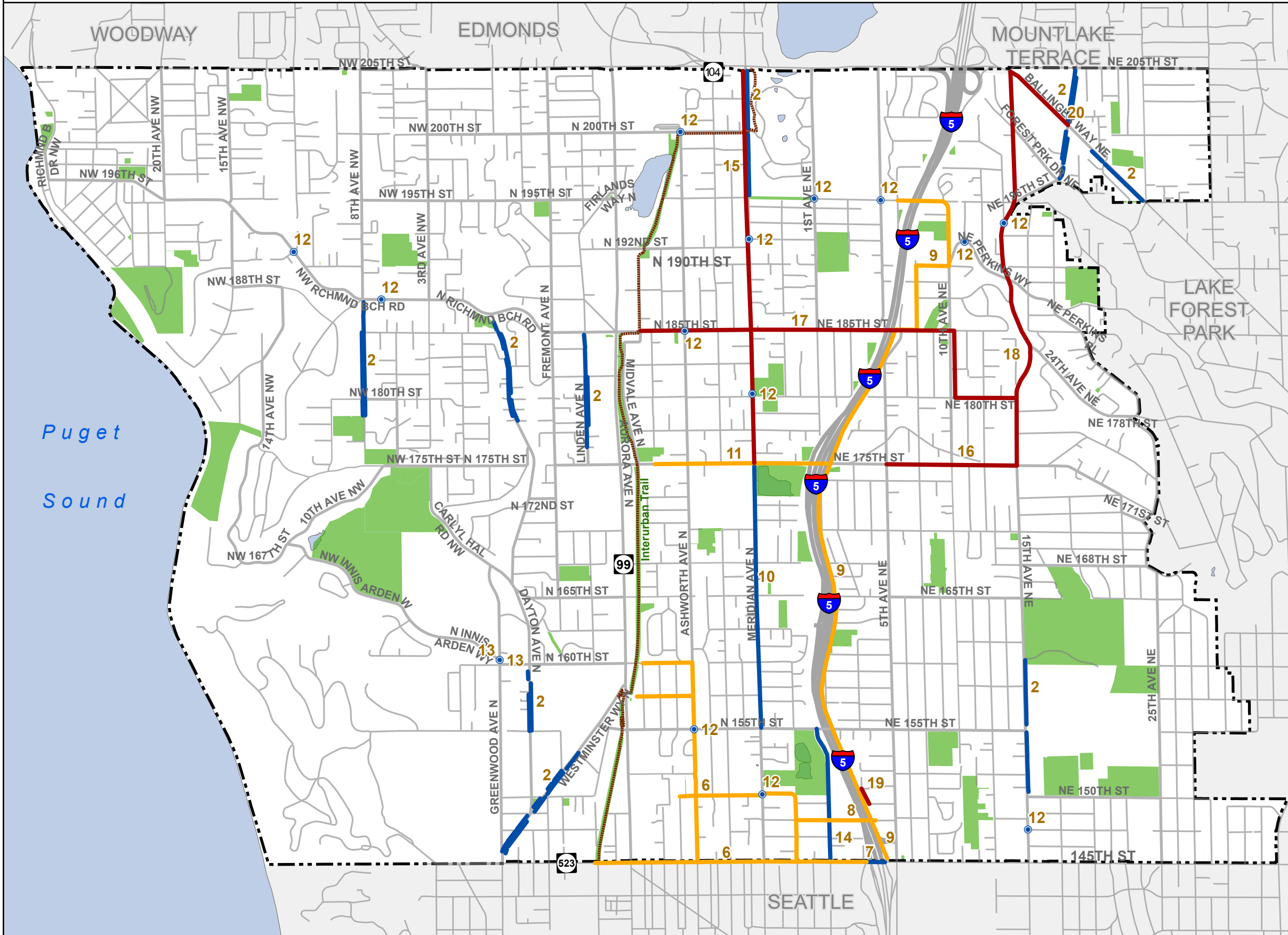
UNFUNDED PROJECTS

15. Meridian Avenue N (N 175th Street to N 205th Street)
16. 175th Street (5th Ave NE to 15th Ave NE) - Preliminary Design
17. N/NE 185th Street Corridor Improvements
18. 15th Avenue NE (NE 175th Street to NE 205th Street)
19. 3rd Ave NE Connectors
20. Ballinger Way - NE 205th St to 19th Ave NE Access Control (Preliminary Design)
21. Eastside Off-Corridor Bike Network (Pre-Design Study)

PROJECTS SCHEDULED FOR SUBSTANTIAL COMPLETION IN 2022

PROJECT NAME	PROJECT DESCRIPTION	COST (estimate)	FUNDING SOURCES
Ridgecrest Safe Routes to School	The project installs School Speed Zone Flashers on NE 165th Street at the beginning of the school zone in both directions. This project also modifies the existing pedestrian crossing on 165th St and 12th Ave NE with rapid flashing beacons and the use of curb extensions that visually and physically narrow a roadway, creating a safer and shorter crossing for pedestrians.	\$535,000	The project is funded through local Roads Capital funds (\$68,000), and Washington State Safe Routes to School (SRTS) funds (\$467,000).
Light Rail Access – 5 th Ave NE	The 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.	\$4,000,000	This project is part of the 2018 voter-approved new sidewalk projects; sidewalk facilities are funded through the approved Sales & Use Tax. Bicycle facilities are funded by Sound Transit Access Funds (\$2M). <i>(Not included in totals is surface water utility funded work to improve the existing surface water pump station facility and storm pipe infrastructure.)</i>

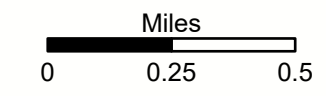
Transportation Improvement Plan 2023 to 2028



- ### Individual Project Locations
- Partially Funded Citywide Programs**
1. Sidewalk Rehabilitation Program (not mapped)
 2. New Sidewalk Plan – New Construction (9 of 12 initial projects remain / entire plan not mapped)
 3. Traffic Safety Improvements (not mapped)
 4. Road Surface Maintenance Program (not mapped)
 5. Traffic Signal Rehabilitation Program (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 Street 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)
- Unfunded Projects**
15. Meridian Ave N (N 175th St - N 205th St)
 16. NE 175th St (5th Ave NE to 15th Ave NE)
 17. N/NE 185th St - Corridor Improvements
 18. 15th Avenue NE (NE 175th Street to NE 205th Street)
 19. 3rd Ave NE Connectors
 20. Ballinger Way (NE 205th St to 19th Ave NE)
 21. Eastside Off-Corridor Bike Network (not mapped)

Funding Status

- — Funded
- Partial
- 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.

PROGRAMS & PLANS
(PARTIALLY FUNDED)

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/gutter, curb ramps, and sidewalks. Prioritization and preliminary schedules were also included in the report. Under the Sidewalk Rehabilitation program, the City will identify priority projects to be completed within the next 6 years and moving forward with those improvements as funding allows.

Initial Work, Year 1: 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.

Following 5 Years: Focus on removing barriers.

As the sum to complete all ADA upgrades and provide maintenance is very high, this will be an annual, ongoing program.

Funding

FUNDING SOURCE	CURRENT FUNDING FORECAST						2023-2028 Total
	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	
Transportation Benefit Dist.	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 4,980,000
General Fund							\$ -
TOTAL 2023-2028	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 4,980,000

Project Status / Funding Outlook

Staff has developed the program implementation plan and will begin design mid-2022 for 2023 construction.

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.

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 City ADA standards is in excess of \$191 million (2018 dollars).

Council Goals

This program helps to implement **2021-2023 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

Continued on next page

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. The Plan identified a continuous, citywide sidewalk network and prioritizes the construction of sidewalk segments throughout the City.

At the November 2018 general election, Shoreline voters approved the issuance of bonds supported by Transportation Benefit District 0.2% Sales Tax collected over a 20-year period. The ballot measure identified 12 initial projects to be completed, based on the Sidewalk Prioritization Plan and specific opportunities to combine with other capital projects and funding. 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 12 initial projects are listed below with estimated year of completion (this could change based on unforeseen opportunities):

1. 1st Ave NE (NE 192nd ST to NE 195th ST) - **2021**
2. 5th Ave NE (from NE 175th ST to NE 185th ST) - **2022** **
3. 20th Ave NW (from Saltwater Park entrance to NW 195th ST) - **2022**
4. Westminster Way N (from N 145th ST to N 153rd ST) - **2023**
5. 19th Ave NE (from NE 196th ST to NE 205th ST) - **2024**
6. Ballinger Way NE (19th Ave NE to 25th Ave NE) - **2024** *
7. Dayton Ave N (from N 178th ST to N Richmond Beach RD) - **2025**
8. Linden Ave N (from N 175th ST to N 185th ST) - **2025**
9. Meridian Ave N (from N 194th ST to N 205th ST) - **2026** *
10. 8th Ave NW (from north side of Sunset Park to Richmond Beach RD NW) - **2026**
11. Dayton Ave N (from N 155th ST to N 160th ST) - **2027** *
12. 15th Ave NE (from NE 150th ST to NE 160th ST) - **2028**

* *Puts sidewalk on second side (bus route)*

** *Two sides of the street (bus route)*

The City will continue to seek funding opportunities to construct other segments identified in the Sidewalk Prioritization Plan. New sidewalks will also be constructed as the result of private development.

The project webpage provides information on current and completed projects:

shorelinewa.gov/sidewalks

Funding

	CURRENT FUNDING FORECAST (annual amounts are estimates)						
FUNDING SOURCE	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2023-2028 Total
Bond Issued	\$ 4,900,000	\$ 7,200,000	\$ 8,700,000	\$ 4,100,000	\$ 4,400,000	\$ 6,400,000	\$ 35,700,000

Continued on next page

Project Status / 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 ladder maturity with a maximum 20-year maturity to match the remaining term of the tax.

It is expected approximately \$4,750,000 will have been spent on the program through 2022 (construction, design, etc.); debt interest paid is expected to be approximately \$1,236,321 through 2022.

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.

Council Goals

This program helps to implement **2021-2023 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 type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

3. 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	CURRENT FUNDING FORECAST						2023-2028 Total
	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	
Roads Capital	\$ 193,300	\$ 199,100	\$ 199,100	\$ 199,100	\$ 199,100	\$ 199,100	\$ 1,188,800

Project Status / 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.

Council Goals

This annual program helps to implement **2021-2023 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 and 2021 respectively, the PCI of all Shoreline streets averaged 82 and 80 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	CURRENT FUNDING FORECAST						2023-2028 Total
	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	
Roads Capital	\$ 530,000	\$ 530,000	\$ 530,000	\$ 530,000	\$ 530,000	\$ 530,000	\$ 3,180,000
Vehicle License Fee	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 4,980,000
TOTAL 2023-2028	\$ 1,360,000	\$ 1,360,000	\$ 1,360,000	\$ 1,360,000	\$ 1,360,000	\$ 1,360,000	\$ 8,160,000

Project Status / 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.

Council Goals

This annual program project helps to implement **2021-2023 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

Continued on next page

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

FUNDING SOURCE	CURRENT FUNDING FORECAST						2023-2028 Total
	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	
Roads Capital	\$ 152,200	\$ 156,700	\$ 156,700	\$ 156,700	\$ 156,700	\$ 156,700	\$ 935,700

Continued on next page

Project Status / 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.

Council Goals

This annual program helps to implement **2021-2023 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 received \$25M towards implementation of the 145th Street Multimodal Corridor Project. The City intends to use the full amount to fund ROW and Construction from I-5 to 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 2023 Design; 2021 to 2022 ROW; 2023 to 2024 CN)

Phase 2: Corliss to Wallingford (2023-2024 Design; 2025-2026 ROW; beyond 2027 CN)

Phase 3: Wallingford to Aurora (2026 Design; 2027-2028 ROW; beyond 2028 CN)

The Off-Corridor Bike Network, that will provide bicycle facilities for this project on adjacent streets, may be constructed in tandem with one of the phases or as a separate construction project.

Continued on next page

Funding							
	PARTIALLY FUNDED		UNFUNDED				
FUNDING SOURCE	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2023-2028 Total
PH1-Ph 3 Design Connecting WA	\$ 1,239,000	\$ 853,600		\$ 1,174,000			\$ 3,266,600
PH1 Construction Connecting WA and Road Capital	\$ 539,000	\$ 6,532,000					\$ 7,071,000
PH1 Construction STP/CMAQ	\$ 3,454,400	\$ 1,465,600					\$ 4,920,000
Off-Corridor Bike Network TBD	\$ 194,700	\$ 856,100					\$ 1,050,800
PH2 ROW TBD			\$ 3,792,400	\$ 3,792,400			\$ 7,584,800
PH2 Construction TBD				\$ 4,000,000	\$ 8,891,600		\$ 12,891,600
PH3 ROW TBD					\$ 3,708,200	\$ 3,708,200	\$ 7,416,400
PH3 Construction TBD-outer years							\$ -
TOTAL 2023-2028	\$ 5,427,100	\$ 9,707,300	\$ 3,792,400	\$ 8,966,400	\$ 12,599,800	\$ 3,708,200	\$ 44,201,200
				<i>Outer Year Funding (Beyond 2028):</i>		\$8,762,500	
				<i>Prior Cost through 2022:</i>		\$17,874,100	
				Total Project Cost:		\$70,837,800	
				<i>Unfunded Portion / Future Funding Need:</i>		\$35,873,400	

Continued on next page

Project Status / Funding Outlook

In 2022, the entire project was under design along with Phase 1 ROW.

