

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Discussion of the 2012-2017 Capital Improvement Plan and Funding Strategies for Constructing Future Sidewalks
<b>DEPARTMENT:</b>	Public Works/Administrative Services
<b>PRESENTED BY:</b>	Mark Relph, Public Works Director Robert Hartwig, Administrative Services Director
<b>ACTION:</b>	<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 provide an update on the capital projects currently included in the 2012-2017 Capital Improvement Plan (CIP) and a financial update of each capital fund, discuss emerging capital needs and issues with Council including funding strategies for constructing future sidewalks or other non-motorized facilities, and receive input from Council on priorities for future capital improvements.

Staff will begin developing the 2013-2018 CIP soon and incorporate 2013 activities into the proposed 2013 budget to be presented to Council in October. Staff anticipates providing a preliminary view of the 2013-2018 CIP to Council in September.

Staff will also be presenting the 2013-2018 Transportation Improvement Program (TIP) to Council on June 18 with a public hearing scheduled for July 9. In accordance with RCW 35.77.010, cities in Washington State are required to prepare and adopt a comprehensive six-year transportation program. A city's six-year transportation TIP must be consistent with its comprehensive plan transportation element. The TIP, as opposed to the CIP, does not have to be financially constrained, meaning that all projects have an identified funding source. In addition to local projects, the TIP should identify projects and programs of regional significance for inclusion in the regional TIP.

**RESOURCE IMPACT:**

The adopted 2012-2017 CIP totals \$57.8 million. This report does not request any additional budget authority for the City's capital program.

**RECOMMENDATION**

Staff recommends that the City Council provide input and direction on project priorities and revenue sources for use in developing the 2013-2018 CIP.

Approved By:            City Manager **JU**    City Attorney **IS**

**ATTACHMENTS**

Attachment A: 2012-2017 Adopted CIP Fund Summaries

## **INTRODUCTION**

Tonight staff will update the Council on the progress of capital projects currently underway and provide an overview of the current financial status of each capital fund. Staff is seeking input from Council as we begin the development of the 2013 - 2018 CIP.

## **BACKGROUND**

During the past few years, staff has updated the City's six-year CIP for Council's review and adoption during the first half of the year. Typically, Council has reviewed the CIP, held a public hearing, and adopted the six-year CIP in July. The annual budget required to implement the first year of the CIP is presented to the Council along with the City's operating budget in October for review and adoption in November of each year.

In accordance with RCW 35.77.010, cities in Washington State are required to prepare and adopt a comprehensive six-year transportation program. A city's six-year transportation improvement program (TIP) must be consistent with its comprehensive plan transportation element. Given that the TIP must be submitted to the State in July, the TIP has usually been the Roads Capital section of the CIP. This year the TIP will need to be completed prior to the CIP.

Last year, Council requested that staff merge the capital and operating budget processes. This would allow Council to review and prioritize the City's capital and operating needs at the same time so that common funding sources can be prioritized and allocated simultaneously.

Staff has developed a timeline to merge the capital and operating processes during 2012 as outlined below.

### **Timeline for review of capital projects and resources**

Status update of 2012-2017 CIP to Council	May 29
Presentation and Discussion of 2013-2018 TIP	June 18
Public Hearing and Adoption of 2013-2018 TIP	July 9
2013 Preliminary Budget Update	September 17 (tentative)
Presentation of 2013 Budget and 2013-2018 CIP	October 15
Public Hearing on 2013 Budget and 2013-2018 CIP	November 5
Adoption of 2013 Budget and 2013-2018 CIP	November 26

## **DISCUSSION**

### **CIP Project Update**

#### ***General Capital Fund***

The General Capital Fund projects are categorized as facilities and parks projects. The 2006 Parks Bond revenue has been a significant portion of this fund over the past five years. As the Parks Bond projects are being completed, the primary sources of revenue within this fund are Real Estate Excise tax (REET), General Fund revenues, and King County Voter Approved Trail Funding.

The following is an update of each of the projects currently included in the adopted 2012-2017 General Capital Fund CIP.

<b>PROJECT:</b>	<b>Boeing Creek Open Space/ Sunset School Improvements</b>		
Approved Budget	\$205,000	Projected Cost to Complete	\$205,000
Schedule	2013 construction	Current Status	Preliminary Design
<p>This project will provide initial improvements from the community visioning for Boeing Creek Open Space and Sunset School sites completed in 2010. Although originally a trail through Boeing Creek Open Space and a trail around the field at Sunset School Park along with play equipment upgrades were anticipated, it is likely that the improvements will concentrate on the Sunset School site. This project is funded with King County Hidden Lake Mitigation. The City is reapplying for a \$50,000 King County Youth Facilities grant to supplement funding for this project. Results of the grant application are anticipated in Fall 2012.</p>			

<b>PROJECT:</b>	<b>Echo Lake Park</b>		
Approved Budget	\$347,000	Projected Cost to Complete	\$347,000
Schedule	Master Plan – 2012 Design and Construction – 2013/2014	Current Status	Master Planning
<p>A master plan is being prepared for this project to create an Interurban Trail Northern Trailhead using King County Trail Levy funding. The master plan for the city-owned land and Seattle City Light ROW is scheduled for completion in 2012 with design and construction occurring in 2013 and early 2014. This project may include property acquisition, additional picnic tables and benches, re-grading and seeding the open lawn area, lakeside vegetation improvements to improve views and pedestrian access to the water's edge, and a new restroom located closer to trail users.</p>			

<b>PROJECT:</b>	<b>Off-Leash Dog Area</b>		
Approved Budget	\$150,000	Projected Cost to Complete	\$160,000
Schedule	Complete 2012	Current Status	Planning
<p>This Parks Bond project established the current off leash dog areas at Richmond Beach Saltwater Park and Shoreview Park. Planning has begun to identify an additional off leash dog area on the east side of the City. An additional \$10,000 is projected to complete an east side off leash facility.</p>			

<b>PROJECT:</b>	<b>Police Station Garage Storage</b>		
Approved Budget	\$60,000	Projected Cost to Complete	\$60,000
Schedule	Q3, Q4, 2012 Completion	Current Status	Pre-construction
This project is to complete a garage and storage space at the Police Station. This project is funded through Treasury Seizure Funds.			

<b>PROJECT:</b>	<b>Regional Trail Signage</b>		
Approved Budget	\$175,000	Projected Cost to Complete	\$175,000
Schedule	Design start late 2012	Current Status	Preliminary
This King County Trail Levy funded project will create signage to connect non-motorized users from the Interurban Trail to the Burke Gilman Trail. Design of this project will start in late 2012 and will include sign design as well as locations for signs and pavement markings.			

<b>PROJECT:</b>	<b>Trail Corridors</b>		
Approved Budget	\$2,684,203	Projected Cost to Complete	\$2,685,000
Schedule	Completion 2013	Current Status	On-going
As part of the Parks Bond, this project has constructed soft surface and hard surface trails throughout the City including those at Hamlin, Shoreview, Boeing Creek, Cromwell Park, and the 195 <sup>th</sup> trail among others. Through the end of 2011, almost \$1.7 million of improvements have been completed. Remaining work includes trail improvements at Kruckeberg Gardens, additional soft surface trail improvements within several parks, and trail wayfinding signage.			

<b>PROJECT:</b>	<b>Civic Center/ City Hall</b>		
Approved Budget	\$790,348	Projected Cost to Complete	\$790,000
Schedule	Q1-Q4	Current Status	On-going
This project identified three remaining elements – outdoor signing, high density storage, and support for a 3 <sup>rd</sup> floor lease by identifying a tenant and completing improvements. Outdoor signage is complete; high-density files are in the purchasing process; and a broker is being utilized to identify a 3 <sup>rd</sup> floor tenant.			

<b>PROJECT:</b>	<b>Kruckeberg Botanical Gardens</b>		
Approved Budget	\$1,586,167	Projected Cost to Complete	\$1,600,000
Schedule	Construction Summer 2012	Current Status	Pre-Construction
<p>The garden was purchased in 2008 as a Parks Bond Project. Additional grants were obtained to help fund the projects which has enabled additional improvements beyond those funded from the parks bond. A master plan was completed in 2010. Construction of an on-site ten car visitor parking lot, sidewalk improvements and installation and an entry gathering area are included in the first phase of improvements for construction in 2012. The project incorporates several sustainable features such as pervious pavers for the parking lot and porous concrete to meet key objectives identified in the master plan.</p>			

<b>PROJECT:</b>	<b>Maintenance Facility Feasibility Study</b>		
Approved Budget	\$25,000	Projected Cost to Complete	\$25,000
Schedule	Q1-Q4 2012	Current Status	Completed Site Analysis
<p>Complete Maintenance Facility Feasibility Study for a City Maintenance Facility that would house the street operations staff; possible park operations staff; surface water management staff; and future water and sewer staff.</p>			

<b>PROJECT:</b>	<b>Police Station Site Analysis</b>		
Approved Budget	\$100,000	Projected Cost to Complete	\$100,000
Schedule	Q1 2013 Complete Police Station Site Analysis	Current Status	Preliminary Design start Q3
<p>This project is to complete a police station site analysis to identify and recommend a site for a new police facility that will meet and support the space and growth needs of our police force. Treasury Seizure funds are being used for this analysis.</p>			

**Facilities – Major Maintenance Fund**

The Facilities – Major Maintenance Fund projects are categorized as general facilities and park facilities. Funding for these projects comes from the General Fund.

<b>PROJECT:</b>	<b>Police Station Long-Term Maintenance</b>		
Approved Budget	\$17,000	Projected Cost to Complete	\$17,000
Schedule	Q3, 2012 – Project Completion	Current Status	Moving forward
This project is to complete installing exterior doors at the Police Station. Vendor has been identified; project is proceeding.			

<b>PROJECT:</b>	<b>Shoreline Pool Long- Term Maintenance</b>		
Approved Budget	\$23,000	Projected Cost to Complete	Pending
Schedule	Moved from 2012 to 2013 for completion	Current Status	Moved to year 2013
Pending the completion of a pool assessment, interim projects that were scheduled in the 2012-2017 CIP have been moved forward. The assessment will produce a prioritization of CIP projects.			

<b>PROJECT:</b>	<b>Spartan Recreation Center</b>		
Approved Budget	\$20,000	Projected Cost to Complete	\$0
Schedule	2012- Planned Completion	Current Status	Project Eliminated
This project was to install a rooftop air conditioning unit to provide air conditioning to the existing office space. With the installation of portable small air conditioning units in 2011, which are working successfully, the Parks Department has recommended deleting this project in 2012.			

