



SHORELINE CITY COUNCIL REGULAR MEETING

Monday, February 27, 2023

7:00 p.m.

Council Chamber · Shoreline City Hall

<https://zoom.us/j/95015006341>

Phone: 253-215-8782 · Webinar ID: 950 1500 6341

	<u>Page</u>	<u>Estimated Time</u>
1. CALL TO ORDER		7:00
2. FLAG SALUTE/ROLL CALL		
3. APPROVAL OF THE AGENDA		
4. REPORT OF THE CITY MANAGER		
5. COUNCIL REPORTS		
6. PUBLIC COMMENT		

The City Council provides several options for public comment: in person in the Council Chamber; remote via computer or phone; or through written comment. Members of the public may address the Council during regular meetings 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 comments are being recorded.



Sign up for In-Person Comment the night of the meeting. *In person speakers will be called on first.*



[Sign up for Remote Public Comment.](#) *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.*

7. CONSENT CALENDAR		7:20
(a) Approval of Regular Meeting Minutes of February 6, 2023	<u>7a1-1</u>	
Approval of Regular Meeting Minutes of February 13, 2023	<u>7a2-1</u>	
(b) Approval of Expenses and Payroll as of February 17, 2023 in the Amount of \$1,638,939.47	<u>7b-1</u>	
(c) Adoption of the 2023 Comprehensive Plan Amendment Docket	<u>7c-1</u>	
(d) Authorize the City Manager to Amend the Interlocal Cooperation Agreement with King County for the Acquisition of Open Space Through the Conservation Futures Tax Levy Collections Grant Program	<u>7d-1</u>	
(e) Authorize the City Manager to Enter into a Grant Contract with King County to accept \$500,000 in Grant Funding from the King County Parks Levy for the Acquisition of Property at Rotary Park	<u>7e-1</u>	

- (f) Authorize the City Manager to Execute an Amendment to the Professional Services Agreement with KPFF Consulting Engineers in the Amount of \$ 1,765,210 for the 148th Street Non-Motorized Bridge Project 7f-1
- (g) Authorize the City Manager to Execute an Amendment to the Contract with Jacobs Engineering Group for Bid-Ready Design on Phase 1 of the SR-523 (N/NE 145th Street) Aurora Avenue to Interstate-5 Project in an Amount Not to Exceed \$629,778 for a Contract Maximum Amount of \$5,761,755 7g-1

8. ACTION ITEMS

- (a) Action on Resolution No. 506 – Adopting Public Participation Plan for the 2024 Comprehensive Plan Update 8a-1 7:20
- Staff Report
 - Public Comment
 - Council Action
- (b) Action on Federal Legislative Priorities 8b-1 7:50
- Staff Report
 - Public Comment
 - Council Action

9. STUDY ITEMS

- (a) Discussing the Annual Traffic Report 9a-1 8:20

10. ADJOURNMENT 9:05

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.

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[LINK TO STAFF PRESENTATIONS](#)



[LINK TO PUBLIC COMMENT RECEIVED](#)

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, February 6, 2023
7:00 p.m.

Council Chambers - Shoreline City Hall
17500 Midvale Avenue North

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

ABSENT: None.

1. CALL TO ORDER

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

2. FLAG SALUTE/ROLL CALL

All Councilmembers were present.

(a) Proclamation of Black History Month

Mayor Scully declared February Black History Month in Shoreline and invited Haben Hailesslassie, Grounded Youth Director from Black Coffee Northwest, and Wuhibti Hailesslassie, to the podium to accept the proclamation.

Ms. Hailesslassie spoke about the work from Black Coffee Northwest to support Black-led organizations and community members year-round. She shared her experience working with Black Coffee Northwest and their nonprofit, Grounded, and she highlighted the significance of representation in society. She brought attention injustices experienced in Ethiopia and encouraged action against injustice for Black lives all over the world.

3. APPROVAL OF THE AGENDA

The agenda was approved by unanimous consent.

4. REPORT OF THE CITY MANAGER

Bristol Ellington, City Manager, reported on various City meetings, projects, and events.

5. COUNCIL REPORTS

Councilmember Mork reported she attended a Regional Water Quality Committee meeting about the impacts of PFOS on the Puget Sound and legislation introduced by Representative Ryu to remove them.

Councilmember Pobe spoke about his meeting with the Seashore Transportation Forum to discuss an update on the Lynnwood Link Connections Mobility Phase II project.

Mayor Scully said he was honored to attend the Edwin Pratt Memorial Ceremony that was attended by Mr. Pratt's family and people who knew him.

Mayor Scully stated his appointees to the PRCS/Tree Board Interview Sub-committee are Deputy Mayor Robertson, and Councilmembers Ramsdell and Mork.

6. PUBLIC COMMENT

There was no one in the audience wishing to provide public comment.

7. CONSENT CALENDAR

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

- (a) Approval of Regular Meeting Minutes of January 9, 2023
Approval of Regular Meeting Minutes of January 23, 2023
- (b) Authorize the City Manager to Amend the Contract with BHC Consultants in an Amount Not to Exceed \$591,768 for Final Design, Permitting, Bidding Support, and Construction Management for the Pump Station 30 Upgrades Project
- (c) Authorize the City Manager to Amend the Contract with KDH Consulting, Inc. to a total Amount Not to Exceed \$400,000 to Provide Advanced Network and Help Desk Support

8. STUDY ITEMS

- (a) Update on the King County Metro Bus Service Lynnwood Link Phase 2 Restructure

Nytasha Walters, Transportation Services Manager, introduced the King County Metro staff to present on the Lynnwood Link Network.

Amanda Pleasant-Brown, Government Relations Jurisdictional Lead, stated Phase 2 of the bus service restructure will be the first time the public will be able to view the draft transit network and provide feedback. She introduced Yingying Huang Fernandes, Lynnwood Link Connections Project Manager, to provide more information on the project.

Ms. Fernandes explained the Sound Transit Light Rail will be extended to five new stations from Seattle to Lynnwood. Sound Transit will also implement a Bus Rapid Transit along the SR 522 corridor. To prepare for the light rail extension and improve mobility access, King County Metro initiated the Lynnwood Link Network mobility project in northwest King County. Ms. Fernandes listed the project goals were to: (1) improve mobility for priority populations, (2) equitably inform, engage, and empower current and potential customers, (3) deliver integrated service that responds to link expansion changes in transit network and community needs, and (4) improve the efficiency, effectiveness and environmental sustainability of the transit system.

Ms. Fernandes described several items that guided the design of the concept network. The concept network was developed with the assumptions that the Lynnwood link stations will be open, there will be a budget neutral service investment, and there are capital constraints related to budget, timeline, and area available in which to operate. Key considerations that informed the concept network came from service data and analytics, community input, and capital restraints. Their decision-making factors involve community input, equity, and service design best practices. Ms. Fernandes listed the mobility needs voiced by the community and explained how the concept network meets them. The following needs were identified:

1. Increase east/west connections
2. Provide transit services where needs are greatest
3. Bus runs later into the night
4. Maintain and improve frequency
5. Increase bus trips on weekends
6. Reliable and convenient transfers

Ms. Fernandes stated the concept network proposes 14 all-day routes and 8 peak routes. She noted concept network trade-offs consist of reduced peak-only services to improve all-day and frequent service, a restructure of North-South connection to improve East-West oriented service, and reduced unproductive and low-ridership service to increase frequent service. Progress toward the long-range vision in Shoreline include increased service frequency on N 185th St and 15th Ave NE and peak frequent service on N 145th St between Aurora Ave and the 148th Station, and 15th Ave NE, and N 175th St.

Luke Distelhorst, Community Engagement Planner, explained that data gathered during the Phase 1 Needs Assessment was used to refine and develop the service concept. Staff are now gathering public feedback on how well the concept network addresses community needs. The primary mode of public engagement is an online survey available in 12 languages, and there will be organized meetings with community groups, virtual open houses with live interpretation, and in-person outreach. The feedback will guide changes to refine the Phase 3 service concept, which will be available for feedback in mid-2023. Once the proposed route changes are finished the plan will be submitted to King County Council for adoption.

Councilmembers expressed concern about bus service on 145th Street and asked when Metro may consider revisiting the service frequency. Ms. Pleasant-Brown answered staff visit the service areas to understand what they should plan around. Ms. Fernandes added they perform annual system evaluations of crowding reliability and growth. Routes are identified through that

process to receive service investments and the increase in housing in Shoreline could trigger those criteria points.

Councilmember Roberts said he disagrees with how transit agencies define the term frequent and suggested a five-to-ten-minute frequency would be more appropriate. Councilmember McConnell commented that the desired service frequency would be difficult to fund with the need to keeping fares affordable.

Councilmember Mork pointed out the correlation between high wait times and low ridership and asked what people who rely on a low-rider route will do if their route is eliminated. Ms. Fernandes answered staff are collecting input from data and community members to address gaps in service. She cautioned that the needs must balance with tradeoffs with a budget neutral situation. Graydon Newman, Service Planning Supervisor, commented they are looking for a best fit solution which will positively impact some and negatively impact others.

Councilmember Roberts suggested three route improvements, (1) route 65 should continue past 145th to Shoreline Community College, (2) route 334 should be split into two routes with the first traveling from Shoreline to the Mountlake Terrace Transit Center and the second from Mountlake to Kenmore and Bothell, and (3) provide a more direct route to the 185th Transit Center for Ridgecrest residents. Councilmember Pobe commented that transfers should be reliable and timely. He suggested a route from 145th directly to Shoreline Community College. Mayor Scully stated 145th is unpassable for mobility impaired people and mentioned the next best option at 155th requires traveling over a large hill. He pointed out the two developing areas are cut off from each other and encouraged staff to look at the area through an equity lens.

Councilmembers asked Metro staff if they know how much feedback is coming from people who are not affiliated with organizations, and for an update on their hiring efforts. Mr. Distelhorst said that metric is loosely tracked, and the data is not yet ready to give a solid answer. He added engagement is targeted throughout the project areas and staff are looking at where people are responding. Ms. Pleasant-Brown stated no specific hiring metrics are available but she could follow up with that, but their efforts are focused on increasing training graduation rates.

(b) Update on Sound Transit SR 522/145th Street Stride Bus Rapid Transit (BRT) Project

Nytasha Walters, Transportation Services Manager, introduced the Sound Transit staff to present on the Stride Bus Rapid Transit (BRT) Project.

Rick Capka, Deputy Program Executive for Stride Bus Rapid Transit, said he is joined by Faith Roland, Director of Real Property, and Ariel Taylor, Government Relations. He stated this presentation will provide an overview of how SR 522 transit became a project, the Stride Bus Rapid Transit (BRT) Program, upcoming engagement opportunities, and the property acquisition process.

Mr. Capka recalled that BRT on SR 522 was a community driven project that was included in the Sound Transit 3 package by voters. Stride BRT has three lines and the S3 Line will serve SR 522 by connecting the corridor to Link Light Rail in Shoreline. He reviewed the features that make

this service fast, frequent, and reliable and highlighted that the fleet will be fully electric. He concluded by announcing upcoming community engagement opportunities and noted there will be ongoing conversations with property owners.

Ms. Roland talked about the role of the real property team. She explained the negotiation process, emphasizing they treat everyone fairly and with respect, and explained when they need to go through the eminent domain process. She noted that 98% of the time they are able to reach consensus. She reviewed the different types of acquisitions, the steps to gather Board authorization for acquisition, and the resources for owners and tenants who are affected. She stated acquisitions take between 18-24 months to complete and her team is currently working on 24 properties in Shoreline, with most of them being partial property acquisitions.

Councilmembers commented on the importance of the SR 522 BRT project and expressed their strong desire that it be in service closer to the time light rail service begins. There was a question on how the 24 property acquisitions are progressing, and a request for an update on schedule and scope changes since the last time the project was presented to Council.

Ms. Roland replied that her team is in the early appraisal stage, and once they reach 60% design, she can start buying. Mr. Capka said they expect construction to begin in 2024 and go through 2026/2027. He noted this schedule is consistent with the Sound Transit Board's realignment plan adopted in 2021. He said he couldn't speak to the scope that was previously presented to the Council but he would look into it.

Mayor Scully thanked Sound Transit staff for their presentation and asked for the City to be notified if there are any project delays.

9. EXECUTIVE SESSION: Property Acquisition - RCW 42.30.110(1)(b)

At 8:43 p.m., Mayor Scully recessed into an Executive Session for a period of 30 minutes as authorized by RCW 42.30.110(1)(b) to consider the selection of a site for acquisition by lease or purchase. He stated that Council is not expected to take action following the Executive Session. Staff attending the Executive Session included Bristol Ellington, City Manager; John Norris, Assistant City Manager; Nathan Daum, Economic Development Manager; Nicolas Borer, Parks, Fleet and Facilities Manager; and Julie Ainsworth-Taylor, Assistant City Attorney. The Executive Session ended at 9:10 p.m.

10. ADJOURNMENT

At 9:10 p.m., Mayor Scully declared the meeting adjourned.

Jessica Simulcik Smith, City Clerk

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, February 13, 2023
7:00 p.m.

Council Chambers - Shoreline City Hall
17500 Midvale Avenue North

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

ABSENT: Councilmembers Ramsdell

1. CALL TO ORDER

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

2. FLAG SALUTE/ROLL CALL

Upon roll call by the City Clerk, all Councilmembers were present except for Councilmember Ramsdell.

Deputy Mayor Robertson moved to excuse Councilmember Ramsdell for personal reasons. The motion was seconded and passed by unanimous consent.

3. APPROVAL OF THE AGENDA

The agenda was approved by unanimous consent.

4. REPORT OF THE CITY MANAGER

John Norris, Assistant City Manager, reported on various City meetings, projects, and events.

5. COUNCIL REPORTS

Deputy Mayor Robertson reported her attendance to a meeting of the North King County Coalition on Homelessness (KCHRA). She shared that The Oaks is operating at full capacity and is looking for funding opportunities to upgrade their kitchen. KCHRA is looking for youth with lived homeless experience to take a compensated position on the new Youth Action Board.

Mayor Scully said he met with Senator Patty Murray in a small group discussion focused on the topic of affordable housing. The representatives agreed affordable housing at 30% AMI will need to be built by cities with the support of federal funding.

6. PUBLIC COMMENT

The Council heard comments from the public from approximately 7:09 p.m. to 7:11 p.m. Written comments were also submitted to Council prior to the meeting and are available on the [City's website](#).

Kathleen Russell, Shoreline resident, expressed concern for the impact on the tree code if Senate Bill 5190 for Middle Housing passes. She asked that a compromise be made between the existing tree code and the proposed code.

7. CONSENT CALENDAR

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

- (a) Approval of Workshop Dinner Meeting Minutes of January 23, 2023
- (b) Approval of Expenses and Payroll as of February 3, 2023 in the Amount of \$6,061,633.85

***Payroll and Benefits:**

Payroll Period	Payment Date	EFT Numbers (EF)	Payroll Checks (PR)	Benefit Checks (AP)	Amount Paid
12/25/22 - 1/7/23	1/20/2023			87860-87861	\$568.99
1/8/23 - 1/21/23	1/27/2023	106617-106837	18058-18073		\$583,078.18
Jan 23 AWC	2/1/2023			88005	\$238,799.55
					<u>\$822,446.72</u>

***Wire Transfers:**

Expense Register Dated	Wire Transfer Number	Amount Paid
1/31/2023	WT1312	\$604,601.92
1/31/2023	WT1313	\$747,883.83
2/2/2023	WT1314	\$14,284.22
		<u>\$1,366,769.97</u>

***Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
1/18/2023	87792	87814	\$41,292.33
1/18/2023	87815	87839	\$754,401.88
1/18/2023	87840	87858	\$65,989.03
1/18/2023	87859	87859	\$5,641.66
1/25/2023	87862	87893	\$527,185.78
1/25/2023	87894	87906	\$181,812.12
1/25/2023	87907	87923	\$158,305.11
1/25/2023	87924	87930	\$30,660.83
2/1/2023	87931	87931	\$1,470.00
2/1/2023	87932	87949	\$181,741.94
2/1/2023	87950	87951	\$9,109.63
2/1/2023	87759	87759	(\$4,468.22)
2/1/2023	87952	87952	\$4,289.77
2/1/2023	87953	87981	\$708,876.35
2/1/2023	87982	87988	\$58,490.08
2/1/2023	87989	88004	\$1,114,107.05
2/1/2023	88006	88012	\$34,111.82
2/1/2023	85282	85282	(\$600.00)
			<u>\$3,872,417.16</u>

(c) Adoption of Ordinance No. 977 - Amending Shoreline Municipal Code Chapter 9.05 Noise Control to Exempt Parks and Recreation Noise During Regular Hours of Operation

(d) Authorize the City Manager to Execute an Interagency Agreement with the Washington State Transportation Improvement Board Accepting a Grant in the Amount of \$5,000,000 for the SR-523 (N/NE 145th Street) Aurora Avenue to Interstate-5 (Phase 1) Project

8. STUDY ITEMS

(a) Discussion of the 2023 Comprehensive Plan Amendment Docket

Steve Szafran, Senior Planner, explained the Growth Management Act limits review of Comprehensive Plan amendments to no more than once per year and stated the RCW mandates a list be created of potential amendments for the year. The 2023 Docket compiles a list of amendments collected in 2022. The proposed amendments have not been evaluated but, if approved by Council, will be studied through the Planning Commission and brought to Council for action.

Mr. Szafran discussed the following proposed amendments:

1. Amend the Parks, Recreation, Open Space, and Arts Element and Plan which includes updated goals and policies.
2. Add a new policy “Birds and wildlife are sustained by a diversity of native trees and vegetation.”
3. Add a new policy “City Planners and Developers should consider the short- and long-term effects of impervious and hardscape surfaces.”
4. Add a new policy “Projected sea level rise should be considered in determining the shoreline buffer areas or setbacks.”
5. Amend and add a new policy for zones which allow 70-foot buildings, provide in development regulations meaningful horizontal setbacks with height restrictions.
6. Add a new policy “Citizen participation is critical at the initial design phase of capital and major development projects.”
7. Implement and promote best management practices under current conditions.

Mr. Szafran said Planning Commission reviewed the proposed amendments and recommended including Amendment #1 on the final docket. The Planning Commission also recommended incorporating Amendments #2 through #7 in the study for the 2024 Major Update to the Comprehensive Plan. The updates and proposed amendments together would help to develop a more complete Comprehensive Plan draft and allow all elements to be considered at once.

Deputy Mayor Robertson expressed support for adding Amendment #1 to the Docket and stated that Amendments #2 through #7 do not transfer as policy statements with an exception for #5 because it has specific details. Councilmember Roberts and Mayor Scully agreed Amendments #2 through #7 would be better studied within the Comprehensive Plan Major Update. It was asked how staff handle the amendments that read better as development regulations than policy statements. Mr. Szafran said the recommendation is to include the amendments in the public participation plan for the Major Update. Staff will look at existing goals and policies to see if the amendments are already reflected in the Plan, or if the policies could be reworked. If a fit is found, staff will work with the amendment makers to translate the language into a policy statement.

Councilmember Roberts requested the language regarding base density in LU1, LU2, and LU3 be clarified and refined to avoid contradiction and misinterpretation. He expressed his opinion that adding Amendment #6 to the public participation plan is not necessary as the City is already doing work to improve this area. Margaret King, City Attorney, stated the interpretation is that density is set at the level that is considered the base.

Councilmember McConnell stated it seemed like Amendment #5 was discussed when the MUR-70 code was recently amended and she asked why it was back for discussion. She also said she believes Amendment #4 belongs in the Shoreline Master Program. Mr. Szafran responded Amendment #5 is distinct due to the proposed setback requirements, and explained if Amendment #4 were to be studied the outcome could result in an amendment in the Shoreline Master Program. Councilmember McConnell advised that staff only include amendments in the Docket the City may seriously pursue.

It was asked if there is anything the City needs to do to get ahead of what might come down from the legislature. Ms. King said staff are working on the language and any further changes made necessary by legislature would depend on how laws are passed.

A Councilmember asked what the deadline is to offer amendments for the Comprehensive Plan. Mr. Szafran explained the public participation plan will lay out the phases of public outreach and opportunities for public comment. He stated public participation will remain open until adoption of the Plan. Ms. King added that the participation plan will come to Council for input and approval on February 27.

Mayor Scully asked if there were any objections to the Docket returning on the Consent Calendar, and after hearing none, he stated it would come back on Consent.

9. ADJOURNMENT

At 7:45 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 February 17, 2023
DEPARTMENT: Administrative Services
PRESENTED BY: Sara S. Lane, Administrative Services Director

EXECUTIVE / COUNCIL SUMMARY

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

RECOMMENDATION

Motion: I move to approve Payroll and Claims in the amount of \$1,638,939.47 specified in the following detail:

***Payroll and Benefits:**

Payroll Period	Payment Date	EFT Numbers (EF)	Payroll Checks (PR)	Benefit Checks (AP)	Amount Paid
12/2022	2/6/2023			88013	\$14,119.61
1/22/23 - 2/4/23	2/10/2023	106838-107065	18074-18083	88073-88079	\$839,168.46
					<u>\$853,288.07</u>

***Wire Transfers:**

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

***Accounts Payable Claims:**

<u>Expense Register Dated</u>	<u>Check Number (Begin)</u>	<u>Check Number (End)</u>	<u>Amount Paid</u>
2/8/2023	88014	88028	\$163,806.33
2/8/2023	88029	88038	\$28,515.00
2/8/2023	88039	88049	\$83,053.69
2/8/2023	88050	88070	\$95,984.19
2/8/2023	88071	88071	\$75,646.60
2/8/2023	88072	88072	\$5,983.92
2/15/2023	88080	88102	\$141,807.94
2/15/2023	88103	88114	\$31,919.47
2/15/2023	88115	88120	\$10,215.22
2/15/2023	88121	88121	\$3,795.43
2/15/2023	88122	88130	\$144,923.61
			<u>\$785,651.40</u>

Approved By: City Manager **BE**

City Attorney **MK**

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adoption of the Final 2023 Comprehensive Plan Amendment Docket
DEPARTMENT:	Planning & Community Development
PRESENTED BY:	Steven Szafran, AICP, Senior Planner Rachael Markle, AICP, Director
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

The City is limited by state law and the City’s adopted procedures to processing Comprehensive Plan amendments once a year, with exceptions only in limited situations. Proposed amendments are collected throughout the previous year with a deadline of December 1st for public and staff submissions of suggested amendments to be considered in the following year. Shoreline Municipal Code (SMC) Section 20.30.340(C)(2)(b) permits the Council to submit an amendment to the Docket at any time before the final Docket is set.

The Docket establishes the amendments that will be reviewed and studied during the year by staff and the Planning Commission prior to their recommendation to the City Council for final approval to amend the Comprehensive Plan by the end of the following year. In addition, the Docket ensures that all the proposed amendments are considered concurrently so that the cumulative effect of the various proposals can be ascertained when the City Council is making its final decision, as required by RCW 36.70A.130(2)(b).

This year’s Preliminary 2023 Docket was presented to the Planning Commission on January 5, 2023, and contained six (6) privately initiated amendments and one (1) City-initiated amendment. Ultimately, the Planning Commission voted to recommend that the one City-initiated amendment be placed on the Final 2023 Docket (Attachment A). The Commission also recommended that the six privately initiated amendments be incorporated for study into the 2024 major update of the Comprehensive Plan.

The City Council discussed the Draft 2023 Docket on February 13, 2023, and stated their support for the Planning Commission’s recommendation. Tonight, Council is scheduled to adopt the Final 2023 Comprehensive Plan Amendment Docket.

RESOURCE/FINANCIAL IMPACT:

The proposed Comprehensive Plan amendment on the Final 2023 Docket will not have a direct financial impact to the City.

RECOMMENDATION

Staff recommends that the City Council adopt the Final 2023 Comprehensive Plan Amendment Docket as recommended by the Planning Commission.

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

BACKGROUND

The State Growth Management Act, Chapter 36.70A RCW, limits consideration of proposed Comprehensive Plan amendments to no more than once a year. To ensure that the public can view the proposals within a concurrent, citywide context, the Growth Management Act directs cities to create a Docket that lists the amendments to be considered in this “once a year” review process.

Proposed amendments are collected throughout the previous year with a deadline of December 1st for public and staff submissions of suggested amendments to be considered in the following year. SMC Section 20.30.340(C)(2)(b) permits the Council to submit an amendment to the Docket at any time before the final Docket is set. The Docket establishes the amendments that will be reviewed and studied during the year by staff and the Planning Commission prior to their recommendation to the City Council for final approval to amend the Comprehensive Plan by the end of the following year.

Comprehensive Plan amendments usually take two forms: privately initiated amendments and City-initiated amendments. This year, the Planning Commission was presented with six (6) privately initiated amendments and one (1) City-initiated amendment.

The Planning Commission has recommended the Draft 2023 Docket (Attachment A) and the City Council is now tasked with establishing the Final 2023 Docket, which will direct staff's preparation of an amendment that will be considered for adoption later this year.

DISCUSSION

The Planning Commission considered the Preliminary 2023 Comprehensive Plan Docket on January 5, 2023, and voted to forward the recommended Draft 2023 Docket to the City Council for its consideration in establishing the Final 2023 Docket. The staff report for this Planning Commission meeting can be reviewed at the following link: [Draft 2023 Comprehensive Plan Docket](#).

On February 13, 2023, the City Council reviewed and discussed the Draft 2023 Comprehensive Plan Docket. The staff report for this Council discussion can be found at the following link: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2023/staffreport021323-8a.pdf>.

As noted above, the Planning Commission recommend that the City-initiated amendment (Amendment No. 1) be placed on the Final 2023 Docket and that the six privately initiated amendments (Amendment Nos. 2-7) be incorporated for study into the 2024 major update of the Comprehensive Plan. During the City Council's February 13th discussion, the Council discussed both the City-initiated amendment and the six privately initiated amendments. While there was some concern with some of the privately initiated amendments, the Council as a whole was supportive of these proposed amendments being studied as part of the 2024 major update to the

Comprehensive Plan. For more information about the six privately initiated amendments, please see the February 13th staff report linked above.

All Councilmembers expressed their support for docketing proposed Comprehensive Plan Amendment No. 1 and directed staff to bring the Final 2023 Comprehensive Plan Amendment Docket back to Council tonight for adoption on the Consent Calendar. More information about proposed Comprehensive Plan Amendment No. 1 is below.

Amendment #1 – Amend the Parks, Recreation, Open Space, and Arts Element and Plan which includes updated goals and policies.

This amendment will replace the current Parks, Recreation, and Open Space (PROS) Element with a new Parks, Recreation, Open Space, and Arts (PROSA) Element and the related PROSA functional plan. The Plan will establish a long-term vision of Shoreline’s parks, recreation, open spaces, arts, and events that will help guide how money will be spent and what services the City will offer for the next twenty years.

This update to the PROSA Element will merge the Public Arts Plan with the Parks, Recreation, and Open Space Plan. The last updates to the Arts and PROSA Plans were in 2017. Since that time, the city has grown and changed. To ensure community priorities are truly reflected in decisions, the city is looking to create opportunities for inclusive participation throughout the planning process. The PROSA Plan will reflect the voices of Shoreline community members and support the vision of Shoreline as a thriving, welcoming city where people of all ages, cultures, and economic backgrounds love to live, work, and play, and most of all, to call home.

The PROSA Element will include goals and policies that reflect the vision and needs of the community. The Goals and Policies of the PROSA Element will guide the development of the PROSA Plan which will guide decisions about:

- Buying land for parks and natural areas
- Developing new recreation facilities
- Offering recreation and cultural programs and events
- How best to maintain the parks, natural spaces, and facilities
- Where and what public art should look like in our community

The PROSA Element update will guide local and regional park and art investments and define the City’s future recreational policies, programs, and projects for the next 20 years.

The PROSA Plan, which serves as the supporting analysis for the City’s PROSA Element, must be updated to align with the City’s Comprehensive Plan periodic update by 2024 and meet the Growth Management Act requirements; maintain the City’s eligibility for pursuing future grant funding; and set park, recreation, and open space policies for guiding the development of Shoreline. In fall 2022, the City launched a public open house to start the public participation process to update the PROSA Element and Plan with the goal of adoption by the end of 2023.

Recommendation:

The Planning Commission recommends that this amendment be placed on the 2023 Comprehensive Plan Docket.

RESOURCE/FINANCIAL IMPACT

The proposed Comprehensive Plan amendment on the Final 2023 Docket will not have a direct financial impact to the City.

RECOMMENDATION

Staff recommends that the City Council adopt the Final 2023 Comprehensive Plan Amendment Docket as recommended by the Planning Commission.

ATTACHMENTS

Attachment A – Planning Commission Recommended Final 2023 Comprehensive Plan Amendment Docket



City of Shoreline

FINAL 2023 COMPREHENSIVE PLAN AMENDMENT DOCKET

The State Growth Management Act generally limits the City to amending its Comprehensive Plan once a year and requires that it create a Docket (or list) of the amendments to be reviewed.

1. Adopt a new Parks, Recreation, Open Space, and Arts Element and Plan.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Authorize the City Manager to Amend the Interlocal Cooperation Agreement with King County for the Acquisition of Open Space Through the Conservation Futures Tax Levy Collections Grant Program
DEPARTMENT:	Administrative Services
PRESENTED BY:	Katrina Steinley, Senior Management Analyst
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

The City’s Parks, Recreation and Open Space (PROS) Plan outlines potential properties for acquisition and inclusion into the City’s park system. The current PROS Plan includes an emphasis on acquiring properties in the City’s Light Rail Station Areas. In 2022, the City applied for Conservation Futures Tax Levy (CFT) funds for assistance with acquiring properties within the 185th Light Rail Subarea. The City was awarded \$2,003,500 for the 192nd Hemlock Open Space property and \$3,281,421 for four properties to expand Rotary Park.

The City Council approved the initial Interlocal agreement with King County in 2003 and five subsequent amendments through 2015. On March 2, 2020, the City Council approved a new Interlocal Agreement for Conservation Futures Funded Open Space Acquisition Projects, which was first amended on January 1, 2021.

The King County Council has approved this allocation of funds and City Council approval is required to implement the amendment to the Interlocal Agreement. Tonight, staff is seeking authorization for the City Manager to enter into Amendment No. 2 to the Interlocal Cooperation Agreement between King County and the City of Shoreline for Conservation Futures Funded Open Space Acquisition Projects.

RESOURCE/FINANCIAL IMPACT:

With the approval of the amendment, the CFT funds will be allocated as follows:

192 nd Hemlock Open Space Acquisition	\$2,003,500
Rotary Park Acquisition I	\$3,281,421
TOTAL CFT	\$5,284,921

Approving the amendment will allow the City to seek maximum reimbursement for these acquisitions - up to 50% for the Rotary Park properties and up to 100% for the 192nd Street Hemlock property.

RECOMMENDATION

Staff recommends that the City Council move to authorize the City Manager to sign Amendment No. 2 to the Interlocal Cooperation Agreement between King County and the City of Shoreline for Conservation Futures Funded Open Space Acquisition Projects.

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

BACKGROUND

On July 31, 2017, the City Council approved the update to the Parks, Recreation, and Open Space (PROS) Plan. The Plan identified parkland needs of 95 acres citywide to maintain a level of service of 7.38 acres per 1,000 population.

On October 18, 2021, Council authorized the purchase of three properties located at 18525, 18531, and 18537 10th Avenue NE, identified as King County Tax Parcel Nos. 323510-0295, 323510-0300, and 323510-0305, as part of the Rotary Park expansion.

On September 19, 2022, Council authorized the purchase of the 192nd Street “Hemlock” Parcel, adjacent to the King County Metro Park & Ride, identified as King County Tax Parcel No. 728390-0532.

Conservation Futures Tax (CFT)

Conservation Futures Tax (CFT) Levy funds are King County property tax levy funds of which approximately \$8-9 million is available each year through this funding process for acquisition projects in cities and towns as well as the unincorporated areas of King County. This program was created in the early 1980s with the goal of maintaining, preserving, conserving and otherwise continuing the existence of adequate open space lands. For the CFT program, open space is defined as low-impact, passive recreation use. Generally, this means that only a maximum of 15% of the total surface area may developed or maintained with non-vegetative impervious surfaces (travel surfaces, either soft or paved, are not included in the calculation of this restriction).

Typically, applications for funding are taken in March of each year. Prior to the 2019 grant application cycle, CFT funding could only be requested for 50% of the appraised value for the property and related project costs and the project sponsors are responsible for obtaining the remaining 50%. However, King County continues to incorporate equity and inclusion in all aspects of their service delivery and now CFT accepts applications for 100% funding of projects that help meet their equity and inclusion goals.

The City Council approved the initial Interlocal Agreement with King County for use of CFT funding in 2003 and approved five subsequent amendments to this agreement through 2015. On March 2, 2020, the City Council approved a new Interlocal Agreement for Conservation Futures Funded Open Space Acquisition Projects, which was first amended on January 1, 2021. The City has successfully obtained multiple awards for property acquisition totaling \$4,506,088 in CFT funds that assisted in the following park acquisitions: South Woods, Kruckeberg Botanic Gardens, Hamlin Park addition, Paramount Open Space additions, Rotary Park additions, and 185th open space area.

DISCUSSION

In 2022, the City applied for Conservation Futures Tax Levy (CFT) funds for assistance with acquiring properties within the 185th Light Rail Subarea. The City was awarded \$2,003,500 for the 192nd Hemlock Open Space property (Attachment A) and \$3,281,421 for four properties to expand Rotary Park (Attachment B).

On October 18, 2021, the City Council authorized the purchase of three of the four Rotary Park expansion properties located at 18525, 18531, and 18537 10th Avenue NE. CFT will reimburse up to 50% of the acquisition costs for the four Rotary Park properties. The other 50% of acquisition costs for the three already purchased properties has been paid for by funding from the 2022 voter-approved Parks Bond Measure.

The fourth Rotary Park parcel awarded up to 50% CFT funding is located at 841 NE 188th Street. The property owner has been willing to negotiate but has indicated the price offered by the City to be below his expectations. With new funding and new information available on recent comparable sales in the area, the City is working with its agent to secure an updated appraisal and approach the property owner with an updated offer this year. The City was also awarded a \$500,000 King County Parks Capital and Open Space grant for this property (which the City Council is taking potential action on to accept this grant award at tonight's meeting). The balance would be funded by Park Impact Fees (PIF) or another funding source.

On September 19, 2022, Council authorized the purchase of the 192nd Street "Hemlock" Parcel. The Hemlock property was granted a match waiver by the CFT Committee, allowing for up to 100% reimbursement of eligible acquisition costs.

The King County Council has approved this allocation of funds and City Council approval is required to implement the amendment to the Interlocal agreement. The amendment is attached for review (Attachment C). Tonight, staff is seeking authorization for the City Manager to enter into Amendment No. 2 to the Interlocal Cooperation Agreement between King County and the City of Shoreline for Conservation Futures Funded Open Space Acquisition Projects.

RESOURCE/FINANCIAL IMPACT

With the approval of the amendment, the CFT funds will be allocated as follows:

192 nd Hemlock Open Space Acquisition	\$2,003,500
Rotary Park Acquisition I	\$3,281,421
TOTAL CFT	\$5,284,921

Approving the amendment will allow the City to seek maximum reimbursement for these acquisitions - up to 50% for the Rotary Park properties and up to 100% for the 192nd Street Hemlock property.

RECOMMENDATION



Staff recommends that the City Council move to authorize the City Manager to sign Amendment No. 2 to the Interlocal Cooperation Agreement between King County and the City of Shoreline for Conservation Futures Funded Open Space Acquisition Projects.

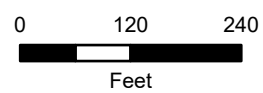
ATTACHMENTS

- Attachment A – 192nd Hemlock Open Space Acquisition Target Map
- Attachment B – Rotary Park Acquisition I CFT Acquisition Targets Map
- Attachment C – Amendment 2 to the Interlocal Cooperation Agreement Between King County and the City of Shoreline for Conservation Futures Funded Open Space Acquisition Projects

192nd Hemlock Open Space Acquisition



 Current Funding Target
 Tax Parcel



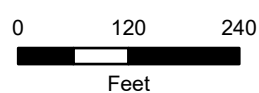
This map is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.

Date Printed: 3/1/2022 | Request: 32826

Rotary Park Acquisition I



- Current Funding Target
- Potential Future Funding Target
- Seattle City Light Use Agreement
- Park
- Tax Parcel



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

Date Printed: 3/1/2022 | Request: 32826



Geographic Information System

**AMENDMENT TO THE CONSERVATION FUTURES
INTERLOCAL COOPERATION AGREEMENT
BETWEEN KING COUNTY AND THE CITY OF SHORELINE
FOR OPEN SPACE ACQUISITION PROJECTS**

Preamble

The King County Council, through Ordinance 9128, has established a Conservation Futures Levy Fund and appropriated proceeds to King County and certain cities. This amendment is entered into to provide for the allocation of additional proceeds made available for open space acquisition.

THIS AMENDMENT is entered into between the CITY OF SHORELINE and KING COUNTY, and amends and attaches to and is part thereof of the existing Interlocal Cooperation Agreement entered into between the parties on the 21st day of May, 2020, as previously amended.

The parties agree to the following amendment:

The Interlocal Cooperation Agreement is hereby amended by adding Exhibit 1, attached hereto.

In all other respects, the terms, conditions, duties and obligations of both parties shall remain the same as agreed to in the Interlocal Cooperation Agreement as previously amended.

Once fully executed, this Amendment shall be incorporated into the existing Interlocal Cooperation Agreement as if fully set forth, and shall become Amendment 2.

IN WITNESS WHEREOF, authorized representatives of the parties hereto have signed their names in the spaces set forth below:

KING COUNTY

CITY OF SHORELINE

Dow Constantine
King County Executive

Bristol S. Ellington
City Manager

Date: _____

Date: _____

Approved as to form:

Approved as to form:

Leesa Manion
King County Prosecuting Attorney

Julie Ainsworth Taylor
Assistant City Attorney

EXHIBIT 1**2023 CONSERVATION FUTURES LEVY PROCEEDS
CITY OF SHORELINE ALLOCATION**

Jurisdiction	Project Name (Project Number)	Allocation
Shoreline	192nd Hemlock Open Space Acquisition (Project #1143690)	\$2,003,500
Shoreline	Rotary Park Acquisition I (Project #1141757/Award #1143682)	\$2,541,421
Shoreline	Rotary Park Acquisition I (Project #1143692)	\$740,000
TOTAL		\$5,284,921

Project Description:**Project #1143690: Shoreline – 192nd Hemlock Open Space Acquisition**

The City of Shoreline seeks to acquire a vacant, forested parcel near the intersection of Aurora Avenue N and N 192nd Street, just west of the King County Department of Transportation’s Shoreline Park & Ride lot. The project would preserve a 0.54-acre parcel that serves as a buffer between residences and the Park & Ride lot. This lot and parcels along Aurora have recently been upzoned to accommodate multifamily housing. Open space resources are dwindling in Shoreline due to increasing density, associated with regional growth and light rail expansion. The property was granted a match waiver. Project funding was authorized in King County Ordinance 19546.

Is this a Bond-financed Project? No**Project #1141757 (Award #1143682): Shoreline – Rotary Park Acquisition I**

The City of Shoreline seeks to expand Rotary Park, creating a 4.75-acre park just 0.2 miles from the future 185th Street light rail station. The city requests funding for four parcels totaling 1.16 acres (three of which the city has recently purchased). The city will demolish the homes on site and develop a master plan to integrate uses across the CFT-funded sites and the adjacent Seattle City Light utility corridor (on which the city plans to establish a use agreement). This project is receiving awards of both annual funding and bond funding. This award is the bond funding, which would primarily be spent on the three parcels that have already been purchased. Project funding was authorized in King County Ordinance 19546.

Is this a Bond-financed Project? Yes

Project #1143692: Shoreline – Rotary Park Acquisition I

See prior project description. In addition to the above award of CFT bond funding, the project receives this award of annual funding, which is primarily to be spent on the parcel still to be purchased. Project funding was authorized in King County Ordinance 19546.

Is this a Bond-financed Project? No

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Authorize the City Manager to Enter into a Grant Contract with King County to Accept \$500,000 in Grant Funding from the King County Parks Levy for the Acquisition of Property at Rotary Park
DEPARTMENT:	Administrative Services
PRESENTED BY:	Katrina Steinley, Senior Management Analyst
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:

On July 31, 2017, the City Council approved the update to the Parks, Recreation, and Open Space (PROS) Plan. The PROS Plan identified parkland needs of 95 acres citywide to maintain a level of service of 7.38 acres per 1,000 population. The current PROS Plan includes an emphasis on acquiring properties in the City’s Light Rail Station Areas.