Certain phases of this corridor are funded through local Roads Capital funds, federal STP funds, and Connecting Washington Funds, with other phases yet to secure funding sources (potential TIB, STP, etc.). The project is separated into three phases to make each phase meaningful, logical, and fundable. Secured funding to complete the Design for all phases of this corridor is shared by a federal STP grant and local Roads Capital funds.

The Off-Corridor Bike Network will implement the main bicycle facilities (off-corridor) for this project and is at the top of the contingency list for construction funding via a federal TAP (Transportation Alternatives Program) grant.

Federal STP grants will be sought separately for future Right-of-Way and Construction Phases of the project. Additional project costs will occur after 2028. Total project cost to implement the 145th Corridor Project from I-5 to the Interurban Trail is estimated at approximately \$70.8 million.

Council Goals

This project helps to implement **2021-2023 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 completing design of 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.

In 2019, the City revised the concept to include 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. Design will be completed in 2022 and advertising for construction bids is scheduled for early 2023.

The 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.

Funding

FUNDED							
FUNDING SOURCE	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2023-2028 Total
Roads Capital Fund	\$ 890,400	\$ 254,400	\$ 127,200				\$ 1,272,000
STP Design	\$ 583,875	\$ 194,625					\$ 778,500
STP Construction	\$ 738,000	\$ 4,182,000					\$ 4,920,000
Sound Transit Contribution	\$ 6,000,000	\$ 3,800,000	\$ 200,000				\$ 10,000,000
WSDOT Regional Mob.	\$ 750,000	\$ 4,250,000					\$ 5,000,000
TIB ROW & CN	\$ 450,000	\$ 4,500,000	\$ 50,000				\$ 5,000,000
TOTAL 2023-2028	\$ 9,412,275	\$ 17,181,025	\$ 377,200	\$ -	\$ -	\$ -	\$ 26,970,500
				<i>Outer Year Funding (Beyond 2028):</i>		\$0	
				<i>Prior Cost through 2022:</i>		\$6,317,500	
				Total Project Cost:		\$33,288,000	
				<i>Unfunded Portion / Future Funding Need:</i>		\$0	

Continued on next page

Project Status / Funding Outlook

The project is in the final step of the design phase. This project became fully funded as of November 2021.

Council Goals

This project helps to implement **2021-2023 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/148th Station to be located on the eastside of I-5.

In order to construct east side landing and bridge piers prior to light rail running in 2024 (construction costs would rise significantly) the project was phased for delivery:

Phase 1: East Bridge Landing (*there is no ROW acquisition for this phase*)

Phase 2: Bridge Span, West Bridge Landing, Shared-Use Path Connection to 1st Ave NE

Funding

FUNDING SOURCE	PARTIALLY FUNDED	UNFUNDED					2023-2028 Total
	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	
Final Design & Permitting Sound Transit (ST) and STP funds	\$ 150,000						\$ 150,000
Construction (Phase 1) ST and King County Levy	\$ 5,150,000						\$ 5,150,000
Construction (Phase 1) TBD	\$ 550,000						\$ 550,000
ROW (Phase 2) Federal TAP	\$ 2,500,000						\$ 2,500,000
ROW (Phase 2) Grants Match Fund	\$ 500,000						\$ 500,000
Construction (Phase 2) Funding TBD		\$ 23,300,000					\$ 23,300,000
TOTAL 2023-2028	\$ 8,850,000	\$ 23,300,000	\$ -	\$ -	\$ -	\$ -	\$ 32,150,000

Outer Year Funding (Beyond 2028): \$0

Prior Cost through 2022: \$5,650,000

Total Project Cost: **\$37,800,000**

Unfunded Portion / Future Funding Need: \$23,850,000

Continued on next page

Project Status / Funding Outlook

The total cost for this project is estimated to be approximately \$37.8 million. The 90% design for both phases was completed in Q1 2022. The City successfully obtained funds from the US DOT Surface Transportation Program (STP), King County property tax levy (passed in August 2019), and Sound Transit (ST) System Access funds for design. The STP and some ST funding was utilized for 100% design of Phase 1 and 90% design of Phase 2. Remaining ST funds and King County Parks Levy funding is used for Phase 1 construction. Current construction estimates indicates this leaves an unfunded balance of \$550,000 which the City is still trying to secure.

The project received \$2.5 million in a TAP (Transportation Alternative Program) federal grant for ROW for Phase 2. Shoreline Grant Matching Funds of up to \$500,000 will be used as match to complete the ROW acquisition for Phase 2.

Funding for Phase 2 construction is not fully secured. The current State transportation budget yet to be approved includes \$7 million for this project. Staff are also pursuing up to \$3 million in federal earmarks. In addition, staff will be applying for \$5.48 million in federal STP construction funding, and are reviewing qualifications for \$1 million in State RCO (Recreation and Conservation Office) trails funding. If successful with all of this potential funding, the balance to complete construction would come from TIF (Transportation Impact Fees) collected from 2024-2027 (estimated to be approximately \$8 million collected).

Council Goals

This project helps to implement **2021-2023 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: Shoreline North/185th Station to the NE 195th St Pedestrian Overcrossing

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

Phase 3: N 155th St to NE 175th St (wall and rough grading completed in Ridgecrest Park in 2021)

Phase 4: NE 175th to NE 185th St (interim on-street route completed in 2022)

Funding

FUNDING SOURCE	UNFUNDED						2023-2028 Total
	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	
Phase 1	\$ 500,000	\$ 1,500,000	\$ 1,500,000				\$ 3,500,000
Phase 2			\$ 500,000	\$ 1,500,000			\$ 2,000,000
Phase 3							\$ -
Phase 4							\$ -
TOTAL 2023-2028	\$ 500,000	\$ 1,500,000	\$ 2,000,000	\$ 1,500,000	\$ -	\$ -	\$ 5,500,000
<i>Outer Year Funding (Beyond 2028):</i>							\$3,100,000
<i>Prior Cost through 2022:</i>							\$840,000
Total Project Cost:							\$9,440,000
<i>Unfunded Portion / Future Funding Need:</i>							\$8,600,000

Continued on next page

Project Status / Funding Outlook

Wall and rough grading for the trail along the western edge of Ridgecrest Park has been completed by ST LLE project through a betterment agreement. This early work was necessary to complete in coordination with ST. Finish grading, paving, striping, and signage is still required to complete this section of the trail along the edge of Ridgecrest Park.

The total cost for this project is estimated to be approximately \$9.4 million. 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.

Council Goals

This project helps to support **2021-2023 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						2023-2028 Total
	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	
Roads Capital	\$ 91,700						\$ 91,700
Federal - HSIP	\$ 825,200						\$ 825,200
TOTAL 2023-2028	\$ 916,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 916,900
<i>Outer Year Funding (Beyond 2028):</i>							\$0
<i>Prior Cost through 2022:</i>							\$253,700
Total Project Cost:							\$1,170,600
<i>Unfunded Portion / Future Funding Need:</i>							\$0

Continued on next page

Project Status / 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.

Council Goals

This project helps to implement **2021-2023 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				2023-2028 Total
	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	
Design and Enviro Review - Federal STP	\$ 394,200						\$ 394,200
Design and Enviro Review - Impact Fees	\$ 345,800	\$ 740,000					\$ 1,085,800
Design and Enviro Review - Unfunded			\$40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 160,000
ROW - Unfunded		\$ 501,000			\$ 992,000		\$ 1,493,000
Construction- Roads Cap			\$186,100	\$ 62,000		\$ 114,000	\$ 362,100
Construction - FEMA - Unfunded			\$12,000,000				\$ 12,000,000
Construction - Unfunded			\$6,610,500	\$ 6,203,500		\$ 11,372,000	\$ 24,186,000
TOTAL 2023-2028	\$ 740,000	\$ 1,241,000	\$18,836,600	\$ 6,305,500	\$ 1,032,000	\$ 11,526,000	\$ 39,681,100
<i>Outer Year Funding (Beyond 2028):</i>							\$12,000,000
<i>Prior Cost through 2022:</i>							\$8,143,000
Total Project Cost:							\$59,824,100
<i>Unfunded Portion / Future Funding Need:</i>							\$49,839,000

Continued on next page

Project Status / 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.

Council Goals

This project helps to implement **2021-2023 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							
	FUNDED						
FUNDING SOURCE	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2023-2028 Total
Roads Capital	\$14,043						\$ 14,043
Federal - HSIP	\$126,387						\$ 126,387
TOTAL 2023-2028	\$ 140,430	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 140,430
						<i>Outer Year Funding (Beyond 2028):</i>	\$0
						<i>Prior Cost through 2022:</i>	\$1,263,870
						Total Project Cost:	\$1,404,300
						<i>Unfunded Portion / Future Funding Need:</i>	\$0

Project Status / Funding Outlook

The project is primarily funded through federal Highway Safety Improvement Program (HSIP) funds (90%) with local Roads Capital funds as match.

Continued on next page

Council Goals

This project helps to implement **2021-2023 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						2023-2028 Total
	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	
Shoreline Community College	\$ 100,000	\$ 1,884,000					\$ 1,984,000
						<i>Outer Year Funding (Beyond 2028):</i>	\$0
						<i>Prior Cost through 2022:</i>	\$100,000
						Total Project Cost:	\$2,084,000
						<i>Unfunded Portion / Future Funding Need:</i>	\$0.00

Project Status / Funding Outlook

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

Council Goals

This project helps to implement **2021-2023 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/148th 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						2022-2028 Total
	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	
Funded by Sound Transit <i>(scope adjusted to match available funding)</i>	\$ 750,000	\$ 1,100,000					\$ 1,850,000
TOTAL 2023-2028	\$ 750,000	\$ 1,100,000	\$ -	\$ -	\$ -	\$ -	\$ 1,850,000
						<i>Outer Year Funding (Beyond 2028):</i>	\$0
						<i>Prior Cost through 2022:</i>	\$150,000
						Total Project Cost:	\$2,000,000
						<i>Unfunded Portion / Future Funding Need:</i>	\$0

Project Status / 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.

Council Goals

This project helps to implement **2021-2023 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.

Continued on next page

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

UNFUNDED PROJECTS

Project # and Name**15. Meridian Avenue N (N 175th Street to N 205th Street)****Scope / Narrative**

This Growth Project is one of several projects along the Meridian Ave N corridor to improve safety and capacity. The City's 2011 Transportation Master Plan identifies reconfiguring Meridian Ave N (from N 145th St to N 205th St) from 2 lanes with on street parking to 3 lanes, bike lanes, and no on street parking as necessary to accommodate growth and maintain adopted Level of Service standards.

Project improvements are partially funded by Transportation Impact Fees (TIF). Traffic volumes on Meridian Ave N between N 175th St and N 205th St indicate that improvements are needed to accommodate continued growth. North of N 185th Street, a continuous center turn lane may not be necessary, allowing for some on-street parking to be retained.

Funding

FUNDING SOURCE	UNFUNDED						2023-2028 Total
	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	
Unknown							\$ -
TOTAL 2023-2028	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Outer Year Funding (Beyond 2028):</i>							\$3,000,000
<i>Prior Cost through 2022:</i>							\$0
Total Project Cost:							\$3,000,000
<i>Unfunded Portion / Future Funding Need:</i>							\$3,000,000

Project Status / Funding Outlook

Improvements as described within the City's Transportation Master Plan and Transportation Impact Fee Rate Study may be funded in part by Transportation Impact Fees (TIF). This project is anticipated to receive remaining TIF funds after the 175th Corridor project is fully funded.

Council Goals

This program helps to implement **2021-2023** 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 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**16. 175th Street (5th Ave NE to 15th Ave NE) - Preliminary Design****Scope / Narrative**

Safety improvements along NE 175th Street between 5th Ave NE and 15th Ave NE are needed to address a high occurrence of collisions, including serious injury and fatality collisions, along this segment of roadway. A reconfiguration of the roadway from 4 lanes to 3 is a proven safety countermeasure which would reduce conflict points allowing safer turns to and from the corridor, and would improve safety for pedestrians by reducing exposure, increasing the distance between moving cars and pedestrians on the sidewalk, and improving sight lines to and from crossing pedestrians. Another alternative may be to replace the existing signal at 10th Ave NE and NE 175th Street with a roundabout, and implement some access control along the corridor, however this would be a significantly higher cost option and would not address pedestrian crossing concerns at 8th Ave NE and 12th Ave NE.