### **Roads Capital Fund**

The Roads Capital Fund supports projects to protect or improve the transportation network (motorized and non-motorized) within the City right-of-way. The projects are broken down into two primary categories: Repair and Replacement and Capacity Construction. The primary funding sources for this fund include Real Estate Excise Tax (REET), Transportation Benefit District (TBD) for annual road surface treatment, General Fund and grants. Grants are the largest source of revenue in this fund since the Aurora Project is accounted for in the Roads Capital Fund.

The information below is for projects currently in design and/or scheduled for construction in 2012.

<b>PROJECT:</b>	<b>Curb, Ramp, Sidewalk Replacement</b>		
Approved Budget	\$60,122	Projected Cost to Complete	\$60,000
Schedule	On-going	Current Status	Design
This annual program replaces and/or repairs curb ramps and sidewalk panels throughout the City to improve pedestrian access. Locations for 2012 are still being reviewed and finalized.			

<b>PROJECT:</b>	<b>Traffic Safety Improvements</b>		
Approved Budget	\$208,500	Projected Cost to Complete	\$208,500
Schedule	On-going Annual Program	Current Status	Planning and Design
This annual program implements various spot traffic and pedestrian operational and safety enhancement projects. Current projects: N 205 <sup>th</sup> at Aurora Ave N-in design to extend the two-way left turn lane on the west side of the intersection; N 180 <sup>th</sup> /Wallingford-in design to install corner treatments.			

<b>PROJECT:</b>	<b>Annual Road Surface Maintenance</b>		
Approved Budget	\$829,482	Projected Cost to Complete	\$829,000
Schedule	Construction 3Q 2012	Current Status	Planning
Maintain the City's road system by using various road surface treatments such as Asphalt Overlay and various chip seal type treatments (BST). Currently, the northwest quadrant of the City has been identified for the 2012 maintenance program. An RFP through King County is being developed/prepared for bid. The project is anticipated in July or August 2012. This program is funded primarily through the Transportation Benefit District.			

<b>PROJECT:</b>	<b>Traffic Signal Rehabilitation</b>		
Approved Budget	\$120,258	Projected Cost to Complete	\$120,258
Schedule	On-going Annual Program	Current Status	Planning and Design
This annual program implements projects to maintain, update and enhance the City's traffic signal system to improve traffic flow. Currently in the planning and design of the Aurora Signal Coordination.			

<b>PROJECT:</b>	<b>Briarcrest Safe Routes to School</b>		
Approved Budget	\$425,000	Projected Cost to Complete	\$475,000
Schedule	Construction late summer 2012	Current Status	Completed 60% design
Installation of sidewalks on 157 <sup>th</sup> (between 25 <sup>th</sup> Ave NE and school) and on 27 <sup>th</sup> Ave NE (between 150 <sup>th</sup> and 155 <sup>th</sup> ) is under design and scheduled for construction in late summer. Current cost estimates are higher based on increased costs associated with federal funding and inclusion of additional improvements for ADA ramps and traffic circles. This project is funded primarily by the Safe Routes to School Program administered by WSDOT. The School District is also partnering on this project.			

<b>PROJECT:</b>	<b>Sidewalk Priority Routes – 15<sup>th</sup> Ave NE</b>		
Approved Budget	\$500,000	Projected Cost to Complete	\$500,000
Schedule	Construction late 2012	Current Status	30% design
Project under design to install sidewalk between 160 <sup>th</sup> and 165 <sup>th</sup> in front of Hamlin Park. Design is evaluating and balancing removal of trees, sidewalk width, project costs and schedule in the design process. A portion of the \$500,000 is being set aside to begin design for a sidewalk project for construction in 2013 based on assumption of funding in 2013 budget. This project is funded by the General Fund based on one-time savings from 2011.			

<b>PROJECT:</b>	<b>Aurora Ave N (165<sup>th</sup> to 185<sup>th</sup>)</b>		
Approved Budget	\$47,323,483	Projected Cost to Complete	\$48,213,000
Schedule	Complete close-out 4Q 2012	Current Status	Construction Complete
With construction complete the projected costs to complete include actual and estimated costs to negotiate and settle potential claims on the project.			



<b>PROJECT:</b>	<b>Aurora Ave N (185<sup>th</sup> to 192<sup>nd</sup>)</b>		
Approved Budget	\$15,455,442	Projected Cost to Complete	\$16,062,000
Schedule	Construction Complete June 2012 Project Close out Dec 2012	Current Status	Construction
The improvements on this phase of the project are scheduled for substantial completion in June. Cost projections include increases as a result of increased costs for traffic control and other unforeseen conditions throughout construction. Grant reimbursement and contract close-out will continue through the end of the year.			

<b>PROJECT:</b>	<b>Aurora Ave N (192<sup>nd</sup> to 205<sup>th</sup>)</b>		
Approved Budget	\$37,139,286	Projected Cost to Complete	\$38,876,000
Schedule	Advertise 4Q 2012 Construction Start 1Q 2013	Current Status	90% Design review
This final phase of the Aurora corridor is estimated for completion in late 2014. The cost estimate prepared for 90% design shows an increase in project costs based on design details and lessons learned in earlier phases of the project. Additional grant funding will be used to account for the increased costs. No additional Roads Capital funds are anticipated on the project. City Staff are actively pursuing grant funding for the completion of Aurora. Currently four grant proposals have been submitted ranging from \$2.1 million to \$10 million. Results of the various grant processes will be received between May and summer of 2012.			

In addition to grants for Aurora, staff is actively pursuing other grants that will be incorporated into the 2013-2018 CIP as information is known. The following is a table of the current grant applications for roadway projects.

Grant	Location/Project	Amount	Results
PSRC – Regional or County wide	Aurora, 185 <sup>th</sup> to 192 <sup>nd</sup>	\$3.4 million	Late May or mid-June
Highway Safety Improvement Program	Aurora Avenue North, N. 192 <sup>nd</sup> to N. 205 <sup>th</sup>	\$2.1 million	Mid-May
TIGER 4	Aurora Avenue North, N. 192 <sup>nd</sup> to N. 205 <sup>th</sup>	\$10 million	Summer 2012
PSRC – Countywide	Overlay of Westminster Way from 145 <sup>th</sup> to Aurora	\$246,000	mid-June
PSRC Countywide	Overlay of N 175 <sup>th</sup> between I-5 and Midvale	\$170,000	mid-June
PSRC Countywide	Separated trail between	\$370,000	mid-June

Grant	Location/Project	Amount	Results
	1 <sup>st</sup> NE and 5 <sup>th</sup> NE along NE 195 <sup>th</sup>		
Safe Routes to Schools	Sidewalk on NW 195 <sup>th</sup> from 3 <sup>rd</sup> Ave NW to 8 <sup>th</sup> Ave NW	\$348,000	Fall 2012
Highway Safety Improvement Program	Traffic Signal Safety Upgrades	\$350,000	Waiting for award letter (received verbal

### ***Surface Water Utility Fund***

The Surface Water Utility Fund is separated into operating and capital components. Capital projects are categorized as basin planning, flood protection, water quality/drainage improvements, or stream and habitat restoration projects. In addition to revenue from utility fees, this fund also includes revenue from the King County Flood Zone District Opportunity Fund and a Department of Ecology Low Impact Development Stormwater retrofit grant.

<b>PROJECT:</b>	<b>Boeing Creek and Storm Creek Basin Plans</b>		
Approved Budget	\$380,000	Projected Cost to Complete	\$380,000
Schedule	Q4 2012	Current Status	Q4 2012
The Storm Creek Basin Plan findings were presented to Council on March 26, 2012. For the Storm Creek Basin, the pipe condition assessment has been completed and a draft basin plan is under review by staff. For the Boeing Creek Basin, the pipe condition assessment will be completed by early June, with a draft basin plan completed by early summer. The initial findings of the basin plan will be presented to Council on June 4, 2012.			

<b>PROJECT:</b>	<b>Culvert near 148<sup>th</sup> and 12<sup>th</sup> Ave NE</b>		
Approved Budget	\$250,000	Projected Cost to Complete	\$250,000
Schedule	2013	Current Status	Preliminary Design
This project resolves a flooding problem by improving channel capacity by re-grading a channel and improving habitat through vegetation and plantings. Additional maintenance work on the channel and system would be included to reduce sedimentation. Originally planned for 2012 the project is being moved to 2013 due to other projects and limited resources.			

<b>PROJECT:</b>	<b>Meridian Park Wetland Drainage Improvement</b>		
Approved Budget	\$343,000	Projected Cost to Complete	\$343,000
Schedule	Construction Aug 2012	Current Status	60% Design
This project improves downstream drainage by increasing flood storage within Meridian Park. The project also includes wetland enhancements that will improve habitat and modifications to the trail network and use of the park facility. The project is funded through a combination of King County Flood Zone District Opportunity funds and the Surface Water Capital Fund.			

<b>PROJECT:</b>	<b>Pump Station 25</b>		
Approved Budget	\$536,601	Projected Cost to Complete	\$597,000
Schedule	Construction Summer 2012	Current Status	Final design
This project replaces the existing pump station and installs a new force main to better protect property owners living with the existing closed depression. The current cost estimates are slightly higher than originally estimated based on additional property restoration and refined project costs.			

<b>PROJECT:</b>	<b>Surface Water Small Projects</b>		
Approved Budget	\$257,000 (2012)	Projected Cost to Complete	\$250,000
Schedule	On-going annual program	Current Status	Pre-Construction
This program constructs minor drainage improvements to reduce localized flooding or other surface water related problems at locations throughout the City. For 2012, the primary project is the installation of a new drainage system south of Meridian Park near 167 <sup>th</sup> Street and Wallingford Ave N. There are several smaller projects throughout the City that will also be completed this year.			

<b>PROJECT:</b>	<b>Stream and Habitat Restoration</b>		
Approved Budget	\$100,000/year	Projected Cost to Complete	\$100,000
Schedule	On-going	Current Status	Construction
This annual program utilizes a variety of approaches to improve and restore stream and riparian habitat. The work can include: removal of invasive plants in riparian corridors and re-planting with native species, upgrading culverts, or otherwise enhancing or restoring stream viability. In 2012 a conceptual plan was completed for a relocated drainage system and small stream in the northeast part of the City.			

<b>PROJECT:</b>	<b>North Fork Thornton Creek LID Stormwater Retrofit</b>		
Approved Budget	\$840,000	Projected Cost to Complete	\$840,000
Schedule	Construction in 2013	Current Status	Design
This project is to install natural drainage features within the North Fork sub-basin of Thornton Creek. Bioretention features or other natural drainage alternatives will be evaluated and installed in several locations to provide flow retention and water quality treatment for approximately 22 acres of the sub-basin. Currently, potential sites are being identified and alternative retrofit techniques are being evaluated. This project is funded through a Department of Ecology Retrofit grant and Surface Water Utility fees.			