In October 2021, the City applied for \$500,000 in King County Parks Capital and Open Space grant funds for assistance with acquiring the property located at 841 NE 188th Street, identified as King County Parcel No 323510-023. This property is a target acquisition within the Rotary Park expansion and 185th Light Rail Station Subarea.

King County has approved this grant award to the City of Shoreline for \$500,000 to assist with the acquisition of this property. Tonight, staff is seeking authorization for the City Manager to enter into an agreement between King County and the City of Shoreline for a Parks Capital and Open Space Program grant.

RESOURCE/FINANCIAL IMPACT:

Approving the grant will allow the City to seek reimbursement for up to \$500,000 from King County through the Parks Capital and Open Space Program when the project is complete. Other funding will be used in addition to the grant to fund the full cost of the acquisition and meet the 50% match requirement.

RECOMMENDATION

Staff recommends that the City Council move to authorize the City Manager to sign an agreement with King County for the King County Parks Capital and Open Space grant in the amount of \$500,000.

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

BACKGROUND

On July 31, 2017, the City Council approved the update to the Parks, Recreation, and Open Space (PROS) Plan. A Citywide population forecast of more than 15,000 new residents by 2035 estimated 75% of that growth would occur in the light rail station subareas. The Plan identified parkland needs of 95 acres citywide to maintain a level of service of 7.38 acres per 1,000 population.

This parcel is one of five identified for Rotary Park expansion. The expansion of Rotary Park was identified in the PROS Plan as a priority to keep pace with growth by adding to existing public land with dedicated permanent park space in what will be in the future one of the two densest areas of the City. Of the five priority Rotary Park acquisition targets, three have been purchased. The parcel at 841 NE 188th Street would be the fourth acquisition. The property owner has been willing to negotiate but has indicated the price offered by the City to be below his expectations. With new funding and new information available on recent comparable sales in the area, the City is working with its agent to secure an updated appraisal and approach the property owner with an updated offer this year.

DISCUSSION

Rotary Park property consists of the existing right-of-way property that is designated Rotary Park and outfitted with picnic tables and artwork. Ultimately the expanded Rotary Park would consist of property owned by Seattle City Light and five additional parcels, three of which have already been acquired by the City.

An independent appraisal obtained by the City in January 2020 identified just compensation for the parcel at 841 NE 188th Street at \$950,000. In September 2021, the City obtained new information placing a higher value on similar parcels, with similar proximity to the future light rail station and in the same high-density zoning, bringing the estimated value to \$1,458,375. Given recent appreciation of multifamily development sites in the MUR-70 zone near the Shoreline North/185th Light Rail Station, the cost of the parcel plus additional costs related to the acquisition brings the total estimated acquisition cost to approximately \$2,100,000.

King County Parks Capital and Open Space Program

The King County Parks Capital and Open Space Program is funded by the 2019 voter-approved King County parks, recreation trails and open space levy. The Parks Capital and Open Space Grant Program provides funding for a broad range of park initiatives including land acquisition, park planning, and develop of passive and active parks, and local trails. In the 2021 application cycle in which the City applied for this grant, there was a 50% match requirement and had a maximum award of \$500,000.

The City was awarded the maximum grant award of \$500,000 in King County Parks Capital and Open Space grant funds for assistance with acquiring the property located at 841 NE 188th Street. The grant funds awarded to the City of Shoreline may only be used to pay for costs related to the specified open space acquisition project at Rotary Park. Up to \$500,000 may be reimbursed after the property at 841 NE 188th Street is

acquired. The grant agreement between King County and the City of Shoreline is attached (Attachment A).

Additional Funding

As the estimated cost for the property exceeds the \$500,000 grant award and a 50% match is required by King County, additional funds will be needed to pay for the remainder of the acquisition cost. In 2022, the King County Council approved CFT funding for up to \$3,281,421, or 50%, of the acquisition costs for four target parcels at Rotary Park, including this parcel. The other three parcels have already been acquired. Any additional funding required above the contribution from the Parks Capital and Open Space Program grant and the CFT award will be funded through Park Impact Fees (PIF) or another fund source if a different fund source is identified.

RESOURCE/FINANCIAL IMPACT

Approving the grant will allow the City to seek reimbursement for up to \$500,000 from King County through the Parks Capital and Open Space Program when the project is complete. Other funding will be used in addition to the grant to fund the full cost of the acquisition and meet the 50% match requirement.

RECOMMENDATION

Staff recommends that the City Council move to authorize the City Manager to sign an agreement with King County for the King County Parks Capital and Open Space grant in the amount of \$500,000.

ATTACHMENTS

Attachment A - Parks Capital and Open Space Rotary Park Grant Agreement



PARKS CAPITAL AND OPEN SPACE PROGRAM
ACQUISITION PROJECT GRANT AGREEMENT

Department/Division: Natural Resources and Parks / Parks and Recreation

Grant Recipient: City of Shoreline

Project: Rotary Park

Award Amount: \$500,000.00 Project#: 1144509 Contract#: 6329052

Term Period: Effective Date To November 30, 2026

THIS AGREEMENT is a grant agreement entered into between City of Shoreline (“Grant Recipient”) and King County (the “County”) (collectively the “Parties”) for open space acquisition using a Parks Capital and Open Space Program grant.

RECITALS

- A. Ordinance 18890, which took effect May 13, 2019, called for a special election to authorize the King County parks, recreation trails and open space levy. On August 6, 2019, King County voters approved the levy, which included funding for open space acquisition in order to acquire lands which may be lost to development pressure and to address the pressures of rapid growth in King County.
- B. Motion 15378, Section A.1., and Attachment A, further delineated the use of levy funds for the Parks Capital and Open Space Grants Program and the guidelines governing that use.
- C. Ordinance 19166, Attachment A established the grant award criteria and the process for the distribution of Parks Capital and Open Space Grants as well as the proposed composition of an advisory committee to review and make recommendations on the grant awards.
- D. King County, a home rule charter county and political subdivision of the State of Washington, is authorized to administer the Parks Capital and Open Space Grant Program and enter into agreements for the use of the grant funds with King County towns, cities, or metropolitan parks districts for open space acquisition.
- E. Grant Recipient is a City

- F. The Parks Capital and Open Space Grant Program Advisory Committee (“Advisory Committee”) has recommended an allocation of levy grant funds to specific projects, pursuant to Ordinance 19433.
- G. King County has selected Grant Recipient to receive a Parks Capital and Open Space Grant award in the amount of \$500,000.00 (“Grant Award Funds”) in order to acquire the Site.

NOW THEREFORE, in consideration of the promises, covenants, and other provisions set forth in this Agreement, the Parties agree as follows:

GRANT AWARD TERMS AND CONDITIONS

1. **DEFINITIONS**

1.1 **Project.** The term “Project” means the specific open space acquisition project described in **Exhibit A**, which shall include a Project map and location. Grant Award Funds available pursuant to this Agreement may only be used for the Project.

<input checked="" type="checkbox"/>	Map of Site or Location	Attached hereto as Exhibit A
<input checked="" type="checkbox"/>	Scope of Work	Attached hereto as Exhibit B
<input checked="" type="checkbox"/>	Project Budget	Attached hereto as Exhibit C
<input checked="" type="checkbox"/>	Insurance Requirements	Attached hereto as Exhibit D

1.2 **Open Space.** The term “open space” means parks, trails, natural areas and resource lands as defined by Ordinance 18890 Section 1.F. All open space purchased with Grant Award Funds under this Agreement must be open to the public and geographically located within King County.

1.3 **Map of Site and Location.** This Agreement applies to the open space property (“Site”) which is located at:

841 NE 188th St, Shoreline, WA. 98133 and/or Parcel Number 323510-0235

See **Exhibit A** for a map of the Site and location.

1.4 **Scope of Work.** Grant Recipient shall provide a Scope of Work (“Scope of Work”), attached hereto as **Exhibit B**, which describes the Project in detail and includes a description of the parcel to be acquired and the various milestones required for acquisition and completion of the Project. Grant Recipient shall apply the funds received from the County for the Project under this Agreement in accordance with the Scope of Work, attached hereto as **Exhibit B**.

1.5 **Project Budget.** Grant Recipient shall work with King County to develop a project budget (“Project Budget”), attached hereto as **Exhibit C**, which includes the intended use of the Grant Award Funds. King County shall provide the Grant Award funds to the Grant Recipient to be used for completion of the Project in

accordance with the “Project Budget,” attached hereto as **Exhibit C**. Grant Award Funds provided to Grant Recipient may only be used to pay for costs and expenditures related to the Project, as set forth in **Exhibits B and C**.

1.6 Contractor. Contractor shall include any contractor or consultant hired by Grant Recipient, including any of the contractor’s or consultant’s subcontractors or sub consultants.

2. EFFECTIVE DATE

The Agreement shall be effective upon signature by both Parties (“Effective Date”).

3. TERM

The term (“Term”) of this Agreement shall begin on the Effective Date and end on **November 30, 2026**. This Agreement shall remain in effect until such time as it is amended in writing or terminated as provided herein.

4. AMENDMENTS

This Agreement together with the attached exhibits expressly incorporated herein by reference and attached hereto shall constitute the whole Agreement between the Parties. This Agreement may be amended only by an instrument, in writing, duly executed by the Parties. Either party may request changes to this Agreement, however, changes that deviate substantially from the proposal submitted to and approved by the Advisory Committee and the King County Council will need to be approved by those entities.

5. NOTICES

Unless otherwise specified in the Agreement, all notices or documentation required or provided pursuant to this Agreement shall be in electronic form and shall be deemed duly given when received at the addresses first set forth below via electronic mail.

KING COUNTY	City of Shoreline
Rusty Milholland	Katrina Steinley
Program Manager, Community Investments	Senior Management Analyst Recreation, Cultural and Community Services Department
King County Parks	City of Shoreline
201 S Jackson Street Suite #5702	17500 Midvale Ave. N
Seattle, WA 98104	Shoreline, WA. 98177
206-848-0299	206-801-2603
rmilholland@kingcounty.gov	ksteinley@shorelinewa.gov

Either Party hereto may, at any time, by giving ten (10) days written notice to the other Party to designate any other address in substitution of the foregoing address to which such notice or communication shall be given.

6. USE OF GRANT AWARD FUNDS

Grant Award Funds provided to Grant Recipient pursuant to this Agreement may be used only to pay costs related to the Project for open space acquisition. These costs include appraisals, title searches, negotiations, administrative overhead, and the cost of actual acquisition or purchase options. Grant Recipient shall have the property valued by an appraisal performed by an independent state-certified real estate appraiser with a current general real estate appraiser license and reviewed by an independent state-certified general real estate appraiser. In requesting disbursement of proceeds for the Project, Grant Recipient shall demonstrate to the County compliance with this Section 6. Grant Award Funds utilized pursuant to this Agreement may not be used to purchase land obtained through the exercise of eminent domain. If the Project requires the exercise of eminent domain, all Grant Award Funds provided pursuant to this Agreement shall be repaid to the County.

7. DISBURSEMENT OF GRANT FUNDS

- 7.1 The County may authorize, at County's sole discretion, release of a portion of the Grant Award Funds to Grant Recipient, upon execution of this Agreement, and receipt of Grant Recipient's County-approved completed Scope of Work and Project Budget (see Section 1, **Exhibits B and C**).
- 7.2 The County shall initiate authorization for payment after approval of Project related invoices submitted by Grant Recipient. The County shall make payment to Grant Recipient not more than thirty (30) days after a complete and accurate invoice and any other required documentation is received and approved.
- 7.3 Grant Recipient shall submit the final invoice, supporting documentation and any outstanding deliverables, as specified in the Scope of Work (**Exhibit B**) and Project Budget (**Exhibit C**), within thirty (30) days of the date this Agreement expires or is terminated. If the Grant Recipient's final invoice, supporting documentation and reports are not submitted by the day specified in this subsection, the County will be relieved of all liability for payment to Grant Recipient of the amounts set forth in said invoice or any subsequent invoice.

8. GRANT REPORTING

All Grant Award Funds received pursuant to this Agreement and accrued interest therefrom will be accounted for separately from all other Grant Recipient accounts and moneys. Until the property described in the Project is acquired and all proceeds provided pursuant to this Agreement have been expended, the Grant Recipient shall provide reports to the King County Project Manager on a schedule determined by the County.

9. COMPLETION OF PROJECT

Grant Recipient shall complete the Project described in Section 1.1 and **Exhibits A, B, and C** of this Agreement. If Grant Recipient cannot complete the Project as set forth by the Scope of Work and deliverables set forth in **Exhibit B**, the County shall be released from any obligation to fund the Project, and the County in its sole discretion may reallocate such funds for other projects in other jurisdictions in accordance with Ordinance 19166 and Motion 15378.

Pursuant to Section 17, Termination, this Agreement will be terminated if the Grant Recipient is unable or unwilling to expend the Grant Award Funds for the Project as

provided in this Agreement. The Grant Recipient may not redirect Grant Award Funds for a purpose other than completion of the Project as approved by the Advisory Committee and King County Council.

10. COMMUNICATION AND KING COUNTY MILESTONE NOTIFICATION

Grant Recipient shall recognize County as a “grant sponsor” for the Project in the following manner:

- 10.1 Events: Grant Recipient shall invite and recognize “King County Parks” at all events promoting the Project, and at the final Project dedication.
- 10.2 Community Relations: Grant Recipient shall recognize “King County Parks” as a “grant sponsor” in all social media, websites, brochures, banners, posters, press releases, and other promotional material related to the Project.
- 10.3 King County Parks Notification: Grant Recipient shall notify the King County Parks Project Manager 30 days prior to finalization of the acquisition.
- 10.4 King County Council Notification: If Grant Recipient is a city or town, notification to the King County Council 30 days prior to finalization of the acquisition is required.
- 10.5 Signage: Grant Recipient shall recognize “King County Parks” on any signage as a funder/contributor of project/facility. Grant Recipient is required to use appropriate King County logo on any signage and communications.

11. DISPOSITION OF REMAINING GRANT AWARD FUNDS

If Grant Recipient does not expend all proceeds obligated to be provided through this Agreement, such proceeds, if held by Grant Recipient, shall be refunded to the County. For purposes of this section, “proceeds” shall include all Grant Award Funds obligated to be provided by the County plus interest accrued by Grant Recipient on the grant funds. Any proceeds in excess of those required to be provided by the County for the actual costs of the Project shall remain with the County for use in its sole discretion.

12. PUBLIC ACCESS

The Grant Award is provided to Grant Recipient for the Project to expand access to recreation and/or protect open space for the citizens of King County. Therefore, Grant Recipient and any successor in interest agree to maintain the open space acquired for the Project for public benefit as open space in perpetuity consistent with the purpose and terms of the Parks Levy as described in Ordinances 18890 and 19166, and the Parks Capital and Open Space Program requirements specified in Motion 15378, and to include notice of this restriction in the real property records. Except as provided in Section 13, Conversion, the Project carried out by Grant Recipient in whole or in part with Grant Award Funds provided for under the terms of this Agreement shall not be transferred or conveyed except by written agreement with the County to an agency or nonprofit organization which shall continue to maintain the land acquired for the Project as open space in perpetuity for public benefit consistent with the terms of this Agreement and Ordinances 18890 and 19166. **Grant**

Recipient's duties under this Section 12 will survive the expiration or earlier termination of this Agreement.

13. CONVERSION OF USE

Grant Recipient shall not change the status or use of the property acquired with Grant Award Funds provided pursuant to this Agreement without prior written agreement from the County. If approved, Grant Recipient shall provide equivalent lands or cash in exchange for the land to be changed to a different use. The land shall be valued in its changed status or use, and not based upon its value as open space, and the replacement land or payment amount must be approved by the County. If requested by the County, at its own cost Grant Recipient will provide the County an appraisal performed within the previous year by an independent state-certified real estate appraiser with a current general real estate appraiser license. The value established by the appraisal will not be binding on the County. If the County approves replacement land, Grant Recipient shall complete the replacement within one year of approval. If the County approves cash reimbursement, Grant Recipient shall pay the County within 90 days of approval. **Grant Recipient's duties under this Section 13 will survive the expiration or earlier termination of this Agreement.**

14. RESTRICTIVE COVENANTS

The deed to the Real Property shall contain the following specific covenants pertaining to use, which covenants shall run with the land for the benefit of the County and the County land that makes up its public park, recreation, and open space system. The County and Grant Recipient agree that the County shall have standing to enforce these covenants, which shall be set forth as follows:

“Grant Recipient acknowledges that the Property was purchased for parks and recreation and open space purposes with funding from the King County parks levy authorized by Ordinances 18890 and 19166, and Grant Recipient covenants that the Property will be used for the parks, recreation, and open space purposes contemplated by Ordinances 18890, 19166, and the Parks Capital and Open Space Grant Program requirements set forth in Motion 15378, and that the Property shall not be converted to a different status or use unless other equivalent property within the County shall be received in exchange therefor or cash reimbursement is made. The Property shall be valued in its changed status or use, and not based upon its value as open space, and the replacement land must be approved by the County. At its own cost the Grant Recipient will provide the County an appraisal performed within the previous year by an independent state-certified real estate appraiser with a current general real estate appraiser license. The value established by the appraisal will not be binding on the County. If the County approves replacement land, then Grant Recipient shall complete the replacement within one year of approval.”

"Grant Recipient acknowledges that the Property was purchased for parks and recreation and open space open space purposes with parks levy funds as authorized by King County Ordinances 18890, 19166, and the Parks Capital and Open Space Grant Program requirements set forth in Motion 15378, and Grant Recipient covenants that it shall abide by and enforce all terms, conditions and restrictions in King County Ordinances 18890 and 19166, and the Parks Capital and Open Space Grant Program requirements set forth in Motion 15378, including that Grant Recipient covenants that the Property will continue to be used as open space for benefit of the public in perpetuity in accordance with the purposes set

forth in King County Ordinances 18890, 19166, and the Parks Capital and Open Space Grant Program requirements detailed in Motion 15378, and that the Property shall not be transferred or conveyed except by agreement with an agency or nonprofit organization, which agreement shall provide that the Property shall be continued to be used as open space for benefit of the public in perpetuity in accordance with the purposes set forth in King County Ordinances 18890, 19166, and the Parks Capital and Open Space Grant Program requirements detailed in Motion 1537.”

"Grant Recipient further covenants that it will not limit or restrict access to and use of the Property by non-Grant Recipient residents in any way that does not also apply to Grant Recipient residents. Grant Recipient covenants that any and all user fees charged for the Property, including charges imposed by any lessees, concessionaires, service providers, and/or other assignees shall be at the same rate for non-Grant Recipient residents as for the residents of Grant Recipient."

"Grant Recipient covenants that it shall place the preceding covenants in any deed transferring the Property or a portion of the Property for public park, recreation or open space uses."

Grant Recipient’s duties under this Section 14 will survive the expiration or earlier termination of this Agreement.

15. HOLD HARMLESS AND INDEMNIFICATION

Grant Recipient shall protect, indemnify, and save harmless the County, its officers, agents, and employees from and against any and all claims, costs, and/or losses whatsoever occurring or resulting from (1) Grant Recipient’s failure to pay any such compensation, wages, benefits, or taxes, and/or (2) work, services, materials, or supplies performed or provided by Grant Recipient’s employees or other suppliers in connection with or support of the performance of this Agreement.

Grant Recipient further agrees that it is financially responsible for and will repay the County all indicated amounts following an audit exception which occurs due to the negligence, intentional act, and/or failure, for any reason, to comply with the terms of this Agreement by the Grant Recipient, its officers, employees, agents, representatives, or subcontractors. This duty to repay the County shall not be diminished or extinguished by the expiration or prior termination of the Agreement.

Grant Recipient agrees for itself, its successors, and assigns, to defend, indemnify, and hold harmless King County, its appointed and elected officials, and employees from and against liability for all claims, demands, suits, and judgments, including costs of defense thereof, for injury to persons, death, or property damage which is caused by, arises out of, or is incidental to any use of or occurrence on the Project that is the subject of this Agreement, or Grant Recipient’s exercise of rights and privileges granted by this Agreement, except to the extent of the County's sole negligence. Grant Recipient’s obligations under this Section shall include:

A. The duty to promptly accept tender of defense and provide defense to the County at the Grant Recipient’s own expense;

- B. Indemnification of claims made by Grant Recipient's employees or agents; and
- C. Waiver of Grant Recipient's immunity under the industrial insurance provisions of Title 51 RCW, but only to the extent necessary to indemnify King County, which waiver has been mutually negotiated by the parties.

In the event it is necessary for the County to incur attorney's fees, legal expenses or other costs to enforce the provisions of this Section, all such fees, expenses and costs shall be recoverable from the Grant Recipient.

In the event it is determined that RCW 4.24.115 applies to this Agreement, the Grant Recipient agrees to protect, defend, indemnify and save the County, its officers, officials, employees and agents from any and all claims, demands, suits, penalties, losses damages judgments, or costs of any kind whatsoever for bodily injury to persons or damage to property (hereinafter "claims"), arising out of or in any way resulting from the Grant Recipient's officers, employees, agents and/or subcontractors of all tiers, acts or omissions, performance of failure to perform the rights and privileges granted under this Agreement, to the maximum extent permitted by law or as defined by RCW 4.24.115, as now enacted or hereafter amended.

A hold harmless provision to protect King County similar to this provision shall be included in all Agreements or subcontractor Agreements entered into by Grant Recipient in conjunction with this Agreement. **Grant Recipient's duties under this Section 15 will survive the expiration or earlier termination of this Agreement.**

16. INSURANCE.

16.1 Minimum Scope and Limits of Insurance. Grant Recipient shall maintain and/or required its Contractor(s) to maintain the minimum scope and limits of insurance as required in **Exhibit D- Insurance Requirements.**

17. TERMINATION

17.1 King County may terminate this Agreement in whole or in part, with or without cause, at any time during the Term of this Agreement, by providing Grant Recipient ten (10) days advance written notice of the termination.

17.2 If the termination results from acts or omissions of Grant Recipient, including but not limited to misappropriation, nonperformance of required services, or fiscal mismanagement, Grant Recipient shall return to the County immediately any funds, misappropriated or unexpended, which have been paid to Grant Recipient by the County.

17.3 Any King County obligations under this Agreement beyond the current appropriation biennium are conditioned upon the County Council's appropriation of sufficient funds to support such obligations. If the Council does not approve such appropriation, then this Agreement will terminate automatically at the close of the current appropriation biennium.

17.4 The Agreement will be terminated if the Grant Recipient is unable or unwilling to expend the Grant Award Funds as specified in Section 1 and **Exhibits B and C**, or

upon reimbursement by the Grant Recipient to the County of all unexpended proceeds provided by the County pursuant to this Agreement and payment of all amounts due pursuant to Section 11.

18. NONDISCRIMINATION

King County Code (“KCC”) chapters 12.16 through 12.19 apply to this Agreement and are incorporated by this reference as if fully set forth herein. In all hiring or employment made possible or resulting from this Agreement, there shall be no discrimination against any employee or applicant for employment because of sex, race, color, marital status, national origin, religious affiliation, disability, sexual orientation, gender identity or expression or age except minimum age and retirement provisions, unless based upon a bona fide occupational qualification.

19. CONFLICT OF INTEREST

KCC Chapter 3.04 (Employee Code of Ethics) is incorporated by reference as if fully set forth hence, and Grant Recipient agrees to abide by all conditions of said chapter. Failure by Grant Recipient to comply with any requirement of said KCC Chapter shall be a material breach of contract.

20. POLITICAL ACTIVITY PROHIBITED

None of the funds, materials, property, or services provided directly or indirectly under this Agreement shall be used for any partisan political activity or to further the election or defeat of any candidate for public office.

21. ASSIGNMENT

Grant Recipient shall not assign any portion of rights and obligations under this Agreement or transfer or assign any claim arising pursuant to this Agreement without the written consent of the County. Grant Recipient must seek such consent in writing not less than thirty (30) days prior to the date of any proposed assignment.

22. WAIVER OF BREACH OR DEFAULT

Waiver of breach of any provision in this Agreement shall not be deemed to be a waiver of any subsequent breach and shall not be construed to be a modification of the terms of the Agreement unless stated to be such through written approval by the County, which shall be attached to the original Agreement. Waiver of any default shall not be deemed to be a waiver of any subsequent defaults.

23. WASHINGTON LAW CONTROLLING; WHERE ACTIONS BROUGHT

This Agreement is made in and will be in accordance with the laws of the State of Washington, which will be controlling in any dispute that arises hereunder. Actions pertaining to this Agreement will be brought in King County Superior Court, King County, Washington.

24. PUBLIC DOCUMENT

This Agreement will be considered a public document and will be available for inspection and copying by the public.

25. LEGAL RELATIONS

Nothing contained herein will make, or be deemed to make, County and Grant Recipient a partner of one another, and this Agreement will not be construed as creating a partnership or joint venture. Nothing in this Agreement will create, or be deemed to create, any right, duty or obligation in any person or entity not a party to it.

26. PERMITS AND LICENSES

Grant Recipient shall develop and run the Project in accordance with all applicable laws and regulatory requirements including environmental considerations, permitting determinations, and other legal requirements. All activities and improvements shall be performed by Grant Recipient at its sole expense and liability. Grant Recipient shall, at its sole cost and expense, apply for, obtain and comply with all necessary permits, licenses and approvals required for the Project,

27. INTERPRETATION OF COUNTY RULES AND REGULATIONS

If there is any question regarding the interpretation of any County rule or regulation, the County decision will govern and will be binding upon the Grant Recipient.

28. ENTIRE AGREEMENT

This Agreement, including its attachments, constitutes the entire Agreement between the County and Grant Recipient. It supersedes all other agreements and understandings between them, whether written, oral or otherwise.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the first date written.

City of Shoreline

King County

By _____

By _____

Title _____

Title _____

Date _____

Date _____

Exhibit A- Map of Site and Location

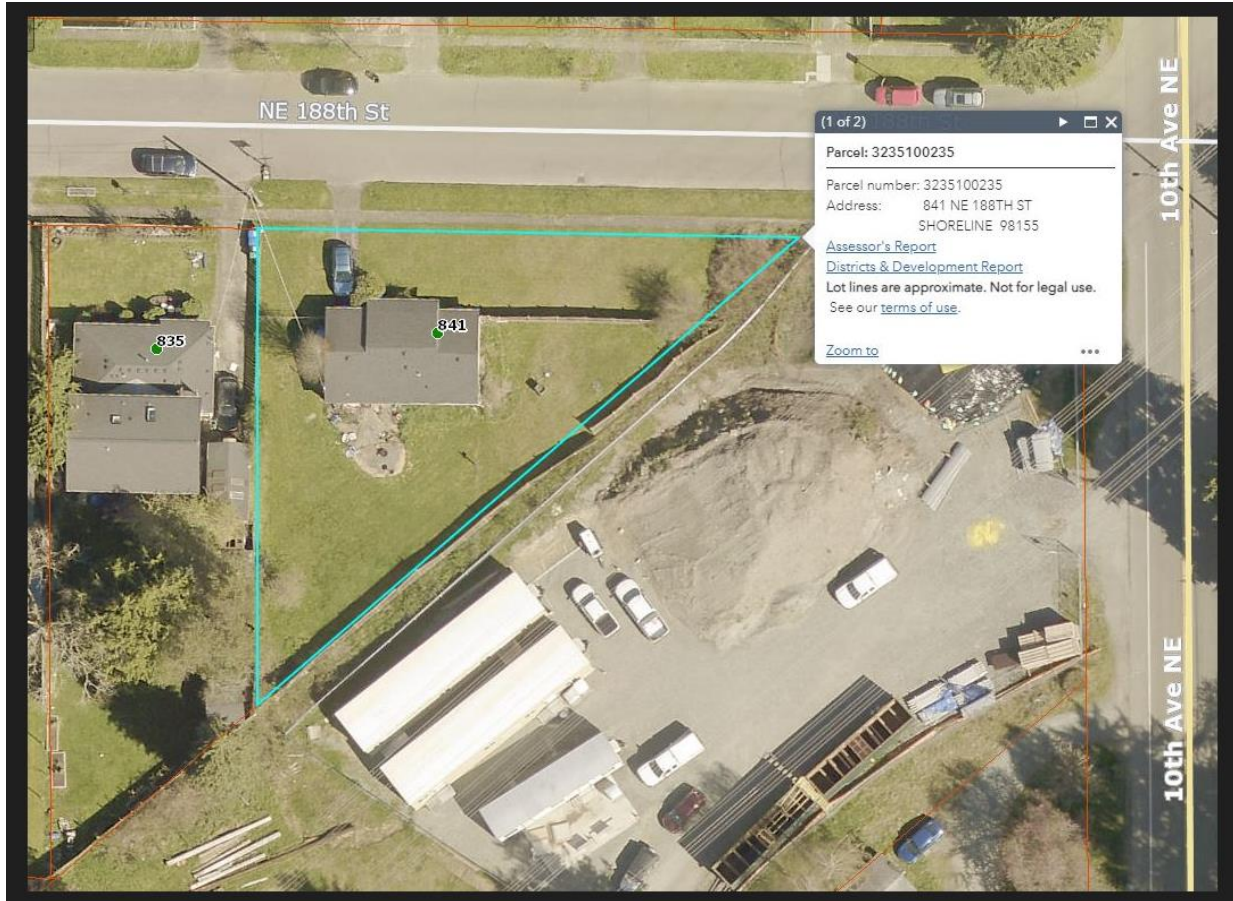


Exhibit B- Scope of Work



Levy Grant

Capital and Open Space Grants
Scope of Services

The acquisition of this parcel would expand upon and leverage the passive recreational use envisioned by the City of Shoreline adjacent property owned by Seattle City Light.

Activities/Milestones		Estimated Completion Date	Deliverables
1	Review Appraisal	2023	Appraisal Title report Haz. waste report Recorded Deed
2	Purchase and Sale Agreement	2024	
3	Due diligence (title review, hazardous waste reports, etc.)	2025	
4	Closing	2025	

Exhibit C- Project Budget**Applicant: City of Shoreline****Project Name: 841 NE 188th Rotary Park**

	Project Costs	Grant Budget
Total property interest value	\$1,458,375	\$500,000
Title and appraisal	\$1,500	
Closing, fees, taxes	\$1,896	
Relocation costs	\$42,000	
Hazardous waste reports	\$2,965	
Administration and legal costs		
Contingency		
Other		
Total	\$1,506,736	\$500,000

Exhibit D- Insurance Requirements

1. Insurance Requirements

- 1.1. Grant Recipient shall purchase and maintain, at its sole cost and expense, the minimum insurance set forth below. By requiring such minimum insurance, the County does not and shall not be deemed or construed to have assessed the risks that may be applicable to Grant Recipient, or any Contractor under this Agreement, or in any way limit the County's potential recovery to insurance limits required hereunder. To the contrary, this Agreement's insurance requirements may not in any way be construed as limiting any potential liability to the County or the County's potential recovery from Grant Recipient. Grant Recipient and any Contractor shall assess their own risks and if they deem appropriate and/or prudent, maintain greater limits and/or broader coverage.
- 1.2. Nothing contained within these insurance requirements shall be deemed to limit the scope, application and/or limits of the coverage afforded, which coverage shall apply to each insured to the full extent provided by the terms and conditions of the policy(s). Nothing contained within this provision shall affect and/or alter the application of any other provision contained within this Agreement.
- 1.3. Each insurance policy shall be written on an "occurrence" basis; excepting insurance for Professional Liability (Errors and Omissions), and/or Pollution Liability, and/or Cyber Liability (Technology Errors and Omissions). These coverages required by this Agreement may be written on a "claims made" basis.

If coverage is approved and purchased on a "claims made" basis, the coverage provided under that insurance shall be maintained through: (i) consecutive policy renewals for not less than three (3) years from the date of completion of the Project which is subject of this Agreement or, if such renewals are unavailable, (ii) the purchase of a tail/extended reporting period for not less than three (3) years from the date of completion of the Project which is the subject of this Agreement.

2. Evidence and Cancellation of Insurance

- 2.1. Upon execution of the Agreement, and within thirty (30) days of request by the County, Grant Recipient shall furnish the County certificates of insurance and endorsements certifying the issuance of all insurance required by this Agreement. All evidence of insurance shall be signed by a properly authorized officer, agent, general agent, or qualified representative to the insurer(s), shall certify the name of the insured(s), the type and amount of insurance, the location and operations to which the insurance applies, the inception and expiration dates, shall specify the form numbers of any endorsements issued to satisfy this Agreement's insurance requirements, and shall state that the County shall receive notice at least thirty (30) days prior to the effective date of any cancellation, lapse, or material change in the policy(s). Similar documentation confirming renewal of required insurance shall be provided on each insurance renewal date.
- 2.2. The County reserves the right to require complete, certified copies of all required insurance policies, including all endorsements and riders, which may be redacted of any

confidential or proprietary information. Grant Recipient shall deliver such policies to the County within five (5) business days of County's request.

- 2.3. County's receipt or acceptance of Grant Recipient's or any Contractor's evidence of insurance at any time without comment or objection, or County's failure to request certified copies of such insurance, does not waive, alter, modify, or invalidate any of the insurance requirements set forth in this **Exhibit D** or, consequently, constitute the County's acceptance of the adequacy of Grant Recipient's or any Contractor's insurance or preclude or prevent any action by County against Grant Recipient for breach of the requirements of this section.

3. Minimum Scope and Limits of Insurance

- 3.1. Grant Recipient shall maintain the following types of insurance and minimum insurance limits:

- 3.1.1. Commercial General Liability: 1,000,000 per occurrence and \$2,000,000 in the aggregate for bodily injury, personal and advertising injury, and property damage. Coverage shall be at least as broad as that afforded under ISO form number CG 00 01. Such insurance shall include coverage for, but not limited to premises liability, ongoing operations, and contractual liability. Limits may be satisfied by a single primary limit or by a combination of separate primary and umbrella or excess liability policies, provided that coverage under the latter shall be at least as broad as that afforded under the primary policy and satisfy all other requirements applicable to liability insurance including but not limited to additional insured status for the County.

- 3.1.2. Workers Compensation: Workers Compensation coverage, as required by the Industrial Insurance Act of the State of Washington, as well as any similar coverage required for this Project by applicable Federal or "Other States" State Law.

- 3.1.3. Employers Liability or "Stop Gap" coverage: \$1,000,000 each occurrence and shall be at least as broad as the protection provided by the Workers Compensation policy Part 2 (Employers Liability), or, in monopolistic states including but not limited to Washington, the protection provided by the "Stop Gap" endorsement to the commercial general liability policy.

4. Other Insurance Provisions and Requirements

- 4.1. All insurance policies purchased and maintained by Grant Recipient and any Contractor required in this Agreement shall contain, or be endorsed to contain the following provisions:

- 4.1.1. With respect to all liability policies except Professional Liability (Errors and Omissions) and Workers Compensation:

- 4.1.1.1. King County, its officials, employees and agents shall be covered as additional insured for full coverage and policy limits as respects liability arising out of activities performed by or on behalf of the Grant Recipient, its agents, representatives, employees, or Contractor(s) in connection with this Agreement. Additional Insured status shall include products-completed

operations CG 20 100 11/85 or its substantive equivalent. The County requires the endorsement(s) to complete the Agreement.

4.1.2. With respect to all liability policies (except Workers Compensation):

4.1.2.1. Coverage shall be primary insurance as respects the County, its officials, employees and agents. Any insurance and/or self-insurance maintained by the County, its officials, employees or agents shall not contribute with any Grant Recipient's, or Contractor(s) insurance or benefit the Grant Recipient, or any Contractor, or their respective insurers in any way.

4.1.2.2. Insurance shall expressly state that it applies separately to each insured and additional insured against whom a claim is made and/or lawsuit is brought, except with respect to the limits of insurer's liability.

5. Waiver of Subrogation

5.1. Grant Recipient, its Contractor(s), and their respective insurance carriers release and waive all rights of subrogation against King County, its officials, agents and employees for damages caused by fire or other perils which can be insured by a property insurance policy. This provision shall be valid and enforceable only to the extent permissible by the applicable property insurance policies.

6. Deductibles/Self-Insured Retentions

6.1. Any deductible and/or self-insured retention of the policies shall not in any way limit the County's right to coverage under the required insurance, or to Grant Recipient's, or any Contractor's liability to the County, and shall in all instances be the sole responsibility of Grant Recipient or its Contractor, even if no claim has been made or asserted against them.

7. Acceptability of Insurers

7.1. Unless otherwise approved by the County, insurance is to be placed with insurers with an A.M. Best rating of no less than A:VIII.

7.2. Professional Liability (Errors and Omissions) insurance may be placed with insurers with an A.M. Best rating of no less than B+:VII.

7.3. If at any time any of the foregoing policies fail to meet the above stated requirements, Grant Recipient shall, upon notice to that effect from the County, promptly obtain a new policy, and shall submit the same to the County, with the appropriate certificates and endorsements, for review.

8. Self-Insurance

8.1. If the Grant Recipient is a governmental entity or municipal corporation, Grant Recipient may maintain a fully funded self-insurance program or participate in an insurance pool for the protection and handling of its liabilities including injuries to persons and damage to property.

9. Contractors

9.1. Grant Recipient shall include all Contractors as insureds under its policies or, alternatively, Grant Recipient must require each of its Contractors to procure and maintain appropriate and reasonable insurance coverage and insurance limits to cover each of the Contractor's liabilities given the scope of work and services being provided herein. To the extent reasonably commercially available, insurance maintained by any Contractor must comply with the specified requirements of this **Exhibit D**, including the requirement that all liability insurance policies (except Professional Liability and Workers Compensation) provided by the Contractor(s) must include the County, its officials, agents and employees as additional insured for full coverage and policy limits. Grant Recipient is obligated to require and verify that each Contractor(s) to maintain the required insurance and ensure the County is included as additional insured. Upon request by the County, and within five (5) business days, Grant Recipient must provide evidence of each Contractor(s) insurance coverage, including endorsements.

10. Work Site Safety

10.1. Grant Recipient shall have the "right to control" and bear the sole responsibility for the job site conditions, and job site safety. Grant Recipient shall comply with all applicable federal, state and local safety regulations governing the job site, employees, and Contractors.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Authorizing the City Manager to Execute an Amendment to the Professional Services Agreement with KPFF Consulting Engineers in the Amount of \$1,765,210 for Construction Management Support for the 148 th Street Non-Motorized Bridge Project
DEPARTMENT:	Public Works
PRESENTED BY:	Elizabeth Kelly, Interim 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:

Construction of Phase 1 of the 148th Street Non-Motorized Bridge project will begin this spring. The City does not have the resources to manage a construction project of this magnitude and complexity and consultant services are needed to manage construction of this project. Staff have negotiated a supplemental agreement to the existing contract with KPFF Consulting Engineers to support construction management for Phase 1 construction. This supplemental agreement in the amount of \$1,765,210 will provide construction management and construction support services. Council authorization is needed to enter the supplemental agreement with KPFF Consulting Engineers.

RESOURCE/FINANCIAL IMPACT:

This project is currently funded in the 2023-2028 CIP. Final design and Phase 1 construction are currently fully funded. A summary of currently estimated project expenditures and revenues is shown below:

Summary of Project Costs:

DESIGN		
DESIGN (KPFF DESIGN ENGINEERS)		
PRELIMINARY DESIGN CONTRACT	\$	897,854
FINAL DESIGN CONTRACT	\$	2,147,473
CUL-DE-SAC AMENDMENT	\$	173,935
CITY STAFF & OTHER RESOURCES	\$	350,000
CONTINGENCY (10%)	\$	350,000
SUBTOTAL	\$	3,917,633

CONSTRUCTION – PHASE 1		
CONSTRUCTION COST*	\$	6,852,435
*INLCUDES CONTINGENCY (10%)		
CONSTRUCTION MANAGEMENT (KPFF)	\$	1,765,210
CITY STAFF & OTHER RESOURCES	\$	300,000
CONTINGENCY (10%)	\$	200,000
SUBTOTAL		\$ 9,117,645

Summary of Secured Project Revenues:

DESIGN		
GENERAL FUND	\$	232,633
STP NON-MOTORIZED	\$	2,055,000
ST SYSTEM ACCESS	\$	1,180,000
ST OVERLAP AGREEMENT	\$	450,000
SUBTOTAL		\$ 3,917,633
CONSTRUCTION - PHASE 1		
ST SYSTEM ACCESS	\$	2,520,000
KING COUNTY PARKS LEVY	\$	4,750,000
LEAP FUNDING	\$	1,847,645
SUBTOTAL		\$ 9,117,645

There is adequate funding for this contract amendment.