Funding

FUNDING SOURCE	UNFUNDED						2023-2028 Total
	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	
Unknown							\$ -
TOTAL 2023-2028	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Outer Year Funding (Beyond 2027):</i>							\$750,000
<i>Prior Cost through 2021:</i>							\$0
Total Project Cost:							\$750,000
<i>Unfunded Portion / Future Funding Need:</i>							\$750,000

Project Status / Funding Outlook

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

Council Goals

This program helps to implement **2021-2023** 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

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	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2023-2028 Total
185th St and Meridian Ave Intersection Improvements - 30% Design							\$ -
PROJECT TOTAL 2023-2028	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						<i>Outer Year Funding (Beyond 2028):</i>	\$80,000,000
						<i>Prior Cost through 2022:</i>	\$0
						Total Project Cost:	\$80,000,000
						<i>Unfunded Portion / Future Funding Need:</i>	\$80,000,000

Project Status / Funding Outlook

On October 28, 2019, Council adopted the 185th MCS. 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 and 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 10th Avenue improvements (Segment D) is approximately \$12 million. Cost estimate for 180th Street improvements (Segment E) is approximately \$5 million.

Council Goals

This project helps to support **2021-2023 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

UNFUNDED							
FUNDING SOURCE	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2023-2028 Total
Unknown							\$ -
						<i>Outer Year Funding (Beyond 2028):</i>	\$6,200,000
						<i>Prior Cost through 2022:</i>	\$0
						Total Project Cost:	\$6,200,000
						<i>Unfunded Portion / Future Funding Need:</i>	\$6,200,000

Project Status / Funding Outlook

No funding has been identified for this project. Initial step would be a pre-design study to identify the appropriate improvements for the roadway and develop more refined cost estimates, surveyed basemaps, and 10% plans (pre-design study costs are estimated at about \$700,000). Design, ROW and construction costs and a timeline for completion will be included in future TIP updates.

Council Goals

This project helps to implement **2021-2023 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 Connectors

Scope / Narrative

The area north of the Shoreline South/148th Station is served by a series of dead ends abutting the freeway. With the upzone to MUR 70, there is a need to provide connectivity between the street ends. There are three potential locations for connectors that are being considered:

A) NE 149th St to NE 151st St - The concept for this segment is to create a slow-paced, curbside street/public space (where pedestrian and bicycle movements are prioritized and vehicles are invited guests) by extending 3rd Avenue NE to provide a connection between NE 149th Street and NE 151st Street. This would create a vehicular, pedestrian and bike connection to the adjacent light rail station and incorporate the eastern terminus of the proposed 148th Street Non-Motorized Bridge and north/south alignment of the Trail Along the Rail.

B) NE 151st St to NE 152nd St - There is a small segment of un-opened right-of-way that could be improved and provide a connection between the two streets.

C) 3rd Ave NE to NE 153rd St /NE 155th St - This would provide a connection between the existing dead-end street end and either NE 153rd St or NE 155th St. Either location would require property acquisition to purchase the needed right-of-way to build a new connection. At a minimum a ped/bike connection is needed between the street end and NE 155th St as an extension of the Trail Along the Rail.

All three connections would improve circulation and connectivity in the MUR 70 which will also support additional development and especially commercial/retail businesses in conjunction with residential.

Funding

FUNDING SOURCE	UNFUNDED						2023-2028 Total
	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	
Possible late-comers	\$ 100,000	\$ 400,000	\$ 4,000,000	\$ 3,000,000			\$ 7,500,000
						<i>Outer Year Funding (Beyond 2028):</i>	
						<i>Prior Cost through 2022:</i>	\$20,000
						Total Project Cost:	\$7,520,000
						<i>Unfunded Portion / Future Funding Need:</i>	\$7,500,000

Continued on next page

Project Status / Funding Outlook

An initial study of this was completed and a preliminary concept known as the 3rd Ave NE Woonerf was presented to City Council on January 8, 2018. Since that time, updating this project as the 3rd Ave NE Connectors better addresses circulation in this neighborhood.

The preliminary plan was advanced to a more detailed concept plan and estimate in 2021 for the 3rd Ave segment between NE 149th Street and NE 151st St. City staff will continue coordination with Sound Transit, utility providers, and potential developers of adjacent properties to coordinate street frontage and access improvements. No work has been performed on the other two connectors.

The 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. Staff will analyze latecomer fees as a possible option for all three segments.

City staff has incorporated initial street design 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 eastern terminus and the Trail Along the Rail will interface with the long-term vision for the 3rd Ave NE Connectors. City staff will continue to coordinate with Sound Transit on not precluding the future 3rd Ave NE Connectors improvements. In addition, City staff will continue to use the initial 3rd Ave NE conceptual renderings as communication tools when working with the public and potential developers.

Council Goals

This project helps to support **2021-2023 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

FUNDING SOURCE	UNFUNDED						2023-2028 Total
	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	
Unknown							\$ -
						<i>Outer Year Funding (Beyond 2028):</i>	\$350,000
						<i>Prior Cost through 2022:</i>	\$0
						Total Project Cost:	\$350,000
						<i>Unfunded Portion / Future Funding Need:</i>	\$350,000

Project Status / Funding Outlook

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

Council Goals

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						2023-2028 Total
	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	
No identified source							\$ -
						<i>Outer Year Funding (Beyond 2028):</i>	\$175,000
						<i>Prior Cost through 2022:</i>	\$0
						Total Project Cost:	\$175,000
						<i>Unfunded Portion / Future Funding Need:</i>	\$175,000

Project Status / Funding Outlook

Staff will look for funding in 2023-2025 to fund a pre-design study that is estimated at \$175,000 (this would include consultant contract upwards of \$120,000). Although the 2021-2026 CIP does not include budget for pre-design study, design development, and construction of this project, grant matching funds would be available for a pre-design study. 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

Council Goals

This project helps to support **2021-2023 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	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2023-2028 Total	<p style="text-align: center;"><i>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.</i></p>							
ANNUAL PROGRAMS															
1. Sidewalk Rehabilitation Program (Repair & Maintenance)	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 4,980,000								
2. New Sidewalk Plan (New Sidewalk Construction)	\$ 4,900,000	\$ 7,200,000	\$ 8,700,000	\$ 4,100,000	\$ 4,400,000	\$ 6,400,000	\$ 35,700,000								
3. Traffic Safety Improvements	\$ 193,300	\$ 199,100	\$ 199,100	\$ 199,100	\$ 199,100	\$ 199,100	\$ 1,188,800								
4. Road Surface Maintenance Program	\$ 1,360,000	\$ 1,360,000	\$ 1,360,000	\$ 1,360,000	\$ 1,360,000	\$ 1,360,000	\$ 8,160,000								
5. Traffic Signal Rehabilitation Program	\$ 152,200	\$ 156,700	\$ 156,700	\$ 156,700	\$ 156,700	\$ 156,700	\$ 935,700								
							\$ 50,964,500								
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	\$ 5,427,100	\$ 9,707,300	\$ 3,792,400	\$ 8,966,400	\$ 12,599,800	\$ 3,708,200	\$ 44,201,200	\$8,762,500	\$17,874,100	\$70,837,800	\$35,873,400				
7. SR 523 (N/NE 145th Street) & I-5 Interchange Improvements	\$ 9,412,275	\$ 17,181,025	\$ 377,200	\$ -	\$ -	\$ -	\$ 26,970,500	\$0	\$6,317,500	\$33,288,000	\$0				
8. 148th Street Non-Motorized Bridge	\$ 8,850,000	\$ 23,300,000	\$ -	\$ -	\$ -	\$ -	\$ 32,150,000	\$0	\$5,650,000	\$37,800,000	\$23,850,000				
9. Trail Along the Rail	\$ 500,000	\$ 1,500,000	\$ 2,000,000	\$ 1,500,000	\$ -	\$ -	\$ 5,500,000	\$3,100,000	\$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)	\$ 740,000	\$ 1,241,000	\$ 18,836,600	\$ 6,305,500	\$ 1,032,000	\$ 11,526,000	\$ 39,681,100	\$12,000,000	\$8,143,000	\$59,824,100	\$49,839,000				
12. Midblock Crossing and Citywide RRFBs and Radar Speed Signs	\$ 140,430	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 140,430	\$0	\$1,263,870	\$1,404,300	\$0				
13. Greenwood Ave N /Innis Arden/ N 160th St Intersection Improvements	\$ 100,000	\$ 1,884,000	\$ -	\$ -	\$ -	\$ -	\$ 1,984,000	\$0	\$100,000	\$2,084,000	\$0				
14. Light Rail Access Improvements: 1st Ave NE (145th to 155th)	\$ 750,000	\$ 1,100,000	\$ -	\$ -	\$ -	\$ -	\$ 1,850,000	\$0	\$150,000	\$2,000,000	\$0				
							\$ 153,394,130			\$217,848,800	\$118,162,400				
UNFUNDED PROJECTS															
15. Meridian Avenue N (N 175th Street to N 205th Street)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$3,000,000	\$0	\$3,000,000	\$3,000,000				
16. 175th Street (5th Ave NE to 15th Ave NE) - Preliminary Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$750,000	\$0	\$750,000	\$750,000				
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 Connectors	\$ 100,000	\$ 400,000	\$ 4,000,000	\$ 3,000,000	\$ -	\$ -	\$ 7,500,000	\$0	\$20,000	\$7,520,000	\$7,500,000				
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 (Pre-Design)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$175,000	\$0	\$175,000	\$175,000				
							\$ 7,500,000			\$97,995,000	\$97,975,000				
	\$ 34,372,205	\$ 66,059,125	\$ 40,252,000	\$ 26,417,700	\$ 20,577,600	\$ 24,180,000	\$ 211,858,630	\$114,337,500	\$40,612,170	\$315,843,800	\$216,137,400				

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussion and Update of the 145 th Street Corridor and I-5 Interchange Projects		
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:

Beginning in 2014, the City worked steadily to prepare a full analysis of conditions and planned traffic growth along the N 145th Street Corridor, from Aurora Avenue N to Bothell Way NE (Corridor), and then prepare project designs based on that analysis to improve the Corridor between Aurora Avenue N and 5th Avenue NE, including the Interchange at I-5. The 145th Street Multimodal Corridor Study (Corridor Study) recommended ensuring that all travel modes are accommodated in the Corridor by widening traffic lanes to address congestion and transit use, optimizing traffic signals and adding other safety features, widening sidewalks and removing pedestrian barriers such as utility poles, and adding facilities for cyclists.

The Corridor Study also recommended improvements for the 145th Street/I-5 Interchange, including a new northbound on-ramp to I-5 and a new pedestrian bridge adjacent to the existing overpass. Through a separate design evaluation required by the Washington State Department of Transportation (WSDOT), the City found that construction of two roundabouts at the I-5 Interchange provided greater safety, multi-modal access and mobility than the Interchange improvements proposed in the City's Corridor Study, at relatively the same cost. Based on this design evaluation, the City moved forward with design of two roundabouts with a wide multi-use pathway on the north side of the 145th Street/I-5 overpass bridge deck.

Tonight's discussion and presentation are intended to update the City Council on the projects' progression, past and future milestones, including the current schedule for design completion, advertising for construction bids, and construction in 2023 and 2024.

RESOURCE/FINANCIAL IMPACT:

There is no direct financial impact from tonight's Council discussion. All phases (design, right-of-way acquisition, and construction) of the first phase of the Corridor Project and the entire Interchange Project are fully funded. The tables below summarize revenues and expenditures for both projects.

145th CORRIDOR PROJECT - EXPENDITURES

DESIGN

Consultant (CH2M Hill/ Jacobs)	
Preliminary Design	\$3,250,747
100% Design (Phase 1)	\$1,539,366
100% Design (Phase 2)	\$1,140,000
100% Design (Phase 3)	\$1,040,000
Off-Corridor Design	\$110,000
City Staff/Lochner PM	\$1,834,727
WSDOT Staff Assistance	\$90,000
Contingency	\$130,255
Total Design Expenditures	\$9,135,095

RIGHT-OF-WAY

Right-of-Way Acquisition	\$13,213,935
City Staff	\$203,544
Consultant (CH2M Hill/Jacobs)	\$408,006
Property Management	\$78,400
Building Demolition	\$400,000
Subtotal	\$14,303,885

CONSTRUCTION

Construction Cost	\$8,873,852
Construction CM/CA	\$1,774,770
City Staff/Lochner	\$472,722
Design Engineering Support	\$221,846
Contingency (9%)	\$798,647
Subtotal	\$12,144,837
Total Right-of-Way and Construction Expenditures	\$26,523,701

145th CORRIDOR PROJECT - REVENUES

DESIGN

Roads Capital Fund	\$660,954
Federal STP – Design	\$4,235,000
CWA Grant (21-22) – Design	\$709,125
CWA Grant (22-23) – Design	\$3,530,016
Total Design Revenue	\$9,135,095

RIGHT-OF-WAY/CONSTRUCTION

Roads Capital Fund	\$767,863
Roads Capital Fund – Municipal Arts	\$74,979
CWA Grant (21-22) – ROW	\$11,790,875
CWA Grant (22-23) – ROW & Construction	\$8,969,984

Federal STP Grant – Construction	\$4,270,000
CMAQ Grant – Construction	\$650,000
Total Right-of-Way and Construction Revenues	\$26,523,701

INTERCHANGE PROJECT EXPENDITURES

City Staff	\$ 260,000
Direct Expenses	\$ 50,000
Consultant Contracts	
HW Lochner Contract, Including Supplement 1	\$ 2,124,935
HW Lochner Supplement 2, Including Management Reserve	\$ 2,471,183
WSDOT Review	\$ 125,000
WSDOT Project Administration Assistance	\$ 100,000
Right of Way Acquisition	\$ 6,000,000
Construction Administration & Engineering	\$ 2,500,000
Construction	\$ 13,359,343
Construction Contingency	\$ 3,339,836
Total	\$ 30,070,297

REVENUES

Roads Capital Fund	\$ 1,272,000
Federal STP Grant - Design	\$ 3,892,500
Federal STP Grant - Construction	\$ 4,920,000
Sound Transit Agreement	\$ 10,000,000
WSDOT Regional Mobility Grant - Construction	\$ 5,000,000
Transportation Improvement Board	\$ 5,000,000
Total	\$ 30,084,500

RECOMMENDATION

This staff report is for Council discussion purposes and no action is required. Staff recommends that Council ask questions and provide feedback on the projects and any modifications that Council would like considered as the projects proceed to final design.