<b>PROJECT:</b>	<b>SW Greenworks Projects</b>		
Approved Budget (2012)	\$259,731	Projected Cost to Complete	\$260,000
Schedule	Annual program	Current Status	Planning and Design
<p>These small projects are directed at improving water quality and infiltration within the City's right-of-way utilizing natural drainage techniques such as bioretention or rain gardens. There are currently two proposed projects for 2012, near N 190<sup>th</sup> St. and Densmore Ave. N, and NE 190<sup>th</sup> St. and 8<sup>th</sup> Ave. NE.</p>			

<b>PROJECT:</b>	<b>SWM Infrastructure Inventory and Assessment</b>		
Approved Budget	\$525,000	Projected Cost to Complete	\$525,000
Schedule	On-going Annual Program	Current Status	Inventory and Assessment In progress
<p>This project will locate, inventory and assess the condition of the City's stormwater infrastructure. Much of the assessment will coincide with the development of each basin plan project and will utilize our existing database and GIS systems. This project is the first phase in developing a Utility Asset Management System that supports managing the utility and provides information to help make cost-effective investment and utility rate decisions. The condition assessment for Storm Creek Basin was completed in Winter 2012. The condition assessment for Boeing Creek Basin will be completed by early summer 2012. The tool for managing the asset is still under review and discussion. As approved with the Surface Water Master Plan this project will be expanded with the 2013 budget to complete and maintain condition assessment for surface water infrastructure.</p>			

## **CIP Financial Update**

### ***General Capital Fund***

The CIP included 11 projects totaling \$8.5 million in the General Capital Fund. The summary below provides an updated view of these projects. A more in depth view is provided in Attachment A which includes the Program Summary for each of the four capital funds. Projected expenditures have increased slightly to a total of nearly \$9.8 million due to 2011 project carryovers totaling \$1,352,525 approved by Council in April. The ending fund balance for 2017 of \$320,802 is slightly higher than originally projected.

**City of Shoreline 2012 - 2017 Capital Improvement Plan**  
**FUND SUMMARY**  
**General Capital Fund**

Project	2012 Estimate	2013 Estimate	2014 Estimate	2015 Estimate	2016 Estimate	2017 Estimate	Total 2012-2017
<b>Expenditures</b>							
Parks Projects	\$2,505,212	\$655,937	\$190,000	\$1,140,000	\$450,000	\$1,000,000	\$5,941,149
Non-Project Specific	\$596,322	\$580,541	\$681,237	\$664,346	\$664,546	\$663,946	\$3,850,938
<b>Total Expenditures by Year</b>	<b>\$3,101,534</b>	<b>\$1,236,478</b>	<b>\$871,237</b>	<b>\$1,804,346</b>	<b>\$1,114,546</b>	<b>\$1,663,946</b>	<b>\$9,792,087</b>
<b>Revenues by Year</b>	<b>\$811,347</b>	<b>\$783,886</b>	<b>\$841,285</b>	<b>\$1,788,258</b>	<b>\$1,160,302</b>	<b>\$1,749,474</b>	<b>\$7,134,553</b>
Beginning Fund Balance	\$3,304,304	\$864,490	\$411,898	\$355,606	\$289,517	\$285,274	\$3,304,304
Total Revenues	\$811,347	\$783,886	\$841,285	\$1,788,258	\$1,160,302	\$1,749,474	\$7,134,553
Amount restricted for future turf replacement	\$149,627		\$26,341	\$50,000	\$50,000	\$50,000	\$325,968
Total Expenditures	\$3,101,534	\$1,236,478	\$871,237	\$1,804,346	\$1,114,546	\$1,663,946	\$9,792,087
Ending Fund Balance	\$864,490	\$411,898	\$355,606	\$289,517	\$285,274	\$320,802	\$320,802
Impact on Operating Budget	\$40,400	\$75,100	\$97,636	\$98,677	\$112,719	\$133,264	

The major revenue sources for this fund include real estate excise tax (REET), support from the General Fund, the King County voter approved trail levy funding, grant awards, and the remaining balance of the 2006 parks bond. Real estate excise tax projections for the six year plan have been reduced from nearly \$4.2 million to just over \$3.9 million as the number of real estate transactions and the related property values continue to be below historical levels following the recession in 2008. REET revenues are dedicated towards payment of the debt service on the City Hall bonds through year 2039. The level of General Fund support for the repair and maintenance of parks facilities remains at \$300,000 over the six year period or \$50,000 annually; however the reduced real estate excise tax has reduced the overall funding of the parks repair and replacement program. The City will continue to receive funding from the King County Trail Levy during 2012 and 2013. The updated CIP anticipates potential grant funding totaling \$1.55 million to fund a variety of projects. If these grants are not awarded to the City, some proposed projects will need to be delayed until funding can be secured. The majority of the capital projects and acquisitions included in the 2006 Parks Bond Levy have been completed. Remaining work at Kruckeberg Gardens will be completed in 2012 and trail corridor improvements will continue during 2012 and 2013.

At this time, the General Capital Fund is in balance, meaning that projected revenues exceed projected capital project costs, over the 2012-2017 period; however, there is a significant list of identified capital needs requiring funding.

#### Underfunded and Unfunded Capital Needs

The 2012-2017 CIP included a description of underfunded and unfunded capital needs for each capital fund. The lists have been reviewed and updated where necessary to reflect significant projects that are not included in the current CIP.

PROJECT TITLE	PROJECT DESCRIPTION	ESTIMATED LOW	ESTIMATED HIGH
<b>City-wide Maintenance Facility</b>	Acquire, plan, design and construct a new City-wide Maintenance Facility	\$12 million	\$14 million
<b>Police Station</b>	Acquire, plan, design and construct a new Police Station	\$16 million	\$20 million
<b>Aquatic Center</b>	Demolish existing pool, construct aquatic center adjacent to Spartan Gym	\$20 million	\$27 million
<b>Spartan Gym Expansion</b>	Complete at same time as aquatic center – convert north locker rooms into classroom spaces	\$1.5 million	\$2 million
<b>Saltwater Pedestrian Bridge Replacement</b>	Plan, design and construct a new bridge to Richmond Beach	\$2 million	\$3 million

### ***Facilities Major Maintenance Fund***

The CIP included five projects totaling \$591,160 in the Facilities Major Maintenance Fund. This fund provides for the long term maintenance of the Shoreline Pool, Richmond Highlands Community Center, and the Spartan Recreation Center. The summary below provides an updated view of these projects. Projected expenditures have decreased slightly to \$571,160 due to the removal of a project to install a rooftop air conditioning unit at the Spartan Recreation Center. Staff has installed portable small air conditioning units that appear to have solved the problem. The newly projected ending fund balance of \$109,603 for this fund in 2017 is higher than originally projected in the adopted CIP. There were significant savings in the 2011 projects which resulted in the increase in fund balance.

#### **City of Shoreline 2012 - 2017 Capital Improvement Plan Program Summary City Facility-Major Maintenance Fund**

Project	2012 Estimate	2013 Estimate	2014 Estimate	2015 Estimate	2016 Estimate	2017 Estimate	Total 2012-2017
<b>Expenditures</b>							
General Facilities	\$17,000			\$120,000	\$20,160		\$157,160
Parks Facilities		\$23,000	\$96,000	\$165,000	\$60,000	\$70,000	\$414,000
<b>Total Expenditures by Year</b>	<b>\$17,000</b>	<b>\$23,000</b>	<b>\$96,000</b>	<b>\$285,000</b>	<b>\$80,160</b>	<b>\$70,000</b>	<b>\$571,160</b>
<b>Revenues</b>	<b>\$164,232</b>	<b>\$74,866</b>	<b>\$77,000</b>	<b>\$79,936</b>	<b>\$76,991</b>	<b>\$77,107</b>	<b>\$550,131</b>
Beginning Fund Balance	\$130,632	\$277,864	\$329,730	\$310,729	\$105,665	\$102,496	\$130,632
Total Revenues	\$164,232	\$74,866	\$77,000	\$79,936	\$76,991	\$77,107	\$550,131
Total Expenditures	\$17,000	\$23,000	\$96,000	\$285,000	\$80,160	\$70,000	\$571,160
Ending Fund Balance	\$277,864	\$329,730	\$310,729	\$105,665	\$102,496	\$109,603	\$109,603
<b>Impact on Operating Budget</b>							

General Fund contributions are the single revenue source for this fund. The current annual level of support at \$64,032 will increase to \$74,032 for 2013 and beyond.

At this time, the Facilities Major Maintenance Fund is in balance over the 2012-2017 period; however, there is a significant list of identified capital needs requiring funding.

#### Underfunded and Unfunded Capital Needs

The table below included an updated view of significant projects that are not included in the CIP. Two projects have been removed and one new project has been added.

PROJECT TITLE	PROJECT DESCRIPTION	ESTIMATED LOW	ESTIMATED HIGH
<b>UNFUNDED</b>			
<b>Shoreline Pool Facility</b>	Relocate existing overhead pool lights to the sides to allow accessibility for easier maintenance	\$25,000	\$35,000
	Replace the underground fuel tank located on the northwest side of the pool facility	\$25,000	\$35,000
	Replace the exterior windows and ceiling finishes	\$30,000	\$40,000
<b>Richmond Highlands Community Center</b>	<b>NEW Remodel the facility kitchen</b>	<b>\$25,000</b>	<b>\$35,000</b>
	Replace the cafeteria and game room floors	\$25,000	\$35,000
<b>Spartan Recreation Center</b>	Replace kitchen appliances, refrigerator, stove, furniture, and cabinets	\$20,000	\$30,000
	Major repainting of the interior of the Gym	\$20,000	\$30,000
	Replace the Spartan Gym Floor	\$50,000	\$60,000

### **Roads Capital Fund**

The CIP includes eleven projects totaling \$40.7 million in the Roads Capital Fund. The summary below provides an updated view of these projects. Projected expenditures have increased to nearly \$51.2 million due to 2011 project carryovers totaling slightly more than \$7 million which were approved by Council in April. The annual road surface maintenance program has also been increased by \$129,482 for 2012 as a result of increased funds that were provided by the Transportation Benefit District (TBD). As noted in the CIP Project Update section of this report, the three phases of the Aurora Corridor Improvement project are increasing by \$3.2 million but the additional expenditures will be covered by anticipated grants. The newly projected ending fund balance of \$801,608 for this fund in 2017 is higher than originally projected in the adopted CIP. This increase can be attributed to reduced expenditures in 2011 and increases in projected revenues over the six year period. The projected revenue for REET has been reduced by approximately \$250,000 over the six year period but the increased revenue from the TBD based on vehicle licensing fees has been increased by over \$400,000. The anticipated grants for Aurora have also been increased over the next six year period.