RECOMMENDATION

Staff recommends that the City Council authorize the City Manager to execute a supplemental agreement to the professional services contract with KPFF Consulting Engineers in the amount of \$1,765,210 for the 148th Street Non-Motorized Bridge Project.

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

BACKGROUND

On June 24, 2019, the City Council authorized the City Manager to enter into a contract with KPFF, Inc. for the preliminary design services for the N 148th Street Non-Motorized Bridge project. The initial contract with KPFF was for work up to and including 30% design and environmental review. The staff report for the Council authorization to enter into this contract can be found at the following link: [June 24, 2019 Staff Report](#).

On June 1, 2020, staff presented results of a [Type, Size and Location Analysis](#) with recommended preferred design and project delivery approach options to the City Council. The recommended options were formally authorized and subsequently advanced to 30% design. The staff report for this Council discussion can be found at the following link: [June 1, 2020 Staff Report](#).

On March 29, 2021, the City Council authorized the City Manager to enter into a contract with KPFF, Inc. for the final design services for the 148th Bridge Project. The staff report for the Council authorization to enter into this contract can be found at the following link: [March 29, 2021 Staff Report](#).

DISCUSSION

The 148th Street Non-Motorized Bridge Project is preparing to begin Phase 1 construction. The City does not have the resources to manage a construction project of this magnitude and complexity. Consultant services are needed to support construction management of this project. The scope of work for KPFF Consulting Engineers is attached to this staff report as Attachment A. Work to be completed under this scope includes construction management services and construction management support.

The alternative to authorizing the award of this contract is to not award the supplement to the contract, in which case the City would be unable to effectively manage Phase 1 construction of the 148th Street Non-Motorized Bridge project. Staff does not recommend this alternative.

COUNCIL GOAL(S) ADDRESSED

This project supports the City Council Goal 3: “Continue preparation for regional mass transit in Shoreline.”

RESOURCE/FINANCIAL IMPACT

This project is currently funded in the 2023-2028 CIP. Final design and Phase 1 construction are currently fully funded. A summary of currently estimated project expenditures and revenues is shown below:

Summary of Project Costs:

DESIGN			
	DESIGN (KPFF DESIGN ENGINEERS)		
	PRELIMINARY DESIGN CONTRACT	\$	897,854
	FINAL DESIGN CONTRACT	\$	2,147,473
	CUL-DE-SAC AMENDMENT	\$	173,935
	CITY STAFF & OTHER RESOURCES	\$	350,000
	CONTINGENCY (10%)	\$	350,000
	<i>SUBTOTAL</i>		<i>\$ 3,917,633</i>
CONSTRUCTION – PHASE 1			
	CONSTRUCTION COST*	\$	6,852,435
	*INLCUDES CONTINGENCY (10%)		
	<i>CONSTRUCTION MANAGEMENT (KPFF)</i>	<i>\$</i>	<i>1,765,210</i>
	CITY STAFF & OTHER RESOURCES	\$	300,000
	CONTINGENCY (10%)	\$	200,000
	<i>SUBTOTAL</i>		<i>\$ 9,117,645</i>

Summary of Secured Project Revenues:

DESIGN			
	GENERAL FUND	\$	232,633
	STP NON-MOTORIZED	\$	2,055,000
	ST SYSTEM ACCESS	\$	1,180,000
	ST OVERLAP AGREEMENT	\$	450,000
	<i>SUBTOTAL</i>		<i>\$ 3,917,633</i>
CONSTRUCTION - PHASE 1			
	ST SYSTEM ACCESS	\$	2,520,000
	KING COUNTY PARKS LEVY	\$	4,750,000
	LEAP FUNDING	\$	1,847,645
	<i>SUBTOTAL</i>		<i>\$ 9,117,645</i>

There is adequate funding for this contract amendment.

RECOMMENDATION

Staff recommends that the City Council authorize the City Manager to execute a supplemental agreement to the professional services contract with KPFF Consulting Engineers in the amount of \$1,765,210 for the 148th Street Non-Motorized Bridge Project.

ATTACHMENTS

Attachment A - KPFF Consulting Engineers Supplemental Agreement Scope of Services

**Attachment A
Scope of Work**

**City of Shoreline N 148th Street Non-Motorized Bridge Project
Phase 1 Construction Management and Construction Support
Services**

PROJECT DESCRIPTION

The City of Shoreline has conducted a feasibility analysis to evaluate and recommend a preferred alignment alternative for a new pedestrian and bicycle bridge crossing Interstate 5 (I-5) linking the west side of freeway to the planned Sound Transit Shoreline South/148th light rail station. The preferred trail and bridge alignment connects to 1st Ave NE along NE 148th where it crosses I-5 and lands at the northern plaza of the station.

This project is one of many that will improve the area serving the future Shoreline South/145th Station which is expected to open in 2024.

This phase of the project will provide Construction Management and Design Support services for Phase 1 construction activities.

PROJECT OBJECTIVES

The primary objectives of this work are to:

- 1. Provide Construction Management services
- 2. Provide Construction Support Services

ANTICIPATED SCHEDULE

Construction of Phase I of this project is anticipated to occur between April 2023 and August 2024.

PROJECT TEAM

The project team includes:

Owner	City of Shoreline (City)
Prime Consultant	KPFF Consulting Engineers (KPFF)
<u>Construction Management Team:</u>	
Construction Manager	KPFF
<i>Subconsultants:</i>	
Lead Inspector/Resident Engineer	WSP
On-Site Construction Observation	Red Barn Engineering; DBE, WBE
Special Inspections & Testing	HWA Geosciences; DBE, MWBE
Document Control	Tarr Whitman Group
Steel & Rebar Inspection	AAR Testing; DBE, MBE

Design Team:

Structural Engineering
Civil Engineering

KPFF
KPFF

Subconsultants:

Urban Design/Landscape/Electrical

KPG Psomas Inc. (KPG)

SCOPE OF WORK**TASK 1: PRE-CONSTRUCTION SERVICES****SUBTASK 1.1 Pre-Bid and Pre-Con**

KPFF will develop an agenda, invite potential contractors, and facilitate the pre-bid meeting. KPFF will attend the bid opening. Following execution of a construction contract with the successful bidder, KPFF will facilitate a virtual pre-construction meeting. KPFF will provide a Zoom link and will send invitations to attendees. KPFF will assist in preparing the list of attendees, attend and facilitate the pre-construction meeting, and prepare and distribute meeting minutes to stakeholders.

Prepare and submit a PM/CM Plan for the City. Prepare a project risk register.

TASK 2: CONSTRUCTION MANGAGEMENT SERVICES

KPFF will provide full service construction management during the construction phase, Including the following tasks.

SUBTASK 2.1 Contract Administration

Perform project management functions including contract administration, communications with City of Shoreline, coordination of staff and subconsultants, and invoice preparation.

Provide Construction Management and point of contact for Owner and Contractor. Provide interpretation of the plans and contract provisions and verify Contractor's conformance with these documents, in conjunction with the design team.

Review and monitor the Contractor's construction plan / schedule and track contract working days with respect to contract requirements and changes.

Facilitate communications and maintain an accurate record of correspondence with City of Shoreline, Contractor, and stakeholders. KPFF will prepare and distribute correspondence to City of Shoreline, Contractor, and design team, as needed.

Develop project tracking logs specific to this contract.

SUBTASK 2.2 Document Management

KPFF will maintain the construction project filing system through the use of VPO (“Virtual Project Office”). This task includes maintenance of electronic log of all correspondence, submittals, and other project documentation, maintenance and management of all hard copy document files, preparation of documents for electronic archiving, to include scanning and indexing, at the close of the Project, maintaining and distributing tracking and monitoring logs, and VPO training for all project personnel.

SUBTASK 2.3 Weekly Progress Meetings

Prepare agenda and facilitate weekly virtual construction meetings with the Contractor. Facilitate schedule updates from Contractor, tracking against contract milestones. Prepare and distribute the meeting minutes to Owner, Contractor, and stakeholders.

SUBTASK 2.4 Submittal Review / Recommendations

Construction Management team will provide preliminary review of submittals or conformance with the Plans and Contract Provisions, and distribute to design team for review (Contractor shop drawings, product information and material samples).

SUBTASK 2.5 Changed Conditions / RFI / Change Orders

Construction Management team will review Contractor Requests for Information (RFI) and design change requests. Make initial determination if Contractor needs to provide further information prior to design team review, or distribute to appropriate party.

Prepare and process construction field directives and resultant change orders. Track all changes to the approved Plans and Contract Provisions. Coordinate, negotiate, and issue change orders, along with all documentation for the change including summary sheet, creating an independent cost estimate, gathering Contractor’s cost estimates and proposals, and writing a finding of fact.

SUBTASK 2.6 Contractor Payment Applications

Prepare and approve progress payment applications. Verify that Contractor is maintaining redline drawings and that they are current at the time of pay application. Make recommendation and submit required paperwork to Owner for payment to the Contractor.

SUBTASK 2.7 Site Construction Inspection

This task includes the utilization and maintenance of competent and sufficient inspection team personnel to provide Quality Assurance for the project.

Monitor and document the Contractor's work and daily activities for compliance with plans and contract provisions. Provide copies of the daily reports to Owner, Contractor, and stakeholders, indicating the status and compliance of the Contractor's work with the Plans and Contract Provisions.

Observe traffic patterns and monitor safe traffic control procedures in compliance with approved traffic control plans during construction.

Observe the technical conduct of the construction, including providing day-to-day contact with the construction Contractor, Owner, utilities, and other stakeholders, and monitor for adherence to the Contract Documents.

Observe material, workmanship, and construction areas for compliance with the Contract Documents and applicable codes, and notify construction Contractor of noncompliance. Advise Owner of all non-conforming work observed during site visits.

Evaluate and facilitate corrective action to issues which may arise related to the quality and acceptability of material furnished, work performed, and rate of progress of work performed by the Contractor.

Provide a daily construction inspection report for each day construction is observed (Inspector's Daily Report/IDR), including but not limited to photo documentation, inspection and testing data, summary of the work for the day, and traffic control for each aspect of the construction activity.

SUBTASK 2.8 Geotech and Materials Inspection / Testing

KPFF will provide geotechnical testing and special inspections/testing using subconsultants. KPFF will coordinate special inspections and testing, review the work of the Field Representative(s) and testing laboratories in the observation and testing of materials used in the construction, document and evaluate results of testing, and inform Owner and Contractor of deficiencies.

Document and log the locations, dates, and results of inspections and testing.

Special inspections and testing to include:

- Sampling and testing for Gravel Borrow, CSBC, CSTC, and Native soils; acceptance based on estimated quantities
- Inspection and testing of compacted backfill for trenches, utilities, walls, changing grades, pathway subgrade, etc.
- Pervious concrete inspection, including preconstruction meeting, observation/unit weight testing during placement and infiltration testing/coring 7 days after placement
- Geotechnical observation/inspection for drilled shafts at Pier 3. Work includes field report and shaft logs drafted at end of drilling
- Concrete inspection and testing for Pier 3 shafts, LW Fill Protection Slab, CIP Concrete Barrier, luminaire pole foundations, and pathway. Testing including: slump, air and fabrication of compressive strength specimens
- Rebar and steel inspections

TASK 3: PROJECT CLOSEOUT

SUBTASK 3.1 Substantial Completion / Final Inspection / Physical Completion

Facilitate the project completion process by performing inspections of work and making a determination of Substantial Completion. Develop a written list of remaining deficiencies and provide the punch list to the Contractor for corrective actions. Coordinate with the Contractor for the Operational Testing of all mechanical, electrical, irrigation, and other systems identified in the Plans and Contract Provisions.

Upon notification from the Contractor of completion of the punch list items and Operational Testing, perform a Final Inspection. Once any corrective measures are satisfactorily completed and inspected, make a recommendation to Owner for the project Physical Completion Date.

Coordinate inspections and closeout with AHJs.

SUBTASK 3.2 As-Built Drawings

Coordinate and deliver to City of Shoreline a set of the Contractor's As-Built Drawings. The Contractor will be responsible for the content and accuracy of the provided information. KPFF will review on a monthly basis, verify that content matches what the construction inspector has observed in the field, and review the final set of As-Built documents to confirm they are complete before delivering to City of Shoreline.

SUBTASK 3.3 Project Closeout Documentation / Completion Date

Complete and compile project closeout documents including final payment, QC reports, O & M manuals, inspection reports, and Contractor review forms. Compile all documentation from the Contractor required by the contract and governing laws. Once the documentation is accepted, provide a written final acceptance / contract completion letter to Owner.

CONSTRUCTION MANAGEMENT ASSUMPTIONS

- Project is federally funded.
- Proposal incorporates anticipated level of effort for a 351 working day construction contract plus preconstruction services prior to start of construction and two months of contract closeout, and administrative services throughout. Consultant assumes substantial completion to occur in July of 2024.
- Construction working days are assumed to be Monday through Friday. KPFF will provide full-time site presence during construction.
- Project meetings include (1) prebid walkthrough, (1) bid opening, (1) preconstruction conference, (70) weekly construction progress meetings, and (2) close-out walkthroughs. KPFF will facilitate all meetings including development and distribution of agendas and minutes.
- KPFF will track certified payroll submittals and performing wage interviews with laborers.
- VPO will be invoiced on a monthly basis at \$250.00/month.

- KPFF assumes a job trailer will be provided for our use on site (either through the Contractor or provided by the City).

TASK 4: DESIGN TEAM CONSTRUCTION SUPPORT SERVICES

SUBTASK 4.1 Project Coordination & Invoicing

KPFF and the Design Team will perform general coordination with the City and CM team during the construction.

A progress report form will be provided to each Subconsultant. This form will be filled out on a monthly basis and submitted with the invoice for the work described in the progress report. KPFF will then compile the progress reports into a single document to be submitted to the City with the associated monthly invoice.

Subconsultants will prepare monthly invoices for work completed. KPFF will compile the invoices into a single document to be submitted to the City. The overall team monthly invoices will be formatted to provide the billing per project task and include percentage completion and billings to date.

Assumptions:

- None

Deliverables:

- Monthly process reports and invoices (assume 12)

SUBTASK 4.2 Bid Support

Pre-Bid Meeting & Bidder Questions

The KPFF Design Project Manager will attend the pre-bid meeting (See Subtask 1.1) to provide a summary of the project and answer any bidder questions.

KPFF and the Design Team will answer up to ten (10) official questions asked by potential bidders during the advertisement period. Responses to these questions will be sent to the City who will issue the official response.

Addenda

KPFF and the Design Team will issue up to four (4) addenda to the contract documents (e.g. plans and specifications) based upon questions and/or clarifications requested from potential bidders. Updated contract documents will be provided to the City who will issue the official addenda. Plan and specification addenda will be stamped and sealed by the engineer of record (EOR) of the original bid document. For the purposes of this scope, the following number of addenda are assumed for each Design Team member:

- Structural: four (4) sheet revisions, two (2) specification revisions

- Civil: six (6) sheet revisions, three (3) specification revisions
- Urban Design/Landscape/Electrical: six (6) sheet revisions, three (3) specification revisions

Assumptions:

- The City will collect and distribute bidder questions and the responses to/from potential bidders
- The City will collect and distribute addenda to/from potential bidders

Deliverables:

- Responses to bidder questions (email)
- Addenda to the Plans and Specifications (PDF)

SUBTASK 4.3 Submittal Review

KPFF and the Design Team will review and respond to submittals received during construction. Below is a list of anticipated submittals that will be reviewed by Design Team member:

- 1) Structural
 - a) Noise Wall Plan, Type 2E, 2-02.3(2)A3
 - b) Concrete Mix Designs, 6-02.3(2)A
 - i) Shaft Concrete, Class 5000P
 - ii) Pier Wall Concrete, LW Fill Protection Slab Concrete, Class 4000
 - c) Reinforcing Shop Drawings (Pier Wall, LW Fill Protection Slab, Translucent Barrier Footing, Chain Link Fence Footing), Special Provisions 6-02.3(24)
 - d) Precast Concrete Fascia Panel Shop Drawings, 6-02.3(9)A
 - e) Fall Protection Railing Shop Drawings, Type 2, 6-06.3(2)
 - f) Bridge Railing Type Throw Barrier Anchor Assembly Shop Drawing, Type 2, 6-06.3(2)
 - g) Pedestrian Railing Shop Drawing Submittal, Type 2, 6-22.3
 - h) Wall Plans (Wall 2, Wall 3, Wall 4), Type 2E, 6-14.3(2)

- i) Column Silo, Silo Cover, and Footing Shop Plans, 6-50
- j) Shaft Construction Submittal, Type 1 and 2, 6-19.3(2)
- k) Shaft Steel Reinforcing and Assembly Shop Drawing, 6-19.3(5)
- l) Shaft Completed Uniform Yield Form for Each Shaft (2 each), 6-19.3(7)H
- m) Shaft Nondestructive Quality Assurance (QA) Tests (2 each), Type 2E, 6-19.3(9)D
- n) Request for Approval of Material (RAM)
 - i) Bearing Anchor Bolts, S161
 - ii) Bridge Railing Type Throw Barrier Anchor Plate and Bolts, S509
 - iii) Anti-Graffiti Coating for Concrete Surfaces, Special Provisions 6-02.2
 - iv) Concrete Pigmented Sealer, 9-08.3(1)
 - v) Perforated Sheet Metal and Concrete Screws, S614
 - vi) Noise Wall Grout, S631, 9-20.3
 - vii) Noise Wall Nuts and Washers, S631/632, 9-06.5(1)
 - viii) Fall Protection Railing Epoxy Resin, S641, 9-26
 - ix) Bike Runnel Epoxy Resin, S701, 9-26
 - x) Bike Runnel Resin Bonded Anchor, S701, Special Provisions 6-02.2
 - xi) Column Silo Bolts, S702/800
 - xii) Column Silo Resin Bonded Anchor, S800, Special Provisions 6-02.2
 - xiii) Expanded Polystyrene, 9-04.6
- o) Miscellaneous/Unanticipated Submittals, 4 each
- 2) Civil
 - a) Storm Drainage
 - b) TESC
 - c) Traffic Control
 - d) Geofoam

- e) Split Casing (2)
 - f) HMA
 - g) Concrete sidewalk
 - h) Aggregate Base Course
 - i) Trenching and backfill
 - j) Underdrain
- 3) Urban Design
- a) Retaining wall decorative form liner & pigmented sealer color
 - b) Stair handrail, pedestrian railing & stair pedestrian railing: paint sample, shop drawings
 - c) Bike runnel
 - d) Wayfinding signage
 - e) Accent bollard lighting: product and paint sample
 - f) Temporary vertical elements: temporary chain link fence & gate, temporary translucent barrier
 - g) Flatwork: decorative cement concrete node treatment, engraving treatment and accent band treatment
- 4) Landscape
- a) Irrigation parts & materials
 - b) Landscape materials, including topsoil, mulch, seed, metal edging, river rock and boulders
 - c) Plant material

Electrical/Lighting material submittals will include electrical service cabinet, light poles and luminaires, accent bollard lighting, junction boxes, conduit, wiring, fusing, splicing kits, pedestrian rail lighting and associated components.

Assumptions:

- The CM team will collect and distribute submittals and responses to/from the Contractor

Deliverables:

- Review and response of submittals (PDF)

SUBTASK 4.4 Requests for Information (RFI) Review & Response

KPFF and the Design Team will review and respond to RFIs received during construction. For the purposes of this scope, the following number of RFIs are assumed for each Design Team member:

- Structural: 15
- Civil: 15
- Urban Design: 15
- Landscape/Irrigation: 4
- Electrical: 15

Assumptions:

- The CM team will collect and distribute RFIs and responses to/from the Contractor

Deliverables:

- Review and response of RFIs (PDF)

SUBTASK 4.5 Meetings, Site Visits & Punchlist Walkthrough

KPFF and the Design Team will attend meetings, perform site visits (as needed), participate in a punchlist walkthrough and provide punchlist items during the construction phase of the project. Below is a total number of assumed meetings, site visits and punchlist walkthroughs:

Meetings:

- KPFF Design PM – 6
- Structural Lead – 6
- Civil Lead – 6
- Urban Design/Landscape/Irrigation Lead – 4
- Electrical/Lighting Lead – 3

Site Visits:

- KPFF Design PM – 6
- Structural Lead – 3
- Civil Lead – 3
- Urban Design Lead – 5
- Landscape/Irrigation Lead – 5
- Electrical/Lighting Lead – 3

Punchlist Walkthrough:

- KPFF Design PM – 1
- Structural Lead – 1
- Civil Lead – 1
- Urban Design/Landscape Lead – 1
- Electrical/Lighting Lead – 1

Assumptions:

- The CM team will coordinate and schedule meetings with the Design Team and the Contractor
- Meetings are assumed to last one (1) hour and will occur via tele/videoconference

- Site visits will occur on an as-needed basis and will be coordinated by the CM team

Deliverables:

- Attendance to meetings, site visits and punchlist walkthrough
- Punchlist items (PDF)

SUBTASK 4.6 Record Drawings

As-built red-lines will be provided to KPFF and the Design Team from the CM Team and the Contractor (See Subtask 3.2). These red-lines will be used by KPFF and the Design Team to create Record Drawings. The Record Drawings will be prepared in accordance with the City's requirements and will not contain the stamp and seal of the engineer.

Assumptions:

- The CM team will compile a complete red-line set of the Contractor's as-built drawings to distribute to the Design Team
- The Record Drawings will be subject to one round of review by the City prior to begin finalized

Deliverables:

- Draft Record Drawings (PDF)
- Final Record Drawings (PDF)

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Authorize the City Manager to Execute an Amendment to the Contract with Jacobs Engineering Group for Bid-Ready Design on Phase 1 of the SR-523 (N/NE 145 th Street) Aurora Avenue to Interstate-5 Project in an Amount Not to Exceed \$629,778 for a Contract Maximum Amount of \$5,761,755
DEPARTMENT:	Public Works
PRESENTED BY:	Elizabeth Kelly, Interim City Engineer
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

The City of Shoreline has passed the 100% design submittal milestone for the 145th Corridor – Phase 1 (Interstate 5 to Corliss Avenue N). During the effort from Jacobs Engineering Group to progress the design to 100%, a multitude of changes and a major scope addition were included in the final design. The major scope addition was the work to include voluntary betterments by Seattle Public Utilities (SPU) to their existing water system and drainage/wastewater system established in the interlocal agreement 145th Corridor Project – Water, Drainage, and Wastewater Design and Construction.

Tonight, Council is being asked to authorize the City Manager to execute an amendment (Supplement #7; Attachment A) with Jacobs Engineering Group to continue design and right-of-way services for Ad-Ready design on the 145th Corridor - Phase 1 Project.

RESOURCE/FINANCIAL IMPACT:

Jacobs will address minor design changes, add SPU scope, and prepare an Ad Ready design package for the project as defined in Attachment B to this staff report. The fee estimate for services is \$629,778 as per Attachment C. The additional funds for this amendment include \$66,138 in management reserve released from Supplement #6 (Property Management), \$272,868 from Seattle Public Utilities, and the remaining \$290,770 from the Connection Washington Grant. Future phases of the project will utilize Connecting Washington grant funding. The project cost and budget summary for the design phase for Phase 1 is as follows:

EXPENDITURES

City Staff + Expenses	\$ 691,595
<u>Consultant Contract (Jacobs)</u>	
30-Percent Design and Environmental	\$ 1,710,639
60-Percent Design and Right-of-way Acquisition	\$ 1,873,112
100-Percent Design and Right-of-Way Acquisition Phase 1	\$ 1,548,228
<i>Design Scope Additions and Ad-Ready Design (this contract amendment)</i>	\$ 629,778
WSDOT	\$ 50,000
Total Expenditures	\$ 6,503,352

REVENUE

Surface Transportation Program	\$ 4,235,000
Roads Capital Fund (Design Phase)	\$ 660,954
Seattle Public Utilities Reimbursement	\$ 272,867
Connecting Washington (Design Phase)	\$ 926,525
Connecting Washington (ROW Phase)	\$ 408,006
Total Revenue	\$ 6,503,352

RECOMMENDATION

Staff recommends that the City Council authorize the City Manager to execute an amendment with Jacobs Engineering Group for Ad Ready design related to Phase 1 of the SR 523 (NE 145th Street) Corridor Aurora Avenue to Interstate 5 Project in an amount not to exceed \$629,778 for a contract maximum amount of \$5,761,755.

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

BACKGROUND

In 2016, the City completed the [145th Street Multimodal Corridor Study](#) which identified needed improvements along SR-523 (145th Street) from Aurora Avenue N to Interstate-5, in addition to improvements on three other segments of the corridor. The improvements are needed to benefit traffic operations, safety, pedestrian, and bicycle mobility and to improve access to the Shoreline South/148th Light Rail Station. The Multimodal Corridor Study separated the project into five phases that align with segments of the roadway. This contract covers the segment from Interstate 5 to Aurora Avenue N. The interchange is being designed through a separate project; the segment from SR-522 to I-5 is included in the Sound Transit 3 BRT scope; and the final segment from Aurora Avenue to 3rd Avenue NW is not currently funded for design.

On June 5, 2017, the City Council authorized the City Manager to enter into a contract with CH2M Hill for the design and environmental services for the 145th Corridor project (since this initial contract authorization, CH2M Hill was acquired by Jacobs Engineering Group and thus the name has been revised from the original contract.) The scope of the initial contract covered through 30% design and environmental review for a contract amount of \$1,710,639. The staff report for Council authorization of this contract can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2017/staffreport060517-7b.pdf>.

On November 18, 2019, the City Council authorized the City Manager to execute an amendment for the contract with Jacobs Engineering Group for the design and right of way services for the 145th Corridor Project. The scope of the amendment covered through 60% design and right of way services for a contract amount of \$1,873,112. The staff report for Council authorization of this amendment can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2019/staffreport111819-7f.pdf>.

On September 13, 2021, the City Council authorized the City Manager to execute an amendment for the contract with Jacobs Engineering Group for the design and right of way services for the 145th Corridor Project. The scope of the amendment covered through 100% design and right of way services with a contract amount of \$1,614,366. The staff report for Council authorization of this amendment can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2021/staffreport091321-7h.pdf>. \$1,548,228 has been expended by Jacobs on this supplement with a remainder of \$66,138 in management reserve.

DISCUSSION

Work performed under this amendment will fund minor design changes, add Seattle Public Utilities (SPU) betterment scope, and advance the design of Phase 1 (Interstate 5 to Corliss Avenue) to the Ad Ready design milestone. The design phase of the project has four funding sources: local funding from the Roads Capital Fund, federal State Transportation Project (STP) grant funding for engineering and design, reimbursement

from an Interlocal Agreement with SPU, and State Connecting Washington (CWA) grant funding. Phase 1 of the project is fully funded through the right-of-way and construction phases with these and other funding sources.

ALTERNATIVES ANALYSIS

CH2M Hill was selected for this work in 2017 based on a competitive selection process including review of written qualifications, an interview, and a review of references. The scope of the selection process included design, right-of-way services and services during construction. Their work on the preliminary design, environmental documentation, and right-of-way acquisition has been satisfactory and staff recommends that the consultant, which is now Jacobs Engineering, be retained for the additional services presented.

The alternative is to not authorize this amendment which would stop progress on the design of the project and result in a delay in construction and potentially risk grant funds. Staff does not recommend this alternative.

COUNCIL GOAL(S) ADDRESSED

Progress on the 145th Corridor Project helps to implement City Council Goals:

- 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.

RESOURCE/FINANCIAL IMPACT

Jacobs Engineering will address minor design changes, add SPU scope, and prepare an Ad Ready design package for the project as defined in Attachment B to this staff report. The fee estimate for services is \$629,778 as per Attachment C. The additional funds for this amendment include \$66,138 in management reserve released from Supplement #6 (Property Management), \$272,868 from Seattle Public Utilities, and the remaining \$290,770 from the Connection Washington Grant. Future phases of the project will utilize Connecting Washington grant funding. The project cost and budget summary for the design phase for Phase 1 is as follows:

EXPENDITURES

City Staff + Expenses	\$ 691,595
<u>Consultant Contract (Jacobs)</u>	
30-Percent Design and Environmental	\$ 1,710,639
60-Percent Design and Right-of-way Acquisition	\$ 1,873,112
100-Percent Design and Right-of-Way Acquisition Phase 1	\$ 1,548,228
<i>Design Scope Additions and Ad-Ready Design (this contract amendment)</i>	\$ 629,778
WSDOT	\$ 50,000
Total Expenditures	\$ 6,503,352

REVENUE

Surface Transportation Program	\$ 4,235,000
Roads Capital Fund (Design Phase)	\$ 660,954
Seattle Public Utilities Reimbursement	\$ 272,867
Connecting Washington (Design Phase)	\$ 926,525
Connecting Washington (ROW Phase)	\$ 408,006
Total Revenue	\$ 6,503,352

RECOMMENDATION

Staff recommends that the City Council authorize the City Manager to execute an amendment with Jacobs Engineering Group for Ad Ready design related to Phase 1 of the SR 523 (NE 145th Street) Corridor Aurora Avenue to Interstate 5 Project in an amount not to exceed \$629,778 for a contract maximum amount of \$5,761,755.

ATTACHMENTS

- Attachment A: Draft Supplement #7
- Attachment B: Jacobs Engineering 145th Street Multimodal Corridor Project – Aurora Avenue to Interstate-5 Project, Phase 1 – Scope Additions and Bid Ready Design Scope of Work
- Attachment C: Fee Estimate/Level of Effort (LOE)



**Washington State
Department of Transportation**

Supplemental Agreement Number <u>07</u>		Organization and Address	
Original Agreement Number 8794		CH2M Hill, Inc. 1100 112th Ave NE, Suite 500 Bellevue, WA 98004-4505	
Project Number ST266643 / STPUL-0523(010)		Execution Date	Completion Date December 31, 2024
Project Title 145th Street Corridor Project		New Maximum Amount Payable \$5,761,754.58	
Description of Work This supplement provides services for Phase 1 (Interstate 5 to Corliss Avenue) Ad Ready design and SPU Scope change as outlined in Exhibit B (attached). The supplement will release the remaining \$66,138.83 from the Management Reserve budget, \$290,770 Connecting Washington funds, and \$272,868 authorized by the Seattle Public Utilities Interlocal Agreement. Maximum Amount Payable increased to \$5,761,754.58 as per the Supplement Summary Sheet (Exhibit "A").			

The Local Agency of Shoreline
desires to supplement the agreement entered in to with CH2M Hill, Inc.
and executed on 07/21/2017 and identified as Agreement No. 8794

All provisions in the basic agreement remain in effect except as expressly modified by this supplement.
The changes to the agreement are described as follows:

I

Section 1, SCOPE OF WORK, is hereby changed to read:
The original agreement will be supplemented for the addition of scope for SPU scope addition and Ad Ready design for Phase 1 of the 145th Corridor (I-5 to Corliss Avenue). Services to additional engineering and design for SPU infrastructure and various change items as outlined in Exhibit A6.

II

Section IV, TIME FOR BEGINNING AND COMPLETION, is amended to change the number of calendar days for completion of the work to read: No change in completion date. December 31, 2024

III

Section V, PAYMENT, shall be amended as follows:
Maximum Amount Payable increased to \$5,761,754.58. Amended as shown in the attached Fee Estimate/LOE (Exhibit D5).

as set forth in the attached Exhibit A, and by this reference made a part of this supplement.
If you concur with this supplement and agree to the changes as stated above, please sign in the Appropriate spaces below and return to this office for final action.

By: _____ By: Bristol Ellington, City Manager

Consultant Signature Approving Authority Signature

Date

Exhibit "A"
Summary of Payments

	Basic Agreement	Supplement #1	Total
Direct Salary Cost	1,409,884.08	229,158.16	1,639,042.24
Overhead (Including Payroll Additives)	1,456,833.21	236,789.13	1,693,622.34
Direct Non-Salary Costs	1,883,045.88	24,361.17	1,907,407.05 (incl. MR)
Fixed Fee	448,352.34	73,330.61	521,682.95
Total	5,198,115.51	563,639.07	5,761,754.58

City of Shoreline
145th Street Multimodal Corridor Project
Aurora Avenue to I-5
PH.1 Scope Additions and Ad Ready Design

02/01/2023

Exhibit A6 – Scope of Work

Supplement #7

In developing Phase 1 90% Design and Final Design for the CITY of Shoreline 145th Street Multimodal Corridor Project, additional design, coordination, and support are required of the CONSULTANT to deliver the project. This additional design, coordination, and support requested of the CONSULTANT was not anticipated during project scoping. Supplemental design, coordination, and support items of work have been identified through the process of coordinating project requirements with the CITY, the Interchange Project, and outside stakeholders and have been recorded in the Project Change Log.

This exhibit serves as a Scope Modification document to identify the supplemental and additional scope items and to allocate project budget for these tasks.

Seattle Public Utilities (SPU) is requesting additional work elements to be included in the project to add water, drainage and wastewater (DWW) improvements. The addition of these project improvements will require potholing, environmental documentation, and utility design. Redesign of roadway improvements as depicted in the 60% Design will not be required to accommodate the SPU additions.

This Scope of Work adds water and DWW improvements in Phase 1 extents. This scope of work includes environmental permitting, final design engineering, plans, specifications, cost estimating, agency approvals and agency coordination.

Scope of work is based on the proposed SPU improvements coordinated with and provided to the CITY in July, 2021, specific to improvements within the Project Phase 1 limits.

The CITY and SPU have entered into an agreement (the Agreement) for the execution of this work. Per the Agreement, this scope of work is a Contract Amendment to the CITY'S 145th Street Corridor Project with Jacobs Engineering, Inc. Invoicing for this amendment will be sent to the CITY. SPU will reimburse the CITY according to the terms and conditions in the Agreement.

Task 1 Supplemental Project Management

1.3 Project Schedule Management. Additional schedule management services are required to merge the project with the Interchange project and to evaluate schedule changes. The CONSULTANT shall evaluate project schedule changes and will communicate project risks to the CITY.

1.8 Supplemental Change Management. The Project Change Log will be updated to identify changes and communicate response strategies.

Task 1 Deliverables:

- Project Schedule updates.
- Change Log.
- Meeting notes.

Task 4 Right of Way

4.4 Support for Surplus Parcels. The CONSUTLANT shall prepare exhibit maps, calculations, and legal descriptions for the Phase 1 Surplus parcels for up to 6 parcels.

4.5 Supplemental Building Demolition Permitting. The CONSULTANT will support the CITY to address additional services requested by the CITY. This task includes preparation of TESC plans and grading permit applications.

4.6 Supplemental Property Management Services. Additional property management services are required to deliver the project. Services include responding to multiple property incidents, re-boarding buildings, additional fence rental, and additional coordination with the CITY.

4.7 Supplemental Rights of Entry. The CONSULTANT will support the CITY and the project by obtaining rights of entry needed for the additional scope modifications. These activities that need rights of entry include supplemental field surveys, arborist activities, and supplemental geotechnical field work.

Task 4 ROW Deliverables:

- Additional parcel maps and legal descriptions.
- TESC Plans for grading permit.
- Property management.
- Additional TCE.
- Surplus.

Task 5 Contract Drawings

5.7 Supplemental Design. The CONSULTANT will support the CITY to address design changes requested by the CITY. This task includes roadway design, stormwater design, utilities, illumination, traffic signals, and other disciplines as needed to support design changes. Design changes include, but are not limited to:

- Redesign of 1st Ave profile and cross slope, including Washington State Department of Transportation (WSDOT) design analysis and documentation, revision to grading, revision to plans and estimate. This task also includes the redesign of structural retaining wall on the north side of 145th Street.

- Redesign of Corliss Ave due to changed site conditions.
- Redesign of Sunnyside Ave due to changes in property acquisition. This includes the design modifications of structural wall.
- Redesign of the joint detention vault. This task includes relocating the detention vault from the Lin Parcel to the Portal North parcel. This task includes several updates and reconfiguration to the layout to address project changes and opportunities including Third Ave Access road, Third Ave sewer, access from 147th, dog park option.
- Advancement of Early Works package. Development of design and documentation to break out an early works construction package. Develop early works package including the design for access from 147th to implement the installation of a new sewer line (design by CITY), and installation of detention vault outfall pipe.
- Redesign of utility undergrounding to accommodate power distribution crossings from south of 145th to north of 145th Street.
- Redesign of utility undergrounding to accommodate power distribution trench running east-west along the north side of 145th Street.
- Redesign of stormwater management facility at Meridian Ave based on changes to landscaping and increased impervious surface.
- Redesign of curb ramp configuration to directional ramps
- Project combining with Interchange Project. This task includes supporting the CITY with merging the Corridor Project Phase 1 construction documents with the Interchange Project. The task includes revisions to plans, specifications, bid documents, bid list, and engineers estimate in coordination with the Interchange Project to create a seamless bid package. Formatting changes to plans are included for consistency. The task includes additional weekly meetings with the Interchange project management team, peer-to-peer coordination meetings with the CONSULTANT and the Interchange design team, additional meetings with the CITY to coordinate the changes, and additional meetings with utility companies as necessary to address project changes.
- Program Cost Estimate Review, Phase 2 and Phase 3. Review bid items and unit prices for adjustments based on market conditions. Develop an approach for project escalation.
- Redesign of 1st Ave Bike Facility. Redesign curb ramps and grading of 1st Ave NE to accommodate revised bike facility design on 1st Ave NE. This task includes traffic signal plans modifications.
- Redesign of Wall 15S from standard curb wall to custom CIP wall design.
- Redesign of Illumination including illumination calculations based on revised direction to use SCL wiring instead of WSDOT wiring. Redesign includes change to the CITY'S service cabinet instead of WSDOT service cabinet.
- Phase 1 Arborist Report. The CONSULTANT will prepare an Arborist Report for Phase 1. Due to the time lapse since the 60% Arborist Report, the Phase 1 Arborist Report will require field work to evaluate trees in the project area. The Arborist Report will be specific to Phase 1 improvements.

- Update to City of Seattle Standard Specifications 2023. The City of Seattle has requested that the project contract documents be updated to 2023 Standard Specifications. The CONSULTANT will update applicable plans and project specifications.

Task 5.7 Deliverables

- Supplemental design elements will be included as part of 90% design submittal PS&E package, 100% design PS&E, and Ad-Ready PS&E.
- Program cost estimates for Phase 2 and Phase 3.
- Illumination Calculations.
- Phase 1 Arborist Report.

Task 9 Additional Geotechnical Investigation Support

9.1 Supplemental Geotechnical Investigation. Due to the relocation of the storm detention facility, additional geotechnical analysis is needed to support the final design. This task includes field work, coordination with the drilling subcontractor, and development of traffic control plans. This task also includes activities of an arborist to remove limbs from a tree to facilitate the drilling of a geotechnical boring.

Task 12 Additional Agency Coordination Support

12.4 Supplemental Utilities Coordination. The CONSULTANT will support the CITY in coordination with the Utility providers in the development of the project design. Coordination includes meetings with utility providers, review of materials provided by Utility agencies, and development of materials for coordinating the design. Four (4) additional meetings are assumed for up to three (3) CONSULTANT team members.

12.6 Additional Agency Coordination Meetings as Directed. The CONSULTANT will support the CITY as directed with participation in additional coordination meetings with Agency partners. Meeting support includes preparation of agendas, meeting notes, and meeting materials. The level of effort for this task is limited to the budget established in Exhibit D LOE.

Task 12 Deliverables:

- Meeting agendas and meeting notes

14.0 SPU Water and DWW Improvements

The CONSULTANT will prepare plans, profiles, and details for water and DWW Improvements.

14.1 PROJECT MANAGEMENT

The CONSULTANT will provide overall project administration and management for the duration of this contract.