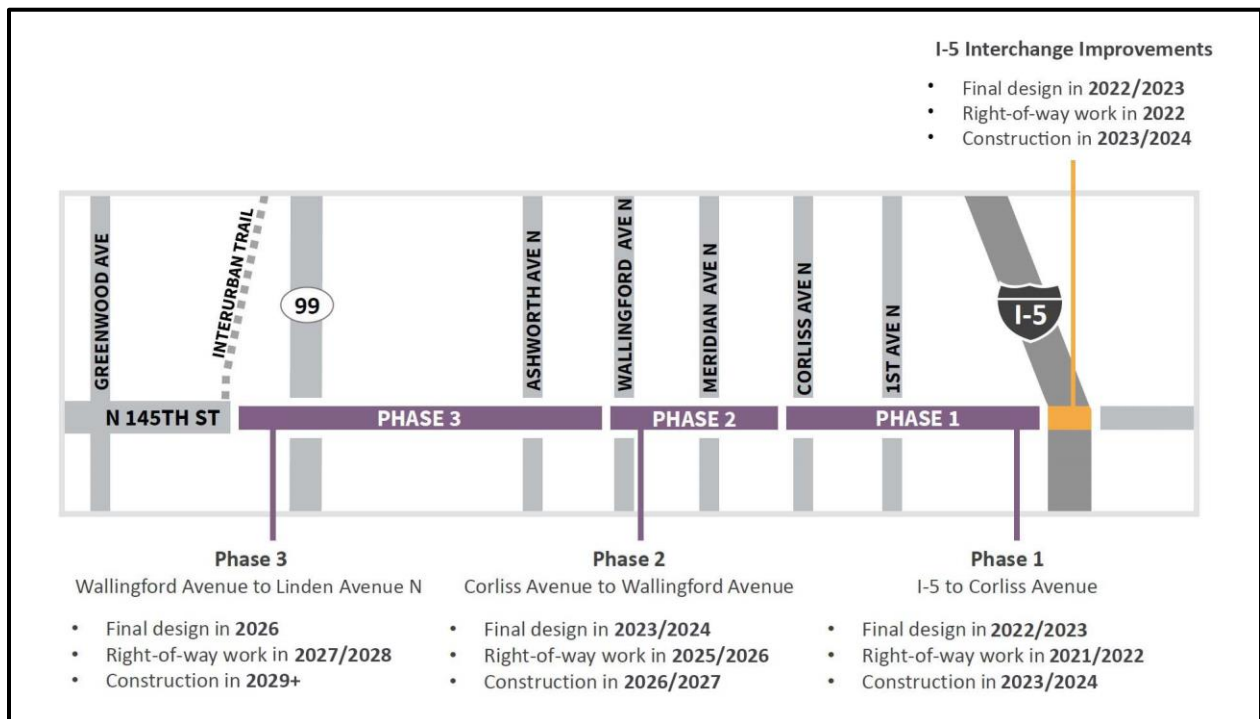
Approved By: City Manager **DT** City Attorney **MK**

BACKGROUND

The N 145th Street Corridor, from Aurora Avenue N to Bothell Way NE (Corridor), has been a regionally significant route for transit and vehicles for many decades. As traffic volumes along the corridor and on Interstate-5 (I-5) have increased, the Corridor has become increasingly congested, causing long delays and lowering levels of service at intersections. With the start of Sound Transit Link Light Rail service to the Shoreline South/148th Station and redevelopment in the Station Subarea, the Corridor and I-5 Interchange need to handle more traffic and transit connections. Also, the Corridor’s pedestrian facilities are generally not compliant with the Americans with Disabilities Act (ADA) and no cycling facilities are present along the Corridor.

Beginning in 2014, the City worked steadily to prepare a full analysis of conditions and planned traffic growth along the Corridor and then prepare project designs based on that analysis to improve the Corridor between Aurora Avenue N and 5th Avenue NE, including the Interchange at I-5. Following completion of the [145th Street Multi-Modal Corridor Study](#) in 2016, staff sought consulting services for design of the Corridor Project. Based on analysis of the Statements of Qualifications received from a number of consulting teams, staff recommended separating the Corridor and Interchange into two projects and awarding the design contract for the Corridor Project to CH2M-Hill (now Jacobs Engineers, Inc.) and awarding the design contract for the Interchange Project to H.W. Lochner, Inc., based on their qualifications for the respective projects.

The phasing of the projects is shown below, with the Corridor Project being divided into three phases progressing from east to west. This was driven by the timing of grant funding application cycles and the need to acquire additional funding for the second and third phases of the Project. Phase 1 of the Corridor Project and the Interchange Project are the funded projects that are moving to construction in 2023.

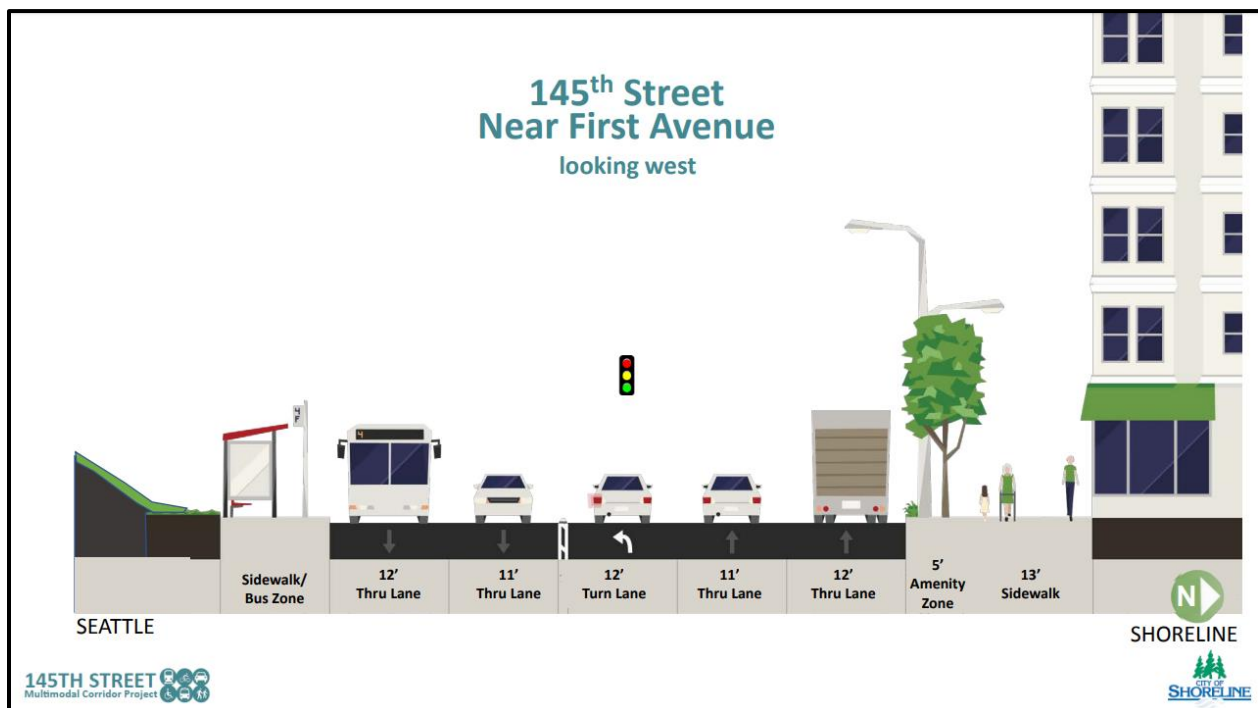


145th Corridor Design

The Corridor Project design was strongly influenced by community input received in 2015 and 2016 during outreach for the Corridor Study and later in 2019 and 2020 during outreach activities related to design of the Corridor. The most prominent feedback heard by staff included:

- Improve conditions and accessibility for pedestrians
- Improve safety
- Improve public transit
- Benefit our community and neighborhoods
- Enhance stormwater management features and landscaping
- Improve bike access and crossings

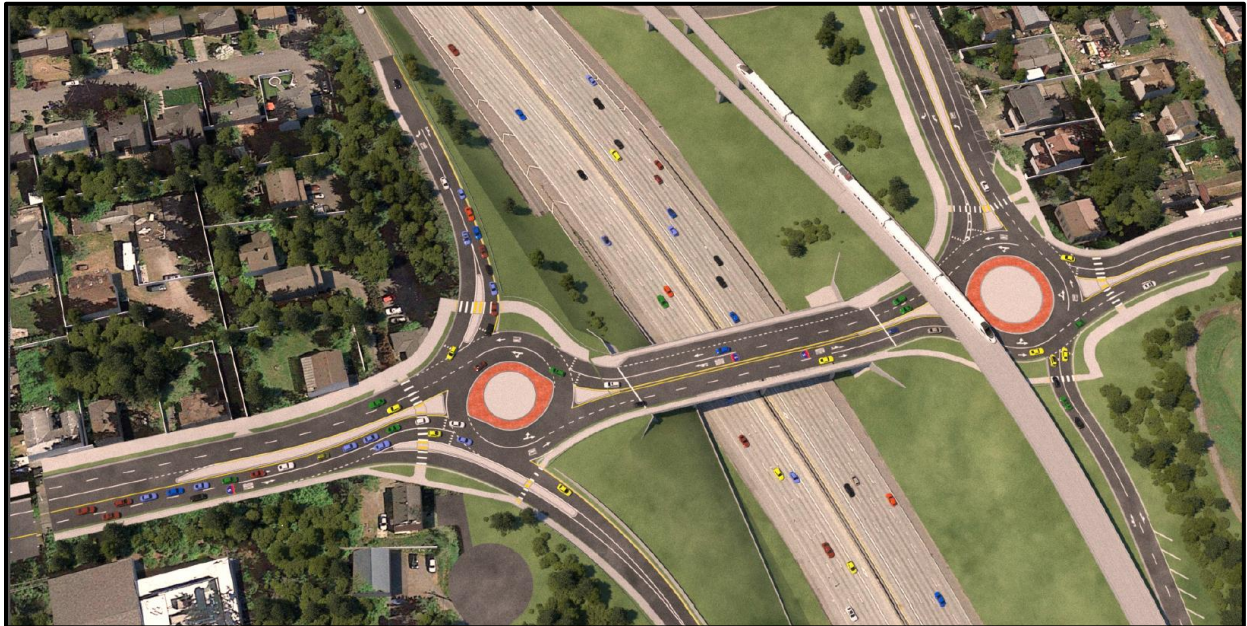
The Corridor team has responded to this community feedback, worked with developers and agency partner/stakeholders within the Phase 1 project area, and has successfully incorporated these features into the design for all three phases of the Corridor Project. Below is a general cross section of the Corridor Project.



I-5 Interchange Design

In 2018, WSDOT directed the City to complete an Intersection Control Evaluation (ICE) to determine the best configuration for the intersections at 145th Street and 5th Avenue NE, and 145th Street and the I-5 southbound offramp terminals. The ICE was completed by HW Lochner and showed that construction of two roundabouts provided greater safety, multi-modal access, greatly reduced delay and higher levels of service than the interchange improvements proposed in the Corridor Study. Based on this, the City moved forward with design of two roundabouts with a wide multi-use pathway on the north side of the 145th Street/I-5 overpass bridge deck. As mentioned earlier, the Interchange Project will improve pedestrian access through the area with wider sidewalks and a multi-use path with pedestrian activated flashing beacons at the

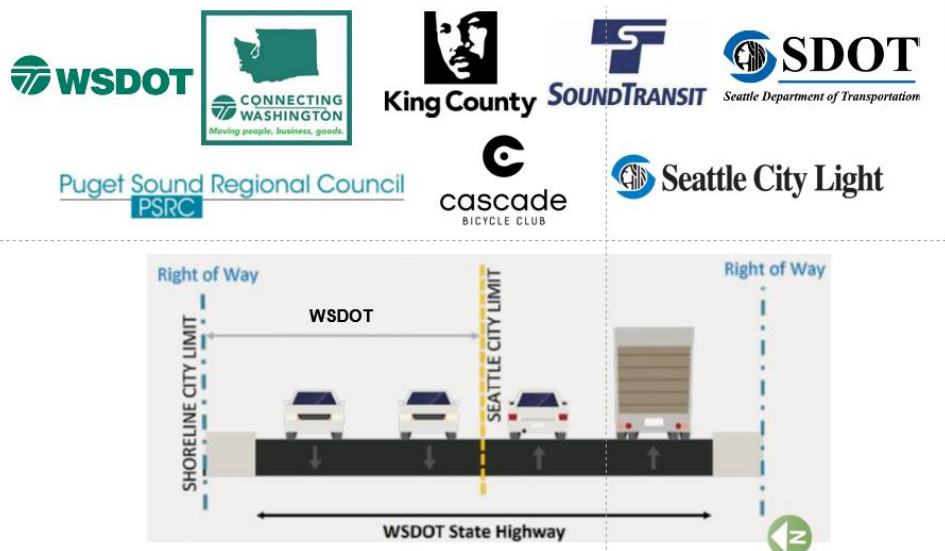
crosswalks. As well, many pedestrians and bicyclists will be able to avoid the Interchange using the planned off-corridor bike network and 148th non-motorized bridge. Below is a rendering of the Interchange Project as currently designed.