#### **City of Shoreline 2012 - 2017 Capital Improvement Plan Summary Expenditures Roads Capital Fund**

<b>Project</b>	<b>2012 Estimate</b>	<b>2013 Estimate</b>	<b>2014 Estimate</b>	<b>2015 Estimate</b>	<b>2016 Estimate</b>	<b>2017 Estimate</b>	<b>2012-2017 Total</b>
<b>Expenditures</b>							
Pedestrian / Non-Motorized Projects	\$1,238,126	\$391,500	\$301,000	\$337,500	\$435,000	\$435,000	\$3,138,126
System Preservation Projects	\$949,740	\$820,631	\$921,084	\$1,100,000	\$1,100,000	\$1,100,000	\$5,991,455
Safety / Operations Projects	\$12,879,153	\$13,484,740	\$13,495,132	\$347,499			\$40,206,524
Non-Project Specific	\$240,922	\$265,425	\$304,803	\$322,642	\$346,697	\$356,322	\$1,836,811
<b>Total Expenditures by Year</b>	<b>\$15,307,941</b>	<b>\$14,962,296</b>	<b>\$15,022,019</b>	<b>\$2,107,641</b>	<b>\$1,881,697</b>	<b>\$1,891,322</b>	<b>\$51,172,916</b>
<b>Total Revenues by Year</b>	<b>\$13,642,932</b>	<b>\$15,240,254</b>	<b>\$13,547,687</b>	<b>\$2,116,596</b>	<b>\$1,793,884</b>	<b>\$1,827,822</b>	<b>\$48,169,175</b>
Beginning Fund Balance	\$3,805,349	\$2,140,340	\$2,418,298	\$943,966	\$952,921	\$865,108	\$3,805,349
Total Revenues	\$13,642,932	\$15,240,254	\$13,547,687	\$2,116,596	\$1,793,884	\$1,827,822	\$48,169,175
Total Expenditures	\$15,307,941	\$14,962,296	\$15,022,019	\$2,107,641	\$1,881,697	\$1,891,322	\$51,172,916
Ending Fund Balance	\$2,140,340	\$2,418,298	\$943,966	\$952,921	\$865,108	\$801,608	\$801,608
<b>Impact on Operating Budget</b>	<b>\$204,420</b>	<b>\$242,028</b>	<b>\$246,016</b>	<b>\$314,903</b>	<b>\$347,213</b>	<b>\$360,637</b>	

The major revenue sources for this fund include real estate excise tax, vehicle license fees collected by the Shoreline Transportation Benefit District, General Fund contributions, reimbursement from utility partners, and grant awards. Real estate excise tax projections for the six year plan have been reduced from nearly \$4.2 million to just over \$3.9 million as the real estate market continues to struggle. The level of General Fund support remains at the same level as included in the 2012-2017 CIP. Projected funding from the TBD has increased from \$2,371,496 to \$4,070,000 based on collection experience during 2010 and 2011.

The updated CIP anticipates awarded grant funding and utility reimbursement agreements totaling \$36.2 million and potential grant funding totaling nearly \$1 million to primarily fund the Aurora Corridor Improvements.



At this time, the Roads Capital Fund is in balance over the 2012-2017 period; however, there is a significant list of identified capital needs requiring funding.

#### Underfunded and Unfunded Capital Needs

The 2012-2017 CIP included a description of underfunded and unfunded capital needs for the Roads Capital Fund. The needs for this fund are currently being reviewed and updated and will be presented to the Council on June 18 when the TIP is presented. The following table shows the needs as included in the 2012-2017 CIP.

PROJECT TITLE	PROJECT DESCRIPTION	ESTIMATED LOW	ESTIMATED HIGH
<b>UNDERFUNDED</b>			
<b>Annual Road Surface Maintenance</b>	The road surface maintenance program maintains the City's roadways through asphalt overlays and surface seals. Currently, there is inadequate funding to maintain the desired pavement condition.	\$850,000/year	\$1,500,000/year
<b>Pedestrian Improvements</b>	Sidewalks are a high priority for the residents of the community. Additional funding is necessary to install sidewalks and pedestrian facilities throughout the City.	\$750,000/year	\$1,000,000/year
<b>UNFUNDED</b>			
<b>Interurban/Burke-Gilman Connector – Northern Route</b>	Construct improvements to strengthen the connection between Shoreline's Interurban Trail and the Burke-Gilman Trail to the east. The route runs along N/NE 195th Street from the Interurban Trail to 10th Ave NE, 10th Ave NE to Perkins Way NE and Perkins Way NE to the City limits. Other projects may include walkways, separated trails, signage and improvements to the NE 195th Street bridge over I-5. The City will work with Lake Forest Park to ensure facilities are coordinated. Portions of this work are currently funded with the Parks Bond Project and KC Trail Levy.	\$3,000,000	To be determined
<b>Richmond Beach Rd at 3rd Ave NW</b>	This project will design and construct left-turn lanes on Richmond Beach Road at the intersection with 3rd Ave NW and install signal modifications. The improvements will also include storm drainage, pavement widening, curb-and-gutter and sidewalks, retaining walls and street lighting. NW Richmond Beach Road is a high-volume arterial street at this location and this project will improve safety and traffic flow.	\$1,900,000	\$2,250,000
<b>Midvale Ave N – 175th to 183rd Reconstruction</b>	Design, acquire right-of-way and reconstruct Midvale Ave N. This project will move lanes off Seattle City Light (SCL) right-of-way. The project will include undergrounding electrical distribution lines, curb, gutter, sidewalks, amenity zone and on-street parking and angle parking on the west in the SCL right-of-way.	\$2,500,000	\$3,000,000

PROJECT TITLE	PROJECT DESCRIPTION	ESTIMATED LOW	ESTIMATED HIGH
<b>145th Street – 3rd Ave NW to Bothell Way NE (SR 522)</b>	Perform a multi-modal corridor study of 145th Street (SR 523) from Bothell Way NE (SR 522) to 3rd Ave NW. Work in conjunction with the City of Seattle, the Washington State Department of Transportation, King County, Metro Transit and Sound Transit to evaluate the future transportation needs for this corridor. Include an examination of safety, traffic, transit and non-motorized needs resulting from anticipated changes in the area such as growth, location of light rail station(s) and regional tolling. The southern half (eastbound lanes) of the street is within the City of Seattle; Seattle classifies 145th St as a Collector Arterial from 3rd Ave NW to Greenwood Ave N and as a Primary Arterial from Greenwood Ave N to Bothell Way NE.	\$500,000	\$600,000
<b>10th Ave NW Hidden</b>	Rehabilitate the existing bridge to ensure safe	\$1,500,000	\$3,000,000
<b>NW 160th Street and Greenwood Ave N/Innis Arden Way</b>	This project will improve the operations and safety of this five-way intersection at N 160th St. Greenwood Ave N and Innis Arden Way. Design will be coordinated with Shoreline Community College (SCC) Master Planning and with Metro	\$1,750,000	\$2,000,000

### **Surface Water Utility Fund**

The CIP included 14 projects totaling \$8.3 million in the Surface Water Utility Fund. The summary below provides an updated view of these projects. Projected expenditures have increased to nearly \$9 million due to 2011 project carryovers totaling slightly more than \$506,078 approved by Council in April. The major change is the elimination of the Boeing Creek Reach 1 and 8 Bank Stabilization project (\$100,000) while staff waits for recommendations once the Boeing Creek Basin Plan has been completed. The newly projected ending fund balance of \$1,324,718 for this fund in 2017 is higher than originally projected in the CIP at \$426,079. Projected SWM fees have increased due to higher proposed rate increases as approved in the Surface Water Master Plan.

#### **City of Shoreline 2012 - 2017 Capital Improvement Plan Program Summary Surface Water Capital Fund**

<b>Project</b>	<b>2012 Estimate</b>	<b>2013 Estimate</b>	<b>2014 Estimate</b>	<b>2015 Estimate</b>	<b>2016 Estimate</b>	<b>2017 Estimate</b>	<b>Total 2012-2017</b>
<b>Expenditures</b>							
Basin Planning	\$303,012	\$110,000	\$275,000	\$150,000			\$838,012
Flood Protection	\$1,201,931	\$370,600	\$225,000	\$225,000	\$275,000	\$279,000	\$2,576,531
Water Quality Facilities	\$100,000	\$100,000	\$100,000	\$100,000	\$120,000	\$120,000	\$640,000
Stream and Habitat Restoration	\$504,765	\$793,000	\$175,000	\$115,000	\$125,000	\$185,000	\$1,897,765
Non-Project Specific	\$689,647	\$567,600	\$412,789	\$464,211	\$461,265	\$465,720	\$3,061,232
<b>Total Expenditures by Year</b>	<b>\$2,799,355</b>	<b>\$1,941,200</b>	<b>\$1,187,789</b>	<b>\$1,054,211</b>	<b>\$981,265</b>	<b>\$1,049,720</b>	<b>\$9,013,540</b>
<b>Revenues</b>	<b>\$417,564</b>	<b>\$521,743</b>	<b>\$94,253</b>	<b>\$104,291</b>	<b>\$112,847</b>	<b>\$116,294</b>	<b>\$1,366,993</b>
Beginning Fund Balance	\$3,748,287	\$2,247,790	\$1,583,663	\$1,278,469	\$1,173,109	\$1,209,814	\$3,748,287
Total Capital Revenues	\$417,564	\$521,743	\$94,253	\$104,291	\$112,847	\$116,294	\$1,366,993
Total Operating Revenues	\$3,373,538	\$3,306,374	\$3,405,565	\$3,507,732	\$3,648,042	\$3,830,444	\$21,071,695
Total Capital Expenditures	\$2,799,355	\$1,941,200	\$1,187,789	\$1,054,211	\$981,265	\$1,049,720	\$9,013,540
Total Operating Expenditures	\$2,058,717	\$2,089,423	\$2,133,688	\$2,182,065	\$2,233,250	\$2,287,423	\$12,984,566
Ending Fund Balance	\$2,247,790	\$1,583,663	\$1,278,469	\$1,173,109	\$1,209,814	\$1,324,718	\$1,324,718
<b>Impact on Operating Budget</b>	<b>\$89,097</b>	<b>\$117,190</b>	<b>\$139,105</b>	<b>\$136,676</b>	<b>\$165,237</b>	<b>\$150,260</b>	

The major revenue sources for this fund are the surface water fees and grant awards. Surface Water fees are projected to be nearly \$21 million over the next six years. Nearly \$13 million of the projected fees will be used for operating costs of the utility. The remainder will be used to fund the capital projects included in the CIP. The updated 2012-2017 CIP includes over \$1.2 million in awarded grants for capital needs. At this time, the Surface Water Utility Fund is in balance over the 2012-2017 period; however, there is a significant list of identified capital needs requiring funding.