- 1.1 Project Schedule. The project schedule will be revised to reflect the SPU Project Additions. A detailed critical path schedule for the CONSULTANT work elements shall be prepared by the CONSULTANT and will be jointly developed with the CITY with input from SPU.
- 1.2 Direction and Review. Implementation of the workplan, and direction of the staff and review of their work over the course of the project shall be provided. This is for the overall project rather than a specific work element and shall provide guidance to the entire team. The CONSULTANT shall direct and control the staff by supervising their work, holding regular internal coordination meetings, and by other methods.
- 1.3 Document Management. The CONSULTANT shall provide for the management of the drawings and documents received and generated over the course of the project. This information shall be filed to facilitate ready and selective retrieval. Drawings and documents will be accessible to SPU.
- 1.4 Monthly Progress Reports and Invoicing. This work element shall include the monthly invoice and progress reports. Invoices and backup shall be prepared in accordance with the format agreed to with the CITY and SPU project manager. Invoices shall clearly distinguish tasks and hours, and costs for Water and DWW funds. Invoices shall itemize cost per tasks, percent spent and percent complete. This section shall be consistent with the terms and conditions in the Agreement. The progress reports shall describe the work accomplished during the billing period in bullet form. The progress reports shall be submitted to the CITY with the monthly invoice.
- 1.5 Budget Monitoring and Projections. Monthly monitoring of the CONSULTANT'S budget shall occur over the course of the project and projections provided to the CITY and SPU upon request. This work element is intended to help monitor costs and budgets and to propose corrective actions.
- 1.6 Issue and Change Management. The Project Change Log will be updated to identify changes and communicate response strategies. three updates to the Change Log are assumed.

Task 1 Deliverables:

- Project schedule.
- Monthly invoices and progress reports.
- Monthly budget status reporting.
- Project change log and up to three (3) updates.

14.2 PROJECT DELIVERY AND PROJECT COORDINATION

This work element is continuous throughout the duration of the project. It includes the work necessary to coordinate the work with the CITY, SPU, related projects, and project team.

- 14.2.1 Project Management Team Meetings. The CONSULTANT will participate in project management team (PMT) meetings with the CITY to review project status and discuss project issues. These meetings are assumed to be two (2) hours in length. Up to one CONSULTANT team staff member leading the SPU design will attend ten (10) meetings over the course of the project.
- 14.2.2 Risk Management. The Risk Register is a tool that identifies potential risks to the project and management strategies for those risks. A Risk Register will be maintained and updated by the CONSULTANT up to three (3) times to monitor project progress over the course of the development of this Project Element.
- 14.2.3 Removed from scope.
- 14.2.4 Consultant Project Team Meetings. The CONSULTANT will plan and lead weekly team meetings to coordinate work between the team members. This effort is for the overall project rather than

a specific task and is intended to provide the coordination that the team will need to understand project priorities, deadlines, and resolve issues that arise. For budgeting purposes, 32 weekly meetings, one hour in length are assumed over the duration of the project. One (1) CONSULTANT staff is assumed.

- 14.2.5 SPU Coordination. The CONSULTANT will participate in over-the-shoulder review meetings with SPU to facilitate design feedback and progress check-ins. For budgeting purposes, four (4) meetings are assumed with a duration of two hours. Two (2) CONSULTANT staff are assumed.

14.3 ENVIRONMENTAL DOCUMENTATION

The purpose of this re-evaluation task is to document that additional SPU improvements work items (being coordinated with the City of Seattle) to be performed by the Project will not result in any new significant environmental impacts that were not previously evaluated in the 2020 National Environmental Policy Act (NEPA) Categorical Exclusion and 2020 State Environmental Policy Act (SEPA) Environmental Checklist.

14.3.1 NEPA Reevaluation

For this task, the CONSULTANT shall perform the following:

- Preparation of an Updated APE Map Memorandum that will contain an updated Section 106 Area of Potential Effect (APE) map and will describe additional work items; the Updated APE Map Memorandum will be transmitted to WSDOT, who in turn will transmit it to the Washington State Department of Archaeology and Historic Preservation (DAHP) for approval.
- Preparation of a NEPA-SEPA Re-Evaluation Memorandum which will describe how additional work items would not result in new significant adverse effects as compared to the previously approved 2020 NEPA Categorical Exclusion and SEPA Environmental Checklist; this memorandum (which will contain the DAHP-approved Updated APE Map Memorandum as an attachment) will be emailed to WSDOT to satisfy all Project requirements under NEPA and SEPA.

Assumptions:

- The Project will not entail any actions necessitating the acquisition of additional right-of-way (compared to that described in the 2020 NEPA Categorical Exclusion and 2020 SEPA Environmental Checklist).
- No additional new impacts, of any kind, to any environmental discipline areas are anticipated.
- Up to two (2) meetings with CONSULTANT and WSDOT.
- Coordination between the CONSULTANT and WSDOT shall be conducted via email.

Deliverables:

- Draft and Final Updated APE Map Memorandum.
- Draft and Final NEPA-SEPA Re-Evaluation Memorandum.
- Attendance at up to two (2) meetings with WSDOT.

14.4 Supplemental Survey for Water and DWW improvements

Supplemental survey will be conducted in areas of proposed water and DWW improvements to locate potholing locations. Potholing will be conducted at each area of where proposed water and drainage crosses existing utilities per 14.5. For budgeting purposes this survey task item has been estimated not to exceed 40-field crew hours for field and office work.

14.5 Utility Potholing and Conflict Resolution

Pothole locations will be determined during the design phase and coordinated with the various utility owners. These critical locations will include locations where proposed utilities cross existing utilities that will remain, and connection locations. Documentation will consist of pothole location shown on plan drawings with additional information in tabular form. Tabular information will include utility type, size, location, depth and additional detail as determined. The CONSULTANT will obtain permits necessary for the potholing work. It is assumed that any permit fees for this task will be paid for by SPU and/or CITY. For budgeting purposes, fifteen (15) potholes are assumed as part of this scope of work.

- Conflict Resolution will be conducted through plan review initially and will be followed with meetings with each affected Utility. Up to three (3) CONSULTANT team members will attend up to three (3) Conflict Resolution meetings.
- A potholing plan will be developed as part of this scope of work. The potholing plan will be reviewed and approved by SPU prior to proceeding with potholing.

14.6 General Plans

The CONSULTANT will review the 60% General Plans as needed to incorporate the additional water and DWW work.

14.6.1 General Plans

The CONSULTANT will update the cover sheet in accordance with CITY standards and update the index of drawings. The list of plan sheet titles in the indices will exactly match the titles as they appear on the plan sheets. See Appendix A for preliminary list of the contract drawing sheets.

Water and DWW general notes, abbreviations, and symbols sheet will be created or updated as part of the discipline specific scope of work in Task 14.

A summary of quantities depicting bid items quantities will not be included in the plan set.

14.6.2 Survey Control, Alignment, and Right of Way Plans

No additional scope is included for these Plans.

14.6.3 Construction Sequence and Traffic Control Plans

The CONSULTANT will review and update the 60% construction staging plans as necessary to incorporate the additional water and DWW work.

14.6.4 Site Preparation and Temporary Erosion Control

The CONSULTANT will update the 60% Site Preparation and Temporary Erosion Control plans to incorporate demolition activities required for the additional water and DWW work.

Task 14.6 Deliverable(s):

- Plans described in Tasks 14.6.1 through 14.6.4 and as listed in Attachment A: Sheet List by Discipline

14.7 Roadway Plans

It is assumed that no revisions to roadway plans are needed to incorporate the additional water and DWW work.

14.8 Water Plans

14.8.1 Basis of Design

The CONSULTANT shall prepare a Basis of Design report to verify design criteria requirements of the watermain relocation. The design shall be according to 2020 Seattle Standard Plans and Specifications, as well as SPU's Design Standards and Guidelines. The design shall comply to Buy America(n) requirements as set forth by the CITY's federal funding source(s). This report would include the following:

- Verify water system design constraints such as normal operating pressures, fire flow demands, restrained joint pipe extents, and operational redundancy.
- Determine appurtenance and pipe material selection criteria for achieving manufacturing concurrence on products and materials between the AGENCIES and selected PROJECT stakeholders.
- Evaluate constructability and sequencing considerations to maintain water service as much as possible throughout construction and confirm watermain improvements does not conflict or impact with other improvements associated with the overall PROJECT. This work includes suggested construction sequencing to install and connect the water improvements.
- Determine extents of additional utility relocations as a result of the water and DWW improvements if utility relocations require pavement restoration beyond the 60% Design paving limits.

14.8.2 Water Plans and Details

The CONSULTANT will develop 1"=20' watermain plan & profile sheets for the corridor; and 1"=10' intersection plan view sheets in accordance with SPU standards. The sheets will be developed using the project's previously developed CAD standards but the content of the sheets will be in accordance with SPU standards. The design shall include lines to be decommissioned, relocations and new lines. Removals will be shown on the Site Prep Plans. The plans will also indicate service lines to be decommissioned, relocated, temporarily connected, disconnected and reconnected. A water service list will be developed and keyed to the plans containing individual water service data provided by SPU. The list shall also show work responsibilities performed by SPU and contractor. Details will be developed for connections of Contractor constructed water mains to existing water mains (system connections).

14.8.3 Water Profile Plans

Water line profiles will be included for service lines larger than 2-inches, fire hydrants and new water mains. These profiles will include pipe size, material, length, type of appurtenances, bedding, and utility crossings.

Assumptions

- Total watermain improvements include the removal, abandonment, retirement or decommissioning of miscellaneous water appurtenances associated with the work described below.
- Approximately 160 feet of 8-inch restrained joint ductile iron watermain and appurtenances along Corliss AVE N will be included as part of the PROJECT.
- Approximately 100 feet of 8-inch and 4-inch restrained joint ductile iron watermain and appurtenances along Sunnydale AVE N will be included as part of the PROJECT.
- Approximately 6 fire hydrants and hydrant leads will be installed and included as part of the PROJECT.
- Approximately 11 service connections will be retired from the 24-inch main line as part of the PROJECT.
- Approximately 3 services will be transferred to the new water mains as part of the PROJECT.
- Approximately 1 ~ 3-inch water service will be relocated to 1st AVE N. and reconnected to the customer service line prior to the PROJECT construction by Others (excluded from this project).
- Approximately six (6) water main system connections associated with the above work will be performed by SPU Water Ops with contractor assistance as part of the PROJECT.
- SPU to provide water and wastewater vault records.
- SPU to provide typical details (which may include ERDIP fire hydrants, water service connection, thrust collars, daily blocks, etc.) and the CONSULTANT will evaluate sufficiency and applicability of the typical details.

Task 14.8 Deliverables:

- Basis of Design Report
- Plans described in Tasks 14.8 and as listed in Attachment A: Sheet List by Discipline
- Response to SPU review comments at 90% and 100% stages.

14.9 Utility Plans

The CONSULTANT will update the Utility Plans to incorporate the additional sewer work with callouts. The sheets will be developed using the project's previously developed CAD standards, but the content of the sheets will be in accordance with SPU standards.

The CONSULTANT's Phase 1 Plans will include:

- Rebuilt sewer structures at 3 locations per Seattle Standard Plan 220.
- 90%, 100%, and Bid-Ready Utility plans will include updated sewer design for the associated level of design.

Task 14.9 Deliverables:

- Plans described in Tasks 14.9 and as listed in Attachment A: Sheet List by Discipline.

14.10 Drainage Plans

14.10.1 Drainage Plans and Details

The CONSULTANT will prepare 90% drainage design for the additional SPU proposed drainage improvements and incorporate into the previously developed drainage design for the project. The CONSULTANT will prepare 90%, 100%, and Bid-Ready drainage plans incorporating the SPU proposed drainage improvements. Drainage plans will include plan views of drainage pipes and structures, connections to the existing stormwater systems, and nonstandard drainage details. These storm system layouts will include elevations on inverts, catch basin and manhole locations, and the details required to describe the stormwater facilities. Pothole locations will be identified on the plans.

The drainage plans will clearly delineate the work per jurisdictions which will be used as the basis of quantity takeoff for drainage bid items spanning cross bid schedules.

SPU proposed drainage improvements included in this scope of work will include replacing existing City of Seattle culverts at the following locations:

- Along the south curb line between 1st Ave and Sunnyside Ave N.
- Crossing on the south leg of the NE 145th St and 1st Ave NE intersection.

14.10.2 Drainage Profile Plans

The CONSULTANT will prepare 90%, 100%, and Bid-Ready Drainage Profile Plans that include the replaced SPU storm drains listed in task 14.10.1. Profiles for conventional CB connections will not be included (Note the CB outlet pipe minimum slope is 5%). These profile plans will include profiles for drainage lines required within the project limits. Pipe size, length, and type as well as drainage structures will be included on the plans. Existing and proposed utility crossings will be depicted.

14.10.3 Drainage and Hydraulic Modeling

The CONSULTANT will prepare a Final Hydraulic Report incorporating the additional SPU water and DWW improvements following WSDOT format to document that level of design. The report shall include discussion and supporting calculations for the conveyance elements (pipes). A single report will be prepared for review by the CITY, WSDOT and City of Seattle.

Assumptions

- Coordination meetings with utility providers are conducted under Task 14.2.
- Upgrades sanitary sewer lines are not included in this scope.
- Inlet/CB spacing design and additional drainage pickups required to meet gutter flow and allowable spread width are Project's responsibility and are excluded from this scope.
- PSD extension required to drain the street or to provide drainage pickups upstream of curb ramps is Project's responsibility and is excluded from this scope.
- SPU is responsible to enforce applicable codes and regulations within City of Seattle Right-of-Way.
- Cathodic protection is not included in the scope.
- Due to dense utilities, the existing culverts will be replaced with a Seattle PSD with modified (in-line) City of Seattle standard CBs in the same horizontal location along the curb line.
- A separate Seattle drainage report will not be prepared; supplemental calculations will be added to an update to the project's existing 60% report.
- Pavement and sidewalk work associated with replacing the Seattle storm drains will not trigger additional CITY or City of Seattle drainage code requirements (water quality, flow control, GSI, etc.).

It is assumed this will consist of replaced impervious surfaces and not subject to stormwater management.

- The drainage plan format shown in the project's existing 60% plan set will be used.
- A full updated 60% Draft Hydraulic Report is not included in this scope of work.

Task 14.10 Deliverables:

- 90%, 100%, and Bid-Ready Drainage plans and profiles will include updated culvert design for the associated level of design.
- Final Hydraulic Reports.

14.11 Submittals (90 Percent, and 100 Percent and Bid-Ready)

14.11.1 30 Percent Submittal

Task not used

14.11.2 60 Percent Submittal

Task not used

14.3.3 90 Percent Submittal

The 90% submittal will include electronic files in PDF format; 90% plans, special provisions, and supplemental technical specifications; and updated cost estimates at the 90% complete design level for project design review.

Calculations will be completed and checked in accordance with established QC procedures and submitted electronically in PDF format. Drawings will be at a 90% level of design and will have incorporated or resolved all comments made during the 60% design review and other informal reviews.

The cost estimate will be formatted to reflect the bid item breakdown.

SPU will provide formal comments in excel format to the design team. The CONSULTANT will provide responses to SPU comments. The CONSULTANT will attend a two (2) hour 90% design review meeting to discuss SPU's 90% comments and team responses to resolve any issues. Up to four (4) CONSULTANT staff will attend this meeting. Meeting minutes will be prepared and distributed to SPU for review and comments.

14.3.4 100 Percent Submittal

The 100% submittal will include electronic files in PDF format; 100% plans, special provisions and supplemental technical specifications; and updated cost estimates at the 100% complete design level for project design review.

Calculations will be completed and checked in accordance with established QC procedures and submitted electronically in PDF format. Drawings will be at a 100% level of design and will have incorporated or resolved all comments made during the 90% design review and other informal reviews.

The cost estimate will be formatted to reflect the bid item breakdown.

SPU will provide formal comments in excel format to the design team. The CONSULTANT will provide responses to SPU comments. The CONSULTANT will attend a two (2) hour 100% design review meeting to discuss SPU's 100% comments and team responses to resolve any issues. Up to four (4) CONSULTANT

staff will attend this meeting. Meeting minutes will be prepared and distributed to SPU for review and comments.

14.3.5 Final Submittal

The Issue for Bid Submittal will include electronic files in AutoCAD and PDF formats; special provisions and supplemental technical specifications; and bid item list ready for bidding of the work. Drawings will be stamped and signed by the appropriate CONSULTANT team professional licensed in the State of Washington. Final drawing check prints (prepared in accordance with established QC procedures) will be submitted to the CITY. Final sealed original calculations (properly indexed) and cost-estimating back-up will be submitted.

The cost estimate will be formatted to reflect the bid item breakdown.

SPU will provide formal comments in excel format to the design team. The CONSULTANT will provide responses to SPU comments. The CONSULTANT will attend a two (2) hour meeting to discuss SPU's Final Design Package and team responses to resolve any issues. Up to four (4) CONSULTANT staff will attend this meeting.

14.12 Quality Control

14.12.3 90% QA/QC

The CONSULTANT will follow the previously developed project quality plan (PQP) to perform QA/QC on all documents, plans, and calculations included with the 90% submittal. The project quality manager will administer the PQP. Quality control includes technical discipline review while the work is in progress and senior review of work products prior to submittal to the CITY.

14.12.4 100% QA/QC

The CONSULTANT will follow the previously developed project quality plan (PQP) to perform QA/QC on all documents, plans, and calculations included with the 100% submittal. The project quality manager will administer the PQP. Quality control includes technical discipline review while the work is in progress and senior review of work products prior to submittal to the CITY.

14.12.5 Final QA/QC

The CONSULTANT will follow the previously developed project quality plan (PQP) to perform QA/QC on all documents, plans, and calculations included with the Final/bid-ready submittal. The project quality manager will administer the PQP. Quality control includes technical discipline review while the work is in progress and senior review of work products prior to submittal to the CITY.

14.13 Cost Estimating (90 Percent, and 100 Percent and Bid-Ready)

14.13.1 Quantities

The CONSULTANT will compile quantities from different disciplines for the project into a single summary of quantities sheet. The quantities included in this scope of work are only for those related to the additional SPU proposed improvements.

Quantity tabulation sheets will not be prepared.

Deliverable(s):

- 90% SPU quantities.
- 100% SPU quantities.
- Final SPU quantities.

14.13.2 Engineer's Estimate

The CONSULTANT will prepare an engineer's estimate for the additional SPU proposed improvements at the 90%, 100% and final levels of completion. The estimate will be prepared using the summary of quantity sheets with documented unit costs, lump-sum prices, and back up. The CONSULTANT will submit unit price documentation for nonstandard work items. The estimates will be submitted in PDF Format. The bid items and quantities for the SPU proposed improvements and all associated work with those improvements will be included in separate bid schedules (one for SPU Water and one for SPU DWW) within the project's engineer's estimate.

Deliverable(s):

- One (1) 90 percent design level estimate with all quantity and unit cost back-up and documentation.
- One (1) 100 percent design level estimate with all quantity and unit cost back-up and documentation.
- One (1) final bid-ready design level estimate with all quantity and unit cost back-up and documentation.

14.14 Specifications (90 Percent, and 100 Percent, and Bid-Ready)

The CONSULTANT will use the 2020 Seattle Standard Specifications in preparing the contract documents as applicable to the design of SPU proposed improvements and SPU owned assets. The CONSULTANT will modify the standard specifications by preparing contract specifications. The CONSULTANT will review any proposed changes to the standard specifications with CITY and SPU and *receive CITY's and SPU's concurrence* before preparing the contract specifications. In addition, the CONSULTANT will prepare new specification sections with contract specific requirements when the standard specifications do not cover a certain work element. This scope of work includes only those project specifications required due to the addition of the SPU proposed improvements for water and DWW.

Project specifications for the SPU proposed improvements will be incorporated into the project's contract documents. Only work to develop specifications for SPU proposed improvements is included in this scope of work.

Deliverable(s):

- 90%, 100%, and Final SPU contract specifications to be incorporated into the project contract specifications.

ATTACHMENT A

Sheet List by Discipline

		90%-Final Submittal	
Drawing Title	Scale	No. of Sheets	Comments
General Plans (SHARED SHEETS)			
Cover sheet, Location and Vicinity Map	N/A	1	Shared (existing sheet modified to incorporate SPU work)
Drawing Index	N/A	2	Shared
General notes, legend, abbreviations	N/A	2	Shared
Construction Sequence and Traffic Control Plans	1 inch = 40 feet	2	Shared
Site Preparation and TESC Plans	1 inch = 20 feet	3	Shared
Drainage Plans			
Drainage notes	N/A	1	Shared
Drainage plans	1 inch = 20 feet	2	Shared
Drainage profiles	1 inch = 20 feet (height)	2	Shared
Drainage details	N/A	1	Shared
Utility Plans			
Utility notes	N/A	1	Shared
Utility Plans	1 inch = 20 feet	3	Shared
Utility sections and details	N/A		Shared
<i>Drainage and Utility plans: subtotal</i>		10	
Water Plans			
Water General notes, legend, abbreviations	N/A	1	New (sheet created for SPU work)
Water plans	1 inch = 20 feet	3	New

90%-Final Submittal			
Drawing Title	Scale	No. of Sheets	Comments
Water profiles	1 inch = 20 feet (height)	2	New
Water Intersection Details	1 inch = 10 feet	3	New
Water details	N/A	2	New
Water Service List	N/A	1	New
<i>Plans: subtotal</i>		12	
TOTAL		22	

City of Shoreline
 145th Street Multimodal Corridor Project
 2/1/2023

Task	CH2M HILL Hours	CH2M Labor	Subcontracts	Expense Total	Overall Total
Project Management	80	\$ 19,517.82	\$0.00	\$ -	\$ 19,517.82
Right of Way	92	\$ 17,725.08	\$33,000.00	\$ -	\$ 50,725.08
Supplemental Design	1334	\$ 241,096.94	\$17,000.00	\$ -	\$ 258,096.94
Geotechnical Investigations	28	\$ 5,739.11	\$ -	\$ -	\$ 5,739.11
Agency Coordination, Documentation and Approvals	116	\$ 22,832.62	\$0.00	\$ -	\$ 22,832.62
SPU Add on	1445	\$ 232,365.32	\$40,500.00	\$ -	\$ 272,865.32
Total	3095	\$ 539,276.89	\$90,500.00	\$ -	\$ 629,776.89
Management Reserve					\$ (66,138.83)
Total		\$ 539,276.89	\$ 90,500.00	\$0.00	\$ 563,638.06

Expense Breakdown

Parametrix	\$6,000.00
HBB	\$0.00
RES	\$30,000.00
APS	\$37,500.00
Urban Forestry Services, Inc	\$17,000.00
CH2M expenses	\$0.00
Total	\$90,500.00

Exhibit D

145th Street Multimodal Corridor Project

CH2M HILL, Inc.

Employee or Category	Hrs.	x	Rate	=	Cost
Senior Consultant	0		\$ 118.47		\$ -
QA/QC Lead	0		\$ 103.00		\$ -
Project Manager	253		\$ 104.14		\$ 26,347.42
Senior Engineer	583		\$ 89.75		\$ 52,321.34
Environmental Lead	0		\$ 71.99		\$ -
Design Engineer	569		\$ 81.84		\$ 46,566.96
Lead Engineer	258		\$ 68.93		\$ 17,783.94
Design Engineer	74		\$ 55.08		\$ 4,075.92
Design Engineer	236		\$ 43.79		\$ 10,334.44
Designer	180		\$ 37.55		\$ 6,759.00
Environmental Engineer	12		\$ 52.95		\$ 635.40
Lead CAD Technician	276		\$ 50.88		\$ 14,042.88
CAD Technician	86		\$ 31.13		\$ 2,677.18
Office/ Administration	38		\$ 44.51		\$ 1,691.38
Project Controls	10		\$ 50.24		\$ 502.40
Contracts Admin	20		\$ 69.27		\$ 1,385.40
Utilities Lead	500		\$ 74.72		\$ 37,360.00
Total Hrs.	3095				\$ 222,483.66
Direct Salary Cost					\$ 222,483.66
Salary Escalation Cost (estimated)					
2023			3%		\$ 6,674.51
Total Direct Salary Cost					\$ 229,158.16
Overhead Cost @		103.33%	of Direct Labor		\$ 236,789.13
Net Fee @		32.0%	of Direct Labor		\$ 73,330.61
Total Overhead & Net Fee Cost					\$ 310,119.74
Total Labor Cost (Additions)					\$ 539,277.91
Direct Expenses					
	Quantity	Unit \$		Cost	
Reprographics	0	\$10 /each		0.00	
Mileage		\$0.58 /mile		0.00	
Tolls	0	\$5 /each		0.00	
					<u>\$0.00</u>
Subcontracts					
LMN					
Envirolssues				\$0.00	
Parametrix				\$6,000.00	
Alta				\$0.00	
HBB				\$0.00	
RES				\$30,000.00	
Valbridge				\$0.00	
Appraisal Group of the Northwest				\$0.00	
First American Title Company				\$0.00	
APS				\$37,500.00	
Gregory Drilling				\$0.00	
TCS (Traffic Control)				\$0.00	
Hayre McElroy (lab)				\$0.00	
Urban Forestry Services, Inc				\$17,000.00	
Appraisal Group of the Northwest				\$0.00	
HWA				\$0.00	
Direct Expenses Subtotal					<u>\$90,500.00</u>
Total					\$629,777.91

CH2M HILL, Inc.		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	Total	
Task	Task Description	QA/QC Lead	Project Manager	Senior Engineer	Environmental Lead	Design Engineer	Lead Engineer	Design Engineer	Design Engineer	Designer	Environmental Engineer	Lead CAD Technician	CAD Technician	Office/Administration	Project Controls	Contracts Admin	Utilities Lead	CH2M Total	
Raw Rates		\$103.00	\$104.14	\$89.75	\$71.99	\$81.84	\$68.93	\$55.08	\$43.79	\$37.55	\$52.95	\$50.88	\$31.13	\$44.51	\$50.24	\$69.27	\$74.72		
		Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	
1.0	Project Management																		
1.1	Project Management Plan																		
1.2	Quality Plan																		
1.3	Project Schedule		24															24	
1.4	Direction and Review																		
1.5	Document Management																		
1.6	Monthly Progress Reports and Invoicing																		
1.7	Budget Monitoring and Projections																		
1.8	Issue and Change Management		40															40	
1.9	Subconsultant Management		8													8		8	
	Task 1.0 Total		72													8		80	
4.0	Right of Way																		
4.4	Support for Surplus Parcels		2			8		16					16					10	
4.5	Supplemental Building Demolition Permitting			42														74	
4.6	Supplemental Property Management		6															6	
4.7	Supplemental Rights of Entry															2		2	
	Task 4.0 Total		8	42		8	16					16				2		92	
5.0	Supplemental Design																		
5.7	Supplemental Design		80	360		360	170			180		120					64	1334	
	Task 5.0 Total		80	360		360	170			180		120					64	1334	
9.0	Geotechnical Investigations																		
9.1	Supplemental Geotechnical Investigation and Analysis			16		8										4		28	
9.1.1	Site reconnaissance, subsurface exploration, and laboratory testing																		
9.1.2	Updated Geotechnical Design Recommendations																		
	Task 9.0 Total			16		8										4		28	
12.0	Agency Coordination, Documentation and Approvals																		
12.4	Supplemental Utilities Coordination		4	8		18	16											62	
12.6	Additional Agency Coordination as Directed		16	6		8	24											54	
	Task 12.0 Total		20	14		26	40											116	
14.0	SPU Add on																		
	SEE attached		73	151		167	32	74	236		12	140	86	38	10	6	420	1445	
	Task 14.0 Total		73	151		167	32	74	236		12	140	86	38	10	6	420	1445	
TOTALS			253	583		569	258	74	236		180	12	276	86	38	10	20	500	3095

Budget Estimate

City of Shoreline

145th Street Multimodal Corridor Project - SPU Add-on

12/14/2022

SPU WATER - Task	Jacobs Hours	Jacobs Labor	Subcontracts	Expense Total	Overall Total
Project Management	49	\$ 8,622.61	\$ -	\$ -	\$ 8,622.61
Project Delivery and Project Coordination	43	\$ 8,300.06	\$ -	\$ -	\$ 8,300.06
Environmental Documentation	11	\$ 1,776.16	\$ -	\$ -	\$ 1,776.16
Survey, Potholing, Conflict Resolution	85	\$ 13,825.30	\$ 32,400.00	\$ -	\$ 46,225.30
Phase 1 Contract Drawings Updates	18	\$ 2,598.13	\$ -	\$ -	\$ 2,598.13
Water Design	796	\$ 125,507.62	\$ -	\$ -	\$ 125,507.62
Management Reserve					\$0.00
Total	1001.3	\$ 160,629.88	\$ 32,400.00	\$ -	\$ 193,029.88

SPU DRAINAGE AND WASTEWATER - Task	Jacobs Hours	Jacobs Labor	Subcontracts	Expense Total	Overall Total
Project Management	49	\$ 8,622.61	\$ -	\$ -	\$ 8,622.61
Project Delivery and Project Coordination	43	\$ 8,300.06	\$ -	\$ -	\$ 8,300.06
Environmental Documentation	11	\$ 1,776.16	\$ -	\$ -	\$ 1,776.16
Survey, Potholing, Conflict Resolution	21	\$ 3,456.32	\$ 8,100.00	\$ -	\$ 11,556.32
Phase 1 Contract Drawings Updates	18	\$ 2,598.13	\$ -	\$ -	\$ 2,598.13
Drainage and Wastewater Design	302	\$ 46,984.48	\$ -	\$ -	\$ 46,984.48
Management Reserve					\$0.00
Total	443.7	\$ 71,737.77	\$ 8,100.00	\$ -	\$ 79,837.77

Expense Breakdown

Parametrix	\$3,000.00
APS	\$37,500.00
Total	\$40,500.00

Percentage

1.6%
19.4%

Jacobs		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	Total
Task	Task Description	Senior Consultant	QA/QC Lead	Project Manager	Senior Engineer	Environmental Lead	Design Engineer	Lead Engineer	Design Engineer	Design Engineer	Designer	Environmental Engineer	Lead CAD Technician	CAD Technician	Office/Administration	Project Controls	Contracts Admin	Utilities Lead	CH2M
	Raw Rates	\$118.47	\$103.00	\$104.14	\$89.75	\$71.99	\$81.84	\$68.93	\$55.08	\$43.79	\$37.55	\$52.95	\$50.88	\$31.13	\$44.51	\$50.24	\$69.27	\$74.72	Total
		Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs
14.1 Project Management																			
14.1.1	Project Schedule			6				6											12
14.1.2	Direction and Review			10															10
14.1.3	Document Management														14				14
14.1.4	Monthly Progress Reports and Invoicing			10											20				30
14.1.5	Budget Monitoring and Projections			10												10	6		26
14.1.6	Issue and Change Management			5															5
	Task 1.0 Total			41				6							34	10	6		97
14.2 Project Delivery and Project Coordination																			
14.2.1	Project Management Team Meetings (City Coord)			4															16
14.2.2	Risk Management			6															6
14.2.3	removed from scope																		
14.2.4	Consultant Project Team Meetings						8												32
14.2.5	SPU Coordination						10												10
	Task 2.0 Total			10			18												58
14.3 Environmental Documentation																			
14.3.1	NEPA Reevaluation			4				6				12							22
	Task 3.0 Total			4				6				12							22
14.4 Survey, Potholing, Conflict Resolution																			
14.4	Supplemental Survey for Water, Sewer, Drainage improvements			2				8				4							14
14.5	Utility Potholing and Conflict Resolution				24					12			16						40
	Task 4.0 Total			2	24			8		12		4	16						40
14.6 Phase 1 Contract Drawings Updates																			
14.6 General Plans																			
14.6.1	General Plans							2				4							2
14.6.3	Construction Sequence and Traffic Control Plans							2				4							2
14.6.4	Site Preparation and Temporary Erosion Control							8				12							20
	Task 5.0 Total							12				20							4
14.8 Water Design																			
14.8 Water Plans																			
14.8.1	Basis of Design			4											4				40
14.8.2	Water Plans									100		60							140
14.8.3	Water Profile Plans									124		40							48
14.11 Submittals																			
14.11.3	90 Percent Submittal / Comment Resolution			2	6							4							20
14.11.4	100 Percent Submittal / Comment Resolution			1	4							2							12
14.11.5	Final Submittal			1	1							2							4
14.12 Quality Control																			
14.12.3	90% QA/QC			1	10		10												21
14.12.4	100% QA/QC			1	10		10												21
14.12.5	Final QA/QC			1	2		8												11
14.13 Cost Estimating																			
14.13.1 Quantities																			
	90% Quantities			2			16												18
	100% Quantities			2			10												12
	Final Quantities			1			2												3
14.13.2 Engineer's Estimate																			
	90% Estimate			16															8
	100% Estimate			1															4
	Final Estimate			1															4
14.14 Specifications																			
14.14.2	90% Specs			16															20
14.14.3	100% Specs			8															8
14.14.4	Final Specs			1	2														2

Jacobs		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	Total
Task	Task Description	Senior Consultant	QA/QC Lead	Project Manager	Senior Engineer	Environmental Lead	Design Engineer	Lead Engineer	Design Engineer	Design Engineer	Designer	Environmental Engineer	Lead CAD Technician	CAD Technician	Office/Administration	Project Controls	Contracts Admin	Utilities Lead	CH2M
		E6	E6	E6	E6	E6	E5	E4	E3	E2	E1	T5	T2						Total
	Raw Rates	\$118.47	\$103.00	\$104.14	\$89.75	\$71.99	\$81.84	\$68.93	\$55.08	\$43.79	\$37.55	\$52.95	\$50.88	\$31.13	\$44.51	\$50.24	\$69.27	\$74.72	
		Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs
	Task 6.0 Total			8	86		56			224			108		4			310	796
	Drainage and Wastewater Design																		
	14.9 Sewer Plans													16				8	24
	14.10 Drainage Plans																		
	14.10.1 Drainage Plans and Details						16		20					30					66
	14.10.2 Drainage Profile Plans						8		30					24					62
	14.10.3 Drainage and Hydraulic Modeling						16		24										40
	14.11 Submittals																		
	14.11.3 90 Percent Submittal / Comment Resolution			2	2		8						4						16
	14.11.4 100 Percent Submittal / Comment Resolution			1	2		4						2						9
	14.11.5 Final Submittal			1	1		2						2						6
	14.12 Quality Control																		
	14.12.3 90% QA/QC			1	3														4
	14.12.4 100% QA/QC			1	3														4
	14.12.5 Final QA/QC			1	2														3
	14.13 Cost Estimating																		
	14.13.1 Quantities																		
	90% Quantities				1		8												9
	100% Quantities				1		4												5
	Final Quantities				1		2												3
	14.13.2 Engineer's Estimate																		
	90% Estimate				1		4												5
	100% Estimate				1		4												5
	Final Estimate				1		4												5
	14.14 Specifications																		
	14.14.2 90% Specs				16		7												23
	14.14.3 100% Specs				4		4												8
	14.14.4 Final Specs			1	2		2												5
	Task 7.0 Total			8	41		93		74			8	70					8	302
	TOTALS			73	151		167	32	74	236		12	140	86	38	10	6	420	1445

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Action on Resolution No. 506 - Accepting the Public Participation Plan for the 2024 Comprehensive Plan Update
DEPARTMENT:	Planning and Community Development
PRESENTED BY:	Andrew Bauer, Planning 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:

The periodic update to the City’s Comprehensive Plan is underway. The plan is mandated by the Growth Management Act (GMA) to be updated periodically. The last major update of the Plan occurred in 2012. The next update is required to be completed by December 31, 2024.

On November 7, 2022, Council adopted [Resolution No. 502](#), establishing the scope and schedule for the Comprehensive Plan update, as well as directing staff to prepare a Public Participation Plan that will provide the blueprint for engagement with the community and stakeholders throughout the update process.

Tonight, staff will present for potential action proposed Resolution No. 506 (Attachment A), which provides the draft Public Participation Plan (Exhibit A) for the Comprehensive Plan. As per Council Rule of Procedure 6.1.B, as proposed Resolution No. 506 is an action item before the City Council for the first time and is not part of the Consent Calendar, public comment will follow the staff presentation of this item but precede Council discussion and potential action.

RESOURCE/FINANCIAL IMPACT:

A substantial portion of the Planning and Community Development Department work plan and staff resources will be focused on the 2024 periodic update of the Comprehensive Plan until its completion. The plan will be funded through a combination of existing general fund appropriations, State Department of Commerce grant funds, and the 2023-24 Biennial Budget.

RECOMMENDATION

Staff recommends that the City Council adopted proposed Resolution No. 506, accepting the Public Participation Plan for the 2024 Comprehensive Plan update.

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

BACKGROUND

The [Comprehensive Plan](#) is the centerpiece of the City's planning efforts. It articulates the community's vision and establishes the goals and policies to inform the basis for regulations and decision-making. It also addresses anticipated population and employment growth over a 20-year horizon and how services, facilities, and the transportation network will accommodate growth.

At their November 7, 2022 meeting, the City Council adopted Resolution No. 502 which established the scope for the 2024 Comprehensive Plan update. The staff report from the November 7th meeting can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2022/staffreport110722-7c.pdf>.



Picture it. Plan it. Build it.

The scope identifies three overarching topics, or lenses, which will be incorporated throughout the review and update of the Plan:

- Climate,
- Equity and social justice, and
- Housing.

Through these lenses the City will evaluate the goals and policies of all elements of the Comprehensive Plan. Developing the Plan through these lenses will further support the City's goals as they relate to climate change and creating an equitable and welcoming City in which everyone can afford to live.

Resolution No. 502 also directs staff to prepare a Public Participation Plan that will provide the blueprint for engagement with the community and stakeholders throughout the update process.

DISCUSSION

Public Participation Plan

The broad scope of the Comprehensive Plan necessitates broad engagement and participation from the public. The GMA requires periodic review and updates of comprehensive plans be informed by a program for early and continuous community involvement that meaningfully and effectively engages the community (RCW 36.70A.035 and RCW 36.70A.140).

The draft Public Participation Plan (Exhibit A) was developed to satisfy GMA requirements. The Public Participation Plan also endeavors to be equitable and to amplify those voices that have historically been unheard through planning processes,

particularly those that have experienced disproportionate negative impacts such as communities of color, Native and Indigenous peoples, people in low-income households, people who speak a language other than English at home, people with disabilities, and those not well-represented at legislative and governing levels. It is also hoped that through this work the City will begin to create lasting connections that can be sustained over time.

Public Participation Principles

The following principles ground the public participation strategy in equitable and inclusive values and serve as a commitment from the project team about how they pledge to approach all aspects of public participation during the development of the Comprehensive Plan.

1. **Public input matters and public input is a priority.** Public input and involvement improve decision-making and creates a project that reflects the needs of the community.
2. **Outreach and engagement need to occur early and regularly.** Outreach and engagement need to occur throughout the project, along with a commitment to provide accurate and timely information and to listen and respond to community feedback. Communicating early and regularly limits surprises and helps manage participant expectations.
3. **Outreach and engagement will be equitable, transparent, and inclusive.** Guided by the Shoreline City Council's anti-racism Resolution, the project team will use inclusive outreach and culturally appropriate engagement methods to reach a diverse community. Our efforts will aim to build welcoming spaces that foster productive dialogue. Through our communication and engagement, we will recognize past experiences of our communities and demonstrate a commitment to improving our processes and services for all.
4. **Outreach should build partnerships and leverage existing relationships.** Where possible, staff will work closely with and cultivate positive, long-term relationships with residents, community-based organizations, businesses and other institutions, and partner agencies.
5. **Outreach includes following up with the community.** The project team will ensure communications processes that create meaningful feedback loops so participants know how their input informed decision-making processes, are aware of data and key community themes, and know what the next steps will be.

Public Participation Goals and Outcomes

The following goals and outcomes frame the public participations strategy. Goals can be defined as the aspirations the project team seeks to achieve through the public participation effort, while outcomes can be defined as what will be different if the participation effort is successfully implemented.

- **Goal #1:** Ensure members of the Shoreline community understand the purpose and importance of the Comprehensive Plan, as well as the project scope and schedule for the update.

Outcomes:

- Community members understood the purpose of comprehensive planning, how City decisions are made, and scope and schedule of the comprehensive plan update project.
 - Community members understood the challenges the plan is addressing and consequences of not investing in planning strategies and outcomes.
- **Goal #2:** Ensure members of the Shoreline community have meaningful opportunities to participate in the development of the Comprehensive Plan and understand how their input will shape City decision-making.

Outcomes:

- Community members participated in planning conversations through culturally relevant and convenient channels.
 - Community members influenced how the participation strategy was developed and implemented.
 - Community members understood where and how to provide meaningful input.
 - Community members can see how their input and participation shaped decisions and project outcomes.
 - Community members, particularly those that have been underrepresented or disenfranchised, were compensated for their community expertise and insight.
 - Community members, particularly those that have been underrepresented or disenfranchised, have a deeper sense of trust of and relationship with the City of Shoreline.
 - The City of Shoreline developed and commits to continued cultivation of relationships with people and organizations from historically underrepresented communities. The City gained experience employing tools and tactics and commits to continuing to learn new tools and tactics to reduce barriers to participation.
- **Goal #3:** Ensure the City of Shoreline has the right information and context to inform the Comprehensive Plan through an equity lens and advance the larger equity and social justice goals of the City.