The Corridor Project Phase 1 design has reached 90% completion and design of the Interchange Project will reach 90% completion in August 2022. Both projects are currently in the right-of-way (ROW) acquisition phase.

Coordination with Project Partners and Stakeholders

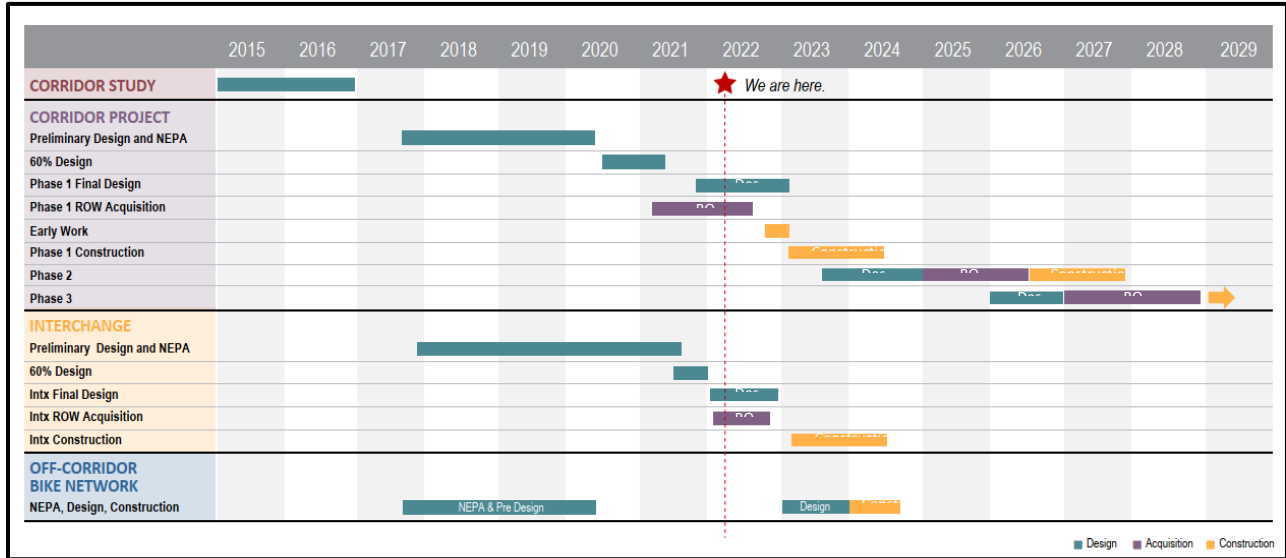
Completing the project designs has required staff and the projects’ design teams to coordinate closely not only between the two projects, but also with an unusually large group of utilities, stakeholders and project partners. As shown in the illustration below, Seattle’s city limit is at the center of the 145th Street ROW, Shoreline’s city limit is at the north ROW line, and because 145th Street is also a State Route, it is subject to WSDOT jurisdiction as well.



DISCUSSION

Schedule

Both projects are on schedule at this time. Both projects are scheduled to advertise for construction bids in early 2023 and begin construction early in the second quarter of that year. Construction of both projects is expected to be substantially complete and open to traffic by the start of Sound Transit Link Light Rail service in July 2024.



Combining Projects for Construction

Because the projects' schedules are very similar, staff will be combining the construction documents for Phase 1 of the Corridor Project and the Interchange Project into a single construction contract that will be advertised, awarded and constructed at one time by a single prime contractor. This will significantly reduce overall construction risk and simplify construction administration but will also require careful monitoring of expenditures of grant funding so that funds committed to each contract are properly expended, accounted for, and reimbursed to the City. An interdepartmental staff team has started planning for project accounting and grant fund management.

Partnerships and Agreements

As outlined earlier, the staff/consultant project teams have coordinated and negotiated agreements with an unusually large number of utilities and with the City of Seattle and WSDOT for maintenance after construction. Formal agreements are under development with WSDOT, the Seattle Department of Transportation (SDOT), Seattle City Light, and Seattle Public Utilities. Key agreements under development are for relocation of the Seattle Public Utilities 24-inch water man and the Seattle City Light 5th Avenue Duct Bank (through the east roundabout). Formal agreements were previously prepared with Sound Transit for their Light Rail and BRT projects.

Maintenance of Traffic and Pedestrian Safety During Construction

During construction, vehicle and pedestrian/cycle traffic will be maintained across the combined project site. This will be done by routing general vehicle traffic and transit through the site and shifting traffic lanes from south to north as needed. At this time, the pedestrian traffic volume through the site is very low and is expected to remain so

until the new facilities are opened in 2024. However, pedestrian and cycle traffic will be accommodated and separated from vehicle traffic. A detailed construction phasing video will be presented during tonight's discussion.

ROW Acquisition

ROW activity is nearly complete for the Corridor Project and is at approximately 50% completion for the Interchange Project. Acquisition costs for both projects have been affected by recent increases in Shoreline property values but are consistent with established budgets and funding at this time. ROW plans and funding estimates have been approved by WSDOT for the Interchange Project. Appraisals for all acquisitions including temporary construction easements, permanent easements and for full and partial acquisitions are complete and negotiations will begin around May 1, 2022.

STAKEHOLDER AND COMMUNITY OUTREACH

During the Corridor Study (2014 – 2016), the staff and City consultant team hosted a number of community open houses. These were very well attended by residents and were moved from City Hall to Shorecrest High School to accommodate the large numbers of attendees. After completion of the Corridor Study, the individual project staff/consultant teams conducted outreach activities involving community members and stakeholders from 2019 – 2021. These outreach activities included:

2019 –

- Property owner outreach (Corridor Project)
- Public meeting and virtual open house (Corridor Project)
- Roundabout rodeo (Interchange Project)

2020 –

- Virtual open house (Interchange Project)
- Online presentation (Interchange Project)

2021 –

- Property owner outreach (Corridor Project)
- Stakeholder group meetings (Corridor and Interchange Projects)

Upcoming Community Outreach

A combined virtual open house is planned for both projects on the [Projects webpage](#) for June 1-15, 2022. The purpose of this outreach is primarily to update the community about the design, project progress and what to expect during construction. There will be opportunity for public feedback but most design decisions have been made at this point. Outreach activities will continue through 2022 into 2023, to provide information regarding traffic maintenance and detour routes, and to prepare residents and the traveling public for construction. This will include maintaining up to date project web pages, FAQ's and publishing notices in local publications and the City's Currents newsletter.

COUNCIL GOAL(S) ADDRESSED

These two Corridor projects address the following City Council Goals:

- Council Goal #2: Continue to delivery highly-valued public services through management of the City’s infrastructure and stewardship of the natural environment.
- Council Goal #3: Continue preparation for regional mass transit in Shoreline.

RESOURCE/FINANCIAL IMPACT

There is no direct financial impact from tonight’s Council discussion. All phases (design, right-of-way acquisition, and construction) of the first phase of the Corridor Project and the entire Interchange Project are fully funded. The tables below summarize revenues and expenditures for both projects.

CORRIDOR PROJECT - EXPENDITURES

DESIGN

Consultant (CH2M Hill/ Jacobs)	
Preliminary Design	\$3,250,747
100% Design (Phase 1)	\$1,539,366
100% Design (Phase 2)	\$1,140,000
100% Design (Phase 3)	\$1,040,000
Off-Corridor Design	\$110,000
City Staff/Lochner PM	\$1,834,727
WSDOT Staff Assistance	\$90,000
Contingency	\$130,255
Total Design Expenditures	\$9,135,095

RIGHT-OF-WAY

Right-of-Way Acquisition	\$13,213,935
City Staff	\$203,544
Consultant (CH2M Hill/Jacobs)	\$408,006
Property Management	\$78,400
Building Demolition	\$400,000
Subtotal	\$14,303,885

CONSTRUCTION

Construction Cost	\$8,873,852
Construction CM/CA	\$1,774,770
City Staff/Lochner	\$472,722
Design Engineering Support	\$221,846
Contingency (9%)	\$798,647
Subtotal	\$12,144,837
Total Right-of-Way and Construction Expenditures	\$26,523,701

CORRIDOR PROJECT - REVENUES

DESIGN

Roads Capital Fund	\$660,954
Federal STP – Design	\$4,235,000
CWA Grant (21-22) – Design	\$709,125
CWA Grant (22-23) – Design	\$3,530,016
Total Design Revenue	\$9,135,095

RIGHT-OF-WAY/CONSTRUCTION

Roads Capital Fund	\$767,863
Roads Capital Fund – Municipal Arts	\$74,979
CWA Grant (21-22) – ROW	\$11,790,875
CWA Grant (22-23) – ROW & Construction	\$8,969,984
Federal STP Grant – Construction	\$4,270,000
CMAQ Grant – Construction	\$650,000
Total Right-of-Way and Construction Revenues	\$26,523,701

INTERCHANGE PROJECT EXPENDITURES

City Staff	\$ 260,000
Direct Expenses	\$ 50,000
Consultant Contracts	
HW Lochner Contract, Including Supplement 1	\$ 2,124,935
HW Lochner Supplement 2, Including Management Reserve	\$ 2,471,183
WSDOT Review	\$ 125,000
WSDOT Project Administration Assistance	\$ 100,000
Right of Way Acquisition	\$ 6,000,000
Construction Administration & Engineering	\$ 2,500,000
Construction	\$ 13,359,343
Construction Contingency	\$ 3,339,836
Total	\$ 30,070,297

INTERCHANGE PROJECT REVENUES

Roads Capital Fund	\$ 1,272,000
Federal STP Grant - Design	\$ 3,892,500
Federal STP Grant - Construction	\$ 4,920,000
Sound Transit Agreement	\$ 10,000,000
WSDOT Regional Mobility Grant - Construction	\$ 5,000,000
Transportation Improvement Board	\$ 5,000,000
Total	\$ 30,084,500

RECOMMENDATION

This staff report is for Council discussion purposes and no action is required. Staff recommends that Council ask questions and provide feedback on the projects and any modifications that Council would like considered as the projects proceed to final design.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussion of City Manager Recruitment Firm		
DEPARTMENT:	City Manager's Office		
PRESENTED BY:	Debbie Tarry, City 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:

On May 3, 2022, the City Manager announced her intent to retire effective November 2, 2022. Historically the City has used two recruitment firms for the recruitment of executive positions – Prothman and Raftelis (formerly Novak Consulting Group) – although Raftelis has conducted a few recruitments for the City more recently. Given this recent work, staff solicited a City Manager recruitment proposal from Raftelis. City Manager recruitments require specialized experience, knowledge, contacts, skills, outside objectivity, and time that are not usually available internally. It is staff's view that this outside assistance is essential for a successful recruitment, selection and retention of a new City Manager.

If the Council is comfortable with the Raftelis proposal and timeline, staff will proceed with executing a contract to initiate the City Manager recruitment process. If Council would like changes to the proposed process and/or would like staff to seek additional proposals from other firms, Council can provide that direction at tonight's meeting.

RESOURCE/FINANCIAL IMPACT:

The estimated cost for the recruitment is \$32,000 plus direct expenses for advertisement, background checks, and candidate travel.

RECOMMENDATION

Staff recommends that Council provide direction to the City Manager regarding the proposed City Manager recruitment process and contract with Raftelis.

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

BACKGROUND

On May 3, 2022, the City Manager announced her intent to retire effective November 2, 2022. Historically the City has used two recruitment firms for the recruitment of executive positions – Prothman and Raftelis (formerly Novak Consulting Group). In 2010, the Council engaged the services of Prothman and in 2013 the Council engaged the services of Raftelis for the City Manager recruitments. Most recently, Raftelis completed the successful recruitment for the City’s Director of Human Resources and Organizational Development in 2021 and the City of Bothell City Manager recruitment, which was completed in April 2022.