### Underfunded and Unfunded Capital Needs

The table below includes an updated view of significant projects that are not included in the CIP.

PROJECT TITLE	PROJECT DESCRIPTION	ESTIMATED
<b>UNFUNDED</b>		
<b>Ballinger Creek Storm Water Wetland</b>	This is a flood control and water quality project to reduce high downstream flows in Ballinger Creek that cause erosion and flooding. The project would include the construction of a storm water wetland that would improve water quality and detain high flows.	\$1,500,000
<b>Ballinger Creek Stream Enhancement</b>	This project is an enhancement of the stream channel in Bruggers Bog Park. This enhancement would include channel widening, bank stabilization, installation of large woody debris for habitat, and riparian plantings.	\$400,000
<b>AQ8. Weed Choked Meridian Creek</b>	Construct better-defined stream channel, add large woody debris, gravel, and stabilize banks. Replant with native wetland vegetation. Priority 2	\$278,000
<b>Storm Creek Basin Drainage Improvement Project</b>	Allocation for projects identified in the Storm Creek Basin Plan Study	\$300,000

### Emerging Capital Issues and Needs

In reviewing these four funds it is evident the funding for future projects is limited, yet there are significant needs throughout the City. The master plans (Parks and Open Space, Transportation, and Surface Water) adopted in 2011 identify and provide some prioritization of many of these needs. The following list provides a summary of issues or projects that need to be considered and discussed as staff moves forward in development of the 2013-2018 Capital Improvement Plan.

#### ***Public Works Maintenance Facility***

Since incorporation, the City of Shoreline has long realized that the current Public Works/Parks maintenance site is limited in space and cannot grow in capacity. This problem has only become more serious over time.

Initially, the location fit well, since the majority of Public Works' basic services were contracted out with King County. Gradually over time, due in large part to City Manager and Council direction and driven by a higher demand for quality services from Shoreline residents, the City began to bring most of its services in-house by hiring appropriate levels of skilled staff and purchasing heavy maintenance equipment to perform a majority of maintenance tasks.

Today, the City of Shoreline has brought in-house approximately 90% of its basic services, contracting out about 5% to the private sector, and contracting another 5%

(traffic signal maintenance) with King County. As a result of these gradual changes, the Hamlin site no longer is a viable maintenance yard. It is maxed out both in available space and capacity. It is difficult to conduct current operations and more importantly there is no capacity to accommodate plans for new utility services.

The appropriate minimum space requirement for a maintenance facility that would accommodate the City's street, parks, and surface water operations as well as utilities such as water and sewer should be approximately three level acres. The current location has less than one acre in an awkward configuration. Locating a new maintenance site is reaching a critical level in preparing for the future needs of the City, especially as it looks to incorporating water and sewer utility responsibilities going forward.

Cost Implications:

Site acquisition: \$2M (estimate)

Site Development / Construction: \$7M-\$8M (Pre-fabricated building design)

***Pool Assessment***

Constructed in 1970-71 with Forward Thrust Funds, the Shoreline Pool facility was managed under King County until the City of Shoreline assumed responsibility and ownership shortly after incorporation. The Shoreline Pool facility has a long maintenance history.

The Shoreline Pool is one of seventeen Forward Thrust pools built by King County with an expected lifespan of about 40 years. Since Shoreline took ownership in 1997 approximately \$1.2 million has been spent on the renovation of the lobby, office, and locker rooms including ongoing general maintenance which has averaged \$34,000 annually over the last ten years.

The challenge we face today is to determine the maintenance and repair needs of the pool over the next several years. This information will help us determine future expenses and prioritize the repair of costly items. It will also determine whether continuing to repair the pool is cost effective and at what point we should plan for alternatives. There are consulting firms who conduct pool lifecycle analyses. This CIP request recommends that a firm be hired to investigate the future needs of the Shoreline Pool.

Public pools are considered to be one of the "Quality of Life" elements in any city. Not unlike great schools, strong recreational programs for residents of all ages are essential elements of great neighborhoods. A public pool is one of the cornerstones of a strong community recreation program. The high demand for a pool facility in Shoreline is evidenced by growing enrollment in swimming lesson programs at the Shoreline Pool even after the addition of the new Shoreline YMCA pool in 2009.

The Shoreline Pool is still viable and the need for a new pool is not anticipated in the short-term. However, in the future if there is a development of a master plan for the Shoreline Center, a location for a new aquatic facility should be considered. Failure to complete this lifecycle investigation could result in ineffectual spending of limited

resources and excessive spending on uneconomical repairs when a more cost-effective long-term strategy may be in order.

Cost Implications:

Staff estimates that \$50,000 would be needed to hire a consultant to analyze the short and long-term maintenance needs of the pool and to create a prioritization strategy.

***145th Corridor Design***

Since the February 27 briefing with Council, staff has been meeting with the Seattle Department of Transportation (SDOT), King County and WSDOT to move toward Shoreline's annexation of 145<sup>th</sup> St. from Bothell Way to 3<sup>rd</sup> Ave. NW. We expect to complete discussions on cost containment and maintenance with Seattle in June, at which point we will return to Council with an update, and ask for direction before we move forward with finalizing an agreement. Assuming that Council provides direction to continue its discussions with Seattle and all parties agree, staff will return with an annexation ordinance and interlocal agreement with Seattle later this year.

In the meantime, staff has applied for funding to undertake a Route Development Plan (RDP) through the PSRC Countywide (federal) funding process. The City's request is approximately \$350,000. Seattle, King County, WSDOT and Sound Transit have all submitted letters to support our application. If this project is funded (typically planning studies are not funded) we would begin the RDP process in early 2013, after the funding is available. Shoreline will lead the study, which will be stakeholder reliant. The process will include hiring a consultant to undertake traffic analysis, developing a base map, helping the five agencies work toward a design proposal, costing the various sections, and helping to generate priorities for funding and implementation.

On a related and coordinated note, Sound Transit, WSDOT, and Shoreline have been working on preliminary scoping for the Sound Transit DEIS for the 145<sup>th</sup> and I-5 interchange and how it could accommodate a light rail station. This work will be linked in with the RDP process.

***Reserves necessary for match requirements on future grants***

This issue is focused on maximizing our funding leverage opportunities to fund the capital projects identified in the adopted Transportation Master Plan (TMP) and Parks, Recreation and Open Space Plan (PROS). Competition for grants is very fierce, and other agencies have similar budget challenges as Shoreline, and are also looking for grants to fund their high priority projects. Staff is very strategic in thinking ahead about grant and funding opportunities then tailoring grant applications to projects that best meet the criteria of the grant program. Having an adopted TMP and PROS Plan with prioritized projects helps us tremendously in pursuing projects that Council has approved.

The projects identified in the General Capital Fund, Roads Capital Fund and Transportation Improvement Plan (TIP) are almost completely grant funded as a result of limited municipal revenue. In order to successfully compete for grants, funding matches must be identified in the City's budget, CIP or TIP as part of the grant applications. Once a grant is approved/awarded, the City is obligated to pay the match. Some grants do not require matching funds, but most do. Typically a federal project

requires a 13.5% local match, and other grant programs such as Recreation Conservation Office (RCO) grants require a 50% local match. Furthermore, some grant programs give higher points for higher match percentage, thus giving advantage to those applications that have a higher local match. Some grants can utilize other grant funding sources as the local match. For instance, we can match federal grants with state funds, and then match the state funds with federal. This strategy has worked extremely well for the Aurora Project because we have received many grants from many sources. For simpler projects multiple grants that can be used to match are not practical or feasible. In these instances, the match must come from the capital budgets.

Staff recommends that Council consider identifying a project specifically to fund grant matches within the CIP. This could be a \$100,000 to \$200,000 project that would be applied to match grants as they are awarded on a first come first served basis.

### ***Funding strategies for sidewalks***

As discussed previously with Council during the development of the TMP, there is not an adequate ongoing funding mechanism to meet the needs and desire for more sidewalks. Specific routes, priorities and funding will be reviewed and discussed as part of the Transportation Improvement Plan (TIP) presentation scheduled for Council on June 18. The purpose of this summary is to define and identify possible revenues and/or funding strategies in advance of that TIP discussion.

There are several local revenue sources authorized by the state which Shoreline can utilize for sidewalk construction. They include both voter approved options as well as those approved by Council. The following table summarizes the local funding options currently available for sidewalk construction. It identifies local funding sources, along with a description of the availability, required approval, time frames for use and eligibility and restrictions associated with fund use.

Council approved options include development impact fees, revenue generating business license fees and a \$20 vehicle license fee. The City has already adopted a \$20 vehicle license fee. The City collects approximately \$695,000 annually through this fee and it is dedicated to roadway preservation.

Additionally, Council has historically provided funding based on a portion of gambling taxes collected each year to be used to fund capital projects. This contribution is, however, declining as a result of moving Transportation Planning and the associated revenue into the General Fund.

Development impact fees can only be used to increase capacity to accommodate growth on the City's roadways. However, because the City's design standards for roadway improvements include construction of sidewalks, those are included in the overall project costs for growth projects. A Local Improvement District (LID) can be created and approved by the property owners that directly benefit from the improvements. Creation of a LID requires approval by Council, as the City typically contributes a portion of the project funding.

Another option is to take budget savings (as Council directed in the 2012 Budget) or reallocate operational funds. Considerations to these approaches is that with budget

savings it is unpredictable and with shifting operational funds Council would need to eliminate programs, which the community and/or Council may consider important.

Voter approved options for increasing revenue includes a sales tax increase and an increase to the vehicle license fee. Both of these alternatives would be through the Transportation Benefit District. A 0.1 percent increase to the sales tax would generate approximately \$750,000 and a \$20 increase to the vehicle license fee would contribute approximately \$700,000 of additional revenue. General obligation bonds are also a voter approved option but a stable revenue source, such as through the TBD, would need to be identified for repayment. A property tax levy lid lift is not a viable option at this time; the City is at the \$1.60 maximum rate therefore there is no capacity. The sales tax increase and vehicle license fee are valid for set periods of time and must be reauthorized by voters once the time frame expires.

