

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

<b>AGENDA TITLE:</b>	Discussion and Update of Capital Improvement Plan		
<b>DEPARTMENT:</b>	Public Works		
<b>PRESENTED BY:</b>	Tricia Juhnke, City Engineer		
<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:**

The City is required to adopt a six-year Capital Improvement Plan (CIP) annually to identify and approve projects based on projected revenues and expenditures. The adopted CIP sets the direction for staff in the development and implementation of capital projects throughout the City. The 2014-2019 CIP will be submitted to Council for review and approval in October along with the Operating Budget.

At tonight's meeting, Council will be provided with the opportunity to review the status of the three main capital funds – General, Roads and Surface Water – and to provide input and direction to staff for the development of the 2014-2019 CIP.

**RESOURCE/FINANCIAL IMPACT:**

The six-year Capital Improvement Plan must be balanced based on reasonable assumptions of revenues and expenditures. Direction and priorities provided by Council tonight will be utilized to develop the 2014-2019 CIP. In addition to financial constraints, the availability of staff resources will be incorporated into the timing or scheduling of various projects.

**RECOMMENDATION**

No formal action is required; however, City staff is looking for feedback and direction from the Council for use in the development of the 2014-2019 Capital Improvement Plan.

Staff is looking for Council direction and priorities to assist in the development of the 2014-2019 Capital Improvement Plan. Staff is specifically looking for feedback and direction on the following items:

- Property acquisition priorities and funding strategy for the General Capital Fund
- Direction and support for maintaining or increasing Parks, Repair and Replacement funding
- Direction and funding priorities to support the Community Renewal Area
- Priorities and direction for a variety of projects and programs within the Roads Capital Fund Including:

- Additional funding to support maintenance of existing curbs, sidewalks, and curb ramps
- Additional funding necessary for the completion of the final segment of Aurora
- Additional funding and project priorities for new sidewalks
- Priorities and funding associated with Council Goal No. 5, the Traffic Safety Improvement Program including street lights, Traffic Action Plans and Neighborhood Traffic Safety Program
- Direction and/or support to develop strategies and/or policies to develop and maintain funds to be available to match grants
- Direction on reviewing the revenue structure and program needs for the Surface Water Utility

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

## **INTRODUCTION**

The City is required to annually adopt a six-year Capital Improvement Plan (CIP). This plan is broken into four funds – General, Facilities Major Maintenance, Surface Water and Roads. The CIP is scheduled to be adopted in November with the annual operating budget.

Facilities Major Maintenance is not addressed in this report. It is funded almost entirely through general funds and will be included with the discussion of the operating budget in October and November.

## **BACKGROUND**

The CIP establishes the priorities for capital investments throughout the City. These priorities are typically identified through master plans approved by Council that address long-term needs and vision for the City. The most current master plans were all adopted in 2011 and can be found at the following links.

[Parks, Recreation and Open Space Master Plan](#)

[Transportation Master Plan](#)

[Surface Water Master Plan](#)

The Council also adopts a six-year Transportation Improvement Plan (TIP), as required by law, that defines projects and priorities for transportation related projects. State law requires the TIP to be adopted by July of each year. The 2014-2019 TIP is scheduled for Council review and discussion on July 8 and adoption on July 15. The TIP serves as the guide for establishing priorities for the CIP; and, for this to be most effective, the TIP review and approval should be done earlier in the year.

The Surface Water Utility is unique from the other capital funds in that it is funded almost entirely by surface water utility fees, and must address operating needs and capital needs with this funding. As operating needs increase, there is less available revenue for capital needs and vice-versa. The Council has the discretion to adjust the rates of the utility as necessary to ensure adequate revenue to meet the operational and capital needs of the utility. In addition to the master plan, Surface Water has also developed the Thornton Creek Watershed Plan and the Boeing Creek and Storm Creek Basin Plans (<http://www.shorelinewa.gov/index.aspx?page=806>). Both of these plans identify needs and priorities within the applicable basins.