DISCUSSION

Staff solicited a City Manager recruitment proposal from Raftelis (Attachment A), given their more recent work with the City. As can be seen in the Raftelis scope of work and timeline, there is an extensive and time consuming effort involved in recruiting and selecting a well-qualified City Manager that fits well with the City Council, community, and staff. Such a recruitment requires specialized experience, knowledge, contacts, skills, outside objectivity, and time that are not usually available internally. It is staff’s view that this outside assistance is essential for a successful recruitment, selection and retention of a new City Manager. Catherine Tuck-Parish would be the recruiter assigned by Raftelis for the Shoreline search if Council supports moving forward with this firm.

The initial Raftelis proposal includes:

- Two in-person meetings between the Council and Ms. Tuck-Parish; one to review desired qualifications, traits and experience for the ideal candidate and one for the interview of finalists for the position.
- Individual virtual meetings for each Councilmember with Ms. Tuck-Parish prior to the joint in-person meeting to discuss desired qualifications, traits, and experience of the ideal candidate.
- Public participation through a survey at the beginning of the process, if desired, and a meet and greet opportunity with finalists as part of the final interview process.
- A nation-wide search and pre-screening of candidates based on Council, staff and community input of desired qualities, skills and knowledge.
- A timeline to complete the recruitment and selection process by the end of September 2022.

If the Council is comfortable with the Raftelis proposal and timeline, staff will proceed with executing a contract to initiate the City Manager recruitment process. If Council would like changes to the proposed process and/or would like staff to seek additional proposals from other firms, Council can provide that direction at tonight’s meeting.

RESOURCE/FINANCIAL IMPACT:

The estimated cost for the recruitment is \$32,000 plus direct expenses for advertisement, background checks, and candidate travel.

RECOMMENDATION

Staff recommends that Council provide direction to the City Manager regarding the proposed City Manager recruitment process and contract with Raftelis.

ATTACHMENT

Attachment A: May 4, 2022 Raftelis Executive Search Proposal



City of Shoreline

Executive Search Services – City Manager

PROPOSAL / May 4, 2022



May 4, 2022

Debbie Tarry, City Manager
City of Shoreline
17500 Midvale Ave N,
Shoreline, WA 98133

Subject: Proposal for Executive Search Services

Dear Ms. Tarry:

We are pleased to submit this proposal for executive search services. Our focus has always been to help local government and utility clients solve their financial, organizational, and technology challenges. We are dedicated to providing management consulting services, including executive search, to local governments and the utility industry.

The Novak Consulting Group (TNCG) and Raftelis have always shared a focus on delivering lasting solutions for local government agencies. In January 2020, TNCG joined Raftelis. Today, we provide our clients with wide-ranging capabilities and resources in financial, management, technology, and communications consulting for all areas of local government. Our clients now have the expertise of more than 120 of the country's leading local government consultants. We know that our combined capabilities and resources will provide added value to our clients.

Our project team for the City comprises skilled professionals, seasoned in local government management with search experience across the country, including Shoreline. Our team has completed over 210 searches, and we have had significant success in identifying and retaining ideal candidates who meet each organization's unique set of needs and expectations. Our approach includes direct outreach to encourage well-qualified women and other members of underrepresented groups to apply. We are confident our approach will result in a successful leader for the organization. Our mission is to strengthen communities, and we do this by helping them find the best leaders to help move their organizations forward.

We look forward to the opportunity to serve the City of Shoreline again. If you have any questions, please contact Catherine Tuck Parrish, our executive search practice leader, using the following contact information:

Catherine Tuck Parrish, Vice President
Phone: 240.832.1778 / Email: ctuckparrish@raftelis.com

Sincerely,



Julia Novak
Executive Vice President



Making our world better.

The Raftelis Charitable Gift Fund allocates profits, encourages employee contributions, and recognizes time to charitable organizations that support:

- Access to clean water and conservation
- Affordability
- Science, technology, and leadership

Raftelis is investing in improved telecommunication technologies to reduce the firm's number one source of carbon emissions—travel.



Diversity and inclusion are an integral part of Raftelis' core values.

We are committed to doing our part to fight prejudice, racism, and discrimination by becoming more informed, disengaging with business partners that do not share this commitment, and encouraging our employees to use their skills to work toward a more just society that has no barriers to opportunity.

Table of Contents

01

Firm Overview

04

Executive Search Strategy

05

Work Plan

08

Experience

11

References

13

Recruitment Team

18

Cost for Services

Who We Are

RAFTELIS AND THE NOVAK CONSULTING GROUP, HELPING LOCAL GOVERNMENTS AND UTILITIES THRIVE.

Local government and utility leaders partner with Raftelis to transform their organizations by enhancing performance, planning for the future, identifying top talent, improving their financial condition, and telling their story. We've helped more than 600 organizations in the last year alone. We provide trusted advice, and our experts include former municipal and utility leaders with decades of hands-on experience running successful organizations. People who lead local governments and utilities are innovators—constantly seeking ways to provide better service to the communities that rely on them. Raftelis provides management consulting expertise and insights that help bring about the change that our clients seek.

TNCG is Now Raftelis

The Novak Consulting Group and Raftelis have always shared a focus on delivering lasting solutions for local government agencies. In January 2020, TNCG joined Raftelis. Today, we provide our clients with wide-ranging capabilities and resources in financial, management, technology, and communications consulting for all areas of local government. Our clients now have the expertise of more than 120 of the country's leading local government and utility consultants, who have decades of experience. We know that our combined capabilities and resources will provide added value to our clients, and we're excited about what we can accomplish together.

+ VISIT [RAFTELIS.COM](https://www.raftelis.com) TO LEARN MORE



We believe that Raftelis is the *right fit* for this project. We provide several key factors that will benefit Shoreline and help to make this project a success.



RESOURCES & EXPERTISE

This engagement will require the resources necessary to effectively recruit for your unique position and the skillsets to complete all of the required components. With more than 120 consultants, Raftelis has one of the largest local government management and financial consulting practices in the nation. Our depth of resources will allow us to provide Shoreline with the technical expertise necessary to meet your objectives. In addition to having many of the industry's leading management and financial consultants, we also have experts in key related areas, like stakeholder engagement and data analytics, to provide additional insights as needed.



DECADES OF COLLECTIVE EXPERIENCE

Our associates and subject matter experts have decades of experience in strengthening local municipalities and nonprofit organizations. They've served in a wide range of positions, from city manager to public works director to chief of police.



PERSONAL SERVICE FROM SENIOR-LEVEL CONSULTANTS

You appreciate it when deadlines are met, phone calls are returned, and your challenges are given in-depth, out-of-the-box thinking. While other firms may assign your business to junior-level people, our approach provides exceptional service from senior-level consultants.



NICHE EXPERTISE

Our expertise lies in strengthening public-sector organizations. We're consulting specialists rather than generalists, focusing our strengths to do a highly effective job for a specific group of clients.

Firm Capabilities



FINANCE

Meet your goals while maintaining a financially sustainable organization

- Rate, charge, and fee studies
- Financial and capital planning
- Cost of service and cost allocation
- Customer assistance programs
- Affordability analysis
- Utility valuation
- Budget development
- Financial condition assessments
- Debt issuance support
- Economic feasibility and analysis



COMMUNICATION

Communicate strategically to build an informed, supportive community

- Strategic communication planning
- Public involvement and community outreach
- Public meeting facilitation
- Graphic design and marketing materials
- Media and spokesperson training
- Risk and crisis communication
- Social media strategy
- Visual facilitation
- Virtual engagement



STRATEGIC PLANNING

Set the direction for the future of your organization and community

- Organization, department, and community-based strategic planning
- Effective Board / Commission / Council governance
- Retreat planning and facilitation



ORGANIZATION

Plan for long-term sustainability and operate with maximum efficiency

- Organizational and operational assessments
- Stormwater utility development and implementation support
- Performance measurement
- Staffing analysis
- Organizational climate and culture
- Asset management and operations
- Regional collaboration and service sharing



TECHNOLOGY

Use your data and technology to improve experience and gain valuable insights

- Billing, permitting, and customer information audits
- Business process development
- Data management, analytics, and visualization
- Performance measurement and dashboarding
- Software solutions
- Website development



EXECUTIVE RECRUITMENT

Identify top talent to lead local governments and utilities

Executive Search Strategy

When organizations need to fill key positions, they turn to Raftelis and benefit from this guiding principle: meaningful hiring involves finding the right employee and preparing them for ongoing success. Our approach to executive search services comprises three key phases.

Inquiring, Understanding, and Defining

Each of our clients has a unique culture and set of objectives. Because selecting the right individual is critical to success, we begin our relationship by conducting a needs assessment to identify the specific benchmarks the search must accomplish. We will identify qualifications and requirements as well as map out the new hire's first-year goals, so both our client and the employee remain on the same track for success. We will build an accurate position profile, thus ensuring we attract the right people for the position.

Candidate Search and Evaluation

To reach the right candidates, Raftelis customizes each search process to fit the client's needs. Often, the professionals who best fit an open position are already employed and not searching for a traditional job posting. So, we leverage our extensive, diverse professional network to attract the best talent nationwide. We have been successful in identifying a candidate pool that is racially, ethnically, and gender diverse. We are committed to helping local government leadership positions reflect the communities they serve. We work closely with several organizations that support this goal, and we advertise in national publications that target people of color and women, including the National Forum of Black Public Administrators (NFBPA), Local Government Hispanic Network, and the League of Women in Government. We intentionally seek well-qualified women and people of color, so our clients have excellent choices. Once the right candidates are found, we help manage the hiring process from interviews to background checks. Our in-depth service empowers clients to achieve their goals at every step.



39% of our recruitments resulted in the hiring of **women**

21% of our recruitments resulted in the hiring of **people of color**

Supporting Success

We support the top candidate's long-term success by creating a goals-driven work plan actionable from day one. Many firms focus solely on finding qualified applicants, leaving the client on their own once the position is filled. Our team, however, uses the objectives gathered during the inquiry stage to prepare new hires for their first year. We follow up to ensure continued progress, productivity, and satisfaction for the employee and our client.

We take a tailored, goals-based approach to each recruitment. By looking beyond the hiring process, our holistic view ensures that each candidate will fit the role as well as the organization. In the end, we are not just looking for a successful professional; we are finding the right employee to be successful in their new position long after they are hired.

Work Plan

THE FOLLOWING PROVIDES A DETAILED DESCRIPTION OF OUR WORK PLAN FOR THE CITY MANAGER RECRUITMENT.

Activity 1 – Develop Candidate Profile

We will begin this engagement by developing a clear picture of the ideal candidate for this position. We will first speak in-person with the City Manager and each member of the City Council, individually and as a group, to identify desired traits and experiences for the position, as well as discuss the timeline and process. We will also facilitate an in-person meeting with the department directors as a group to gather input. We can also solicit input from key stakeholders through an online survey, if desired. We will discuss not just the technical skills needed for the position, but what makes for the right organizational fit in terms of traits and experiences. We generally conduct our initial work, candidate review meeting, and interviews in person and are well-situated to do that. However, we can facilitate this work via video calls, online mechanisms, or small group meetings to adhere to local public health protocols. We have done this successfully for all phases of recruitments based on our clients' needs.

Based on the information learned from our meetings, we will develop a recruitment plan that includes Washington, the region, and the nation. We will prepare a position profile that is unique to the City of Shoreline. The profile will identify the organization's needs, the strategic challenges of the position, and the personal and professional characteristics of the ideal candidate. This document drives the recruitment. It focuses our efforts on the most capable candidates, and it helps us to persuade candidates to pursue the position.

We will also develop first-year organizational goals for the successful candidate. These goals will ensure that the applicants know what will be expected of them should they be hired, the City has thought about what it wants the person to accomplish in the first year, and the successful candidate can hit the ground running with a work plan. Once drafted, we will review the recruitment plan, position profile, and first-year goals with the City. Modifications will be made as necessary before recruitment begins.

DELIVERABLES:

- Detailed recruitment process documents, including recruitment plan, position profile, and first-year goals

Activity 2 – Conduct Active Recruitment and Screening

As part of the recruitment plan, our team will identify key states and metro areas to focus our targeted recruitment. We will prepare and place advertisements in state and national publications and websites to attract candidates from throughout the United States. While this will be a national search, we will target our efforts to those key areas identified in the recruitment plan.

We will place job postings with national, state, and regional professional organizations such as International City/County Management Association (ICMA), Engaging Local Government Leaders (ELGL), National Forum for Black Public Administrators (NFBPA), League of Women in Government, Local Government Hispanic Network, Association of Washington Cities, state professional organizations in targeted states in the Pacific Northwest, other targeted metro areas and tribal organizations, and other places as identified in the recruitment plan.

As soon as the advertisements are completed, our team will begin the process of actively and aggressively marketing the position and identifying qualified candidates for assessment. We will pinpoint individuals and jurisdictions to reach out to

directly through phone and email. We will also utilize social media (LinkedIn, Twitter, and Facebook) to broaden our reach. We have found that this combination of outreach is an effective way to reach top applicants, especially those who are not currently in the job market but may be willing to consider a move to an excellent organization like the City of Shoreline.