## LOCAL FUNDING SOURCES FOR TRANSPORTATION IMPROVEMENTS

FUND NAME	FUNDING AND ADMINISTRATION SOURCE	FREQUENCY OF AVAILABILITY	VOTER APPROVAL REQUIRED	TIMEFRAME TO ACQUIRE/USE FUNDS	ELIGIBILITY AND RESTRICTIONS
Impact Mitigation Fee	Funds collected in conjunction with development; administered by the City	As development occurs	No	City has six years to spend funds on identified projects	Funds development for the capital costs or facilities needed to accommodate growth. Project list would be adopted by ordinance
Motor Vehicle License Renewal Fee (TBD)	Funds collected by Washington State Department of Licensing; administered by the City	Continuous; the state distributes collected funds to the City each month	Yes, when fee exceeds \$20/vehicle; requires 50% voter approval; must be reauthorized by voters every ten years	Used in each year as collected – must spend annually what is collected	Current Shoreline TBD partially funds the City's annual road surface maintenance program. Other specific programs or projects that will be funded as part of the TBD must be identified prior to its approval
Sales Tax Increase (TBD)	Funds collected by the State of Washington; administered by the City	Continuous; the state distributes collected funds to the City each month	Yes; requires 50% voter approval; must be reauthorized by voters every ten years	Used in each year as collected – must spend annually what is collected	Another form of TBD used to fund specific projects, as well as long-term programs
General Obligation Bonds	Issued/administered by the City		Yes; requires 60% voter approval	Bonds must be repaid within 15-25 years	Fund a one-time project or group of identified projects. Can be used for other City capital needs outside transportation
Property Tax Levy Lid Lift	Funds collected by King County Department of Assessments; administered by the City	Property taxes are due in April and October. They are collected by the county and remitted to the City daily as received	Yes; requires 50% voter approval; must be reauthorized by voters every six years		Usually funds ongoing programs, as well as specific projects. City is limited to a maximum property tax rate of \$1.60/ per \$1,000 assessed value. Current rate (2011) is \$1.48. Can be used for other City needs outside transportation
Local Improvement District	Funds collected and administered by the City		Yes; created under the sponsorship of the City; must be approved by both the City and benefitted property owners that represent 60% of the assessed valuation of benefitting properties		Funds road improvements that will primarily benefit the property owners in the identified district. The increased value of the benefitted properties must be equal to or greater than the value of the project
Revenue Generating Business License Fees	Funds collected by the state on behalf of the City		No		Base license fee, plus an amount based on number of employees or number of employee hours worked within the City

Source: City of Shoreline 2012 Transportation Master Plan



## **SUMMARY**

As seen above, staff continues to make solid progress on the City's varied project priorities. While projected ending fund balances for 2017 are uniformly higher now than they were when the 2012-2017 CIP was adopted in July 2011 or when the 2012 operating budget was adopted in November, there is still a considerable number of unfunded needs for the Council to consider. There are several emerging issues that need considerable discussion and consideration for inclusion in the 2013-2018. These include a new maintenance facility, options of the City Pool, the 145<sup>th</sup> street corridor, the need for matching funds to support grant applications and funding strategies for additional sidewalks.

While staff continues to pursue grant funding, additional revenue sources may be necessary to meet these emerging needs and priorities.

## **RECOMMENDATION**

Staff recommends that the City Council provide input and direction on project priorities and revenue sources for use in developing the 2013-2018 CIP.

City of Shoreline 2012 - 2017 Capital Improvement Plan Program Summary General Capital Fund									
Project	Prior Years' Expenditures	2012 Estimate	2013 Estimate	2014 Estimate	2015 Estimate	2016 Estimate	2017 Estimate	Total 2012-2017	Total Project Cost
<b>Expenditures</b>									
<b>Parks Projects</b>									
Boeing Creek Open Space / Sunset Elementary School Project	\$10	\$204,990						\$204,990	\$205,000
<i>Ballinger Neighborhood Parks Master Planning</i>					<u>\$200,000</u>			<u>\$200,000</u>	<u>\$200,000</u>
Echo Lake Park Improvements	\$17,541	\$142,459	\$187,000					\$329,459	\$347,000
Off Leash Dog Areas	\$142,559	\$17,441						\$17,441	\$160,000
<i>Park at Town Center</i>	\$112,700	<u>\$16,545</u>			<u>\$750,000</u>	<u>\$250,000</u>		<u>\$1,016,545</u>	<u>\$1,129,245</u>
Parks Repair and Replacement	\$1,264,149	\$236,551	\$190,000	\$190,000	\$190,000	\$200,000	\$200,000	\$1,206,551	\$2,470,700
<i>Police Station Garage and Storage</i>		<u>\$60,000</u>						<u>\$60,000</u>	<u>\$60,000</u>
<i>Pym Acquisition</i>							<u>\$800,000</u>	<u>\$800,000</u>	<u>\$800,000</u>
Regional Trail Signage		\$138,000	\$37,000					\$175,000	\$175,000
Richmond Beach Saltwater Park Improvements	\$2,878,782	\$21,330	\$19,000					\$40,330	\$2,919,112
Trail Corridors	\$1,868,908	\$592,358	\$222,937					\$815,295	\$2,684,203
<b>Non-Project Specific</b>									
General Capital Engineering	\$404,722	\$87,812						\$87,812	\$492,534
General Fund Cost Allocation Charge	\$87,295	\$25,891						\$25,891	\$113,186
City Hall Debt Service Payment	\$1,142,939	\$482,619	\$580,541	\$681,237	\$664,346	\$664,546	\$663,946	\$3,737,235	\$4,880,174
<b>Projects to be completed in Current Year (2012)</b>									
Boeing Creek Park Improvements	\$852,095								\$852,095
Civic Center/City Hall	\$38,713,912	\$790,348						\$790,348	\$39,504,260
Kruckeberg Botanic Garden	\$1,413,946	\$172,221						\$172,221	\$1,586,167
Maintenance Facility Feasibility Study	\$12,031	\$12,969						\$12,969	\$25,000
Parks, Recreation and Open Space Plan Update	\$40,905								\$40,905
Police Station Site Analysis		\$100,000						\$100,000	\$100,000
Richmond Highland Community Center - Transfer to Facilities Major Repair									
<b>Total Expenditures by Year</b>	<b>\$48,952,494</b>	<b>\$3,101,534</b>	<b>\$1,236,478</b>	<b>\$871,237</b>	<b>\$1,804,346</b>	<b>\$1,114,546</b>	<b>\$1,663,946</b>	<b>\$9,792,087</b>	<b>\$58,744,581</b>
<b>Revenues</b>									
General Fund Contribution - Parks Facilities		\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000	\$300,000
General Fund Contribution - One-Time									
Real Estate Excise Tax (1st Quarter)		\$482,619	\$580,541	\$681,237	\$701,501	\$722,196	\$760,916	\$3,929,010	\$3,929,010
Interest Income		\$5,000	\$2,593	\$3,707	\$6,757	\$8,106	\$8,558	\$34,722	\$34,722
Soccer Field Rental Contribution			\$33,612	\$106,341	\$130,000	\$130,000	\$130,000	\$529,953	\$529,953
King County Voter Approved Trail Funding		\$113,728	\$117,140					\$230,868	\$230,868
Miscellaneous									
Cable-Education/Govt.									
<i>Private Donations (*)</i>							<u>\$400,000</u>	<u>\$400,000</u>	<u>\$400,000</u>
<i>Conservation Futures Tax Grants (*)</i>							<u>\$400,000</u>	<u>\$400,000</u>	<u>\$400,000</u>
Recreation and Conservation Office Grants									
<i>Recreation and Conservation Office Grants (*)</i>					<u>\$375,000</u>	<u>\$125,000</u>		<u>\$500,000</u>	<u>\$500,000</u>
SCL Energy Conservation Grants									
<i>Future Grants (*)</i>					<u>\$525,000</u>	<u>\$125,000</u>		<u>\$650,000</u>	<u>\$650,000</u>
Treasury Seizure Fund (*)		\$160,000						\$160,000	\$160,000
<b>Total Revenues by Year</b>		<b>\$ 811,347</b>	<b>\$ 783,886</b>	<b>\$ 841,285</b>	<b>\$ 1,788,258</b>	<b>\$ 1,160,302</b>	<b>\$ 1,749,474</b>	<b>\$ 7,134,553</b>	<b>\$ 7,134,553</b>
<b>Beginning Fund Balance</b>		<b>\$3,304,304</b>	<b>\$864,490</b>	<b>\$411,898</b>	<b>\$355,606</b>	<b>\$289,517</b>	<b>\$285,274</b>	<b>\$3,304,304</b>	
<b>Total Revenues</b>		<b>\$811,347</b>	<b>\$783,886</b>	<b>\$841,285</b>	<b>\$1,788,258</b>	<b>\$1,160,302</b>	<b>\$1,749,474</b>	<b>\$7,134,553</b>	
<b>Amount restricted for future turf replacement</b>	<b>\$149,627</b>	<b>\$149,627</b>		<b>\$26,341</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$325,968</b>	
<b>Total Expenditures</b>		<b>\$3,101,534</b>	<b>\$1,236,478</b>	<b>\$871,237</b>	<b>\$1,804,346</b>	<b>\$1,114,546</b>	<b>\$1,663,946</b>	<b>\$9,792,087</b>	
<b>Ending Fund Balance</b>		<b>\$864,490</b>	<b>\$411,898</b>	<b>\$355,606</b>	<b>\$289,517</b>	<b>\$285,274</b>	<b>\$320,802</b>	<b>\$320,802</b>	
<b>Impact on Operating Budget</b>		<b>40,400</b>	<b>75,100</b>	<b>97,636</b>	<b>98,677</b>	<b>112,719</b>	<b>133,264</b>		

(\*)Future anticipated revenue sources dependant on award and funding availability