Outcomes:

- Project team has documented input and reported regularly to confirm that the City understands cultural context of input, as well as community's expectations of how input will be used in planning.
- City of Shoreline more thoroughly considered the equity and social justice implications of its decisions, policies, and outcomes resulting from the Comprehensive Plan.

Public Participation Roadmap

Included within the Public Participation Plan is a roadmap with specific tools and tactics to be utilized.

	Prep: Fall 2022-Winter 2023	Phase 1: Winter - Spring 2023	Phase 2: Summer 2023 – Winter 2024	Phase 3: Spring 2024	Phase 4: Fall 2024
Phase	Project Planning	Visioning	Plan Elements & Concepts	Draft Comp Plan	Final Comp Plan Adoption
Purpose	<ul style="list-style-type: none"> Establish engagement schedule, goals, key strategies, and tools Establish equity outcomes and community liaison approach 	<ul style="list-style-type: none"> Community visioning Establish plan need, benefits, process and how community is involved Gather baseline info on community priorities 	Group 1: Summer - Fall 2023 Group 2: Fall 2023 - Winter 2024 <ul style="list-style-type: none"> Introduce Comp Plan elements and updated vision Gather community input on concepts/elements 	<ul style="list-style-type: none"> Communicate draft comp plan Articulate next steps 	<ul style="list-style-type: none"> City Council approves final Comp Plan
Tools & Tactics	<ul style="list-style-type: none"> Demographic analysis Project team coordination with city, planning commission and other key community touchpoints. Public participation plan Engagement activity plans Messaging, branding, and other communications materials 	Engagement activities <ul style="list-style-type: none"> Online open house: visioning survey Interviews Workshops / focus groups (Middle Housing) Virtual public meeting (Middle housing) Tabling / office hours Presentations / road show Communications <ul style="list-style-type: none"> Project website update Informational materials Media strategy (social media, traditional) Promotional materials (for survey, engagement activities) 	Engagement activities <ul style="list-style-type: none"> Online open house: concept survey Interviews Topic-specific workshops Community-led engagement events Virtual public meeting Tabling / office hours Presentations / road show Communications <ul style="list-style-type: none"> Project website update Topic-specific informational materials Media strategy (social media, traditional) Promotional materials (for survey, engagement activities) 	Engagement activities <ul style="list-style-type: none"> Online open house update (formal comment) Public meetings (formal comment) Tabling / office hours Presentations / road show Communications <ul style="list-style-type: none"> Project website update Draft comp plan informational materials Media strategy (social media, traditional) 	Engagement activities <ul style="list-style-type: none"> Public comment at City Council meeting(s) Communications <ul style="list-style-type: none"> Final plan communications materials. Project website update. Final plan informational materials Media strategy (social media, traditional)
Results	<ul style="list-style-type: none"> Secure project and City leadership approval for engagement 	<ul style="list-style-type: none"> Community understanding of Comp Plan update project City understanding of a broad range of community priorities 	<ul style="list-style-type: none"> Community input that informs comp plan elements Community support building for draft plan City understanding of equity implications of proposed decisions 	<ul style="list-style-type: none"> Community support building for final plan and understanding of next steps Community understands how their input shaped the draft plan 	<ul style="list-style-type: none"> Planning Commission final recommendation. City council adoption of Final Plan.

Public Participation Roadmap, excerpt from Public Participation Plan

Schedule and Next Steps

The update to the Comprehensive Plan is underway, with the current focus on finalizing the Public Participation Plan and preparing to kick-off community engagement.

Fall 2022	Winter-Spring 2023	Summer 2023	Spring-Summer 2024	Fall 2024
<ul style="list-style-type: none"> Scoping & work plan Assess new requirements Develop Public Participation Plan 	<ul style="list-style-type: none"> Engagement kick-off Community visioning Stakeholder engagement 	<ul style="list-style-type: none"> Update vision statement Review & revise plan elements Engagement (ongoing) 	<ul style="list-style-type: none"> Prepare draft plan Public hearings Engagement (ongoing) 	<ul style="list-style-type: none"> Council Adoption

The next steps are as follows:

- Review and potential Council action on proposed Resolution No. 506 to accept the Public Participation Plan.
- Online open house tentatively scheduled to launch in mid-March.
- Engagement with the community and stakeholders will be ongoing and anticipated to ramp up in the coming months.

As per Council Rule of Procedure 6.1.B, as proposed Resolution No. 506 is an action item before the City Council for the first time and is not part of the Consent Calendar, public comment will follow the staff presentation of this item but precede Council discussion and potential action.

RESOURCE/FINANCIAL IMPACT

A substantial portion of the Planning and Community Development Department work plan and staff resources will be focused on the 2024 periodic update of the Comprehensive Plan until its completion. The plan will be funded through a combination of existing general fund appropriations, State Department of Commerce grant funds, and the 2023-24 Biennial Budget.

RECOMMENDATION

Staff recommends that the City Council adopted proposed Resolution No. 506, accepting the Public Participation Plan for the 2024 Comprehensive Plan update.

ATTACHMENTS

Attachment A – Proposed Resolution No. 506
Exhibit A to Attachment A – Draft 2024 Comprehensive Plan Periodic Update Public Participation Plan

RESOLUTION NO. 506

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SHORELINE APPROVING A PUBLIC PARTICIPATION PLAN FOR THE 2024 COMPREHENSIVE PLAN PERIODIC REVIEW.

WHEREAS, on November 7, 2022, the City Council adopted Resolution No. 502, providing the Scope of Work and Master Schedule for the 2024 Comprehensive Plan Periodic Review, and directing Staff to develop a public participation plan for the City Council's approval; and

WHEREAS, pursuant to RCW 36.70A.130(2), the City is to establish and broadly disseminate a public participation plan consistent with RCW 36.70A.035 and 36.70A.140 that identifies procedures for providing for early and continuous public participation in the periodic review, focusing on key topics of interest in a manner that is equitable, barrier-free, and recognizes the needs and interests of both the community and the City; and

WHEREAS, on February 6, 2023, the Shoreline City Council was presented with the proposed 2024 Comprehensive Plan Periodic Review Public Participation Plan and finds the procedures identified in the Public Participation Plan will ensure public participation by all those interested in the future of the City of Shoreline;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, AS FOLLOWS:

Section 1. 2024 Comprehensive Plan Periodic Review Public Participation Plan.

The 2024 Comprehensive Plan Periodic Review Public Participation Plan set forth in Exhibit A is hereby approved as the City of Shoreline's Public Participation Plan for the 2024 Comprehensive Plan Periodic Update.

The City Council directs City Staff, City Boards and Commissions, and consultants retained by the City, to implement the Public Participation Plan approved by this Resolution for the 2024 Comprehensive Plan Periodic Review.

Section 2. Effective Date. This Resolution shall take effect immediately upon its passage and adoption.

ADOPTED BY THE CITY COUNCIL ON FEBRUARY 27, 2023.

Mayor Keith Scully

ATTEST:

Jessica Simulcik Smith
City Clerk



City of Shoreline
2024 Comprehensive Plan Periodic Update
Public Participation Plan – DRAFT



Picture it. Plan it. Build it.

Prepared by
Stepherson & Associates Communications
February 2023

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Project Overview

The City of Shoreline is updating its citywide Comprehensive Plan. The new 20-year plan will articulate the community's vision for future growth and development and reflect community values. The goals and policies included in this plan will provide a basis for the City's regulations and guide future decision-making. It will also address anticipated population and employment growth and how facilities and services will be maintained or improved to accommodate expected growth.

In November 2022, the Shoreline City Council adopted Resolution No. 502, which established the scope and key themes framing the goals and policies throughout all elements of the plan. The key themes for the update include:

- Climate
- Equity and social justice
- Housing

The City adopted its first Comprehensive Plan in 1998 in response to the requirements of the state Growth Management Act (GMA) (RCW 36.70A). The plan was updated in 2005 and 2012. The GMA requires periodic review and update. The plan will also comply with regional and county-wide planning policies.

The Shoreline City Council must take legislative action on the Comprehensive Plan Update, and the plan must undergo a State Environmental Policy Act (SEPA) review. The final draft plan is anticipated to be completed and ready for City Council consideration in fall 2024, with updates and opportunities for input along the way.

Public participation is a crucial element in the development of the Comprehensive Plan to ensure Shoreline remains a welcoming place for all where people can live, work, and enjoy diverse activities and amenities. This Public Participation Plan (PPP) provides a strategic framework and schedule guiding how members of the Shoreline community can be involved at different points and in different ways in the development of the Comprehensive Plan. The PPP is intended to provide the framework and establish the desired goals and outcomes of public participation. Specific methods and tactics used to implement the PPP are to be adaptable in order to build on lessons learned from each stage of public participation throughout 2023-24.

Middle Housing Initiative

The City's Housing Action Plan (HAP) was adopted in May 2021 and identifies several strategies to support the City's housing needs. Allowing middle housing choices (e.g., duplexes, triplexes, fourplexes, etc.) in low-density residential areas was identified as a strategy in the HAP and will be studied as part of the update to the Comprehensive Plan.

Concurrent with the City's 2024 Comprehensive Plan Periodic Update, Shoreline will carry out a focused effort exploring potential code and policy changes related to middle housing. By increasing the types of housing that can be built in Shoreline, the City can take steps to address the current and projected housing shortage.

The Middle Housing Initiative engagement efforts will be detailed in a separate public participation plan.

Comprehensive Plan Timeline

Below is a draft timeline and is subject to change. Public participation will happen primarily in three rounds; the fourth phase is the opportunity to comment on the final plan when under consideration by City Council. Key touchpoints are during the visioning process, during the study of the topic-specific elements, and to comment on the overall draft plan. Reporting back to the community and sharing how public participation is shaping the direction of the Comprehensive Plan will take place throughout the project.

Timing	Item
Autumn 2022 – Winter 2023	Prepare Public Participation Plan
Winter – Spring 2023	Public participation kick-off and visioning
Summer – Winter 2023	Study Issues, Revise Elements (Group 1)
Fall 2023 – Winter 2024	Study Issues, Revise Elements (Group 2)
Summer 2024	Complete Draft Plan: Provide review and report out to community
Summer 2024	Complete SEPA Review
Fall 2024	Public Hearings Final Planning Commission and City Council Reviews City Council Adoption

Planning Commission and City Council

Regular ongoing study sessions will occur with the Planning Commission to review and study issues and develop new and revised goals and policies. The project team will provide regular briefings to the City Council at major milestones to update Council on progress and receive feedback on key issues.

Coordination with Other Plans

The project team will endeavor to coordinate with other existing City efforts wherever possible to avoid duplicative public participation and fatigue from the community and stakeholders. Existing City projects to coordinate with include, but are not limited to:

- Transportation Master Plan update
- Surface Water Master Plan
- Parks, Recreation, Open Space, and Arts Plan Update
- Human Services Strategic Plan

Community Landscape

Community characteristics

Note: The City of Shoreline will hire a technical consultant to provide more in-depth data and analysis for the Comprehensive Plan, including updated population, demographic, and economic development statistics and growth projections. The information below is a summary of community characteristics largely drawn from the 2021 American Community Survey (2021 ACS).

The Comprehensive Plan will serve a diverse population of residents, business owners, people who work in Shoreline, students, and families, among others. Shoreline is bordered by the cities of Lake Forest Park, Mountlake Terrace, Seattle, and Edmonds. Decisions the City makes, to a certain degree, also effect populations in these adjacent cities.

The City of Bothell and King County are used for comparisons in the demographics below. Bothell was selected for comparison since it is located nearby and shares many of the same characteristics as Shoreline.

Population: Shoreline’s total population is 58,608, based on the 2020 census. Shoreline has experienced steady population growth in the twenty-five years since its incorporation. It is the tenth most populous city in King County, behind Seattle, Bellevue, Renton, and Redmond, among others.

Income and education: According to the 2021 ACS, the citywide median household income is \$95,000. About a quarter of households report an income of \$49,999 or less while nearly half report an income of \$100,000 or more. About half of residents hold a bachelor’s or graduate degree.

Race, ethnicity, and languages: According to the 2021 ACS, Shoreline residents are predominantly White/Caucasian (66%). 16 percent of residents identify as Asian, 6 percent are African American or Black, and less than 1 percent identify as Native American or Pacific Islander. 8 percent identify as multi-racial, while 10 percent identify as Hispanic or Latino.

Approximately one in five Shoreline residents is foreign born. One in four speaks a language other than English in the home. Other than English, the most common languages are Chinese, Spanish, and Vietnamese. The City of Shoreline has provided language translation for Spanish, Amharic, Tigrinya, Vietnamese, Tagalog, Korean, Chinese – Traditional, Chinese – Simplified, Russian, Japanese, and Khmer. Shoreline School District reports 71 different languages spoken by its families.

Age: The median age of a Shoreline resident is 42 years old, with 56 percent of the population between the ages of 18 and 65 years old. Some 20 percent of the population is 65 or older, while 25 percent are 18 years old or younger.

Other characteristics: Thirteen percent of city residents report having a disability, which is higher than the King County average and that of nearby city, Bothell. In Shoreline, 67 percent of residents own their homes, which is higher than the King County average and similar to Bothell. Households in Shoreline average three people per household and more than half include a married couple.

Shoreline has a population density of 5,155 people per square mile. Approximately 79 percent of the city is zoned for single family housing, while 16 percent is zoned for multi-family, and 7 percent is zoned for commercial uses.

Comparative Data from 2021 ACS

		Shoreline	Bothell	King County
2020 Population		58,608	48,161	2,269,675
Age	Mean Age	41.7	41.5	37.4
	17 or younger	24.5%	23.8%	19.8%
	18 - 65	56.4%	61.1%	57.4%
	66 or older	19.1%	13.3%	13.8%
Income	Median Household Income	\$95,623	\$116,578	\$106,326
	\$49,999 or less	26.0%	17.2%	25.6%
	\$50,000 - \$74,999	13.6%	13.0%	14.5%
	\$75,000 - 99,999	12.1%	13.1%	14.3%
	\$100,000 or more	48.2%	65.6%	43.9%
Race	Asian	15.7%	18.4%	20.9%
	Black or African American	6.4%	1%	7.2%
	Multi-Racial	8.0%	7.5%	5.6%
	Native American/Pacific Islander	0.5%	0.1%	0.8%
	White Alone	66.3%	68.7%	64.4%
Cultural	Hispanic or Latine	7.2%	10.4%	10.3%
	Foreign-Born	22.9%	21.4%	24.2%
	Language other than English spoken at home	27.1%	27.2%	28.9%
Other Characteristics	Disability	13.3%	8.9%	9.6%
	Homeowner	67.1%	64.8%	56.6%
	Bachelor's or graduate degree	51.6%	55.4%	55.2%

Key Audiences

The Comprehensive Plan will affect current and future Shoreline residents and property owners, community-based organizations, businesses and institutions, and other stakeholders. Historically in Shoreline, decisions related to urban planning, zoning, housing, and other policies have had a disproportionately negative impact on communities of color, Native and Indigenous peoples, people in low-income households, people who speak a language other than English in the home, people with disabilities, and those not well-represented at legislative and governing levels. Shoreline continues to experience growth and change in its population demographics and community characteristics, which underscores the importance of a Comprehensive Plan that meaningfully represents the interests and priorities of the aforementioned populations and addresses policy decisions most likely to displace, negatively impact, or disenfranchise them.

Audiences, tools, and tactics employed in the past must be adapted to address historical disparities, current conditions, and future projections. While public participation strategies will encourage all to participate, the project team will intentionally focus on elevating the voices of Shoreline residents and stakeholders who are from the aforementioned populations and who historically have not played a role in City decision-making processes.

Working with Community

The City of Shoreline will maintain a detailed list of community organizations, businesses, and advocacy groups that may have an interest in the Comprehensive Plan update. The project team recognizes that these communities may have multiple interests and intersect in many ways, including on specific City functional plans on topics like climate action, transportation, parks, and human services. The City and project team will collaborate with existing outreach programs to maximize relationships and support additional work with community-based organizations (CBO). Further details will be reflected in the specific engagement activity planning documents.

Public Participation Strategy

The Growth Management Act¹ requires jurisdictions to develop procedures for early and continuous public participation in the development and amendment of comprehensive plans. The procedures shall provide for broad dissemination of proposals and alternatives, opportunity for written comments, public meetings after effective notice, provision for open discussion, communication programs, information services, and consideration of and response to public comments. This Public Participation Plan serves as Shoreline’s procedures to satisfy the public participation expectations of the Growth Management Act.

Through measures, such as Resolution No. 401, which declared Shoreline to be an inviting, equitable, and safe community for all, and Resolution No. 467, which declared the City’s commitment to building an anti-racist community, Shoreline has stated that it seeks to actively “...undo all the ways racism is maintained in individual, institutional, and structural levels by changing policies, behaviors, and beliefs.”

The development of the Comprehensive Plan offers an excellent opportunity to operationalize these commitments through a participation strategy that **informs, involves, and empowers** Shoreline residents, community-based organizations, businesses and institutions, and other stakeholders. Ultimately, this work will position the City of Shoreline to implement policies that are more equitable and will result in a future city where people of all ages, cultures, and economic backgrounds love to live, work, play and call home.

Public Participation Principles

These principles ground the public participation strategy in equitable and inclusive values and serve as a commitment from the project team about how they pledge to approach all aspects of public participation during the development of the Comprehensive Plan.

1. **Public input matters and public input is a priority.** Public input and involvement improve decision-making and creates a project that reflects the needs of the community.
2. **Outreach and engagement need to occur early and regularly** throughout the project, along with a commitment to provide accurate and timely information and to listen and respond to community feedback. Communicating early and regularly limits surprises and helps manage participant expectations.
3. **Outreach and engagement will be equitable, transparent, and inclusive.** Guided by the Shoreline City Council’s anti-racism resolutions, the project team will use inclusive outreach and culturally appropriate engagement methods to reach a diverse community. Our efforts will aim to build welcoming spaces that foster productive dialogue. Through our communication and engagement, we will recognize past experiences of our communities and demonstrate a commitment to improving our processes and services for all.

¹ RCW 36.70A.140

4. **Outreach should build partnerships and leverage existing relationships.** Where possible, we will work closely with and cultivate positive, long-term relationships with residents, community-based organizations, businesses and other institutions, and partner agencies.
5. **Outreach includes following up with the community.** The project team will ensure communications processes that create meaningful feedback loops, so participants know how their input informed decision-making processes, are aware of data and key community themes, and know what the next steps will be.

Public Participation Goals and Outcomes

The following goals and outcomes frame the public participations strategy. Goals can be defined as the aspirations the project team seeks to achieve through the public participation effort, while outcomes can be defined as what will be different if the participation effort is successfully implemented.

Goal #1	<p>Ensure members of the Shoreline community understand the purpose and importance of the Comprehensive Plan, as well as the project scope and schedule for the update.</p> <p>Outcomes</p> <ul style="list-style-type: none"> ➤ Community members understood the purpose of comprehensive planning, how City decisions are made, and scope and schedule of the comprehensive plan update project. ➤ Community members understood the challenges the plan is addressing and consequences of not investing in planning strategies and outcomes.
Goal #2	<p>Ensure members of the Shoreline community have meaningful opportunities to participate in the development of the Comprehensive Plan and understand how their input will shape City decision-making.</p> <p>Outcomes</p> <ul style="list-style-type: none"> ➤ Community members participated in planning conversations through culturally relevant and convenient channels. ➤ Community members influenced how the participation strategy was developed and implemented. ➤ Community members understood where and how to provide meaningful input. ➤ Community members can see how their input and participation shaped decisions and project outcomes. ➤ Community members, particularly those that have been underrepresented or disenfranchised, were compensated for their community expertise and insight. ➤ Community members, particularly those that have been underrepresented or disenfranchised, have a deeper sense of trust of and relationship with the City of Shoreline. ➤ The City of Shoreline developed and commits to continued cultivation of relationships with people and organizations from historically underrepresented communities. The City gained experience employing tools and tactics and commits to continuing to learn new tools and tactics to reduce barriers to participation.
Goal #3	<p>Ensure the City of Shoreline has the right information and context to inform Comprehensive Plan through an equity lens and advance the larger equity and social justice goals of the City.</p> <p>Outcomes</p>

	<ul style="list-style-type: none">➤ Project team has documented input and reported regularly to confirm that the City understands cultural context of input, as well as community’s expectations of how input will be used in planning.➤ City of Shoreline more thoroughly considered the equity and social justice implications of its decisions, policies, and outcomes resulting from the Comprehensive Plan.
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Public Participation Roadmap | 2023-2024 Schedule Overview

	Prep: Fall 2022-Winter 2023	Phase 1: Winter - Spring 2023	Phase 2: Summer 2023 – Winter 2024	Phase 3: Spring 2024	Phase 4: Fall 2024
Phase	Project Planning	Visioning	Plan Elements & Concepts	Draft Comp Plan	Final Comp Plan Adoption
Purpose	<ul style="list-style-type: none"> Establish engagement schedule, goals, key strategies, and tools Establish equity outcomes and community liaison approach 	<ul style="list-style-type: none"> Community visioning Establish plan need, benefits, process and how community is involved Gather baseline info on community priorities 	<ul style="list-style-type: none"> Introduce Comp Plan elements and updated vision Gather community input on concepts/elements 	<ul style="list-style-type: none"> Communicate draft comp plan Articulate next steps 	<ul style="list-style-type: none"> City Council approves final Comp Plan
Tools & Tactics	<ul style="list-style-type: none"> Demographic analysis Project team coordination with city, planning commission and other key community touchpoints. Public participation plan Engagement activity plans Messaging, branding, and other communications materials 	<p>Engagement activities</p> <ul style="list-style-type: none"> Online open house: visioning survey Interviews Workshops / focus groups (Middle Housing) Virtual public meeting (Middle housing) Tabling / office hours Presentations / road show <p>Communications</p> <ul style="list-style-type: none"> Project website update Informational materials Media strategy (social media, traditional) Promotional materials (for survey, engagement activities) 	<p>Engagement activities</p> <ul style="list-style-type: none"> Online open house: concept survey Interviews Topic-specific workshops Community-led engagement events Virtual public meeting Tabling / office hours Presentations / road show <p>Communications</p> <ul style="list-style-type: none"> Project website update Topic-specific informational materials Media strategy (social media, traditional) Promotional materials (for survey, engagement activities) 	<p>Engagement activities</p> <ul style="list-style-type: none"> Online open house update (formal comment) Public meetings (formal comment) Tabling / office hours Presentations / road show <p>Communications</p> <ul style="list-style-type: none"> Project website update Draft comp plan informational materials Media strategy (social media, traditional) 	<p>Engagement activities</p> <ul style="list-style-type: none"> Public comment at City Council meeting(s) <p>Communications</p> <ul style="list-style-type: none"> Final plan communications materials. Project website update. Final plan informational materials Media strategy (social media, traditional)
Results	<ul style="list-style-type: none"> Secure project and City leadership approval for engagement 	<ul style="list-style-type: none"> Community understanding of Comp Plan update project City understanding of a broad range of community priorities 	<ul style="list-style-type: none"> Community input that informs comp plan elements Community support building for draft plan City understanding of equity implications of proposed decisions 	<ul style="list-style-type: none"> Community support building for final plan and understanding of next steps Community understands how their input shaped the draft plan 	<ul style="list-style-type: none"> Planning Commission final recommendation. City council adoption of Final Plan.

Evaluation and Reporting

The public participation process will be iterative, and the project team will debrief and review the effectiveness of its tools and tactics on an ongoing basis. Examples of ways to evaluate the success of public participation include:

- Asking public meeting participants to take a brief survey at the end of the events to determine effectiveness of format, messaging, and venue.
- Asking online open house participants and other stakeholders who have provided contact info to complete a brief survey to determine effectiveness of format and messaging.
- Including demographic questions in online survey to determine how we reached participants, where they live in relation to the project, and whether participants reflect diverse demographics and stakeholder groups.
- Use Google Analytics for online open house to track sources of traffic to site, visitor retention, page views, and completion rates for the survey portion.

Appendix A: Equity & Social Justice Guiding Framework

This section outlines the key tactics to ensure an inclusive, transparent, and accessible engagement effort to meet and hopefully exceed City of Shoreline equity and social justice goals.

The project team is committed to conducting an inclusive planning process. The project team will aim to break down barriers to involvement and hear from all members of the community, including longtime participants in transit and urban planning issues and new voices who represent the City of Shoreline's increasingly diverse communities. The project team will work with communities at each step of the process to make sure we are on the right track and ensure those most impacted by the project are able to voice their concerns.

Project Planning

- Meet with prioritized community and stakeholder groups early to understand key concerns and community interests.
- Review project messages with stakeholders and adjust messaging for different audiences where needed.
- Determine best ways to reach communities and who should serve as intermediaries.

Project Materials

- Use simple, easy-to-understand language when communicating project information. Materials may need to be tailored to different audiences. Use visuals and graphics where possible.
- Ensure printed materials are available at community centers, libraries, and other well-established community gathering places to maximize reach to those without online access.
- Translate informational materials into key languages and into other languages upon request. Offer interpretation at engagement events.
- Prospective languages include Chinese (Simplified), Spanish, Korean, Vietnamese, Tagalog, Amharic and Tigrinya.
- Ensure online materials are accessible by screen readers.

Project webpage and online open house

- Use online, mobile-optimized open houses with built-in surveys to ensure convenient access.
- Post translated informational materials on project webpage.
- Translate promotional materials.
- Ensure webpage has responsive design and is viewable by those using phones, tablets, and screen-readers.
- Use alt text to describe or summarize visual elements.

Project-hosted virtual events

- Translate promotional materials.
- Proactively provide interpreters and closed captioning at project-sponsored events.
- When possible, post event material in advance so attendees and interpreters have an opportunity to review materials.
- Ensure technological access to outreach materials.
- Record virtual public presentations and make available online.

In-person events

- Follow federal and state guidance on COVID-19 protocols.
- Provide childcare at project-sponsored events, where possible.
- Make it clear that people of all abilities are welcome at each event.
- Host events at venues that are spacious and flexible in design (not just ADA compliant), welcoming, and near major transit routes.
- Create map of event space and layout in advance so attendees know what to expect and how to participate.
- Ensure materials, signage, and other event-related items are translated to increase participation and a sense of welcome.
- Ensure that engagement activities are conducted during different times of day to address variable work schedules and childcare needs.
- Attend existing events hosted by community members so they don't have to make a special trip to attend a city-sponsored event.

Appendix B: Community Liaison Framework

Fundamental to carrying out an equitable engagement strategy that elevates the voices of people who have traditionally not engaged in citywide planning processes in the past, the project team will seek to establish community liaisons who can advise and co-create engagement opportunities.

Based upon the key audiences identified in the Public Participation Plan, the project team will coordinate with the City to determine a prioritized set of stakeholders to interview early in the planning process. Through these interviews, the project team will gauge interest from stakeholders (as individuals or community-based organizations) in serving in a more dedicated community liaison role. The project team will coordinate with existing City efforts, such as CityWise and Equity and Social Justice Community Consultants, to recruit and potentially organize engagement opportunities, as well.

For those stakeholders expressing an interest in participating as a community liaison, the project team will follow up after the interview with an invitation email with more information on the liaison role and details on compensation.

To move forward, the consultant and City staff will meet with them for a kick-off conversation to:

- Discuss opportunities to co-create informational materials and conduct outreach together.
- Discuss ways they recommend reaching their community/affiliation and ideas they'd like to pursue.
- Describe the project engagement schedule and at what points they/we will be engaging the community.
- Develop a memorandum of agreement (MOA) that outlines roles, expectations, and compensation process.

Building relationships with community liaisons and providing them with the knowledge and tools to conduct outreach takes time and trust. The project team recognizes that bringing a community organization into the formal partnership structure will be an iterative and on-going effort.

The project team is committed to flexibility and adaptability in engagement and aims to work with community liaisons to lead engagement and conversations, during the second phase of engagement (Plan Elements and Concepts). The project team will help community liaisons determine what tools, messaging, and resourcing works best. Some engagement ideas could include:

- Co-creating or repurposing City informational materials to better suit their community.
- On-the-ground conversations or outreach with their communities (e.g., visiting community members on site, meetings held in language).
- Sharing project information through their organization's communications channels.
- Hosting a focus group, small group conversation, or site visit.

Compensation

The project team will manage all aspects of compensation and will work with the City and partner organizations to determine the right structure and schedule for compensation. CBO partner organizations will be compensated for their role in engagement activities, such as attending project-related orientation sessions or meetings convened by the City of Shoreline, organizing outreach efforts and engagement events, and documenting public participation activities.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Action on the 2023 Federal Legislative Priorities		
DEPARTMENT:	City Manager's Office		
PRESENTED BY:	Jim Hammond, Intergovernmental Program Manager		
ACTION:	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input checked="" type="checkbox"/> Motion
	<input type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

PROBLEM/ISSUE STATEMENT:

This staff report discusses the City's proposed 2023 Federal Legislative Priorities ("Priorities"; Attachment A). For 2023, staff proposes a focus on federal funding for capital projects while laying the groundwork for longer-term transportation policy changes that would likely come to fruition in the next Transportation Authorization bill, which is estimated to move through Congress in the 2026 session. In pursuing both long- and short-term goals, the City has consistently prioritized the success of light rail station area improvements to fully leverage the value of Lynnwood Link, which is scheduled to open in 2024.

These identified federal priorities are complementary with state and regional priorities, ensuring that the City's key messages are clear and consistent across all audiences. In addition, the proposed priorities encourage Congress to tackle pressing federal challenges that line up with Shoreline's values, such as sustainability, addressing climate change, racial and gender equality, the enhancement of community and economic development, and other important social goals.

Tonight, Council is scheduled to discuss and take potential action on the proposed 2023 Federal Legislative Priorities. As per Council Rule of Procedure 6.1.B, as the proposed 2023 Federal Legislative Priorities is an action item before the City Council for the first time and is not part of the Consent Calendar, public comment will follow the staff presentation of this item but precede Council discussion and potential action.

RESOURCES/FINANCIAL IMPACT:

This item has no direct financial impact.

RECOMMENDATION

Staff recommends that the City Council both discuss and move to adopt the 2023 Federal Legislative Priorities.

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

BACKGROUND

This staff report discusses the City's proposed 2023 Federal Legislative Priorities. For 2023, staff proposes continued advocacy for transportation funding policies that support station area investments that connect to light rail, including non-motorized access projects and the 145th Street Corridor. The City has long prioritized the success of light rail station area improvements to fully leverage the value of Sound Transit's Lynnwood Link Extension Light Rail Project, which is scheduled to open in 2024.

These identified federal priorities are complementary with state and regional priorities, ensuring that the City's key messages are clear and consistent across all audiences. In addition, the proposed priorities encourage Congress to tackle pressing federal challenges that line up with Shoreline's values, such as sustainability, addressing climate change, equity and social justice issues, the enhancement of community and economic development, and other important social goals.

This staff report outlines a proposed strategy for the City to pursue in 2023 that addresses the identified priorities and builds the relationships necessary for success. The Mayor, City Manager, Intergovernmental Program Manager, and the City's federal lobbyist will be advocating with the City's Federal Legislative Delegation in March 2023, to promote these priorities.

DISCUSSION

Staff proposes the attached draft 2023 Federal Legislative Priorities ("Priorities"; Attachment A) for Council for review and potential approval. While these issues constitute the defined recommended federal agenda for the City of Shoreline, staff and consultants will respond to any opportunities as they arise from Congress.

Additionally, staff follow the work being done by partner agencies and organizations and will levy support when and where appropriate. Some of these organizations include neighboring cities, the Association of Washington Cities, Sound Cities Association, the Puget Sound Regional Council, and King County, among others.

The items listed below generally track the summarized Priorities and provide additional information and context:

2023 Proposed Priorities

This proposed scope of work builds on the City's recent work and continues to build support in 2023 and for longer-term initiatives in the years ahead. These items are listed in priority order.

1. Bringing Federal Funding to the City's Top Infrastructure Priorities

As Members of Congress restored earmarking authority last year, the City has ample opportunity to position its priority projects for federal support. In 2022, the City secured House support for \$4 million for the 148th Street Pedestrian Bridge project.

In 2023, the City is poised to work with the federal delegation regarding the City's capital projects and position them for federal support and a possible earmark in 2024. We will make a decision about which projects to put forward for funding and ensure that the City has numerous projects in play to be considered for federal funding support.

2. Pursuing a RAISE Grant for the Pedestrian Connections to the 148th Street Light Rail Station

Since the RAISE grant was created in 2009 until 2022, first as TIGER and then as BUILD, no city in Washington State below 100,000 in population size had been awarded funds. The City of Shoreline has been participating in the effort to designate a portion of RAISE grant funding for medium-sized cities between 10,000 and 75,000 in population. In 2021, as a part of the Bipartisan Infrastructure Law, the RAISE grant criteria was changed so that half the funds were designated for cities below 200,000 in population size. As a result, in 2022, two medium-sized cities in Washington State (Lynnwood and Bothell) were awarded RAISE grants.

Given this change, the City of Shoreline is planning to submit a RAISE grant in 2023 in the amount of \$25 million to complete work in the 145th Street Corridor, as well as the westside pedestrian connections to the 148th Street Light Rail Station.

3. Transportation, Climate and Infrastructure Programs and Funding

Congress and President Biden enacted the Bipartisan Infrastructure Law in December 2021 and the Inflation Reduction Act in August 2022. These two bills will provide dozens of grants and program funding opportunities for the City of Shoreline. As the funding programs are created and implemented, the City will evaluate these programs to determine if they are viable funding sources for the City's needs and priorities. As with other programs, the City has substantial concerns that these national grant programs also disadvantage medium-sized cities, absent a specific set aside so that cities of similar size compete on equal ground.

Several proposals in both measures have new programs identified for competitive grant funding (see below for a selected list). Influencing how these programs are developed by the agencies and ensuring they are set up in ways that make Shoreline's projects accessible and competitive will be a top priority. Each of these new programs provide an opportunity for the City to position projects and compete for funding. The City will work to modify the Infrastructure grant programs to create a medium-sized city set aside and to ensure that program criteria meet the needs of the City of Shoreline.

For the climate infrastructure programs recently enacted, the City will work to establish similar criteria in new programs that will be implemented in 2023. Many grant program descriptions are currently under development by the Biden Administration and will be more descriptive once public. Some of the anticipated programs include:

- Clean Heavy-Duty Vehicles
- Climate Pollution Reduction Grants
- Environmental and Climate Justice Block Grants
- Neighborhood Access and Equity Grant Program
- Latest and Zero Building Energy Code Adoption

The City will continue to monitor the following new and expanded programs funded by the Bipartisan Infrastructure Law for additional funding opportunities:

- Safe Streets and Roads for All Program
- Reconnecting Communities Pilot Grant Program
- Culvert Removal, Replacement and Restoration Program
- Broadband Development and Deployment
- Charging and Fueling Infrastructure
- Bridge Investment Program
- Carbon Reduction Program
- Local and Regional Project Assistance Grant

Note: Rationale for Emphasis on Medium-Sized City Set Aside

Most federal infrastructure spending has a rural set aside which is critical for smaller communities to be able to access federal dollars. There is no comparable medium-sized city set aside. Instead, medium-sized cities compete against large cities like Seattle, Portland and Los Angeles for limited resources. Medium-sized cities need a defined pool to compete within so as to make federal funds available in a way that simply aren't in their current status.

For example, the RAISE program is the key federal funding program for local infrastructure investments. Yet, nearly all cities compete within the same funding pool, putting smaller and medium-sized cities at a competitive disadvantage for funding even as the transit and commuter challenges are similar to those of larger communities. There are efforts in Congress to create funding tiers so that cities of similar size can compete for federal funds. As noted above, Shoreline has supported efforts to designate a portion of federal transportation spending for cities between 10,000 and 75,000 in population size. In 2020, the RAISE grant criteria was changed so that half of all funding in the program went to cities below 200,000 in population size. This represents real progress. However, while staff appreciates and supports this action, it puts all but three cities in Washington State in the same competitive pool and is not a true medium-sized city set aside.

The issue applies beyond the RAISE program as well. With dozens of new and augmented federal grant programs for cities funded in the Infrastructure and Climate bills, ensuring these funds are accessible to medium-sized cities is a top priority.

The City will continue to lobby for a portion of federal infrastructure dollars be set aside for medium-sized cities between 10,000 and 75,000 in population size. This policy position is consistent with the work that other Washington State cities have been doing for years and is supported broadly by similar sized cities throughout the

state. As for proof as to why this set aside is needed, since the RAISE program (formerly known as the BUILD or TIGER program) was created in 2009 through 2021, not a single award was made to a city in Washington State between 10,000 and 75,000 in population size.

In 2022, there are signs that this legislative effort is seeing results. Of the six RAISE grant awards made in Washington State, two awards went to medium-sized cities. This progress is a result of the work done by many Washington State cities and sets a good precedent for us to continue to refine population tiers for grant funding.

In 2023, the City will continue to partner with other Northwest cities to increase the set asides in additional transportation programs and climate infrastructure funding opportunities so that Shoreline has competitive access moving forward.

4. Environment and Climate Policy

- ***Culvert Replacement Program.*** Senator Cantwell and Congressman Kilmer led an effort to create a new Culvert Removal, Replacement and Restoration Grant program in the infrastructure bill enacted in December 2021. This new program is authorized for \$1 billion and creates a new grant program administered by the U.S. Department of Transportation to enable the recovery of salmon passage and habitats. This is the first competitive grant program for culvert replacements that is available to cities and Shoreline is perfectly poised to compete for funds.
- ***Army Corps of Engineers Section 206 Funding.*** The Army Corps of Engineers has relatively new authority to partner with cities to complete projects that fit within the Corps' authority but are smaller projects that are better managed by local governmental partners. Habitat restoration projects for critically endangered or threatened species fits this definition under the Corps' Section 206 Habitat Conservation program authority. Section 206 funding for the Corps has been able to meet between a third and half of the grants that have been submitted to it and increasing the overall budget for this account allows the Corps to further partner on additional projects that fall within this authority.

Importantly, in 2022, Representative Pramila Jayapal secured funding for the Army Corps of Engineers to study Ballinger Creek for potential capital improvements and habitat restoration. This project will commence in 2023 and lead to a set of capital projects. The City should support increasing funding for the Corps' Section 206 Authority so that future stream restoration, culvert removal and habitat restoration projects have access to increased resources.

- ***Tax Credits for Stormwater Retrofits and New Development.*** Congressman Derek Kilmer (Washington's 6th Congressional District) has put forward a proposal that would create a tax credit program for stormwater retrofits and new development. If enacted, this program would provide a 50% tax credit for individuals and developers that incorporate stormwater projects such as rain

gardens, bioswales and similar projects. The City will support this proposal in 2023.

5. Community and Economic Development Programs

- **Continuation of Earmark Authority.** Congress reinstated earmarking authority in 2021 and we want to support the continued use of this kind of Congressionally-directed spending in 2023 and beyond.
- **Community Development Block Grants (CDBG) / Home Investment Partnership Program (HOME).** The City of Shoreline may use CDBG and HOME funding to support local initiatives that benefit the City's vulnerable population. Funding in the CDBG program increased by 30% in 2018 after falling to a decade low in 2017 and has been holding steady at that rate since then. The City should support the CDBG and HOME programs at the federal level and lobby for increased funding that could be put to use in Shoreline immediately.

The CDBG program was used by Congress extensively as a distribution mechanism for federal relief funding for the COVID pandemic. However, those program increases in the CDBG budget are temporary and responsive to the pandemic – not permanent increases in the program.

- **Support Municipal Tax Policy.** Congress has adjusted various tax policies that have a direct impact on the City of Shoreline, including the New Markets Tax Credit, the Affordable Housing Tax Credit and the State and Local Sales Tax Deduction. These policies, in addition to policies that would negatively value municipal bonding authority, remain under debate in Congress in 2022 and are expected to continue in 2023. The City should advocate for strong municipal authority and tax credits that facilitate economic development and meet our region's critical housing needs.

City Support for Other Key Policy Challenges

The City of Shoreline has a deep interest in an array of other federal policy issue areas that are in alignment with the City's core values. Key priority policy areas include:

- **Climate change.** Shoreline supports immediate action to reduce the impact of climate change, including legislation that moves our country to a carbon-neutral future.
- **Funding for salmon recovery and watershed restoration.** Policy ideas being examined include federal funding for culvert replacement, adding green stormwater treatment as a criterion for federal transportation funding, and federal tax credits for private property owners who undertake stormwater management. Staff continue to build partnerships with local federal representatives, including the US Army Corps of Engineers.
- **Support for marginalized communities.** Shoreline values all members of its community and works to prevent discrimination against anyone.