We will reach out to the applicants in our extensive database as well as the prospective candidates we have targeted in previous recruitments for similar jurisdictions. We will also develop a list of additional candidates to pursue based on the City's unique needs. Our outreach includes seeking well-qualified women and people of color and encouraging them to apply.

As applications are received, our team will acknowledge each one and keep applicants aware of the status of the process. We will screen each applicant against the position profile and first-year goals. We will conduct interviews via phone or videoconference with those who most closely meet the profile to learn more about their interest, qualifications, and experience for this position. A written summary of these candidates will be prepared and shared with the City. We will then meet virtually with the City to review the entire list (if desired) as well as the most qualified candidates who have the requisite skills, experiences, and traits needed for success in the position. Based on the City's direction, we will finalize a list of candidates to invite for in-person interviews.

DELIVERABLES

- Placement of ads and job postings
- Targeted outreach to passive candidates
- Candidate review materials including screening results and internet search

Activity 3 – Support Interviews and Selection

Each person you wish to interview will then be contacted again by our recruitment team. We will plan and facilitate a multi-step interview process specific to the position, which will consist of two rounds of interviews: virtual first-round interviews and in-person finalist interviews. The process could include writing exercises, presentations, panel interviews, tours, and a key staff meet-and-greet. A book that contains customized interview questions and information about each of the candidates invited to interview will be provided to those involved in the interview process. We will also facilitate pre- and post-interview briefings. Our team will coordinate the logistics of the process and provide the candidates with the details along with any travel policy requirements or other information. We will also work with a City contact to ensure a suitable venue is arranged for the interviews. Expenses for the candidates will be borne and reimbursed directly by the City.

The City will select the top candidate. We can help make a well-informed choice by framing what we have learned about the candidates in the context of the position and its requirements. Our team will speak with candidates' references to confirm the strength of their credentials. We will also conduct a media check to review published information found in search engines, online publications, and social media. Reference and background checks will be performed on the top candidates, including but not limited to education, credentials, employment history, criminal background check, civil litigation check, and credit history.

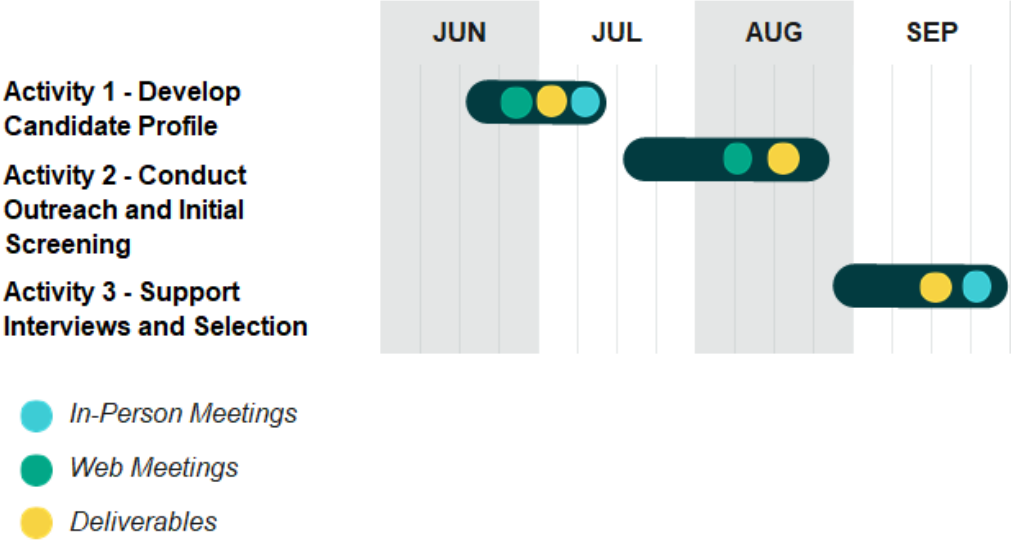
We also can assist in negotiating the employment offer. We will provide information about best practices in salary and total compensation, and we will have obtained information on the candidate's salary. We will keep candidates apprised of their status and release them at the appropriate time.

DELIVERABLES

- Interview book materials including references and background checks

Recruitment Timeline

Included below is a draft timeline. We expect to review this with City during Activity 1 and adjust it as necessary as we develop the recruitment plan.



Recent Executive Search Experience

Client	Position
AZ Clarkdale	Town Manager
AZ Cottonwood	City Manager
AZ Oro Valley	Chief Financial Officer
AZ Oro Valley	Police Chief
AZ Payson	Town Manager
AZ Peoria	Human Resources Director
AZ Scottsdale	Economic Development Director
AZ Yuma	City Administrator
AZ Yuma	Engineering Director
AZ Yuma	Finance Director
AZ Yuma	Planning and Neighborhood Services Director
CO Aspen	Community Development Director
CO Boulder	Human Resources Director
CO Boulder	Independent Police Monitor
CO Boulder	Planning and Development Services Director
CO Boulder	Utilities Engineering Manager
CO Boulder	Chief Financial Officer
CO Boulder	City Attorney
CO Fort Collins	Deputy City Manager
CO Fort Collins	Community Services Director
CO Fort Collins	Compensation, Benefits, and Wellbeing Director
CO Fort Collins	Environmental Services Director
CO Fort Collins	Natural Areas Director
CO Fort Collins	Recreation Director
CO Fort Collins	Utilities Executive Director
CO Health District of Northern Larimer County	Executive Director
CO Lafayette	City Administrator
CO Louisville	City Manager
CO Louisville	Director of Parks and Recreation

Client	Position
CO Louisville	Director of Planning and Building Safety
CO Louisville	Human Resources Director
CO Loveland	Budget Manager*
CO Loveland	Chief Financial Officer*
CO Loveland	Economic Development Director*
CO Northglenn	Human Resources Director
CO Pueblo West Metropolitan District	District Manager
CO Westminster	Park, Recreation, and Library Director
CT Greenwich	Town Administrator
CT Mansfield	Town Manager
CT Meriden	City Manager
CT Windsor	Police Chief
DE Kent County	County Engineer/Public Works Director
DE Lewes	Municipal Planning and Development Officer
DE Milford	City Manager
DE Milton	Town Manager
DE Rehoboth Beach	City Manager
IA Cedar Rapids	Utilities Director
IA Cedar Rapids	City Attorney
IA Cedar Rapids	Public Works Director
IL Peoria County	Director, Animal Protection Services
IN Bloomington	Traffic and Transportation Engineer
KS Baldwin City	City Administrative Officer
KS Edgerton	Building Inspector
KS Edgerton	Community Development Director
KS Johnson County	Human Resources Director
KS Merriam	Finance Director
KS Olathe	Director of Economy
KS Tonganoxie	City Manager

Client	Position
OH Cleveland Heights	City Manager
OH Cleveland Heights	Finance Director
OH Dayton	Financial Officer
OH Dublin	City Manager
OH Dublin	Director of Public Service
OH Granville	Village Manager
OH Hilliard	City Manager
OH Hudson	City Manager
OH Jackson Township	Township Administrator
OH Miami Township	Township Administrator
OH Moraine	City Manager
OH Oberlin	Fire Chief
OH Oberlin	Police Chief
OH Portsmouth	City Manager
OH Prairie Township	Township Administrator
OH Sandusky	City Manager
OH Solid Waste Authority of Central Ohio (SWACO)	Director of Administration
OH The Port - an Ohio Port Authority	Industrial Development Manager
OH The Port - an Ohio Port Authority	Vice President of Communications and Marketing
OH The Port - an Ohio Port Authority	Vice President of Economic Equity
OH Union County	County Administrator
OH Upper Arlington	Assistant City Manager*
OH Upper Arlington	Police Chief
OH Washington Township	Township Administrator
OH West Chester Township	Township Administrator
OH Westerville	City Manager
OH Westerville	Deputy Director of Planning and Development
OH Westerville	Finance Director
OH Worthington	Assistant Fire Chief

Client	Position
OR Beaverton	Interim City Manager
OR Beaverton	City Manager
OR Gresham	Police Chief
OR Hillsboro	Employee and Labor Relations Manager
OR Hood River	Public Works Director
OR Lane County	Public Works Director
OR Newberg	Assistant City Manager
OR Newberg	Public Works Director
OR Salem	City Manager
OR Tigard	Assistant City Manager
OR Tigard	Finance Director
OR Tualatin Hills Park & Recreation District	District Finance Director
OR Washington County	County Administrator
OR Washington County	Interim County Administrator
OR Washington County	Chief Financial Officer
OR Washington County	Assistant County Administrator
OR Washington County	Assistant County Administrators
PA Breakneck Creek Regional Authority	Manager
PA Carlisle Borough	Police Chief
PA Farrell	City Manager
TX Abilene	City Engineer
TX Abilene	Library Director
TX Lancaster	Assistant City Manager
TX Lancaster	Finance Director
TX University Park	Human Resources Director
VA Albemarle County	Chief Financial Officer
VA Albemarle County	County Attorney
VA Albemarle County	Deputy Director of Community Development
VA Albemarle County	Police Chief

Client	Position
VA Albemarle County	DEI Director
VA Albemarle County	Human Resources Director
VA Alexandria	Controller
VA Arlington County	Central Library Services Division Chief*
VA Arlington County	Housing Director*
VA Ashland	Town Manager
VA Bedford County	County Administrator
VA Bedford County	Deputy Fire Chief*
VA Bedford County	Finance Director
VA Fairfax	City Manager
VA Fairfax	Police Chief
VA Fairfax County	County Executive
VA Fairfax County	Deputy County Executive
VA Harrisonburg	City Manager
VA Harrisonburg	Human Resources Director
VA Harrisonburg	Police Chief
VA Leesburg	Town Attorney
VA Leesburg	Planning and Zoning Director
VA Loudoun County	Animal Services Director
VA Loudoun County	Assistant County Administrator
VA Loudoun County	Assistant Director of Human Resources
VA Loudoun County	Chief Financial Officer
VA Loudoun County	County Attorney
VA Loudoun County	Economic Development Director
VA Loudoun County	Family Services Director
VA Loudoun County	Finance Director
VA Loudoun County	Mapping and Geographic Information Director
VA Loudoun County	Mental Health, Substance Abuse, and Developmental Services Director

Client	Position
VA Loudoun County	Parks, Recreation, and Community Services Director
VA Loudoun County	Planning and Zoning Director
VA Loudoun County	Systemwide Fire Chief
VA Loudoun County	Community Corrections Director
VA Newport News	Waterworks Director
VA Newport News	Human Resources Director
VA Prince William County	Planning Director
VA Prince William County	Deputy County Executive for Public Safety
VA Virginia Retirement System	Human Resources Director
VA Warrenton	Town Manager
WA Bothell	City Manager
WA Camas	City Administrator
WA Central Pierce Fire and Rescue	Fire Chief
WA Sammamish	Public Works Director
WA Shoreline	Administrative Services Director
WA Shoreline	City Manager
WA Shoreline	Human Resources and Organizational Development Director
WA Shoreline	Human Resources Director
WA Spokane Regional Health District	Disease Prevention & Response Director
WA Spokane Regional Health District	Health Officer
WA Spokane Regional Health District	Human Resources Manager
WA Sudden Valley Community Association	General Manager/Chief Operating Officer
WA Sunrise Water Authority	Finance Director
WI Central Brown County Water Authority	Manager
WI Mequon	City Administrator
WV Morgantown	City Manager

References

Raftelis is uniquely positioned to perform this recruitment because of our knowledge of local government and our extensive network across the nation. Our clients tell us we are more than just consultants—we are trusted advisors. The following table lists a few comparable recruitments we have conducted and references for each of them.

Client	Reference
<p>City of Bothell, Washington</p> <ul style="list-style-type: none"> City Manager (2021) 	<p>Mathew Pruitt, Human Resources Director 18415 101st Avenue NE Bothell, WA 98011 (425) 806-6201 mathew.pruitt@bothellwa.gov</p>
<p>City of Gaithersburg, Maryland</p> <ul style="list-style-type: none"> City Manager (2020) Director of Finance and Administration (2019) Engineering Services Division Chief (2019) Finance Director (2020) Public Works Director (2013, 2020) 	<p>Tanisha Briley, City Manager (301) 258-6300 Tanisha.Briley@gaithersburgmd.gov</p> <p>Dennis Enslinger, Deputy City Manager (301) 258-6310 dennis.enslinger@gaithersburgmd.gov</p> <p>31 S. Summit Avenue Gaithersburg, MD 20877</p>
<p>City of Louisville, Colorado</p> <ul style="list-style-type: none"> City Manager (2017) Human Resources Director (2021) Parks, Recreation, and Open Space Director (2018) Planning and Building Safety Director (2016) 	<p>Megan Davis, Deputy City Manager 749 Main Street Louisville, CO 80027 (303) 335-4539 mdavis@louisvilleco.gov</p>
<p>City of Boulder, Colorado</p> <ul style="list-style-type: none"> City Attorney (2021) City Manager (2020) HRIS Manager (2020) Human Resources Senior Manager (2020) Human Resources Director (2017) Independent Police Monitor (2020) Planning and Development Services Director (2020) Total Rewards Senior Manager (2020) Utilities Engineering Manager (2021) 	<p>Nuria Rivera-Vandermyde, City Manager (303) 441-3090 riversa-vandermyden@bouldercolorado.gov</p> <p>Chris Meschuk, Deputy City Manager (303) 441-3388 MeschukC@bouldercolorado.gov</p> <p>Aimee Kane, Program and Project Manager (303) 441-4235 KaneA@bouldercolorado.gov</p> <p>1777 Broadway Boulder, CO 80302</p>

Client	Reference
<p>City of Rockville, Maryland</p> <ul style="list-style-type: none">• City Attorney (2021)• City Manager (2016)• Community Planning and Development Services Director (2018)	<p>Bridget Donnell Newton, Mayor 111 Maryland Avenue Rockville, MD 20850 (240) 314-8291 bnewton@rockvillemd.gov</p>

Catherine Tuck Parrish

PROJECT DIRECTOR/LEAD RECRUITER

Vice President – Executive Search

PROFILE

Catherine has 30 years of management experience working for local governments of all sizes, nonprofit organizations, and associations. She leads the firm's executive search practice and has conducted over 160 searches for manager/ administrator; police chief; fire chief; directors of public works, planning, economic development, finance, human resources, and human services; and many other key positions in local governments across the country.