On April 22, 2013, the Council was provided an update on currently approved projects contained in the 2013-2018 CIP. The staff report can be found at the following link: [April 22, 2013 Staff Report](#). During this meeting, Council identified several issues for further discussion in June. These items are included in this staff report.

The Council will review and approve the CIP in conjunction with the Operating Budget this fall. The following is the list of dates for the 2014 Budget process with Council:

Discussion of Preliminary 2014 Budget and CIP	September 16, 2013
Discussion of 2014 Proposed Budget	October 14, 21, 28, 2013
Public Hearing and Discussion on Proposed 2014 Budget and 2014-2019 CIP	November 4, 2013
Public Hearing and Council Discussion on 2014 Property Tax and Revenue Sources	November 18, 2013
Adoption of 2014 Budget and 2014 CIP and Property Tax Levy	November 25, 2013

## **DISCUSSION**

While most projects/issues are related to a specific fund, there are two items that need to be separated from the specific funds.

### **Items Not Fund Specific**

#### *Community Renewal Area (CRA)*

On June 10, the Council reviewed and discussed a proposed Community Renewal Plan for the Aurora Square area. Included in this plan is the estimated need of \$500,000 for a combination of City directed projects and public private partnership projects. The CRA Plan is scheduled for Council adoption on July 8, 2013.

Relative to the CIP, Council has several options to fund the proposed CRA plan projects, including:

- Utilize current capital funds as appropriate, such as funding roadway or non-motorized improvements through the Roads Capital Fund.
- Utilize one-time savings either through the operating or capital budgets. As examples, preparing a planned action for the CRA may be most appropriate in the operating budget but any roadway improvements may be most appropriate in the Roads Capital Fund.
- Define and approve specific projects using either capital funds or one-time savings.
- Set aside funding for projects that are identified at a later date. This could be particularly useful or appropriate for public private partnership projects that may only be defined once a developer is identified.

#### *Grant Match*

The City has been very successful at leveraging limited City capital dollars to obtain grants and build projects beyond what could be done with City funds alone. The Aurora project and the Parks Bond Projects are key examples where limited City dollars were leveraged into significantly larger or more expansive projects. Most grants require a "city match" in order to be eligible to receive the grants. The percentage of match varies by the grant and the granting agency. There are very few grants that will fully fund projects with no match; Safe Routes to School for pedestrian improvements is one of these rare grants that will fully fund projects. Based on the capital funds currently available, which provides very limited matching funds required for most grants, the

City's opportunities to apply for and obtain grants is hindered. This challenge is most applicable to General Capital and Roads Capital. To continue to be eligible for and obtain grants, the City needs to develop a strategy for maintaining funding for grant match; this issue was identified within the Transportation Master Plan. City staff has identified several mechanisms that could be used to address this issue:

1. Program specific projects into CIP showing both the City match and the anticipated grant.
2. Maintain a fund balance that is significant enough to use as match as opportunities arise.
3. Develop a grant match pool within Roads Capital and General Capital by setting aside a specified amount annually to be used for grant match when needed.

Alternatives 2 and 3 most likely would require developing policies on utilizing the funds, the amount of funds to set aside for grant match, etc. Both of these options would create flexibility to seek out grants as the opportunities present themselves.

### **General Capital Fund**

The General Capital Fund contains a combination of facility, park and open space projects. Funding for these projects typically include one-time general fund revenues, real estate excise tax, and grants when available. This fund also includes King County Trail Levy funds that run through 2013 and seizure funds, both federal and state, collected through the Police Department.

Attachment A is the fund summary for the General Capital Fund. This summary shows all current projects with updated project expenditures and updated estimates for revenues. The summary shows that the fund is very limited for the next several years with a minimum fund balance of less than \$4,000 in 2016. After that, the fund gradually increases to a projected fund balance of approximately \$150,000 in 2019.

### **Parks key projects and issues**

The Parks, Recreation and Open Space (PROS) Plan identified 137 projects totaling approximately \$3.6 million as short-term priority projects (see table below); several of these projects have been completed or are funded in the 2013-2018 CIP. Examples include Echo Lake Phase I Improvements, off-leash dog area on Fircrest property, and Sunset School Phase I Park Improvements.