City of Shoreline 2012 - 2017 Capital Improvement Plan Program Summary City Facility-Major Maintenance Fund												
Project	Prior Years' Expenditures	2011 Budget	2011 Projected	2011 Actual	2012 Estimate	2013 Estimate	2014 Estimate	2015 Estimate	2016 Estimate	2017 Estimate	Total 2012-2017	Total Project Cost
<b>Expenditures</b>												
<b>General Facilities</b>												
Police Station Long-Term Maintenance	\$123,726	\$63,000	\$63,000	\$6,868	\$17,000			\$20,000			\$37,000	\$160,726
City Hall Parking Garage Long-Term Maintenance								\$100,000	\$20,160		\$120,160	\$120,160
<b>Parks Facilities</b>												
Pool Long-Term Maintenance	\$124,546	\$25,750	\$25,750	\$11,416		\$23,000	\$96,000	\$140,000	\$60,000	\$20,000	\$339,000	\$463,546
Richmond Highlands Community Center Long-Term Maintenance	\$189,663	\$187,553	\$187,553	\$136,865				\$25,000		\$50,000	\$75,000	\$264,663
Spartan Recreation Center												
<b>Total Expenditures by Year</b>	<b>\$437,935</b>	<b>\$276,303</b>	<b>\$276,303</b>	<b>\$155,149</b>	<b>\$17,000</b>	<b>\$23,000</b>	<b>\$96,000</b>	<b>\$285,000</b>	<b>\$80,160</b>	<b>\$70,000</b>	<b>\$571,160</b>	<b>\$1,009,095</b>
<b>Revenues</b>												
Operating Transfer - General Fund		\$54,032	\$54,032	\$54,032	\$64,032	\$74,032	\$74,032	\$74,032	\$74,032	\$74,032	\$434,192	\$434,192
Operating Transfer - General Capital Fund		\$100,000	\$100,000	\$43,868	\$100,000						\$100,000	\$100,000
Interest Income		\$3,465	\$3,465	\$330	\$200	\$834	\$2,968	\$5,904	\$2,959	\$3,075	\$15,939	\$15,939
<b>Total Revenues by Year</b>		<b>\$ 157,497</b>	<b>\$ 157,497</b>	<b>\$ 98,230</b>	<b>\$ 164,232</b>	<b>\$ 74,866</b>	<b>\$ 77,000</b>	<b>\$ 79,936</b>	<b>\$ 76,991</b>	<b>\$ 77,107</b>	<b>\$ 550,131</b>	<b>\$ 550,131</b>
<b>Beginning Fund Balance</b>		<b>\$172,613</b>	<b>\$187,550</b>	<b>\$187,551</b>	<b>\$130,632</b>	<b>\$277,864</b>	<b>\$329,730</b>	<b>\$310,729</b>	<b>\$105,665</b>	<b>\$102,496</b>	<b>\$130,632</b>	
<b>Total Revenues</b>		<b>\$157,497</b>	<b>\$157,497</b>	<b>\$98,230</b>	<b>\$164,232</b>	<b>\$74,866</b>	<b>\$77,000</b>	<b>\$79,936</b>	<b>\$76,991</b>	<b>\$77,107</b>	<b>\$550,131</b>	
<b>Total Expenditures</b>		<b>\$276,303</b>	<b>\$276,303</b>	<b>\$155,149</b>	<b>\$17,000</b>	<b>\$23,000</b>	<b>\$96,000</b>	<b>\$285,000</b>	<b>\$80,160</b>	<b>\$70,000</b>	<b>\$571,160</b>	
<b>Ending Fund Balance</b>		<b>\$53,807</b>	<b>\$68,744</b>	<b>\$130,632</b>	<b>\$277,864</b>	<b>\$329,730</b>	<b>\$310,729</b>	<b>\$105,665</b>	<b>\$102,496</b>	<b>\$109,603</b>	<b>\$109,603</b>	
<b>Impact on Operating Budget</b>												

City of Shoreline 2012 - 2017 Capital Improvement Plan Program Summary Roads Capital Fund												
Project	Prior Years' Expenditures	2011 Budget	2011 Projected	2011 Actual	2012 Estimate	2013 Estimate	2014 Estimate	2015 Estimate	2016 Estimate	2017 Estimate	2012-2017 Total	Total Project
<b>Expenditures</b>												
<b>REPAIR AND REPLACEMENT</b>												
<b>Pedestrian / Non-Motorized Projects</b>												
Curb Ramp, Gutter & Sidewalk Program	\$1,877,818	\$267,233	\$267,233	\$246,970	\$60,122	\$140,000	\$113,500	\$150,000	\$150,000	\$150,000	\$763,622	\$2,641,440
Traffic Safety Improvements	\$898,252	\$189,999	\$200,000	\$102,857	\$208,500	\$251,500	\$187,500	\$187,500	\$285,000	\$285,000	\$1,405,000	\$2,303,252
<b>System Preservation Projects</b>												
Annual Road Surface Maintenance Program	\$9,162,145	\$970,033	\$970,033	\$827,058	\$829,482	\$700,000	\$800,000	\$1,000,000	\$1,000,000	\$1,000,000	\$5,329,482	\$14,491,627
Traffic Signal Rehabilitation Program	\$655,288	\$149,999	\$160,000	\$68,906	\$120,258	\$120,631	\$121,084	\$100,000	\$100,000	\$100,000	\$661,973	\$1,317,261
<b>CAPACITY CONSTRUCTION</b>												
<b>Pedestrian / Non-Motorized Projects</b>												
Briarcrest Safe Routes to School	\$13,496		\$50,000	\$13,496	\$459,004						\$459,004	\$472,500
<b>Safety / Operations Projects</b>												
Aurora Avenue North 185th - 192nd	\$13,664,280	\$11,365,641	\$10,923,016	\$9,476,333	\$2,397,347						\$2,397,347	\$16,061,627
Aurora Avenue North 192nd - 205th	\$2,893,637	\$8,232,587	\$6,839,923	\$2,292,358	\$8,654,630	\$13,484,740	\$13,495,132	\$347,499			\$35,982,001	\$38,875,638
<b>NON-PROJECT SPECIFIC</b>												
General Fund Cost Allocation Overhead Charge	\$221,088	\$44,604	\$44,604	\$44,604	\$55,683	\$55,683	\$55,683	\$55,683	\$55,683	\$55,683	\$334,098	\$555,186
Roads Capital Engineering	\$1,221,064	\$200,000	\$200,000	\$178,124	\$124,516	\$209,742	\$249,120	\$266,959	\$291,014	\$300,639	\$1,441,990	\$2,663,054
Transportation Master Plan Update	\$264,898	\$159,364	\$159,364	\$72,053	\$60,723						\$60,723	\$325,621
<b>Projects to be completed in Current Year (2011)</b>												
Aurora Avenue North 165th - 185th	\$46,386,250	\$10,418,858	\$12,592,501	\$11,655,267	\$1,827,176						\$1,827,176	\$48,213,426
Neighborhood Traffic Safety Program (NTSP)	\$1,466,909	\$161,656	\$161,656	\$138,185								\$1,466,909
Richmond Beach Overcrossing 167AOX	\$4,288,076	\$1,035,397	\$1,198,423	\$1,258,241								\$4,288,076
Sidewalks - Priority Routes	\$2,521,214	\$524,780	\$524,780	\$446,397	\$510,500						\$510,500	\$3,031,714
Transportation Planning Program	\$329,690	\$119,000	\$119,000	\$116,777								\$329,690
<b>Total Expenditures by Year</b>	<b>\$85,864,105</b>	<b>\$33,839,151</b>	<b>\$34,410,533</b>	<b>\$26,937,699</b>	<b>\$15,307,941</b>	<b>\$14,962,296</b>	<b>\$15,022,019</b>	<b>\$2,107,641</b>	<b>\$1,881,697</b>	<b>\$1,891,322</b>	<b>\$51,172,916</b>	<b>\$137,037,021</b>
<b>Revenues</b>												
Real Estate Excise Tax (2nd Quarter)	\$6,849,843	\$550,000	\$472,992	\$426,756	\$482,619	\$580,541	\$681,237	\$701,501	\$722,196	\$760,916	\$3,929,010	\$10,778,853
Transportation Benefit District		\$595,000	\$595,000	\$595,000	\$595,000	\$695,000	\$695,000	\$695,000	\$695,000	\$695,000	\$4,070,000	\$4,070,000
General Fund Support	\$2,011,710	\$611,517	\$652,208	\$615,332	\$1,028,825	\$456,049	\$441,002	\$319,661	\$315,006	\$310,953	\$2,871,496	\$4,883,206
Investment Interest	\$2,231,598	\$17,500	\$17,500	\$7,816	\$5,000	\$6,421	\$21,765	\$17,935	\$26,682	\$25,953	\$103,756	\$2,335,354
In-Lieu of Sidewalk Fees	\$640,114			\$370,371								\$640,114
Awarded Grants	\$4,321,169	\$1,414,998	\$1,788,482	\$1,790,080	\$358,000						\$358,000	\$4,679,169
Miscellaneous Revenue	\$298			\$298								\$298
<b>Anticipated Future Grants</b>	<b>\$425,526</b>					<b>\$35,000</b>	<b>\$35,000</b>	<b>\$35,000</b>	<b>\$35,000</b>	<b>\$35,000</b>	<b>\$175,000</b>	<b>\$600,526</b>
Aurora Avenue North 165th - 185th Awarded Grants/Reimb.	\$43,249,515	\$9,074,953	\$11,365,892	\$9,984,819	\$1,286,324						\$1,286,324	\$44,535,839
Aurora Avenue North 185th - 192nd Awarded Grants/Reimb.	\$10,812,908	\$8,892,953	\$9,518,676	\$9,143,905	\$1,427,985						\$1,427,985	\$12,240,893
Aurora Avenue North 192nd - 205th Awarded Grants/Reimb.	\$2,578,024	\$6,299,372	\$5,371,437	\$2,230,018	\$8,459,179	\$13,467,243	\$11,233,533				\$33,159,955	\$35,737,979
Aurora Avenue North 165th - 185th Surface Water Funds	\$1,000,000											\$1,000,000
Aurora Avenue North 185th - 192nd Surface Water Funds	\$300,000	\$300,000	\$300,000	\$300,000								\$300,000
Aurora Avenue North 192nd - 205th Future Grants		\$1,731,720	\$1,000,000				\$440,150	\$347,499			\$787,649	\$787,649
<b>Total Revenues by Year</b>		<b>\$29,488,013</b>	<b>\$31,082,187</b>	<b>\$25,464,395</b>	<b>\$13,642,932</b>	<b>\$15,240,254</b>	<b>\$13,547,687</b>	<b>\$2,116,596</b>	<b>\$1,793,884</b>	<b>\$1,827,822</b>	<b>\$48,169,175</b>	<b>\$122,589,880</b>
<b>Beginning Fund Balance</b>		<b>\$8,639,586</b>	<b>\$5,278,652</b>	<b>\$5,278,652</b>	<b>\$3,805,349</b>	<b>\$2,140,340</b>	<b>\$2,418,298</b>	<b>\$943,966</b>	<b>\$952,921</b>	<b>\$865,108</b>	<b>\$3,805,349</b>	
<b>Total Revenues</b>		<b>\$29,488,013</b>	<b>\$31,082,187</b>	<b>\$25,464,395</b>	<b>\$13,642,932</b>	<b>\$15,240,254</b>	<b>\$13,547,687</b>	<b>\$2,116,596</b>	<b>\$1,793,884</b>	<b>\$1,827,822</b>	<b>\$48,169,175</b>	
<b>Total Expenditures</b>		<b>\$33,839,151</b>	<b>\$34,410,533</b>	<b>\$26,937,699</b>	<b>\$15,307,941</b>	<b>\$14,962,296</b>	<b>\$15,022,019</b>	<b>\$2,107,641</b>	<b>\$1,881,697</b>	<b>\$1,891,322</b>	<b>\$51,172,916</b>	
<b>Ending Fund Balance</b>		<b>\$4,288,448</b>	<b>\$1,950,306</b>	<b>\$3,805,348</b>	<b>\$2,140,340</b>	<b>\$2,418,298</b>	<b>\$943,966</b>	<b>\$952,921</b>	<b>\$865,108</b>	<b>\$801,608</b>	<b>\$801,608</b>	
<b>Impact on Operating Budget</b>					<b>\$204,420</b>	<b>\$242,028</b>	<b>\$246,016</b>	<b>\$314,903</b>	<b>\$347,213</b>	<b>\$360,637</b>		