In addition to executive recruitment, she has facilitated numerous governing body workshops, staff retreats, and strategic planning sessions. Her work as a consultant includes project management and contributions to several local government projects such as process improvement studies, departmental assessments, planning and permitting process reviews, and policy development.

Catherine's most recent local government experience was as deputy city manager in Rockville, Maryland, where she oversaw parks and recreation, human resources, information technology, finance, neighborhood resources (citizen engagement), communications, customer service, and intergovernmental functions. She also served as acting city manager in Rockville for nearly a year. Before joining the City of Rockville, Catherine served as assistant to the county executive in Fairfax County, Virginia, working on change management issues, including a new pay system, employee surveys, implementation plans, and internal communication improvements. Catherine also served as an ethics advisor at the International City/County Management Association (ICMA), counseling elected officials and citizen groups regarding employment agreements, form of government issues, and recruitment. Additionally, she worked for the city of Denton, Texas.

She chaired the ICMA's Acting Manager Task Force, which produced a handbook for interim managers. She also led the Maryland City/County Management Association (MCCMA) as president and vice president. She served as president, vice president, and secretary of the Metropolitan Association of Local Government Assistants in the Washington, D.C. metro area. Catherine has spoken at national and state conferences on a variety of topics, including recruitment trends, civility, effective councils, ethics, forms of government, human resources, long-term financial planning, budget strategies, developing high performing organizations, and leadership. She has also spoken at the National League of Cities' Leadership Training Institute on recruiting and evaluating the CEO. She is a certified instructor of the Myers-Briggs Type Indicator instrument.



Specialties

- Executive search
- Strategic planning
- Facilitation
- Strategy development and implementation
- Community engagement
- Employee engagement

Professional History

- Raftelis: Vice President (2020-present)
- The Novak Consulting Group: Executive Search Practice Leader (2010-2020)
- Management Partners: Senior Manager (2009-2010)
- City of Rockville, Maryland: Deputy City Manager/Acting City Manager/ Assistant City Manager (2001-2009)
- Fairfax County, Virginia: Assistant to the County Executive (1998 -2001)
- ICMA: Ethics Advisor/ Senior Local Government Programs Manager (1994-1998)
- City of Denton, Texas: Administrative Assistant to the City Manager (1990-1994)

Education

- Master of Public Administration - University of Kansas (1990)
- Bachelor of Arts in Communication Studies/Personnel Administration - University of Kansas (1988)

Professional Memberships

- International City/County Management Association (ICMA)
- Engaging Local Government Leaders (ELGL)
- Maryland City/County Management Association (MCCMA)

Heather Gantz

LEAD RECRUITER

Senior Manager

PROFILE

Heather has over 20 years of leadership experience in recruiting, talent acquisition, and executive search, with the last 13 years focused on local government. She leads executive searches for the firm, where she is known for her thoroughness as well as engendering trusting relationships with both the client and candidate while providing exceptional customer service throughout the process.

Heather has conducted over 65 searches in the public sector. She has delivered positive search outcomes for dozens of high profile public organizations and is an expert at guiding strategy and tailoring outreach to find even the most niche candidates. Heather has successfully recruited for city and county managers and administrators, deputy and assistant managers, human resources, finance, community and economic development, public safety, parks and recreation, public works, and many more local government professionals. In addition, she has led numerous executive-level searches in the social/nonprofit sector and recruited leadership positions for technology, creative, accounting, and finance professionals in the private sector.

In addition to executive recruitment, Heather has experience supporting organizational effectiveness. She is known for providing effective leadership development and contributing to employee growth and development initiatives. Heather has advised individuals and small groups on career transition and job search strategies. Topics include knowledge and skill assessment, resume development, LinkedIn, networking, interview preparation, and salary and offer negotiation. Heather has also completed several leadership evaluations and performance reviews for local government leaders.

Heather has a passion for supporting diversity and innovation in the public sector. She served as an early Advisory Board Member for ELGL and remains an active and involved member in support of their mission of engaging the brightest minds in local government. In addition, Heather has served as a recurring speaker and presenter at the Northwest Women's Leadership Academy (NWWLA) in support of advancing women into leadership roles from a variety of backgrounds in local government.



Specialties

- Executive Search
- Leadership Development
- Employee Growth and Development
- Innovation
- Facilitation
- Project Management
- Community Engagement
- Diversity of Thought

Professional History

- Raftelis: Manager (2020-present)
- Waldron: Director (2007-2020)
- Private Sector Recruiter (1996-2007)

Education

- Bachelor of Arts in Business Management - University of Phoenix (2000)

Professional Memberships

- Engaging Local Government Leaders (ELGL)

Pamela J. Wideman

LEAD RECRUITER

Manager

PROFILE

Pamela has over 25 years of experience in leading local government teams, with the last 10 years in executive leadership with the City of Charlotte. She is adept at forging creative solutions to government and community issues at the local level, with service to the community as the foundation of her leadership style. She is known for her thoroughness as well as engendering trusting relationships with elected officials, executive leadership across public, private, and non-profit organizations, and residents, all while providing exceptional customer service throughout the process.

Pamela most recently served at the Director of the City of Charlotte's Housing & Neighborhood Services Department, leading a team of over 200 staff across five key divisions. Pamela has shaped Charlotte's affordable housing landscape and managed the oversight of millions of public dollars. She helped create and preserve over 4,600 affordable housing units, created, and successfully deployed COVID-19 Pandemic relief programs for rent, mortgage, utility, and deposit assistance to keep vulnerable residents housed during the pandemic, developed a new local rental subsidy program, and managed over \$68 million in homelessness support and prevention.

During her work there, Pamela hired numerous staff members for her Department and participated on executive search panels for positions both with the City of Charlotte as well as with other municipalities and organizations. She is known for contributing to organizational growth and development initiatives. Pamela is highly sought after as speaker for her expertise in affordable housing and has spoken on numerous panels across the country. She has participated in numerous executive-level collaborations engaging multiple community partners in the business and philanthropic fields. Pamela strongly believes that "service is the rent we pay for living on this earth" and is often asked to share her public sector experiences with students, professional trade organizations, and local municipalities.

Pamela has a passion for developing and implementing solutions that serve the community. She served as an early Advisory Member for the Greenlight Fund in Charlotte, and on the Mayors and CEOs Committee for U.S. Housing Investment. Pamela was awarded the Master of Public Administration Alumna of the Year and received a Leadership in Black Excellence from her alma mater, the University of North Carolina – Charlotte. She was also recognized as a Women's In Leadership Champion by the Charlotte Chapter of the Urban Land Institute. Additionally, she was recognized as one of the top 10 "Behind the Scenes" newsmakers by the Charlotte Business Journal in both 2017 and 2020. She currently serves as a member of the International City/County Management Association, the Urban Land Institute, and the National Forum for Black Public Administrators.

Previously, she served on the Board of Directors for the PNC Community Development Bank and as the Vice-Chair of the N.C. Department of Transportation's Affordable Housing Committee where she provided guidance and recommendations for policy and funding approaches to support and encourage the development of affordable housing near transit stops. She is past President of the Southern Piedmont Chapter of the National Forum for Black Public Administrators and a former member of the Board of Directors for the Mental Health Association of the Greater Carolinas.



Specialties

- Executive Level Management
- Hiring and Recruitment
- Affordable Housing Expertise
- Community Development Policy and Program Development
- Team Development & Leadership
- Consensus Building
- Community Engagement
- Budget Management

Professional History

- Raftelis: Manager (2021 – Present)
- City of Charlotte: Director of Housing & Neighborhood Services (2017 – 2021)
- City of Charlotte: Housing & Neighborhood Services Deputy Director (2008 – 2016)
- City of Charlotte: Housing & Neighborhood Services Supervisor (2006 – 2008)
- City of Charlotte: Budget Analyst (2003 – 2006)

Education

- Harvard Kennedy School -Senior Executives in State and Local Government (2015)
- UNC-Chapel Hill - Municipal Administration (2007)
- University of North Carolina at Charlotte- Master's in Public Administration (2006)
- Belmont Abbey College -Bachelor of Arts in Business Administration (1999)

Professional Memberships

- International City/County Managers Association
- Urban Land Institute
- National Forum for Black Public Administrators

Robert Colichio

RECRUITMENT SPECIALIST

Consultant

PROFILE

Robert has over seven years in full lifecycle recruiting, sourcing, interviewing, and professional coaching. As a recruiter Robert has engaged in searches within both the public and social sector. He has successfully worked on recruitments for city and county managers and administrators, deputy and assistant managers, and various director and managerial roles in human resources, finance, community and economic development, public safety, parks and recreation, and public works.

In addition to executive recruiting, Robert has over eight years of combined experience in professional development, career coaching, and career transition management. With over 500 clients served leading and coaching them through complicated organizational change ranging from individual executive employees transitions to large reductions in force. Work with these clients often included one-on-one coaching over the course of multiple months. Robert additionally hosted and development multiple large group workshops for companies. He further has extensive and diverse project management experience including technology changes and implementations.

Robert has a Master of Business Administration degree with an emphasis in organizational behavior and a Bachelor of Science in Business Administration with dual concentrations in operational management and marketing with a minor in economics.



Specialties

- Executive search
- Project management
- Facilitation
- Employee growth and development
- Data analysis

Professional History

- Raftelis: Consultant (2021-present)
- Waldron: Senior Consultant and Coach (2013-2021)
- Portland State University: Graduate Teaching Assistant (2010-2012)
- Private Sector Consultant: Strategic Planning and Marketing Development (2008-2012)
- Skanska USA: Project and Client Relations Coordinator (2006-2008)

Education

- Master of Business Administration in Organizational Behavior - Portland State University, School of Business (2012)
- Bachelor of Science in Business Administration - University of Oregon, Lundquist College of Business (2006)

Professional Memberships

- SHRM/PHRMA

Kelsey Batt

RECRUITMENT SPECIALIST

Associate Consultant

PROFILE

Before joining Raftelis as a recruitment specialist in 2021, Kelsey earned her bachelor's degree in Professional Writing and Creative Writing from Purdue University in West Lafayette, Indiana.

During her time as a student, Kelsey worked at the Purdue Writing Lab as an undergraduate tutor where she paired with over 1,000 undergraduate and graduate students to help develop positive relationships with both writing and the English language. She also competed on the women's Track and Cross-Country teams while at Purdue.

She has previously worked as a copywriter at Sweetwater Sound where she developed the company's first Copy Style Guide and proposed several researched marketing strategies, focusing on inclusion amidst gender inequality in the music industry. Her ideas can be seen implemented throughout their current sales website and internally. Kelsey also has experience in marketing from her time at SDI Innovations where she was responsible for producing and editing social media and blog content. Kelsey enjoys consuming and contributing to the world of journalism, having worked as a student journalist at the Purdue Exponent for several years.



Specialties

- Executive search
- Recruiting
- Editing

Professional History

- Raftelis: Associate Consultant (2021-present)
- The Purdue Writing Lab & Purdue OWL (2017-2021)

Education

- Bachelor of Arts, School of Liberal Arts – Purdue University, West Lafayette, IN (2021)

Cost for Services

The total fixed fee to complete the City Manager recruitment, as outlined in this proposal, is \$32,000. This includes all professional fees and expenses for Raftelis.

We estimate the following additional costs to the City, which would be billed at cost.

Advertising	Approximately \$2,000-\$2,500
Background checks	Estimated at \$175-\$500/finalist
Finalists' interview travel	Borne and reimbursed directly to the finalists by the City

Advertising and background checks are invoiced as completed. The fixed fee will be invoiced as follows:

Activity 1 – \$9,277	After delivery of the recruitment documents <ul style="list-style-type: none"> • Recruitment plan • Recruitment brochure • First-year goals
Activity 2 – \$12,683	After the candidate review
Activity 3 – \$10,040	After the interviews are completed