- **Gun safety.** Shoreline supports passage of universal background checks and other measures to enhance the safety of our community.

RESOURCES/FINANCIAL IMPACT

This item has no direct financial impact.

RECOMMENDATION

Staff recommends that the City Council both discuss and move to adopt the 2023 Federal Legislative Priorities.

ATTACHMENTS

Attachment A: Draft 2023 Federal Legislative Priorities



2023 Shoreline Federal Legislative Priorities

Shoreline-specific local needs:

Federal Funding for Capital Projects

- Advocate for Congressionally directed spending request for the City's primary capital budget priorities including:
 - 148th Street Non-Motorized Bridge Project,
 - 145th Corridor Project between the Interurban Trail and the Light Rail Station, and
 - The Trail along the Rail.
- Pursue funding from Infrastructure Programs funded through the Bipartisan Infrastructure Law.
- Seek funding in partnership with the City of Lake Forest Park through US Army Corps of Engineers for the Ballinger Creek Project under the Water Resources Development Act (WRDA).
- Monitor utilization of local funding provided through the American Rescue Plan Act.
- Develop congressional support for an anticipated \$25 million RAISE grant application for the infrastructure connections to the 148th Street Light Rail Station.

Prepare the groundwork for the next Transportation Authorization Bill (est. 2026 timeframe)

- Monitor implementation of current transportation authorization (Bipartisan Infrastructure) bill and identify opportunities for improvement; advocate for regulations and guidelines that are fair to cities like Shoreline.
- Continue efforts to expand upon and improve competitiveness of medium-sized cities in federal grant programs (as well as in federal grant programs outside of transportation).
- Prioritize transit and non-motorized transportation funding.

The City of Shoreline also urges Congress to tackle the pressing policy challenges that are aligned with the City's values, including the following:

- Passage of a new Budget Reconciliation Act that can tackle key policy issues, such as:
 - Climate change investments, including clean energy requirements.
 - Increased access to Medicare, with expanded coverage for dental health and prescription medicine.
 - Tax code changes to incentivize small business, housing, and climate-friendly infrastructure.
 - Childcare support and tax cuts for families with children.
 - Infrastructure investments not included in the Bipartisan Infrastructure Law.

- Funding for salmon recovery and watershed restoration.
- Increased funding for Community Development Block Grants and the Home Investment Partnership Program.
- Restoration of full federal income tax deduction for state and local taxes.
- Preservation of municipal authority over tax authority and local public revenue streams.
- Passage of the EQUALITY Act to protect LGBTQ+ citizens in all communities from discrimination.
- Passage of legislation that preserves reproductive health freedom including the right to abortion services in the wake of the Supreme Court's *Dobbs* decision.
- Opposing any policies that would prevent our community from being a safe, inviting and equitable community for everyone without regard to immigration status.
- Passage of significant gun control legislation to enhance the safety of our community, including universal background checks and Red Flag laws.

DRAFT

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussion of the 2021 Annual Traffic Report		
DEPARTMENT:	Public Works Police		
PRESENTED BY:	Kendra Dedinsky, City Traffic Engineer Tim Meyer, Shoreline Police Captain		
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:

Tonight, staff will present highlights from the 2021 Annual Traffic Report (Attachment A). The purpose of this report and presentation is to:

- Share with the City Council the data and methodology that the Public Works and Police Departments use to identify and develop action plans to address collision trends and priority collision locations within the City;
- Discuss specific engineering, education, policy and enforcement recommendations to address collision trends and locations with significant collision history;
- Identify potential future capital projects to address collision trends at specific locations for Council to consider as potential projects within the Transportation Improvement Plan (TIP), Capital Improvement Program (CIP), and related to grant pursuits;
- Update the Council on engineering, education, and enforcement effort progress; and
- Provide an overview of other key traffic data, including volumes, speeds, and transit ridership.

RESOURCE/FINANCIAL IMPACT:

There are no direct additional financial or resource impacts at this time. The Public Works and Police Departments will continue to use existing staff for engineering and enforcement efforts. The 2023-2028 CIP budget for the Traffic Safety Improvement Program includes \$360,000 for the 2023-2024 biennium. High priority location strategies requiring larger-scale projects than can be accommodated within existing budgets are typically included for consideration during the upcoming TIP process for consideration in the CIP, however no new locations were identified in this year’s report.

RECOMMENDATION

No action is required at this time; this item is for discussion only.

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

BACKGROUND

The purpose of the Annual Traffic Report is to provide an update to Council on collision trends and other traffic data, identify recommended collision reduction strategies and priorities for discussion and Council guidance, and report on progress toward injury collision reduction goals. Staff tries to bring the Annual Traffic Report to Council by the end of the year following the year the data was collected. For the 2021 Annual Traffic Report, this presentation is a little delayed due to staffing shortages and other workload priorities over the past 12 months.

The results and recommendations contained in the Annual Traffic Report are utilized in the development of the annual Transportation Improvement Plan (TIP) and Capital Improvement Plan (CIP). This data is also used to identify and develop opportunities for grant funding.

The 2021 Annual Traffic Report (Attachment A) includes information on collisions, traffic speeds, traffic volumes, and transit ridership. Collision data reported is from 2012 through 2021, with analysis focusing on the most recent 3 and 5-year periods. Analysis of this data is used to develop strategies for reducing collisions, especially serious and fatal injury collisions, consistent with Washington State Target Zero collision reduction strategies.

Target Zero is Washington State's Strategic Highway Safety Plan for zero Fatal and Serious Injury collisions. Its purpose is to:

- Set statewide priorities for all traffic safety partners over a three to four year period.
- Provide strategies to address each emphasis area and factor.
- Help guide federal and state project funding toward the highest priorities and most effective strategies.
- Monitor outcomes at a statewide level for each priority area.

DISCUSSION

The Traffic Services Division with the City's Public Works Department and Shoreline Police Department work closely in developing the recommendations of the Annual Traffic Report, with the Police Department focusing on enforcement and education opportunities and Traffic Services focusing on education and engineering strategies.

Highlights from the 2012-2021 analysis shows:

- Total collisions trending down.
- Injury collisions at a 10-year high.
- Pedestrian collisions at an all-time low.

Key changes between the 2020 Report and the 2021 Report include:

- Codes that correspond with the Washington State Target Zero Plan countermeasures are provided at the end of each strategy for easy cross-referencing for all systemic and location-based strategies.
- Updated collision societal cost values from WSDOT.

- A jurisdictional comparison of Serious and Fatal Collision rates per 100,000 versus median household income.

Recommendations included within the 2021 Annual Traffic Report are implemented through the following programs:

- Enforcement by the Police Department through current budget allocations; however with current staffing levels, Shoreline Police is only able to perform limited traffic enforcement at this time.
- The CIP includes an annual program for Traffic Safety Improvements that can be used for implementing engineering solutions. This program provides approximately \$360,000 for the 2023-2024 biennium.
- Larger projects require separate funding. Projects of high priority are presented in the TIP and may ultimately be funded in the CIP as resources become available. These projects are often eligible for and funded by grants.

COUNCIL GOAL(S) ADDRESSED

This item addresses the following City Council Goals:

- Goal 2: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment
- Goal 4: Expand the City's focus on equity and social justice and work to become an Anti-Racist community

RESOURCE/FINANCIAL IMPACT

There are no direct additional financial or resource impacts at this time. The Public Works and Police Departments will continue to use existing staff for engineering and enforcement efforts. The 2023-2028 CIP budget for the Traffic Safety Improvement Program includes \$360,000 for the 2023-2024 biennium. High priority location strategies requiring larger-scale projects than can be accommodated within existing budgets are typically included for consideration during the upcoming TIP process for consideration in the CIP, however no new locations were identified in this year's report.

RECOMMENDATION

No action is required at this time; this item is for discussion only.

ATTACHMENTS

Attachment A: 2021 Annual Traffic Report



City of Shoreline
Annual Traffic Report
2021

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Disclaimer

Information contained in this report is for planning purposes only. All information and commentary contained within this report is based on preliminary data; additional engineering assessment and analysis is necessary to determine an appropriate course of action for location-specific and systemic safety improvements.

Federal law 23 United States Code Section 409 governs use of the data in this report. Under this law, data maintained for purposes of evaluating potential highway safety enhancements "...shall not be subject to discovery or admitted into evidence in a federal or state court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data."

Introduction

This report provides an annual review and analysis of data collected by City of Shoreline Traffic Services staff and the Shoreline Police Department. It summarizes collision, speed, volume, and transit data, highlighting noteworthy trends. The data in this report guides the City's prioritization of Traffic Safety capital improvement project resources, identifies potential projects for the upcoming year's Transportation Improvement and Capital Improvement plans, guides pursuit of grant opportunities, identifies target enforcement areas for the Shoreline Police Department, and informs minor operational changes

Engineering, enforcement, education, and policy related improvement strategies generated by this report strive to accomplish the goal set by Washington State's Target Zero Plan to achieve zero fatal and serious injury collisions by the year 2030. In addition, this report, which specifically identifies safety improvement strategies, supports many goals set by Shoreline's Comprehensive Plan, as well as City Council Goal 5: To promote and enhance the City's safe community and neighborhood programs and initiatives.

This report strives to provide clear and usable traffic safety and operations information for reference by staff, Council, and the Shoreline community. To request additional information, please contact the Public Works Department, Traffic Services section or visit the Traffic Services webpage at:

shorelinewa.gov/government/departments/public-works/traffic-services.

Executive Summary

Injury collisions in Shoreline remained on a stubbornly high trajectory, with 2021 numbers representing a 10-year high. While serious and fatal injury collisions in Shoreline were down in 2021 compared to the two years prior, the increasing trend provides reason for continued focus. Across all levels of government, there is recognition that fatal and serious injury collision trends are headed in the wrong direction, representing a major setback in decades-long progress. The change is so stark in fact that nationwide traffic fatalities in 2021 resulted in the largest annual percentage increase in the Fatality Analysis Reporting System's history. Preliminary 2022 fatality data shows a continuing trend in Washington, with traffic deaths reaching a 30-year high. In response to these alarming statistics, The USDOT recently issued a call to action imploring all stakeholders, including local governments, to commit to the goal of zero serious injury and fatal collisions. This report illustrates the ways in which the City is working to answer that call – using data to identify holistic, equitable, and proven strategies for reducing injury collisions on Shoreline roads.

One encouraging theme has emerged this year - collisions involving pedestrians in Shoreline hit an all-time low (looking as far back as 2010), and also set a new decreasing trend. To sustain this, continued commitment to designing, building, operating and enforcing roadways through the lens of protecting the most vulnerable roadway users will be necessary. This is especially true as the City experiences significant growth; providing convenient, inviting, and safe roads for walkers, rollers and transit riders will be critical to achieving sustainability goals and creating a livable, vibrant, and resilient community.

Data Sources

This report summarizes collision trends based on data from 2012 through 2021, with emphasis on years 3 and 5-year analysis periods. Only collisions that occurred on City streets and are investigated by police officers are included in this report. Excluded are collisions on private property, locations outside of the City of Shoreline (i.e. N/NE 145th Street), collisions on I-5, non-police investigated incidents, collisions under the threshold of \$1000 in damages, and other non-collision vehicle incident reports.

Collision data and societal costs assumptions are obtained from the Washington State Department of Transportation (WSDOT). Collision data includes those investigated by Shoreline Police Department or other enforcement agencies such as Washington State Patrol. The data contained in this report is based on reportable collisions only, as defined in the following section.

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

Transit data was provided by King County Metro.

Population and income data was obtained from the United States Census Bureau.

Definitions

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

85th Percentile Speed

The speed at which 85% of traffic is traveling at or below; a common traffic engineering benchmark for measuring and evaluating traffic speeds.

Target Zero

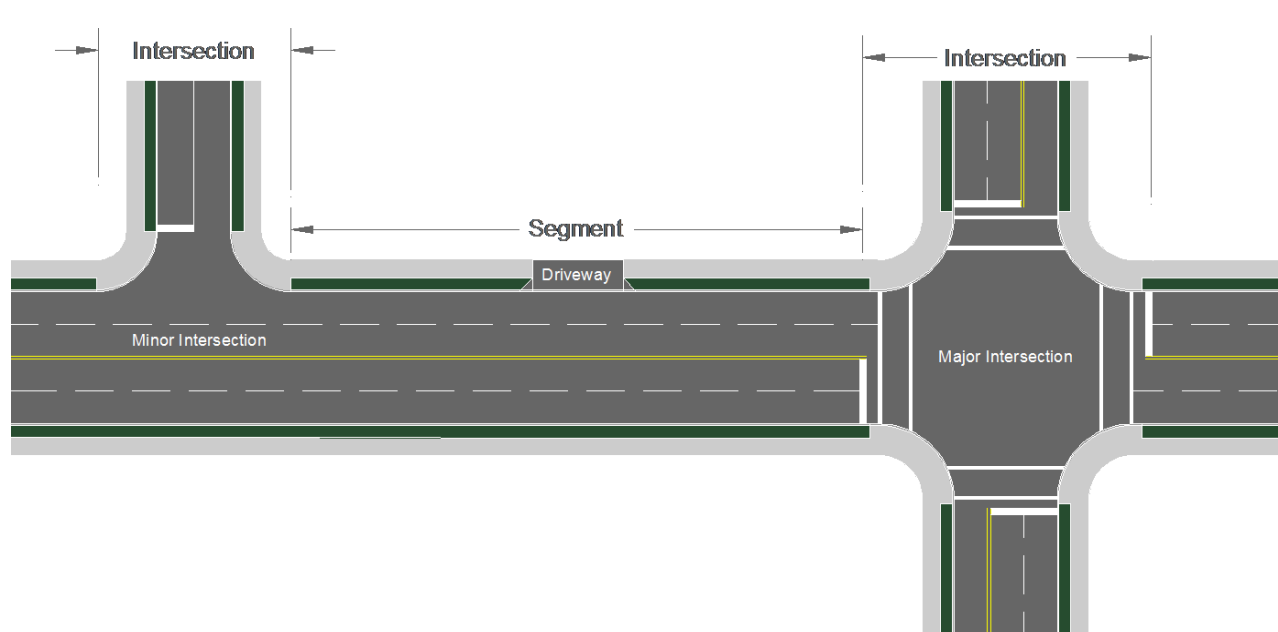
Target zero is Washington State's Strategic Highway Safety Plan for zero Fatal and Serious Injury collisions by the year 2030. This plan:

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

Collision mitigation strategies include education, enforcement, engineering, policy and emergency medical service-based efforts.

<http://www.targetzero.com/>

For collision location analysis, intersections and segments are categorized as shown below.



Collision Data & Analysis

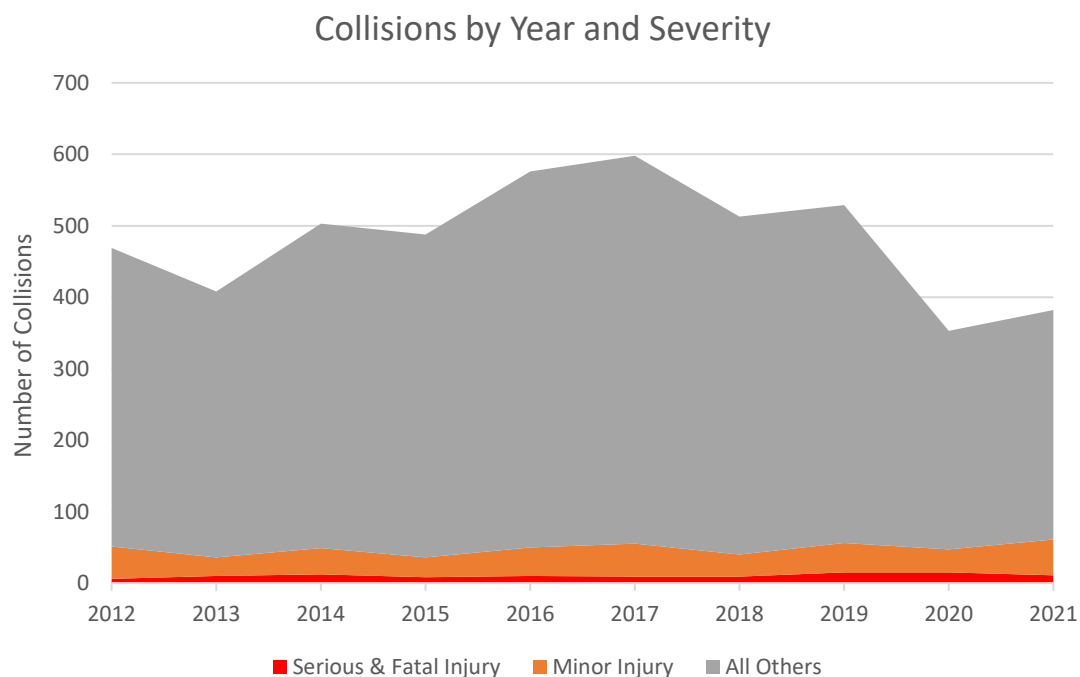
The following sections provide summaries and analysis for collisions reported on public streets within the City of Shoreline from 2012 through 2021, with a focus on 3-year and 5-year analysis windows.

Collision Summary

There were 382 collisions reported on City of Shoreline streets in 2021, significantly lower than the pre-pandemic average but up 8% compared to 2020. The following table summarizes collisions by severity from 2012 through 2021.

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatality	1	1	1	1	1	0	1	1	3	1
Suspected Serious Injury	5	9	11	7	9	9	8	14	12	10
Suspected Minor Injury	45	26	37	28	40	46	31	41	32	50
Possible Injury	108	104	121	126	140	136	104	119	60	45
No Apparent Injury	302	264	318	317	374	398	354	346	240	263
Unknown	8	4	15	9	12	9	15	8	6	13
Total	469	408	503	488	576	598	513	529	353	382

With another year of record low collision totals, the 2012-2021 Total Collision trendline is now decreasing at a rate of -5.7 collisions per year (down from the 2011-2020 Total Collision trendline of +2.4 per year). Unfortunately, while Total Collisions are down, Injury Collisions have risen sharply.



Societal Cost

Traffic collisions have considerable impact not only on the people directly involved in the collision but also on the community. Below is the Washington State Department of Transportation's assessment of motor vehicle collision costs by severity. The economic cost estimates are a measure of the productivity lost and expenses incurred because of the collision; they do not reflect what society is willing to pay to prevent a crash-related fatality or injury.

- Fatality \$3,423,400
- Suspected Serious Injury \$3,423,400
- Suspected Minor Injury \$237,400
- Possible Injury \$142,300
- No Apparent Injury 14,800

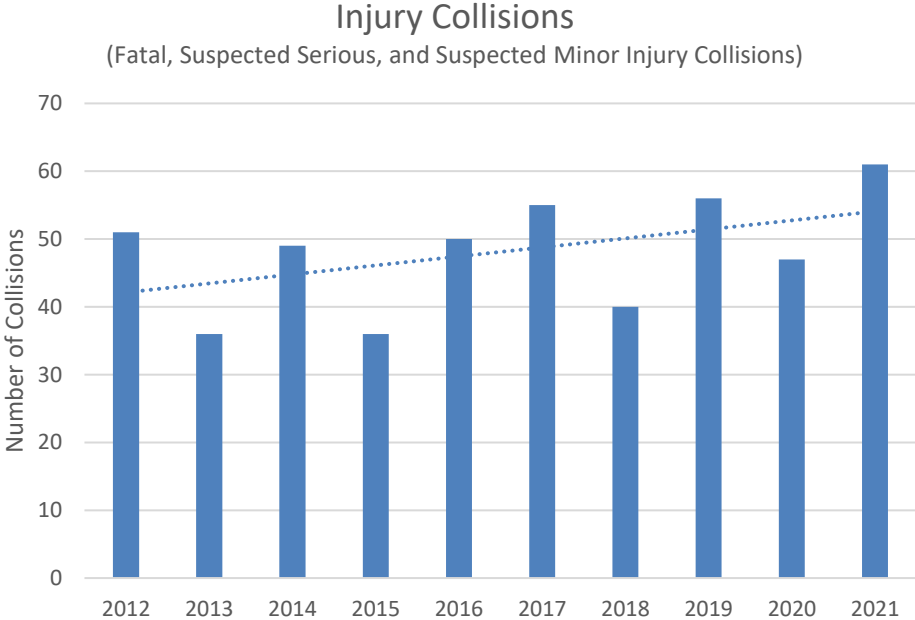
Source: WSDOT Traffic Safety Management Office

The following table is a summary of average societal costs for collisions in Shoreline from 2019 through 2021. Updated assumptions for costs were provided by the WSDOT Traffic Safety Management Office, and represent a significant increase compared to previously assumed values.

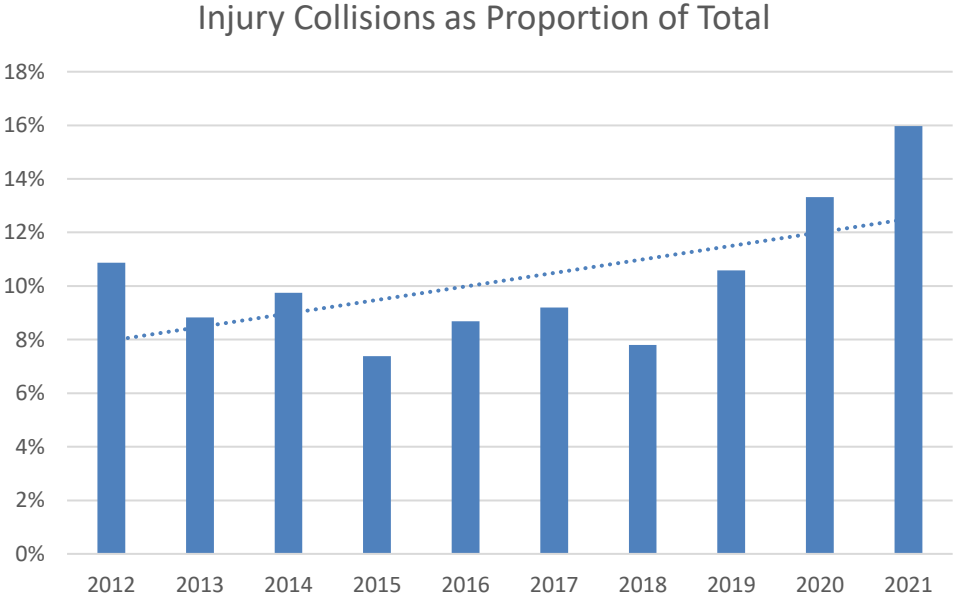
	2019-2021 AVERAGE ANNUAL SOCIETAL COST
FATALITY	\$ 5,705,666
SUSPECTED SERIOUS INJURY	\$ 41,080,800
SUSPECTED MINOR INJURY	\$ 9,733,400
POSSIBLE INJURY	\$ 10,625,066
NO APPARENT INJURY	\$ 4,188,400
TOTAL	\$ 71,333,333

Injury Collisions

In this section Injury Collisions (representing Fatal, Suspected Serious Injury, and Suspected Minor Injury collisions, but excluding Possible Injury collisions) are summarized. As shown below, the trend for injury collisions is up, with the trend increasing at a rate of about 1.3 injury collisions per year.

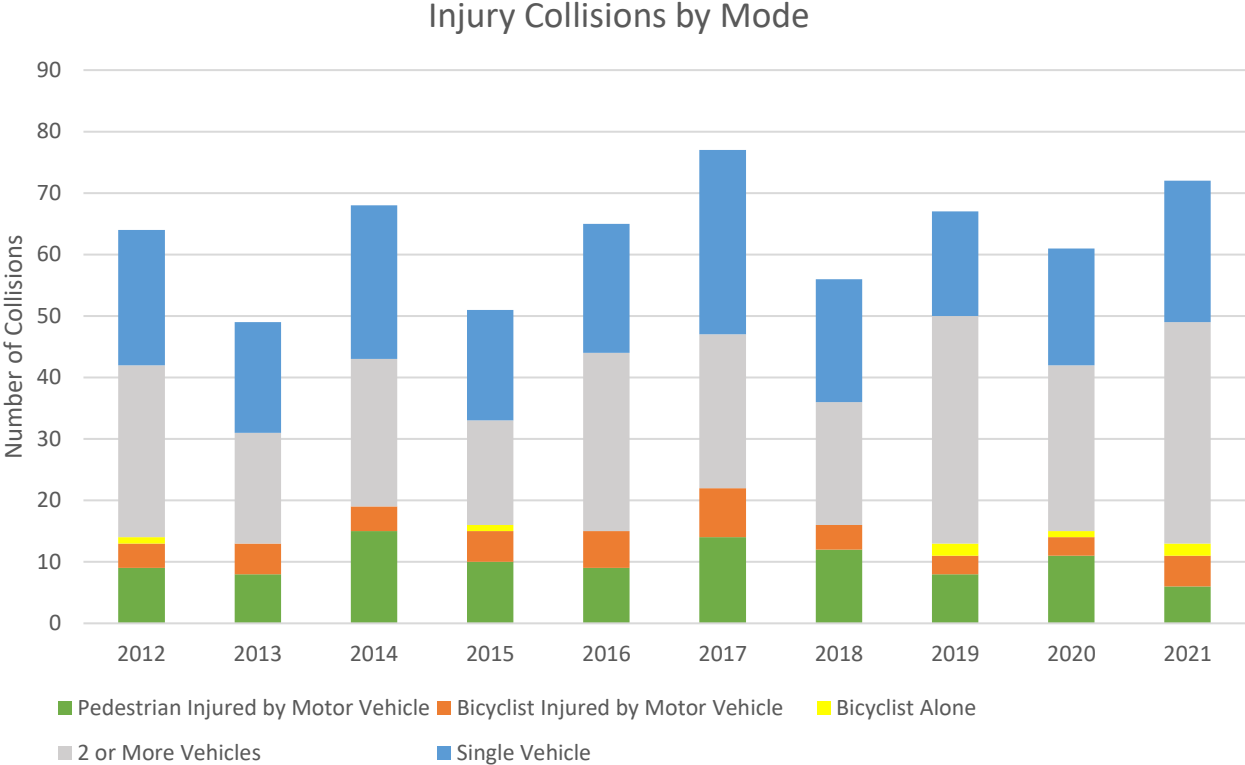


The rate of Injury collisions in comparison to total collisions continues on an increasing trend.



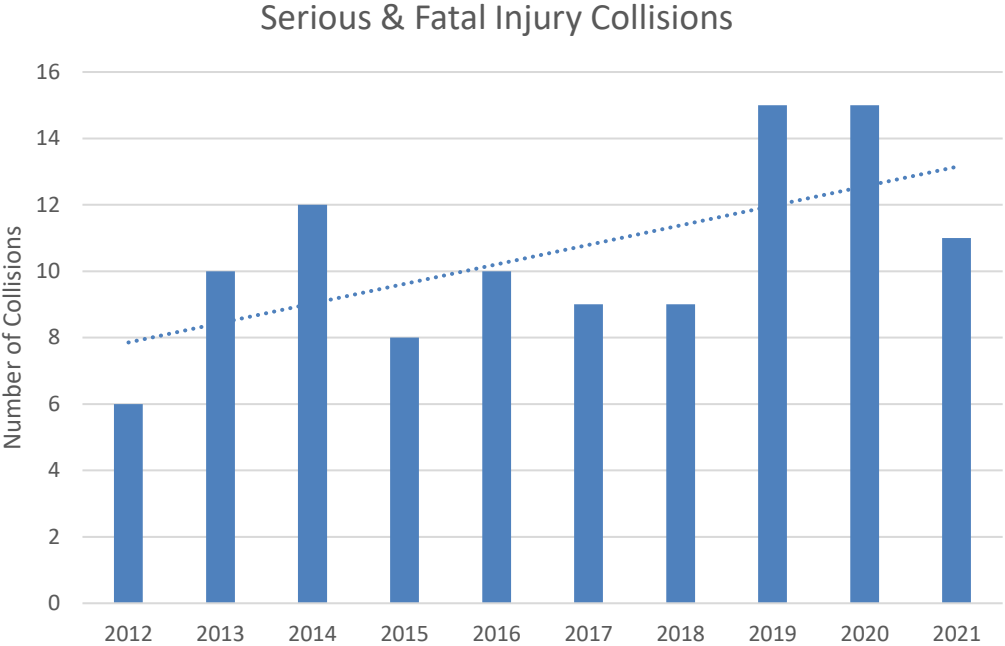
The following chart summarizes injury collisions by those that involve just one driver in a single motor vehicle, pedestrians injured by a motor vehicle, bicyclists injured by a motor vehicle, bicyclists that crash

on their own (with no motor vehicles involved), and collisions involving 2 or more motor vehicles. Injury collisions involving 2 or more vehicles made up the highest proportion in 2021, consistent with the annual trend.

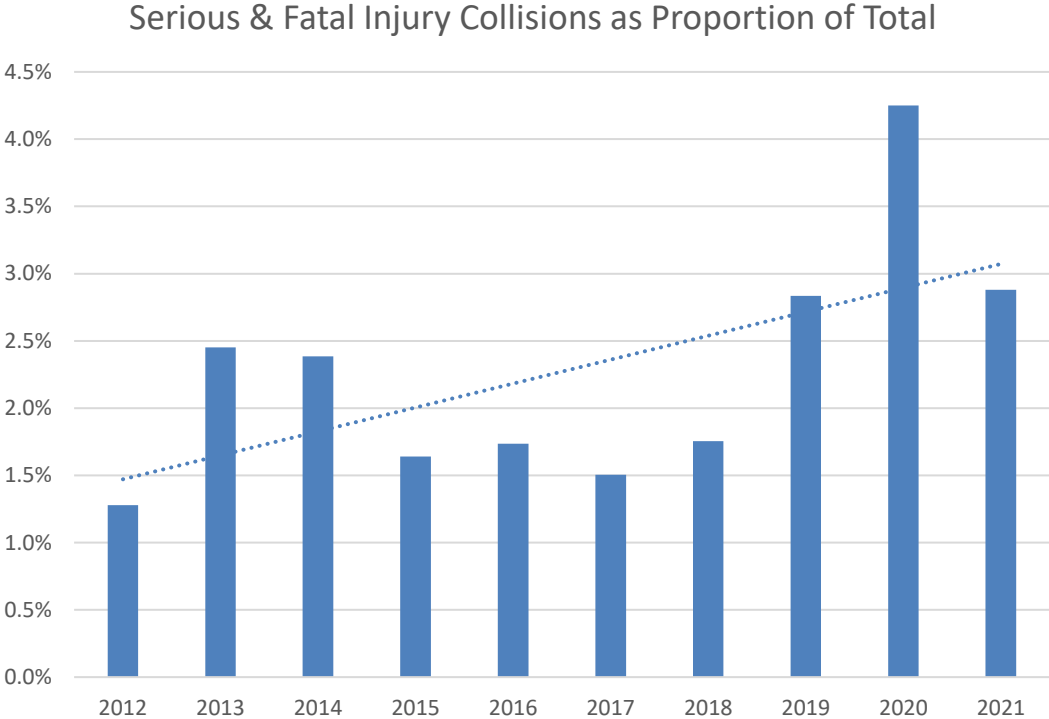


Serious & Fatal Injury Collisions

The following chart shows Fatal and Serious Injury Collisions by year, which decreased significantly in 2021 compared to 2019 and 2020 numbers. Still, the overall trend remains concerning with Fatal and Serious Injury Collisions rising at a rate of about .6 collisions per year. Additional details on contributing factors are provided in later sections.

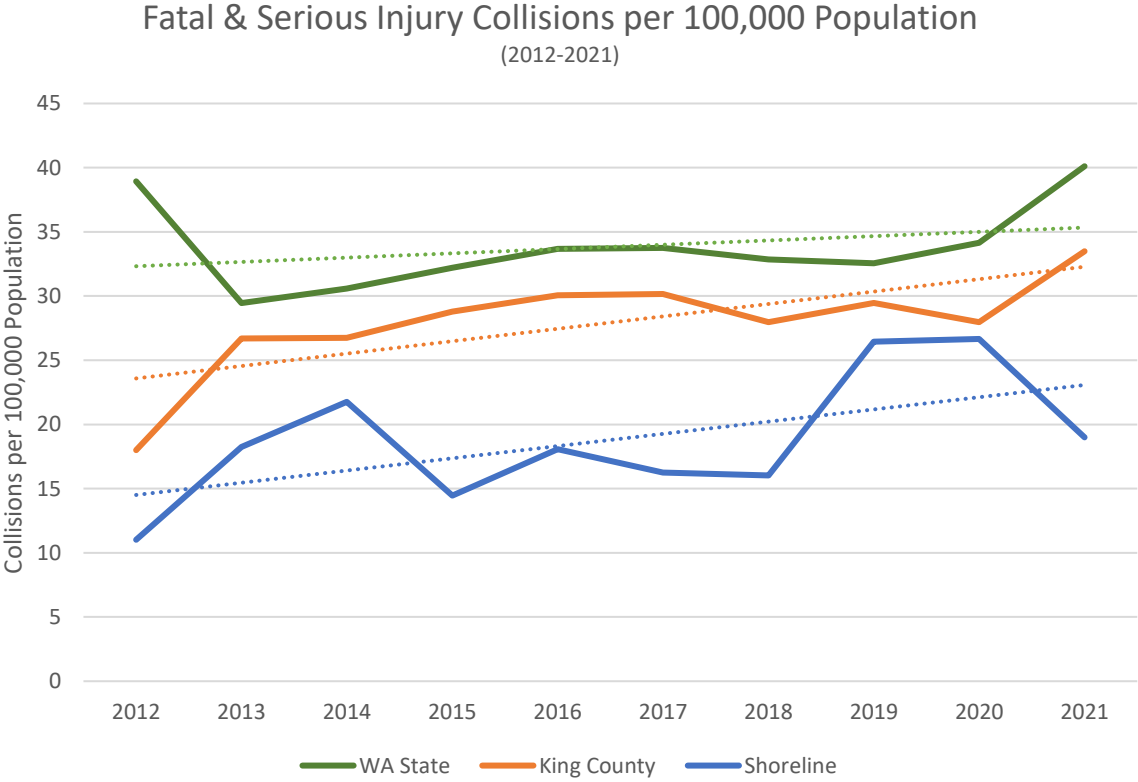


For additional context, the following chart shows Fatal and Serious Injury Collisions as a proportion of total collisions, with an increasing overall trend.



Regional Comparison

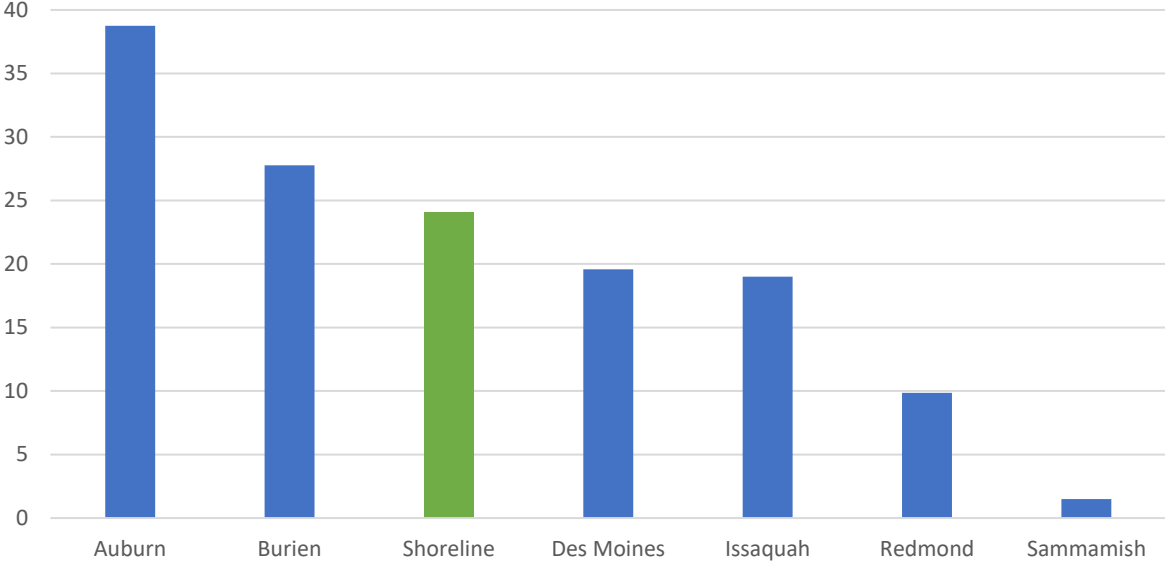
To better understand how collision trends in Shoreline relate to the broader region, a comparison to King County and Washington State collision data was prepared (omitting Shoreline collision and population data from the King County and State numbers). Shoreline consistently experiences lower numbers of Serious and Fatal Injury Collisions per population in comparison to King County and the State, however the trendline is increasing at a rate equal to King County and at a sharper rate compared to the Statewide trend.



Note: Shoreline collision and population data excluded from State and County totals in chart

Data was obtained for cities within a population range of 25,000 +/- of Shoreline within King County. The occurrence of Serious and Fatal Injury Collisions per 100,000 population was compared for the 2019-2021 analysis period. With a high number of Serious and Fatal collisions occurring over the last three years, Shoreline’s rank remains 3rd highest among the six comparable cities.

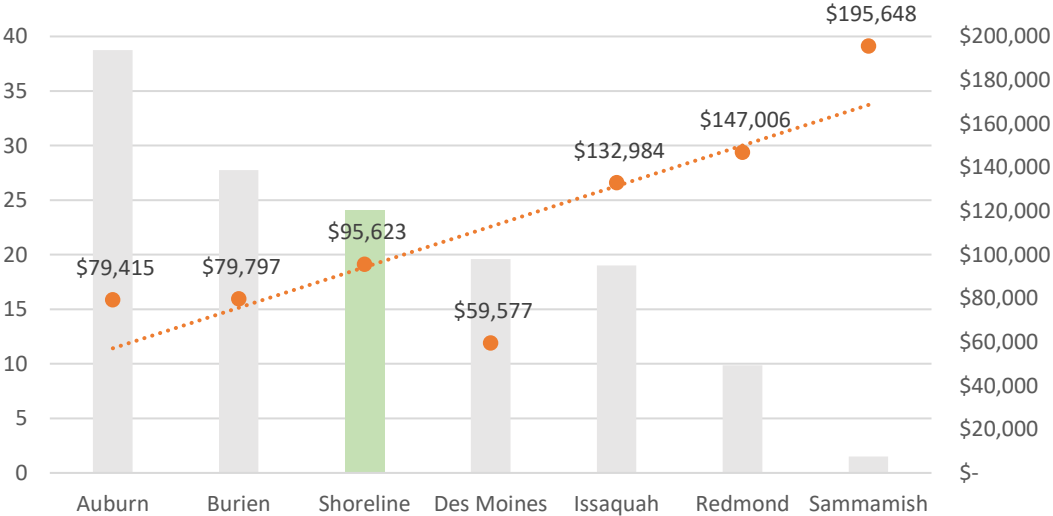
Fatal & Serious Injury Collisions per 100,000 Population (2019-2021 Average)



Note: Excludes collision data for Limited Access Freeway Facilities

While collision trends associated with each city are multifactorial, one noteworthy relationship exists between Serious and Fatal Injury Collisions and Median Household Income. As shown in the following chart, there is a nearly inverse linear relationship; cities with a higher Median Household Income generally have lower rates of Serious and Fatal Injury Collisions with only one exception.