**City of Shoreline 2012 - 2017 Capital Improvement Plan  
Program Summary  
Surface Water Utility Fund**

Creek Basin	Project	Prior Years' Expenditures	2011 Budget	2011 Projected	2011 Actual	2012 Estimate	2013 Estimate	2014 Estimate	2015 Estimate	2016 Estimate	2017 Estimate	Total 2012-2017	Total Project Cost
	<b>Proposed Utility Rate Increase</b>		0.0%	0.0%	0.0%	2.5%	3.0%	3.0%	3.0%	4.0%	5.0%		
	<b>SWM Rate - Residential-Single Family Home Annual Fee</b>		\$130	\$130	\$130	\$133	\$137	\$141	\$146	\$152	\$160		
	<b>Expenditures</b>												
	<b>REPAIR AND REPLACEMENT</b>												
	<b>Basin Planning</b>												
Lyons	Ballinger Creek Drainage Study (Lyons Creek Basin)						\$60,000	\$100,000				\$160,000	\$160,000
Boeing	Boeing Creek and Storm Creek Basin Plans	\$76,988	\$350,000	\$130,000	\$76,988	\$303,012						\$303,012	\$380,000
MacAleer	McAleer Creek Basin Plan						\$50,000	\$175,000				\$225,000	\$225,000
	Puget Sound Drainages Basin Plan								\$150,000			\$150,000	\$150,000
	<b>Flood Protection</b>												
Thornton	Culvert Replacement Near 14849 12th Ave NE		\$41,460	\$41,400		\$79,400	\$170,600					\$250,000	\$250,000
	Meridian Park Wetland Drainage Improvement	\$3,670	\$270,045	\$92,610	\$3,670	\$339,330						\$339,330	\$343,000
Thornton	Pump Station No. 25	\$71,911	\$516,108	\$141,375	\$71,310	\$525,498						\$525,498	\$597,408
Multiple	Surface Water Small Projects	\$1,978,370	\$360,000	\$566,626	\$348,979	\$257,703	\$200,000	\$225,000	\$225,000	\$275,000	\$279,000	\$1,461,703	\$3,440,073
	<b>Stream and Habitat Restoration</b>												
Boeing	Boeing Creek Reach 1 and 8 - Bank Stabilization												
Multiple	Stream and Habitat Restoration Program	\$259,415	\$80,000	\$80,000	\$106,390	\$100,000	\$100,000	\$100,000	\$100,000	\$120,000	\$120,000	\$640,000	\$899,415
	<b>CAPACITY CONSTRUCTION</b>												
	<b>Water Quality / Drainage Improvements</b>												
Thornton	North Fork Thornton Creek LID Stormwater Retrofit	\$1,966		\$50,000	\$1,966	\$245,034	\$593,000					\$838,034	\$840,000
Multiple	Surface Water Management Green Works Projects	\$153,388	\$285,308	\$285,308	\$122,329	\$259,731	\$200,000	\$175,000	\$115,000	\$125,000	\$185,000	\$1,059,731	\$1,213,119
	<b>NON-PROJECT SPECIFIC</b>												
	General Fund Cost Allocation Overhead Charge	\$812,119	\$154,487	\$154,487	\$154,487	\$154,487	\$154,487	\$154,487	\$154,487	\$154,487	\$154,487	\$926,922	\$1,739,041
	SWM CIP Project Formulation & Engineering	\$1,466,971	\$230,319	\$240,000	\$173,634	\$174,186	\$238,113	\$258,302	\$309,724	\$306,778	\$311,233	\$1,598,336	\$3,065,307
	SWM Infrastructure Inventory and Assessment	\$69,557	\$175,000	\$175,000	\$69,557	\$280,443	\$175,000					\$455,443	\$525,000
	SWM Contribution to Transportation Project	\$1,315,000	\$300,000	\$300,000	\$300,000								\$1,315,000
	<b>Projects to be completed in Current Year (2012)</b>												
Thornton	Green (Shore) Streets Initiative	\$422,852	\$5,281	\$5,054	\$4,261								\$422,852
Thornton	Ronald Bog Flood Plain Project	\$580,179	\$130,260	\$130,260	\$103,725								\$580,179
	SWM Master Plan Update and Rate Study	\$169,469	\$193,694	\$193,694	\$113,163	\$80,531						\$80,531	\$250,000
	<b>Total Expenditures by Year</b>	<b>\$7,381,855</b>	<b>\$3,091,962</b>	<b>\$2,585,814</b>	<b>\$1,650,459</b>	<b>\$2,799,355</b>	<b>\$1,941,200</b>	<b>\$1,187,789</b>	<b>\$1,054,211</b>	<b>\$981,265</b>	<b>\$1,049,720</b>	<b>\$9,013,540</b>	<b>\$16,395,394</b>
	<b>Revenues</b>												
	Interest Income		\$30,000	\$30,000	\$18,229	\$15,690	\$6,743	\$14,253	\$24,291	\$32,847	\$36,294	\$130,119	\$178,348
	Department of Ecology Stormwater Retrofit Grant				\$1,323	\$195,000	\$435,000					\$630,000	\$631,323
	King County Flood Zone District Opportunity Fund		\$80,000	\$167,256	\$110,113	\$206,874	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$606,874	\$884,243
	<b>Total Revenues by Year</b>		<b>\$110,000</b>	<b>\$197,256</b>	<b>\$129,665</b>	<b>\$417,564</b>	<b>\$521,743</b>	<b>\$94,253</b>	<b>\$104,291</b>	<b>\$112,847</b>	<b>\$116,294</b>	<b>\$1,366,993</b>	<b>\$1,693,913</b>
	<b>Beginning Fund Balance</b>		<b>\$4,910,532</b>	<b>\$4,068,021</b>	<b>\$4,068,021</b>	<b>\$3,748,287</b>	<b>\$2,247,790</b>	<b>\$1,583,663</b>	<b>\$1,278,469</b>	<b>\$1,173,109</b>	<b>\$1,209,814</b>	<b>\$3,748,287</b>	
	<b>Total Capital Revenues</b>		<b>\$110,000</b>	<b>\$197,256</b>	<b>\$129,665</b>	<b>\$417,564</b>	<b>\$521,743</b>	<b>\$94,253</b>	<b>\$104,291</b>	<b>\$112,847</b>	<b>\$116,294</b>	<b>\$1,366,993</b>	
	<b>Total Operating Revenues</b>		<b>\$3,154,770</b>	<b>\$3,154,770</b>	<b>\$3,237,242</b>	<b>\$3,373,538</b>	<b>\$3,306,374</b>	<b>\$3,405,565</b>	<b>\$3,507,732</b>	<b>\$3,648,042</b>	<b>\$3,830,444</b>	<b>\$21,071,695</b>	
	<b>Total Capital Expenditures</b>		<b>\$3,091,962</b>	<b>\$2,585,814</b>	<b>\$1,650,459</b>	<b>\$2,799,355</b>	<b>\$1,941,200</b>	<b>\$1,187,789</b>	<b>\$1,054,211</b>	<b>\$981,265</b>	<b>\$1,049,720</b>	<b>\$9,013,540</b>	
	<b>Total Operating Expenditures</b>		<b>\$2,013,754</b>	<b>\$2,013,754</b>	<b>\$1,692,567</b>	<b>\$2,147,814</b>	<b>\$2,206,613</b>	<b>\$2,272,793</b>	<b>\$2,318,741</b>	<b>\$2,398,487</b>	<b>\$2,437,683</b>	<b>\$13,782,131</b>	
	<b>Debt Service</b>		<b>\$344,431</b>	<b>\$344,431</b>	<b>\$343,615</b>	<b>\$344,431</b>	<b>\$344,431</b>	<b>\$344,431</b>	<b>\$344,431</b>	<b>\$344,431</b>	<b>\$344,431</b>	<b>\$2,066,586</b>	
	<b>Ending Fund Balance</b>		<b>\$2,725,155</b>	<b>\$2,476,048</b>	<b>\$3,748,287</b>	<b>\$2,247,790</b>	<b>\$1,583,663</b>	<b>\$1,278,469</b>	<b>\$1,173,109</b>	<b>\$1,209,814</b>	<b>\$1,324,718</b>	<b>\$1,324,718</b>	
	<b>Minimum Working Capital</b>		<b>\$353,728</b>	<b>\$353,728</b>	<b>\$305,427</b>	<b>\$373,837</b>	<b>\$382,657</b>	<b>\$392,584</b>	<b>\$399,476</b>	<b>\$411,438</b>	<b>\$417,317</b>		
	<b>Variance above Minimum Working Capital</b>		<b>\$2,371,427</b>	<b>\$2,122,320</b>	<b>\$3,442,860</b>	<b>\$1,873,953</b>	<b>\$1,201,007</b>	<b>\$885,885</b>	<b>\$773,633</b>	<b>\$798,376</b>	<b>\$907,401</b>		
	<b>(*) Impact on Operating Budget</b>					<b>\$89,097</b>	<b>\$117,190</b>	<b>\$139,105</b>	<b>\$136,676</b>	<b>\$165,237</b>	<b>\$150,260</b>		

(\*) Includes Impact on Operating Budget from the Aurora Corridor Improvement project