Fatal & Serious Injury Collisions (2019-2021 Average) per 100,000 Population vs Median Household Income



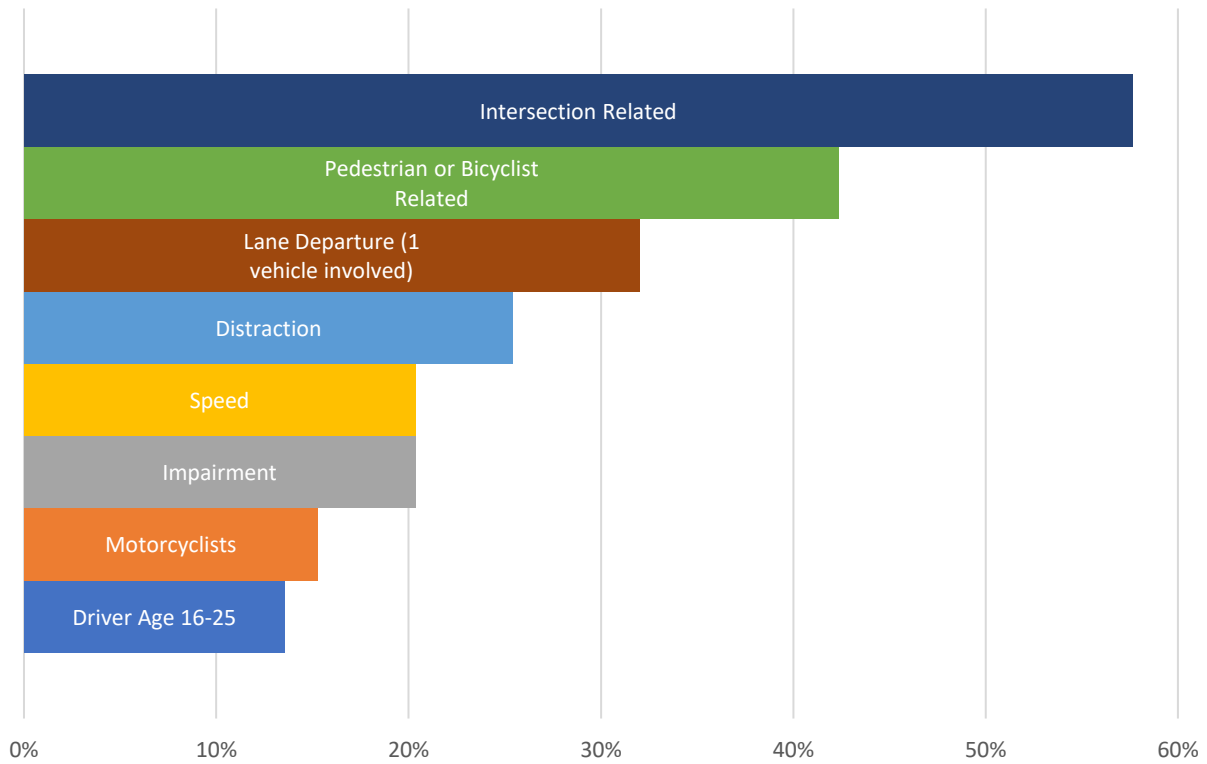
Target Zero Priorities

This section examines factors influencing a collision such as behavior, crash type, and road user focusing on priorities identified by the Washington State Target Zero Plan. Washington State's Target Zero Plan sets statewide traffic safety priorities based upon the most frequently cited contributing factors in statewide Serious and Fatal Injury collisions. The following table represents behavior, crash type and road user priorities consistent with the State Target Zero Plan, with 1 being the highest priority.

Emphasis Areas	Priority
Impairment	1
Distraction	1
Speeding	1
Lane Departure	1
Intersection	1
Young Drivers 16-25	1
Unrestrained Occupants	2
Pedestrians & Bicyclists	2
Motorcyclists	2
Older Drivers 70+	2
Heavy Truck	2

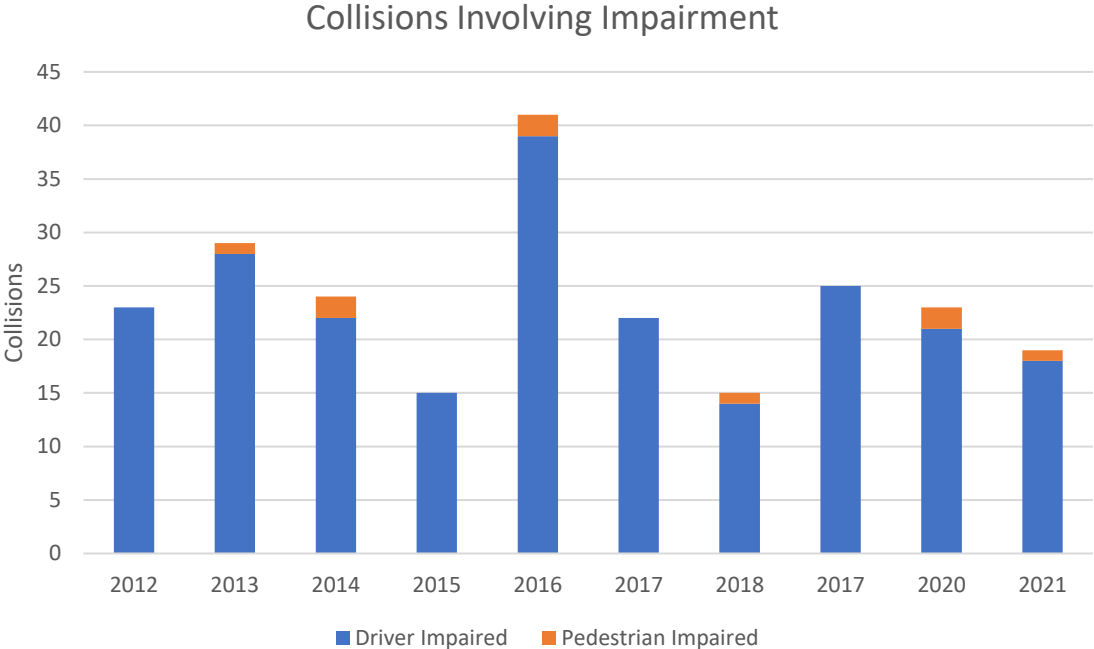
In Shoreline, the Target Zero priorities represented most within Serious and Fatal Injury Collision data continue to be Intersection Related and those involving pedestrians or bicyclists. Collisions involving Heavy Trucks and Older Drivers were insignificant (1 and 0 respectively) in the 3-year data set and are therefore not depicted on the following chart.

Percent Fatal & Serious Injury Collisions Citing Target Zero Priority Contributing Factors (2017-2021)

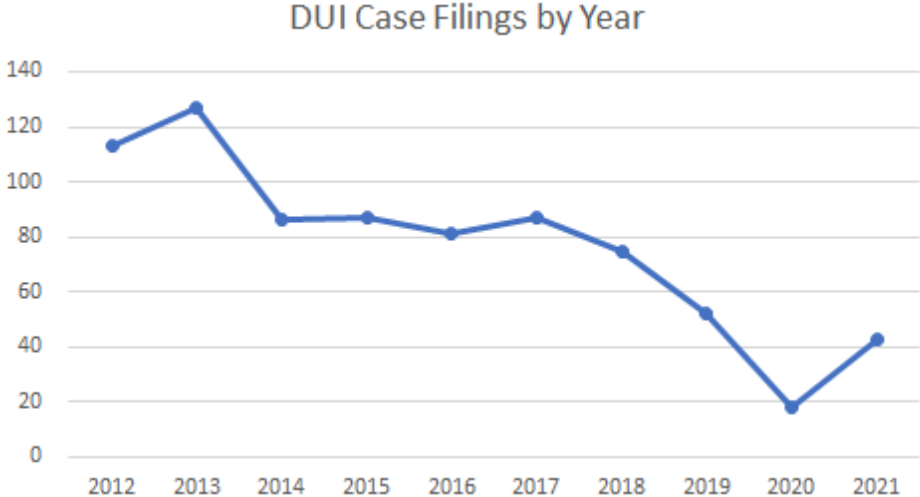


Impairment

In 2021, there were 19 collisions in Shoreline indicated as involving impairment; down slightly from 2020. It is important to note that impairment related crashes are thought to be underreported; according to the State Target Zero Plan, some collisions are not interpreted as rising to the level of vehicular assault - a designation which allows for a blood draw.



Impairment related case filings dropped relatively significantly in 2020, likely due to a number of factors including fewer contacts to limit COVID-19 transmission, significantly fewer drivers being on the road, and enforcement staff shortages. In 2021, filings rose, but are still relatively low compared to prior years with staff shortages persisting.



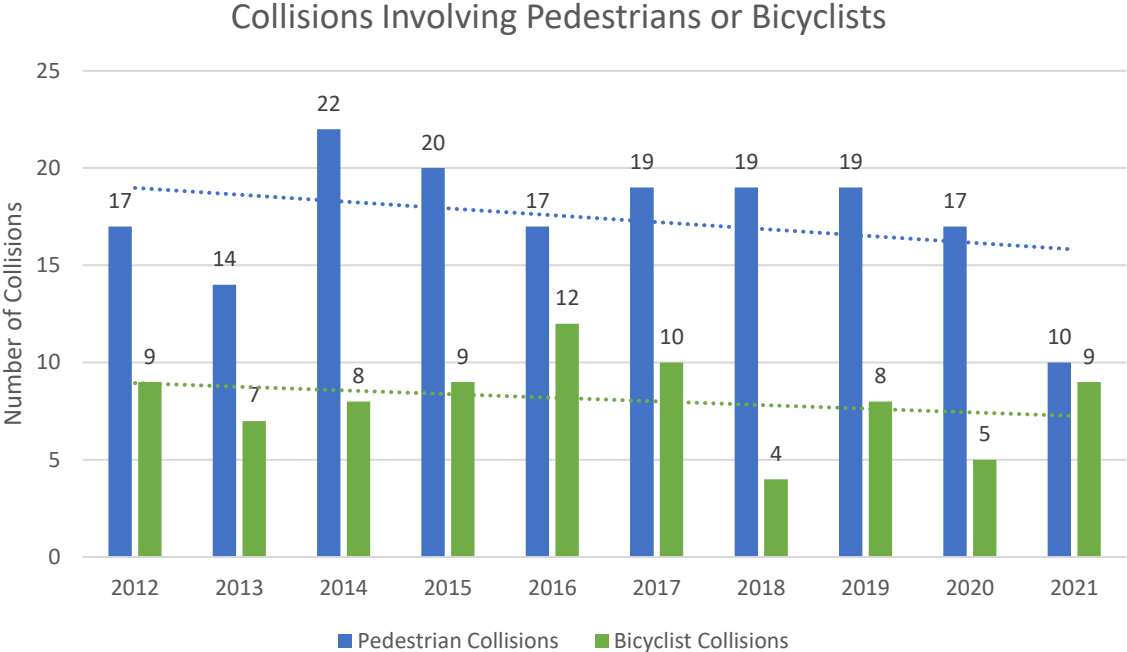
Light

Most collisions occur during daylight hours as shown in the following table however there is notably a higher representation of Serious and Fatal Injury Collisions occurring during dark or dusk lighting conditions in the 2019-2021 analysis period.

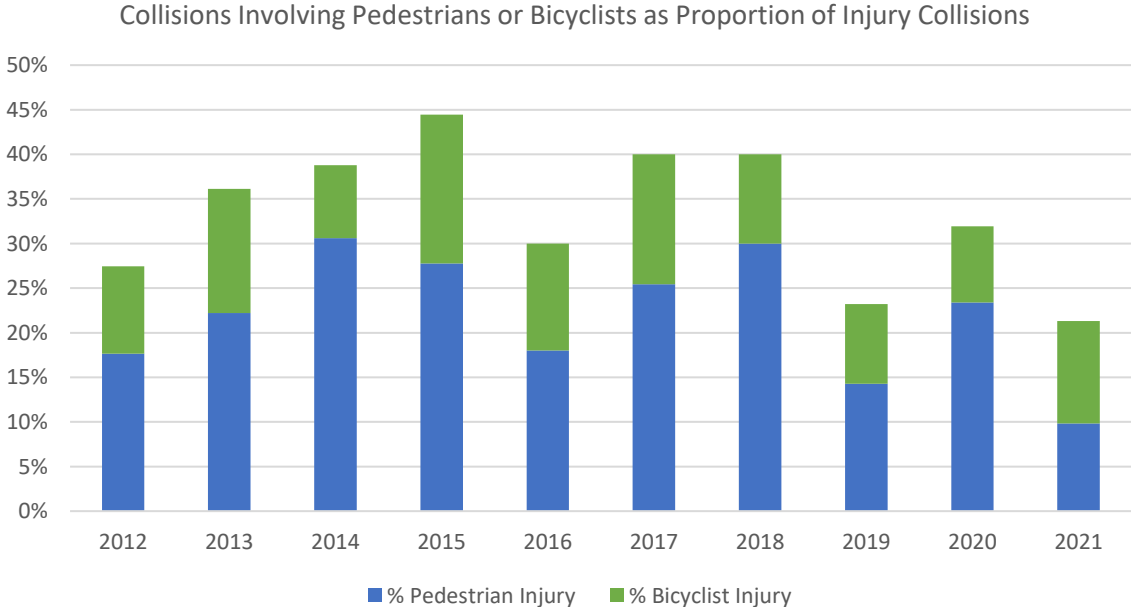
	2017-2021 All Collisions	2017-2021 Serious & Fatal Collisions	2017-2021 Pedestrian & Bicycle Collisions
Dark/Dusk	31%	46%	32%
Daylight/Dawn	67%	53%	68%
Unknown	1%	2%	0%

Pedestrian & Bicyclist Collisions

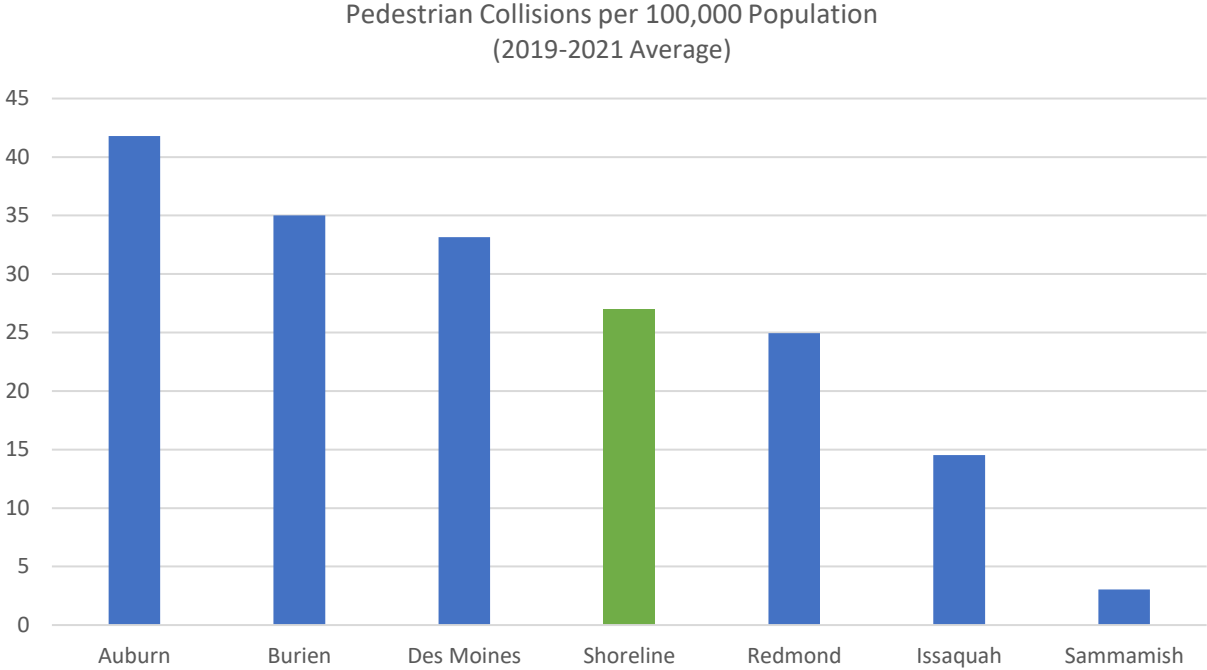
Encouragingly, Pedestrian Collisions in 2021 were at their lowest level within the 10-year analysis window and struck a new decreasing trend. Additional information regarding pedestrian and bicycle collision locations is provided in the *Collision Locations* section of the report, and in Appendices C & D.



Also notably, Pedestrian and Bicyclist injury collisions accounted for the lowest proportion of injury collisions in the 10-year analysis period.






To better understand Shoreline’s Pedestrian Collision trends from a broader regional context, the following chart compares Shoreline’s Pedestrian Collision rate per 100,000 Population with other similarly sized cities in King County. The 2019-2021 rate puts Shoreline in the middle of the distribution.



Collision Locations

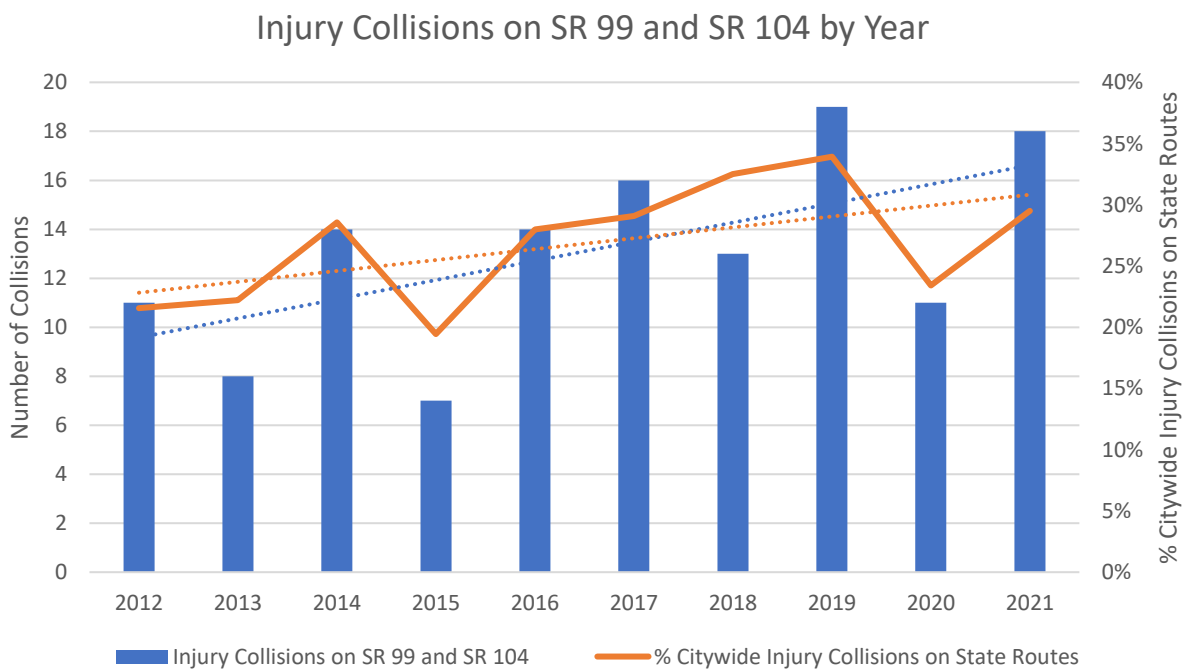
This section provides location-based analysis of collisions. There is no specific industry standard setting a threshold for what number of collisions or collision rate is considered “high” for a location. Engineering guidelines and standards do provide some thresholds for potential traffic control device revisions in some cases, such as stop sign installation or signal phase changes based on the occurrence of 3 correctable collisions in 12-month period or 5 correctable collisions in a 24-month period. To best inform collision reduction strategies, intersections with an average of 3 or more collisions per year (9 total in the 3-year period) have been highlighted for additional analysis. Highest Injury Collision locations correlate to locations with highest total collisions; no more than 3 injury collisions for the 3-year period occurred at any one intersection location. Non-intersection collisions were evaluated based on approximately half mile segment lengths to normalize data for the sake of equitable comparison. Collision trend indicators at locations are provided with each associated category as shown below:

-  Indicates a reduction in collisions compared to the prior analysis period.
-  Indicates no change in collisions compared to the prior analysis period.
-  Indicates an increase in collisions compared to the prior analysis period.

In addition to the following tables, collisions are displayed on maps in Appendices A-E.

State Route Collisions

For the last several years, collisions along the state routes of Aurora Ave N and Ballinger Way NE have accounted for a growing proportion of injury collisions Citywide. This number dropped considerably in 2020, however rose sharply again in 2021.



The following table shows intersections along Aurora Ave N or Ballinger Way NE with 9 or more collisions in the 3-year period, as well as a summary of collisions at non-intersection locations along these State Routes.

Location	Total Collisions 2019-2021	Injury Collisions 2019-2021	Total Collisions Change from 2018-2020	Injury Collisions Change from 2018-2020
AURORA AVE N & N 155TH ST	16	2		
AURORA AVE N & N 175TH ST	13	0		
AURORA AVE N & N 185TH ST	12	3		
AURORA AVE N & N 198TH ST	12	4		
AURORA AVE N & N 200TH ST	11	3		
AURORA AVE N & N 160TH ST	10	1		
AURORA SEGMENTS (145TH-205TH)	166	16		
BALLINGER WAY NE & 19TH AVE NE	10	2		
BALLINGER WAY NE & 15TH AVE NE	27	2		
BALLINGER SEGMENTS (15TH-25TH)	29	4		

Intersection Collision Locations (2019-2021)

The following table shows non-State Route locations with 9 or more collisions in the 3-year period.

Location	Total Collisions 2019-2021	Injury Collisions 2019-2021	Total Collisions Change from 2018-2020	Injury Collisions Change from 2018-2020
MERIDIAN AVE N & N 175TH ST	14	0		
MIDVALE AVE N & N 175TH ST	12	0		
MERIDIAN AVE N & N 185TH ST	11	2		
10TH AVE NE & NE 175TH ST	10	3		
15TH AVE NE & NE 175TH ST	10	2		
3RD AVE NW & NW RCHMND BCH RD	10	2		
DAYTON AVE N & N 160TH ST	10	1		
8TH AVE NE & NE 175TH ST	9	1		
ASHWORTH AVE N & N 185TH ST	9	2		

Segment Collision Locations (2019-2021)

Non-State Route corridors experiencing the most collisions along segments are shown in the following table. Intersection collisions along these corridors are also provided for context, and for considering mitigation strategies associated with the overall corridor trend.

Location	Non-Intersection Collisions 2019-2021	Intersection Collisions 2019-2021	Corridor Collisions 2019-2021	Corridor Change from 2018-2020
15TH AVE NE: NE 196TH ST-BALLINGER WAY NE	18	27	45	

Pedestrian Collision Locations (2017-2021)

The following table shows locations with 3 or more pedestrian collisions in the 5-year period. The number of locations with 3 or more pedestrian collisions in the 5-year period has dropped from 6 in the previous analysis period to 3. Also notably, more than 25% of the City's pedestrian collisions occurred along the Aurora Ave N corridor in the 2017-2021 period.

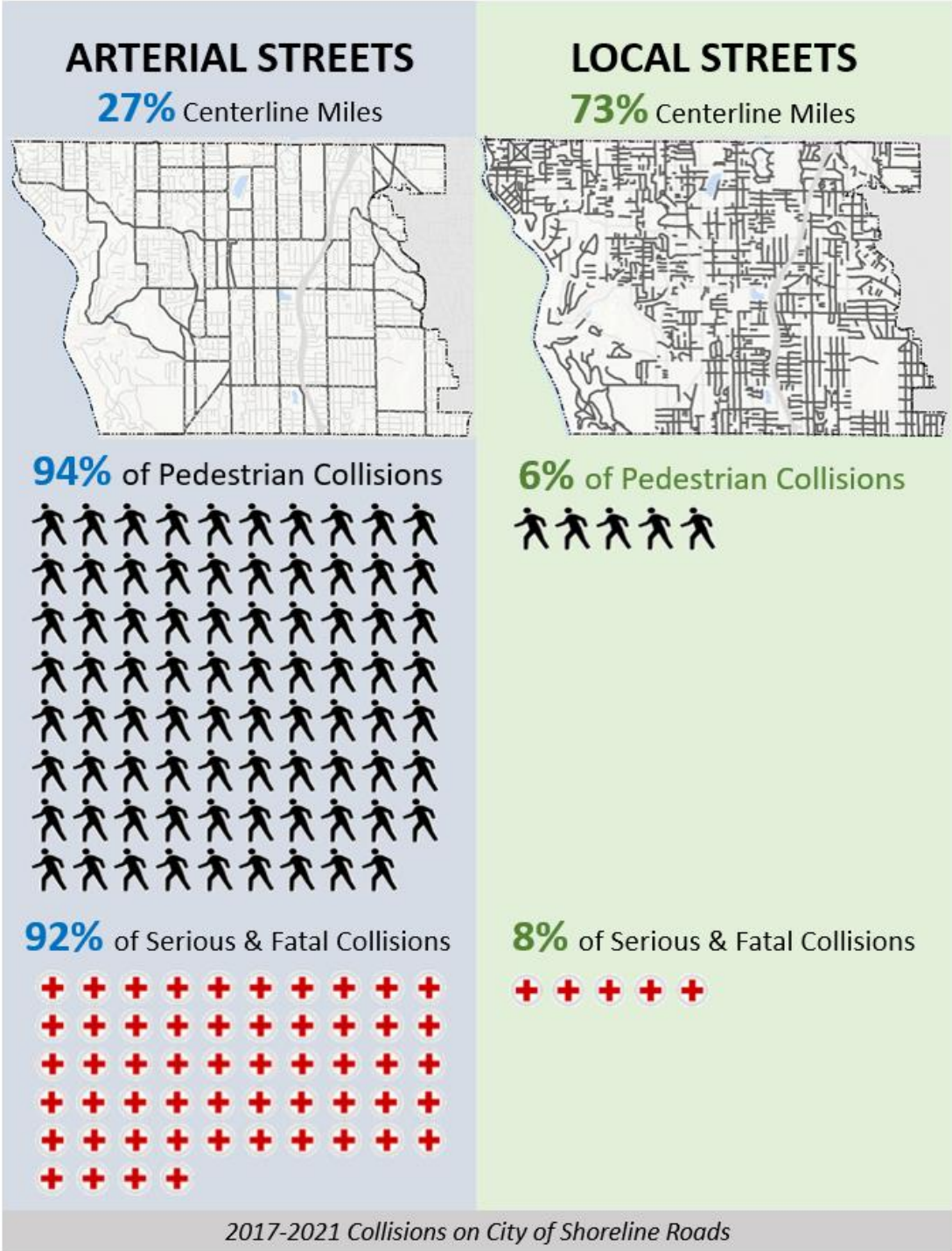
Location	Pedestrian Collisions 2017-2021	Change from 2016-2020
AURORA AVE N & N 185TH ST	3	●
MIDVALE AVE N & N 185TH ST	3	●
20TH AVE NW & NW 196TH ST	3	●

Bicyclist Collision Locations (2017-2021)

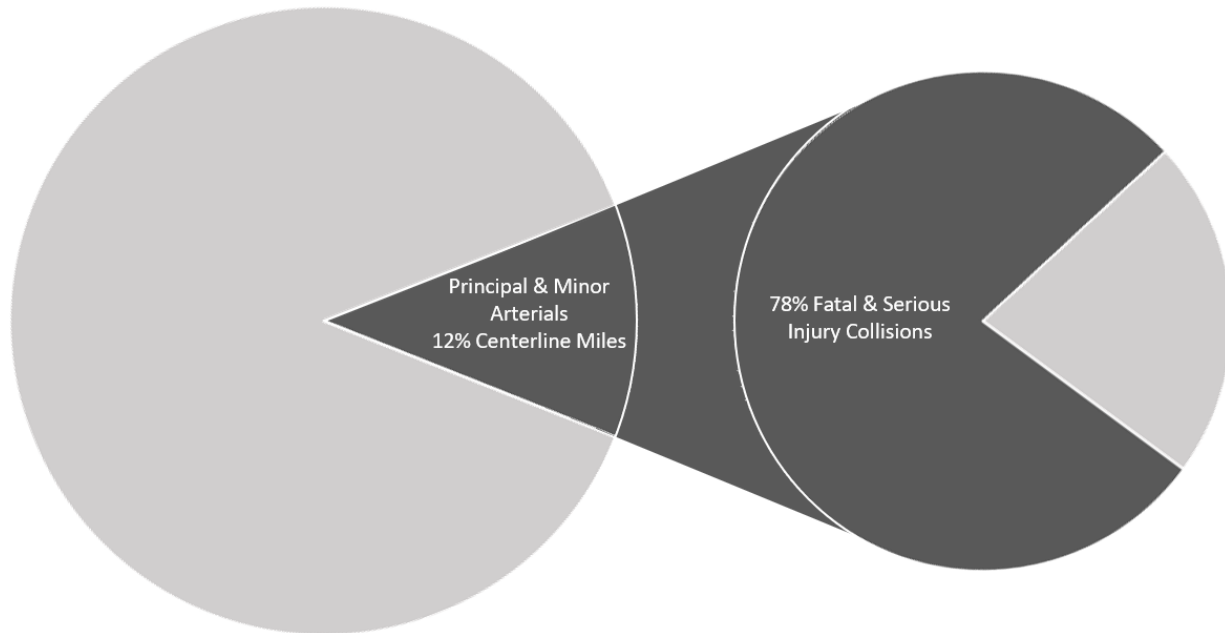
There were no locations with more than 2 bicycle collisions in the 5-year period. See Appendix D for additional details.

Collisions by Street Classification (2017-2021)

In Shoreline all local streets (which make up 73% of centerline miles Citywide) have a posted speed limit of 25 mph and carry significantly less traffic volume than arterial streets, representing less opportunity for collisions to occur and generally less severe outcomes when they do. The following graphic shows the how the vast majority of Serious and Fatal Injury Collisions and Pedestrian Collisions occur on a relatively small portion of City streets.



Narrowing the analysis to an even smaller subset of streets shows that Principal and Minor Arterials (12% of centerline miles) account for 78% of Serious and Fatal Injury Collisions.



**2017-2021 Collision Data*

In 2019 the City paused the Neighborhood Traffic Safety Program (NTSP) – a traffic calming program exclusively for and responsive to resident concerns about speeding on their local streets. Prior to this, significant staff and budget resource were allocated to upholding the commitments of the NTSP program, and little resource remained for making improvements at locations frequently experiencing collisions. Since pausing the program, the distribution of Fatal and Serious Injury collisions on local streets has only decreased compared to years where the NTSP was active; reassuring data considering the backddrop of increasing injury collisions City and Region-wide.

	2016-2018	2019-2021
% FATAL AND SERIOUS INJURY COLLISIONS ON LOCAL STREETS	22%	2%
% INJURY COLLISIONS LOCAL STREETS	9%	4%
% PEDESTRIAN COLLISIONS ON LOCAL STREETS	8%	6%

While the City continues to receive hundreds of resident requests each year for traffic calming measures such as speed humps on local streets, it remains clear that continuing to use data to guide decisions and investments will be the most effective and equitable way to reduce crash related injuries.

For additional details about the discontinuation of the NTSP program, see the February 24, 2020 staff report at:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/Packets/2020/Packet022420.pdf>

Collision Reduction Strategies

The preceding *Collision Data & Analysis* section summarized trends, highlighted significant contributing factors, and provided location-based analysis for collisions occurring on Shoreline streets. Based on this context, the following section identifies ongoing and future strategies to address collision patterns, consistent with proven safety countermeasures identified within the State’s Target Zero Plan. This data-driven approach to collision and injury reduction facilitates strategic, systematic, and equitable prioritization of limited resources. Codes that correspond with the Washington State Target Zero Plan countermeasures are provided at the end of each strategy for reference. For example *[INT.1.10]* corresponds with the recommended Target Zero countermeasure to “Install Lighting”.

Systemic Collision Reduction Strategies

Some of the important measures the City is taking toward improving road safety systemically are highlighted in the following table.

<i>Designing streets for injury reduction</i>	Multiple revisions were made to City engineering standards in recent years which will ensure streets are built to reinforce lower speeds. Additional updates were made in 2022 to strengthen and clarify streetlight and pedestrian lighting requirements for redevelopment project improvements. <i>[PAB.1.2, PAB.1.3]</i>
<i>Setting appropriate speed limits</i>	Speed limits on 6 corridors were reduced based on the latest research and associated speed limit setting tool from the National Cooperative Highway Research Program. Staff plans to study the remaining 35 and 40 MPH corridors in 2023 and 2024. <i>[SPE.2.1]</i>
<i>Increased street and pedestrian lighting</i>	In addition to the significant number of new lights being installed by developer or capital projects, the City continues to install approximately 10 new streetlights per year as budgeted. <i>[INT.1.10]</i>
<i>Driver education</i>	The City continues to support driver education efforts including radar speed feedback signs, yard signs, and intersection flags. Staff will create new Shoreline-specific educational yard signs in 2023. <i>[SPE.2.5, DIS.1.3]</i> For regional examples, see: <ul style="list-style-type: none"> • seattle.gov/visionzero/resources/yard-signs • bellevuewa.gov/city-government/departments/transportation/safety-and-maintenance/traffic-safety/traffic-safety-request-forms/traffic-safety-yard-signs
<i>Enforcement</i>	Shoreline Police will continue enforcement and driver education efforts related to speeding, impairment, distraction, seat belt use and school safety. Additionally, Council is exploring the potential benefits and tradeoffs of automated enforcement cameras. <i>[INT.2.1, INT.2.2, INT.2.3]</i>

Grants Staff will pursue City Safety Program grant funding in 2024, aligned with the Annual Traffic Report contributing factor priorities and location-specific strategies. *[INT.1.1]*

Growth impact mitigation Staff is currently evaluating how predictive safety analysis tools could be used to determine thresholds for proactive developer mitigation requirements. Industry standards have historically lacked quantitative triggers for safety mitigation, however more readily available traffic data is opening up new possibilities for identifying proactive safety measures. *[EAD.1.1]*

Location-Based Collision Reduction Strategies

Locations were prioritized based on number of collisions. The goal of prioritizing locations with significant collision history is to maximize the benefit of safety improvements to decrease the likelihood of injury collisions. In some cases, greater resource than currently available is needed to address a location's need. These locations are considered for inclusion in the Transportation Improvement Plan (TIP) to identify potential project funding sources and to position the City for grant opportunities.

State Route Collision Strategies

Location	Collision Reduction Strategy
AURORA AVE N & N 155TH ST	Total and Injury Collisions are down compared to 2018-2020; continue to monitor.
AURORA AVE N & N 175 th ST	Total and Injury Collisions are down compared to 2018-2020; continue to monitor.
AURORA AVE N & N 185TH ST	Total Collisions down, Injury Collisions level compared to 2018-2020. Leading Pedestrian Interval signal phasing planned. <i>[INT.1.9]</i>
AURORA AVE N & N 198TH ST	New warning signs were installed relatively recently. Consider BAT Lane emphasis patrols. <i>[INT.2.3]</i>
AURORA AVE N & N 200 th ST	Total Collisions down, Injury Collisions level compared to 2018-2020. Continue to monitor.
AURORA AVE N & N 160 th ST	Total Collisions down, Injury Collisions level compared to 2018-2020. Continue to monitor. Leading Pedestrian Interval signal phasing planned. <i>[INT.1.9]</i>
AURORA SEGMENTS (145TH-205TH)	Study speed limit in 2023 or 2024. <i>[SPE.2.1]</i>
BALLINGER WAY NE & 19TH AVE NE	A larger-scale project for the corridor is described within the Transportation Improvement Plan. Minor improvements to this intersection will be required as part of the sidewalk project (tentatively slated for 2024).
BALLINGER WAY NE & 15TH AVE NE	Explore potential signal timing and/or spot safety improvements with WSDOT. A larger-scale project for the corridor is described within the Transportation Improvement Plan.
BALLINGER SEGMENTS (15TH-25TH)	A larger-scale project for the corridor is described within the Transportation Improvement Plan. Study speed limit in 2023 or 2024. <i>[SPE.2.1]</i>

Intersection Strategies

Location	Collision Reduction Strategy
MERIDIAN AVE N & N 175TH ST	Total Collisions up, Injury Collisions down. Design for intersection improvements underway - See shorelinewa.gov/175corridor . <i>[Multiple countermeasures will be employed with this project]</i>
MIDVALE AVE N & N 175TH ST	Total Collisions down, Injury Collisions level compared to 2018-2020. Leading Pedestrian Interval signal phasing planned. <i>[INT.1.9]</i>
MERIDIAN AVE N & N 185TH ST	Review for potential signal timing adjustments. City Safety Grant project will improve bike facilities and delineation through the intersection, scheduled for implementation by 2026. <i>[INT.1.16]</i>
10TH AVE NE & NE 175TH ST	Pursue WSDOT local road safety grant to reconfigure roadway to 3 lanes (from 5 th Ave NE to 15 th Ave NE) to create dedicated left turn lane space, reduce conflict points, and calm speeds. A project for this segment of roadway is identified in the Transportation Improvement Plan. Intersection was reviewed for but does not meet turn protection warrants. <i>[INT.1.3]</i>
15TH AVE NE & NE 175TH ST	Install centerline curb to restrict left turns to and from the northernmost driveway on the south leg of the intersection to eliminate some conflicts in this area. Completion anticipated by Spring 2023. <i>[INT.1.14]</i>
3RD AVE NW & RCHMND BCH RD	Collisions level compared to 2018-2020. Continue to monitor.
DAYTON AVE N & N 160TH ST	Intersection was reviewed for but does not meet turn protection warrants. Continue to monitor.
8 TH AVE NE & NE 175 TH ST	Pursue WSDOT local road safety grant to reconfigure roadway to 3 lanes (from 5 th Ave NE to 15 th Ave NE) to create dedicated left turn lane space, reduce conflict points, and calm speeds. A project for this segment of roadway is identified in Transportation Improvement Plan. <i>[INT.1.3]</i>
ASHWORTH AVE N & N 185 TH ST	Pedestrian activated Rectangular Rapid Flashing Beacons will be implemented by 2024 as part of a traffic safety grant project. <i>[PAB.2.2, INT.1.16]</i>

Segment Collision Strategies

15TH AVE NE (NE 196TH-BALLINGER WAY NE)	A significant portion of non-intersection collisions are related to drivers hitting parked cars – install white edge lines for better delineation of traveled way in 2023 or 2024, depending on staff and budget resource. <i>[LDX.3.7]</i>
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Pedestrian Collision Strategies

Location	Collision Reduction Strategy
AURORA AVE N & N 185 TH ST	Leading Pedestrian Interval signal phasing planned. <i>[INT.1.9]</i>
MIDVALE & N 185 TH ST	Consider Flashing Yellow Arrow operations if trend continues. <i>[INT.1.12]</i>
20TH AVE NW & NW 195TH ST	Street lighting improvement request submitted to Seattle City Light; waiting for installation. Sidewalk project will implement corner radii, ADA, and alignment improvements at this intersection in 2023. <i>[INT.1.10, PAB.2.1]</i>

Safety Effort Progress


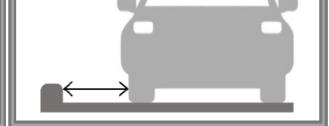



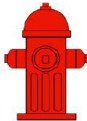


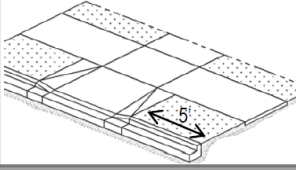
In addition to the ongoing efforts described in the *Systemic Collision Reduction Strategies* section, the following sections describe recent progress on transportation safety efforts.

Engineering & Education Summary

Some notable and recent Traffic Safety Program improvements are highlighted in the following table.

<i>Speed limits</i>	An ordinance to reduce speeds on 6 arterials in Shoreline was passed in December and went into effect on June 1, 2022. A summary of preliminary results will be provided in the 2022 Annual Traffic Report.
<i>Safety grants – design phase</i>	<p>The City received a grant award of more than \$2.5M specifically targeting safety improvements related to injury collision history at various locations citywide. The funds are split between two projects (listed and linked below) which are nearing final design and will begin construction in 2023.</p> <ul style="list-style-type: none"> • <i>Meridian Ave N Safety Improvements</i> shorelinewa.gov/MeridianAve • <i>Richmond Beach Road Midblock Crossing and Citywide Safety Project</i> shorelinewa.gov/government/projects-initiatives/richmond-beach-road-midblock-crossing-and-citywide-safety-project
<i>Safety grant award</i>	The City was successful in obtaining a \$625,000 grant for a safety project on Meridian Ave N (N 175 th St – N 200 th St) which will install bike lanes, improve delineation, and better organize much of the unused roadway space.
<i>Roadway improvements</i>	<p>Various developer and capital improvement projects also implemented multiple street, sidewalk and bike facility improvements throughout the City. Completed Capital Improvement Plan efforts are summarized online at:</p> <p>https://www.shorelinewa.gov/government/projects-initiatives/completed-projects</p>
<i>Driver Education</i>	Public Works and Police Department Staff worked together to create a parking violation warning postcard in the interest of increasing driver awareness and understanding of parking laws.

To avoid a ticket, do not park:

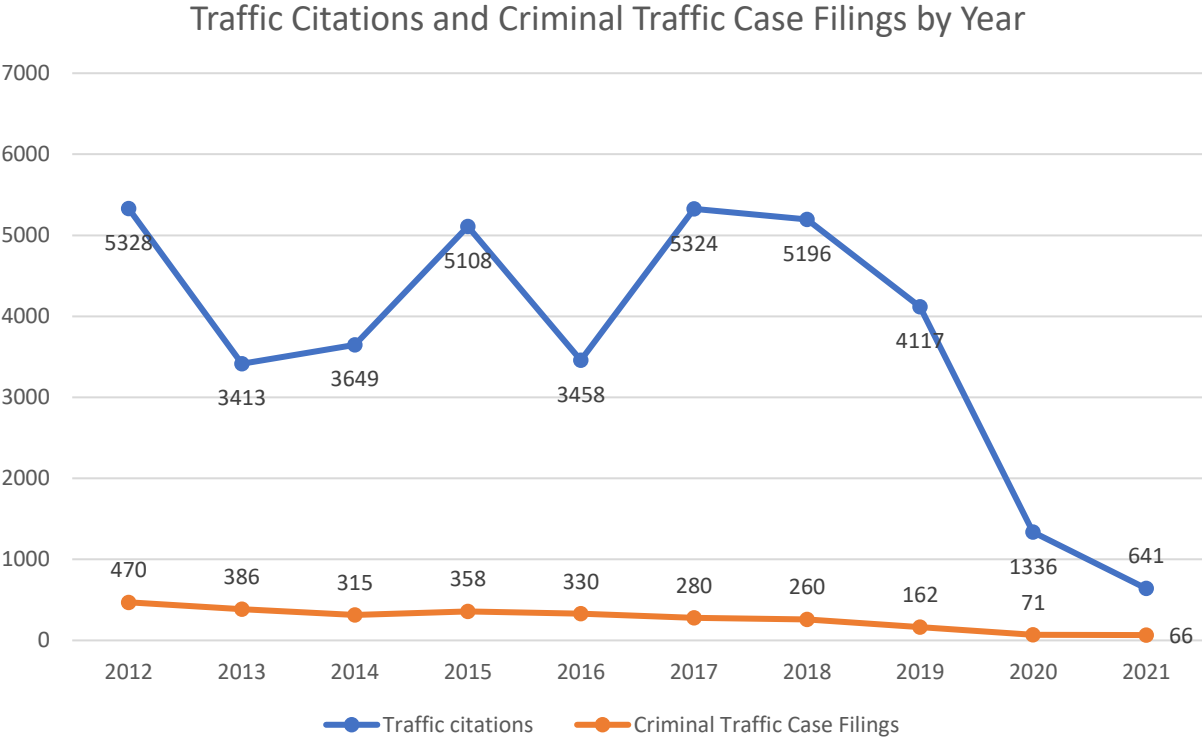
<p>Closer than 20' from an intersection or crosswalk, including the top of the T</p> 	<p>More than 12 inches from curb</p> 	<p>Within a bike lane</p> 	
<p>Closer than 30' from a stop sign, yield sign, or traffic signal</p> 	<p>Where any official sign prohibits it, or longer than signed time limits</p> 	<p>Closer than 15' from a fire hydrant</p> 	<p>Blocking mail delivery to mailboxes</p> 
<p>Within a bus zone or bus lane</p> 	<p>Closer than 5' from a driveway</p> 	<p>Or as prohibited by other municipal code regulation, available for review at: shorelinewa.gov/parking</p> <p>Officer comments: _____</p> <p>_____</p>	

Enforcement Summary

The following section summarizes Shoreline Police Department traffic enforcement activities.

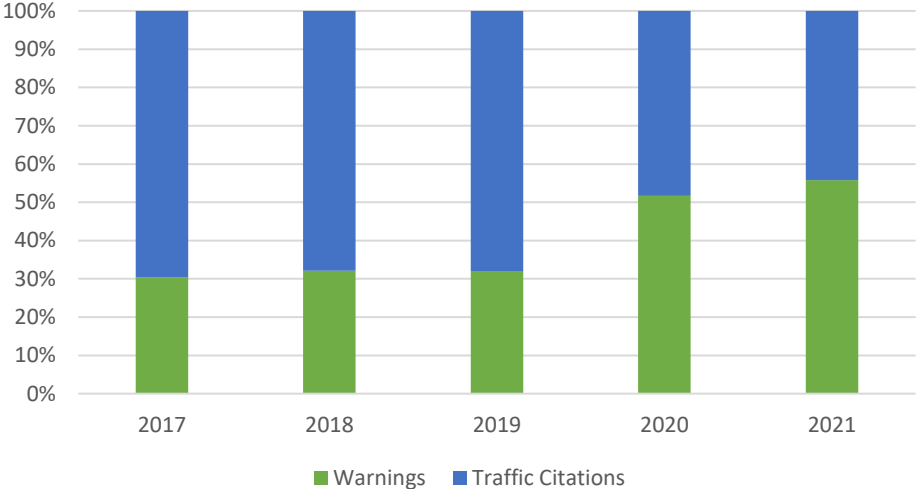
Traffic Citations

Traffic Citation numbers include general moving violations, DUI, criminal traffic offenses, and parking violations. Traffic citations and criminal case filings were low in 2021 relative to prior years, primarily due to staff shortages.



The proportion of warnings versus citations in 2021 was 56%, higher than the average of the 4 years prior as shown in the following chart.

Proportion of Warnings vs. Citations (2017-2021)



Parking Enforcement & Abandoned Vehicles

The following table provides statistics on abandon vehicle incidents, impounds, and parking citations for the last 5 years.

Year	Abandoned Vehicle / Impounds	Parking Citations
2021	866/57	221
2020	649/55	555
2019	456/52	1,110
2018	211/25	985
2017	335 / 34	528
2016	322 / 54	182

Traffic Speed Summary

The City of Shoreline Traffic Services and Police departments work together to identify speed enforcement priorities, using measured speed data and feedback from the community. Speed data is collected throughout the year and compared to the posted speed limit to identify streets where education - using tools like radar speed feedback signs as shown below - or enforcement emphasis may be warranted.



Appendix F provides the Traffic Speed Differential Map and shows the difference between the measured 85th percentile speed and the posted speed limit. The number of streets with measured speeds 8 mph or more over the posted speed has increased from 13 in 2019 to 16 in 2022. The street segments shown in the table below represent the locations with the highest difference between posted and measured travel speeds.

Streets with Differential Speed 8 mph or More Over Posted Limit

N 200 th Street from Aurora Ave N to Meridian Ave N
Midvale Ave N from N 175 th St to N 185 th St
Forest Park Dr NE from 15 th Ave NE to 19 th Ave NE
NE Perkins Way from 10 th Ave NE to 15 th Ave NE
NW 175 th Street from 10 th Ave NW to 14 th Ave NW
6 th Ave NW from NW 175 th Street to NW 180 th St
Carlyle Hall Rd from Dayton Ave N to N 175 th St
15 th Ave NE from NE 175 th St to Ballinger Way NE
NE 165 th St from 5 th Ave NE to 15 th Ave NE
N 165 th St from Dayton Ave N to Aurora Ave N
1 st Ave NE from NE 185 th St to NE 195 th St
5 th Ave NE from NE 185 th St to NE 205 th St
NE 175 th St from I-5 to 5 th Ave NE
N 175 th St from Aurora Ave N to Meridian Ave N
N/NW 175 th St from Dayton Ave N to 3 rd Ave NW
Westminster Way N from Greenwood Ave N to N 155 th St

Traffic Volume Summary

Traffic volume data is regularly collected at eight (8) locations in the City. These locations are:

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

Below is a summary of data collected at these 8 locations. As shown in the table, average weekday daily traffic volumes are down 3.3% and are approximately even in the PM Peak period, compared to the 2015-2019 average. Volumes in the AM Peak period are down significantly; likely a reflection of transformed commute patterns which have continued to impact traffic volumes City and Region-wide. The 2022 Shoreline Resident Satisfaction Survey indicated that 26% of residents plan to work remotely full time into the future, and that 53% plan to work hybrid schedules. It is not surprising then to see significantly lower AM Peak volumes while PM Peak volumes have returned to pre-pandemic levels given changes to commutes but the return of post-work and school activities.

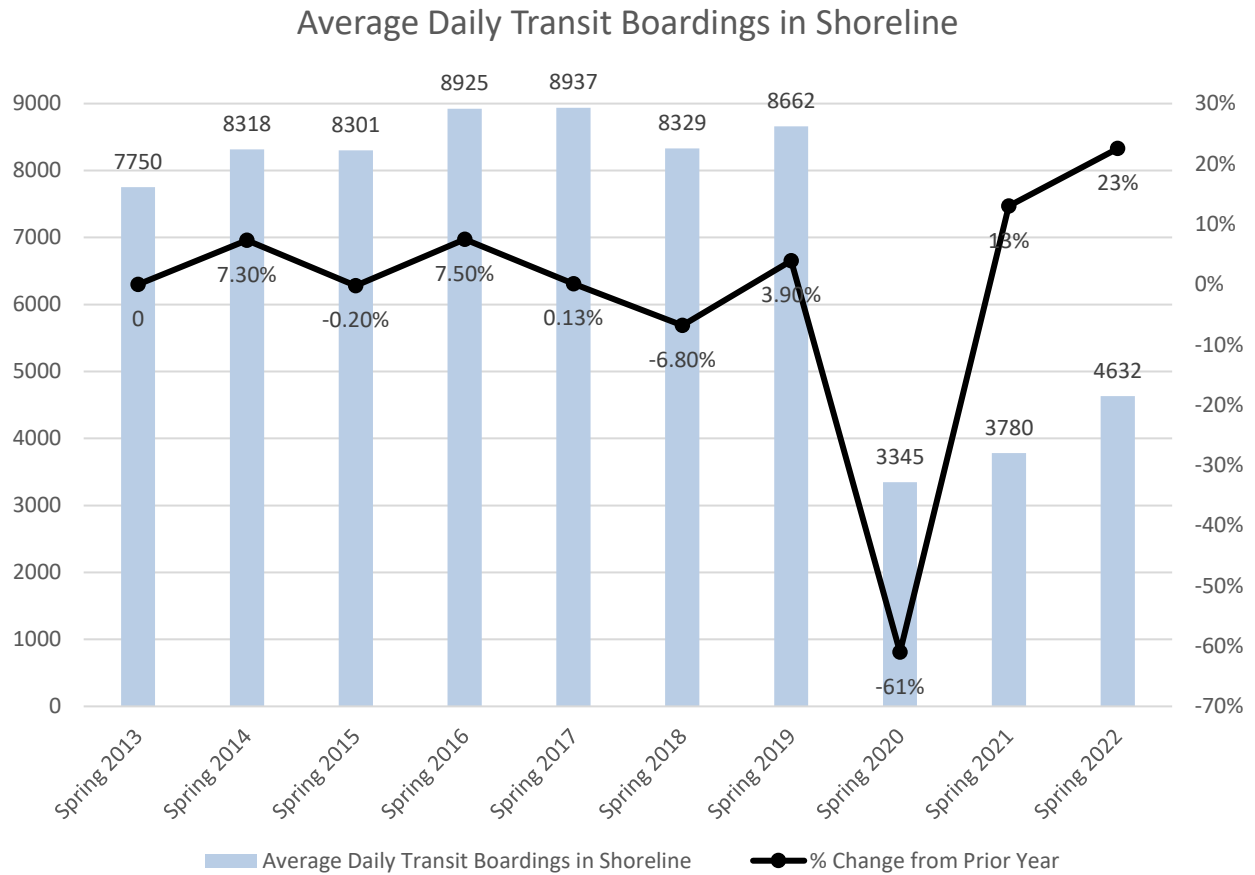
	2022	% CHANGE FROM 2015-2019 AVERAGE
WEEKDAY AM PEAK HOUR TRAFFIC AGGREGATE (VEHICLES/HOUR)	5469	-17.2%
WEEKDAY PM PEAK HOUR TRAFFIC AGGREGATE (VEHICLES/HOUR)	8235	0.4%
AVERAGE WEEKDAY DAILY TRAFFIC AGGREGATE (VEHICLES/DAY)	98,711	-3.3%

It is worth noting that these changing patterns pose new and unique challenges in terms of how practitioners measure and report on volumes. Historically, standard practice has been to use an average of 3-5 weekdays of data collected in a year or quarter to represent the traffic volume for a given corridor, but flex schedules could result in certain days of the week that are much higher or lower than the average. Next cycle, more granular volume data will be reported to determine daily variability and its significance.

See Appendix G for the Traffic Volume Map which shows average daily weekday traffic volumes on arterial corridors citywide.

Transit Summary

King County Metro ridership fell drastically in 2020 as a result of the pandemic as shown in the following chart. Ridership began rising again in 2021, however Spring 2022 ridership is still much lower at just over half of the reported 2019 pre-pandemic level.



**King County Metro data only*

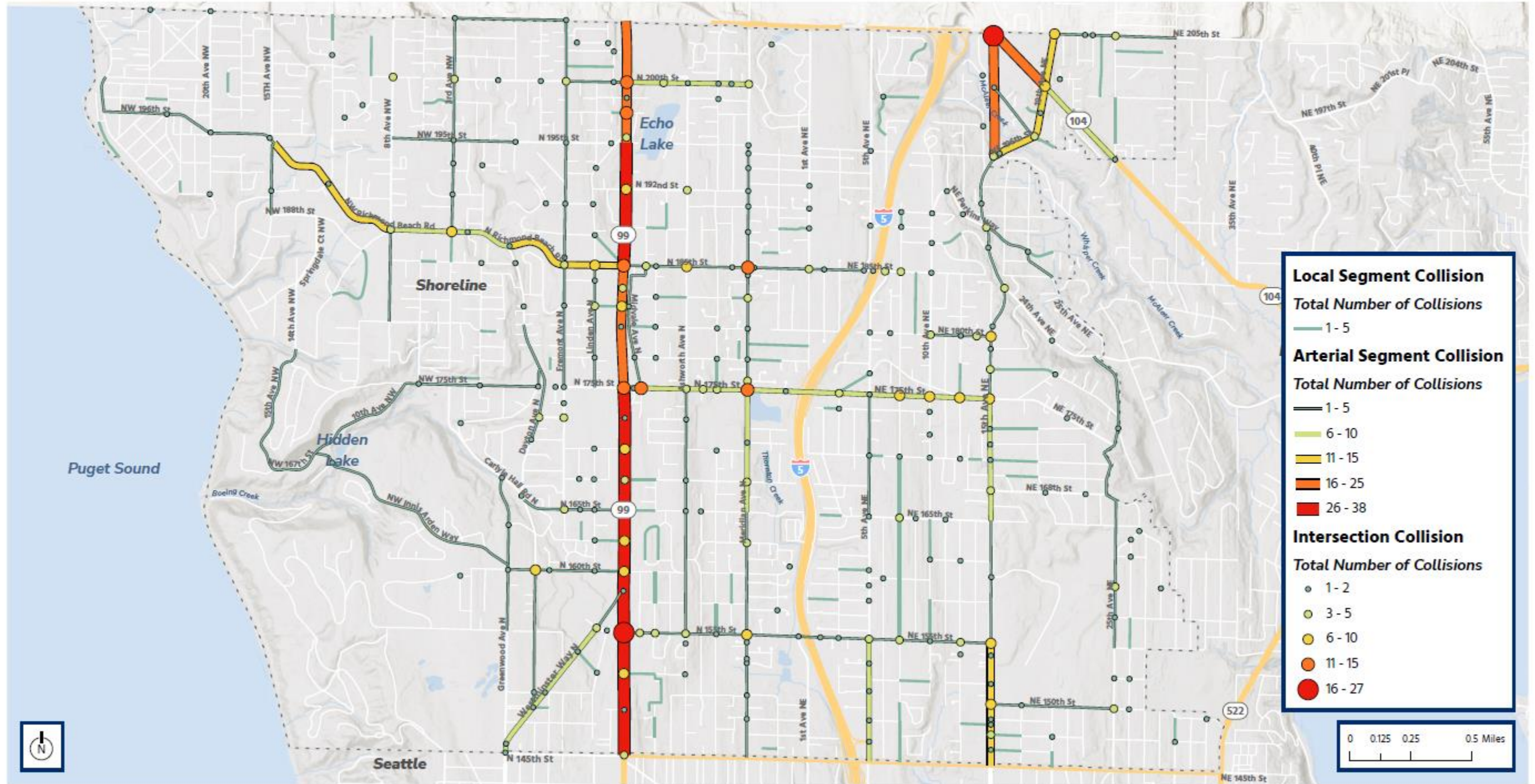
Appendix

- Appendix A – 2019-2021 Total Collisions Map
- Appendix B – 2019-2021 Injury Collisions Map
- Appendix C – 2017-2021 Pedestrian Collisions Map
- Appendix D – 2017-2021 Bicyclist Collisions Map
- Appendix E – 2017-2021 Fatal & Serious Injury Collisions Map
- Appendix F – 2022 Speed Differential Map
- Appendix G – 2022 Traffic Volume Map

Appendix A - 2019-2021 Total Collisions Map

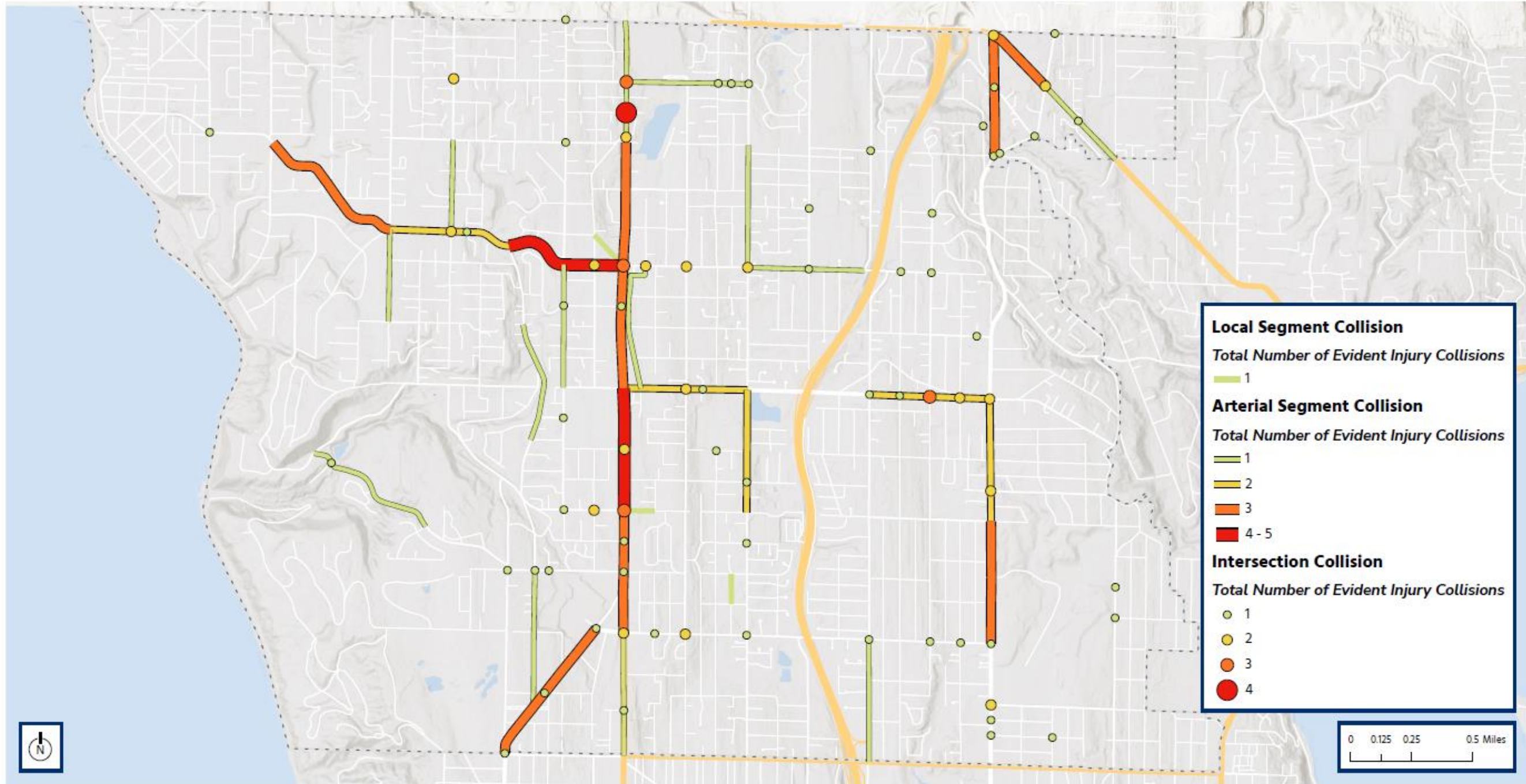


COLLISIONS 2019-2021



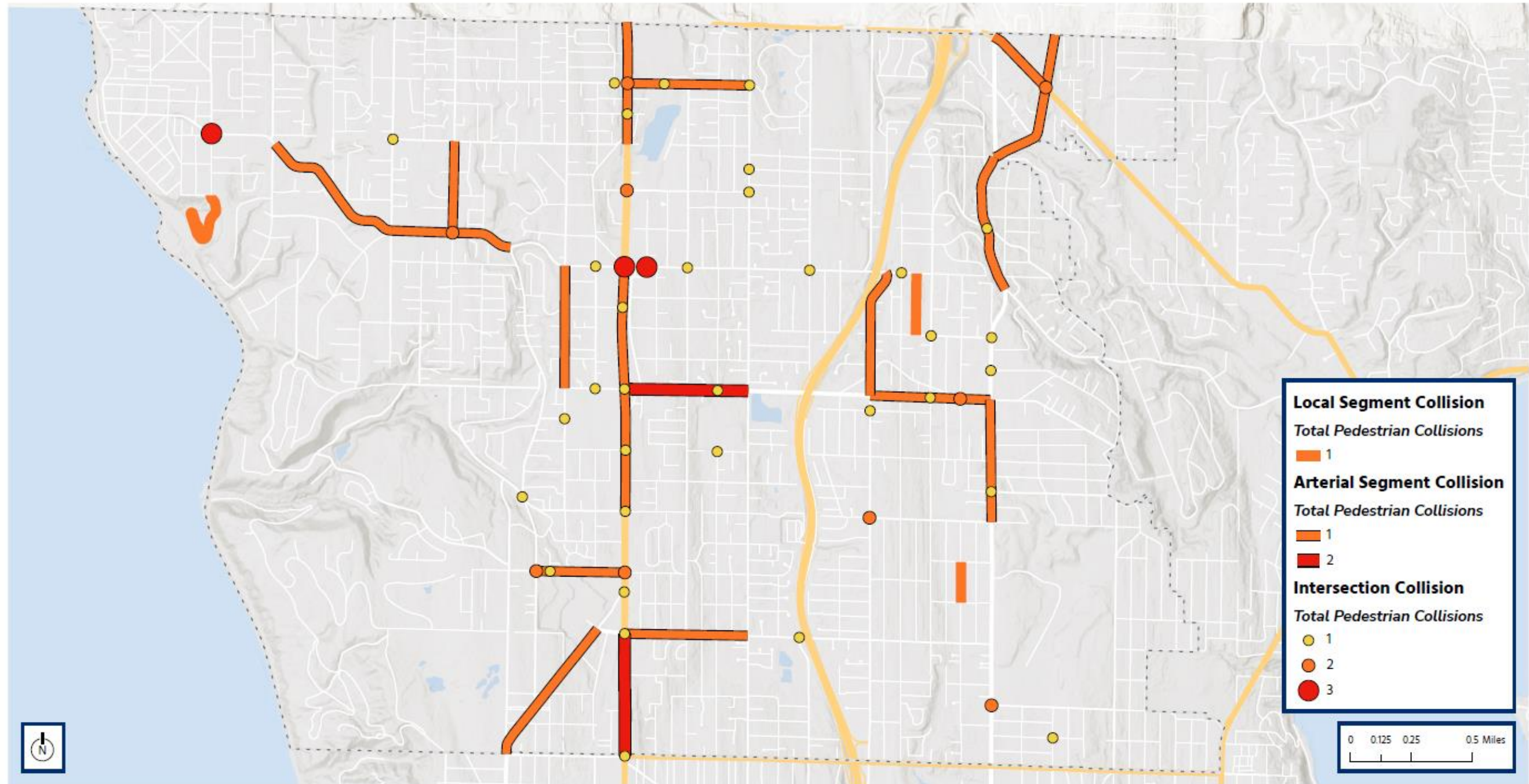
Appendix B - 2019-2021 Injury Collisions Map

CITY OF SHORELINE EVIDENT INJURY COLLISIONS 2019-2021



Appendix C - 2017-2021 Pedestrian Collisions Map

 **PEDESTRIAN COLLISIONS** 2017-2021

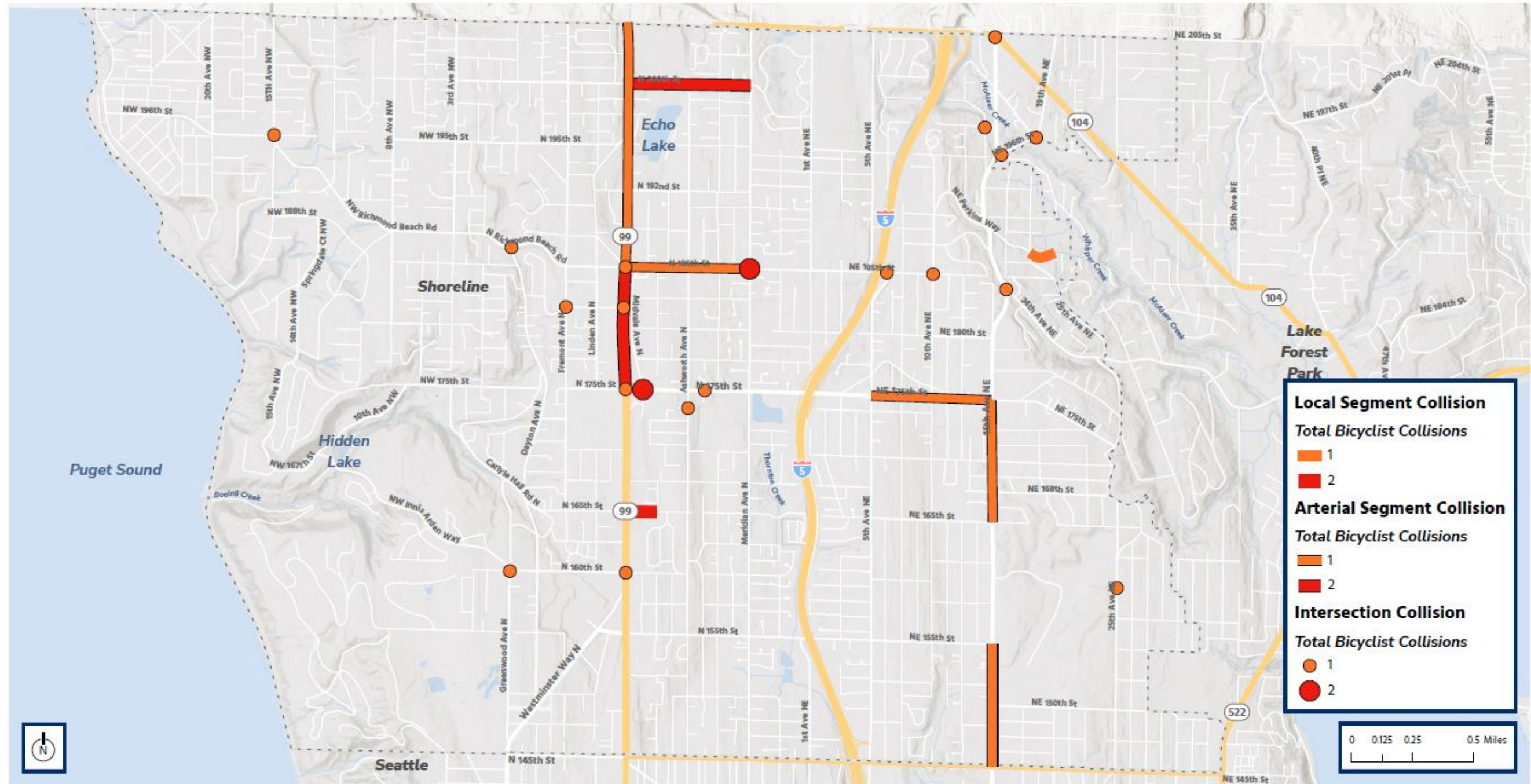


Source: WSDOT, King County, City of Shoreline, Mapbox, OpenStreetMap

Appendix D - 2017-2021 Bicyclist Collisions Map



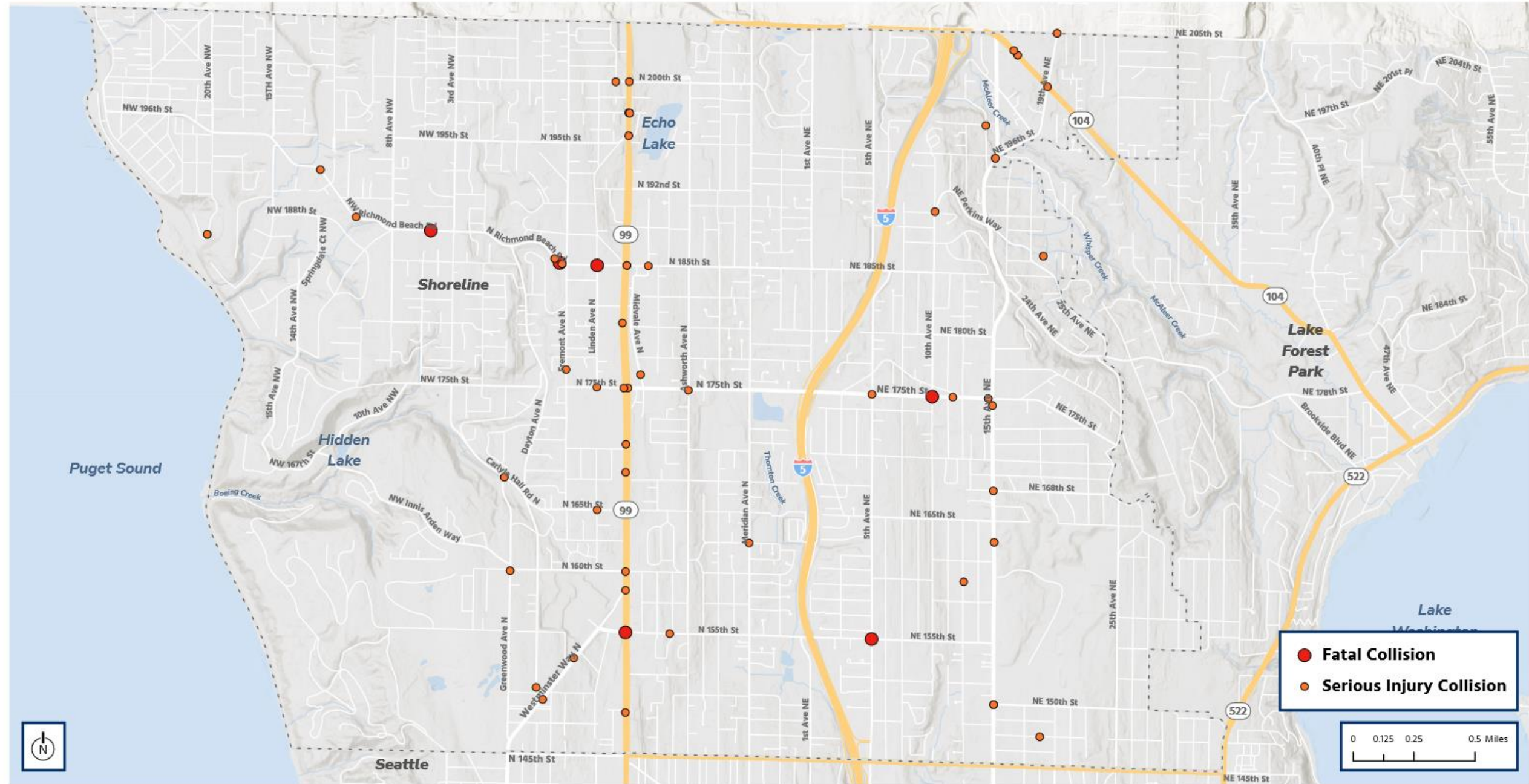
BICYCLIST COLLISIONS 2017-2021



Source: WSDOT, King County, City of Shoreline, Mapbox, OpenStreetMap

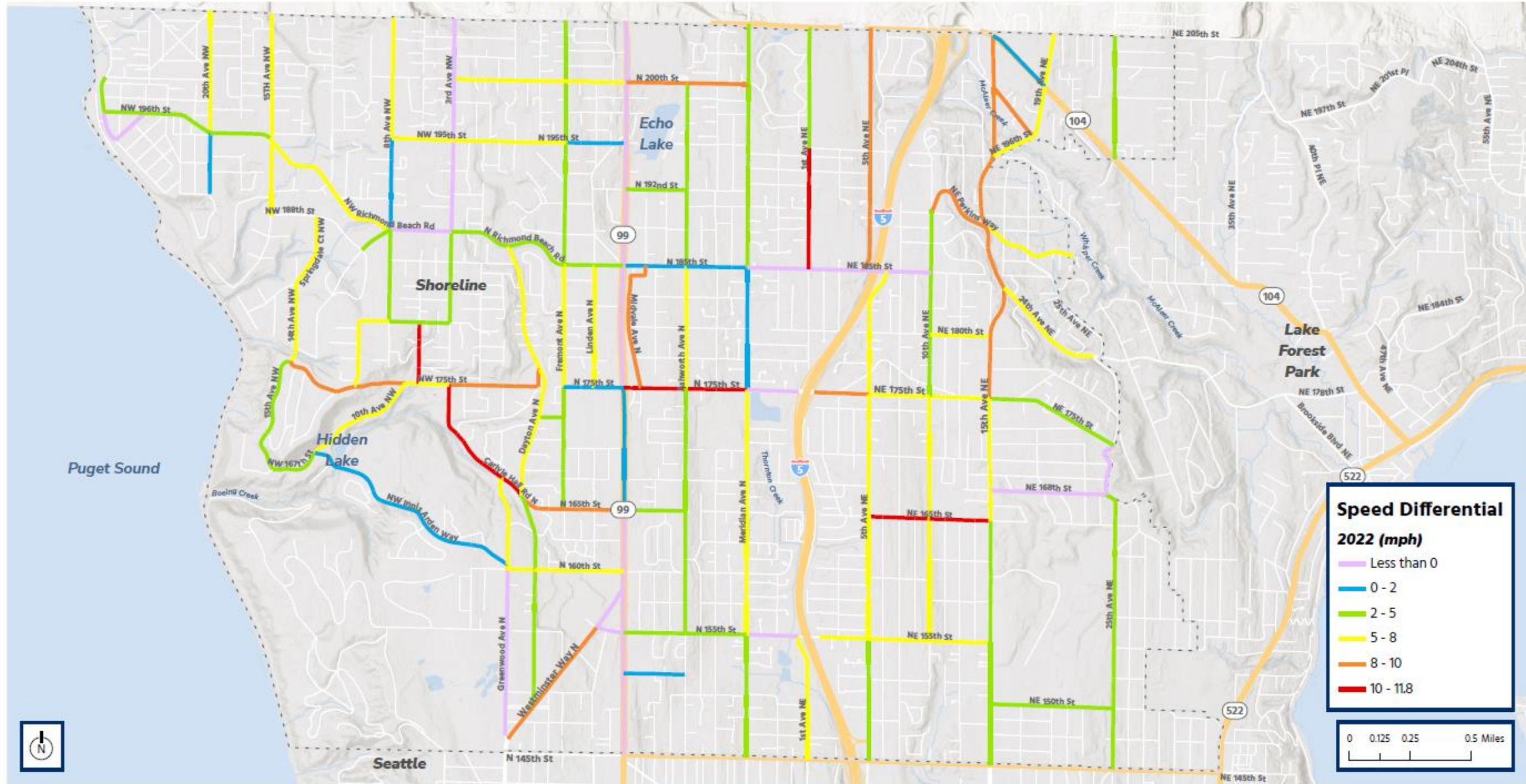
Appendix E - 2017-2021 Fatal and Serious Injury Collisions Map

 **FATAL AND SERIOUS INJURY COLLISIONS** 2017-2021



Source: WSDOT, King County, City of Shoreline, Mapbox, OpenStreetMap

Appendix F - 2022 Speed Differential Map



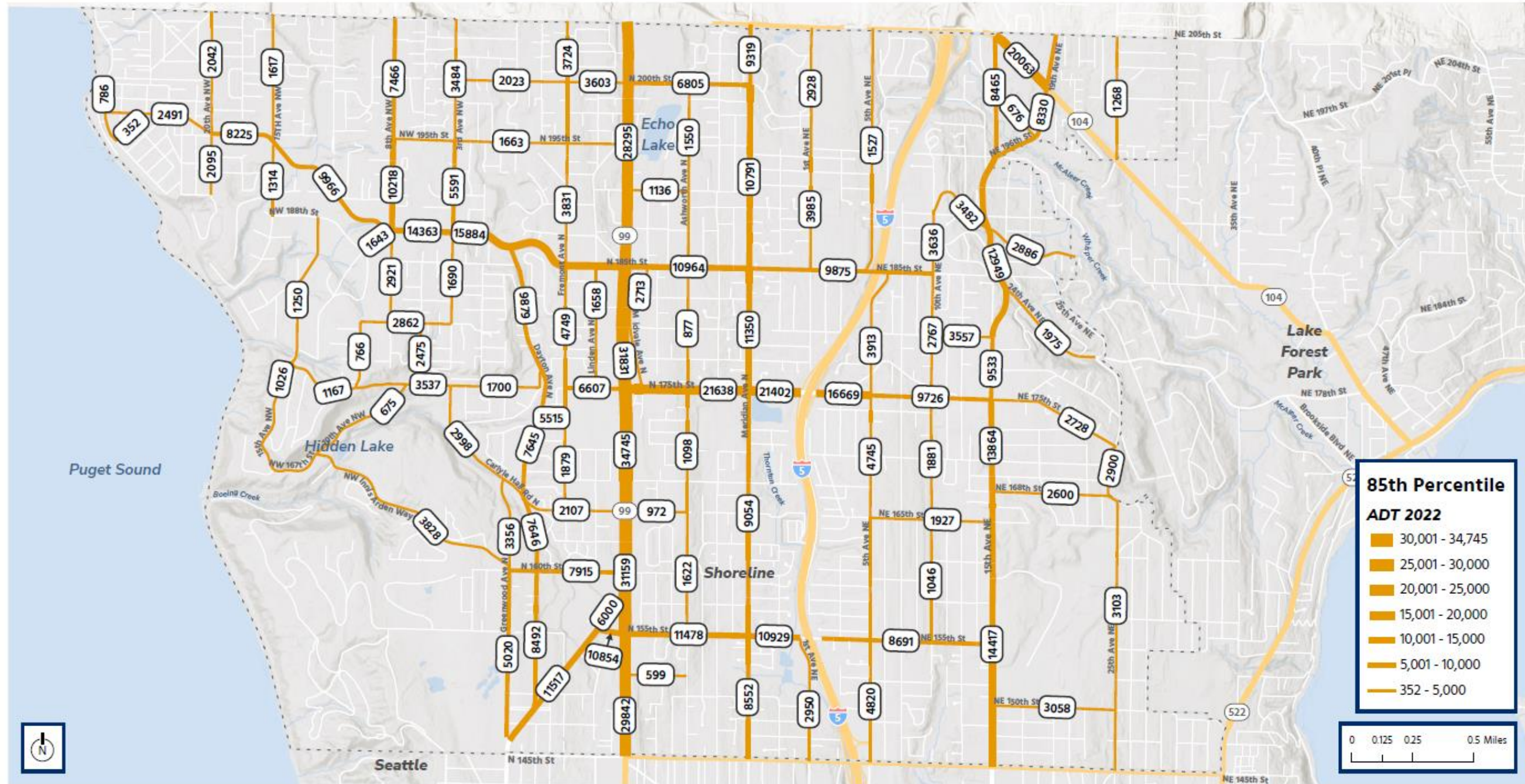
Source: WSDOT, King County, City of Shoreline, Mapbox, OpenStreetMap

Appendix G - 2022 Traffic Volume Map



TRAFFIC VOLUME 2022

24-Hour Average Weekday Traffic
(Combined Two-Directional Totals)



Source: WSDOT, King County, City of Shoreline, Mapbox, OpenStreetMap