The key issues, projects and priorities related to the Parks Department include:

- Parks Repair and Replacement – currently funded at \$180,000 to \$200,000 per year, this program provides annual improvements at parks throughout the City. In 2012 and 2013, this fund has been used to replace playground equipment at several parks, including Richmond Beach Saltwater Park. These projects vary in cost, but typically a full playground replacement is estimated at \$85,000 to \$100,000. While several parks are in need of some playground equipment repairs or replacement, Northcrest is the next park scheduled for complete replacement in 2014. In addition to playground equipment, this program funds overlaying of parking lots, repairs at ballparks and fields, etc. Additionally, several restrooms are showing signs of aging and are in need of repair and/or replacement.

- Aldercrest Annex Property – The Shoreline School District agreed to provide the City with six to seven acres of park property at the time that they sell the Aldercrest school site to a developer. Although the Ballinger Neighborhood Parks Master Planning process is identified in the adopted CIP for 2015, and would include development of a master plan for the Aldercrest site, it is fully dependent on grants. The CIP does not include any funding for future park improvements.
- Property acquisition is identified in the PROS plan as a mechanism to protect and enhance open space throughout the City. Several key properties have been identified and/or discussed:

Property	Status/Comment
Pym Property	Identified in short-term implementation strategies in PROS Plan and currently approved in 2013-2018 CIP. Current owners have indicated the intent to sell for redevelopment rather than sell to the City to preserve open space. This project will be removed from the CIP.
Cedarbrook School Site	Identified in short-term implementation strategies in PROS Plan. It is anticipated that the School District will seek to sell this property for redevelopment in the near future. Currently the City has not allocated any funding towards the potential acquisition for a portion of the site as a park or open space.
“Kim” property	Adjacent to Paramount Park Open space, this property has received periodic interest in acquisition. Based on recent discussions with the current property owner, there is an interest and willingness to sell the property to the City.
Jackson Shortplat	Located south of Paramount Open space, this parcel is available for sale as potential shortplat. The property is in close proximity to the future light rail station and is a good candidate for re-development. Currently the property is for sale and it is staff’s understanding that there is no designated buyer at this time.

All of these property acquisitions would be eligible for Conservation Futures Grant funding. The timing of the available funding may require the City to first purchase the property and then receive reimbursement from the grant. The City may or may not know if they will be awarded the grant before the property is acquired. This grant also requires a 50-50 match. The City could fund the full acquisition or the match through several sources: 1) one-time savings, 2) funds acquired through property vacations that must be spent on acquisition (estimated available funds: \$167,000) or 3) general capital funds, which would not have significant funds available for several years.

- King County Trail Levy – a new trail levy will be on the ballot in August. However, since this levy has not yet been approved, it will not be included in the 2014-2019

CIP. If it is approved, Park Department staff will lead an effort, including public involvement, to develop a plan on how to utilize these funds. These projects would then be included in the 2015-2020 CIP. The projected annual allocation for Shoreline from the levy would be \$108,000.

### Non-Park projects and issues

- Police Station – currently funded for a site analysis, a recommendation is anticipated to be before Council later this summer. Council discussed the status of the feasibility study during their May 13 Dinner Meeting. As identified during the Dinner Meeting, staff anticipates that there could be \$3.2 to \$3.5 million of funding available from a combination of Treasury seizure funds, sale of the current Police Station property, and remaining City Hall project funds. Alternatives being considered include:
  - A new Police Station on the existing site.
  - Locating the Police Station at City Hall (probably on the first floor and relocating existing staff to the third floor).
  - Construction of a new Police Station at a new site.
- Maintenance Facility – the City is moving forward with acquisition of Brugger's Bog from King County. Final King County approval is anticipated in June. The project financing was detailed in a [November 2012 Council presentation](#). Tonight's consent agenda included authorization to contract with a financial advisor.

Staff will work with the financial advisor to finance the purchase of the maintenance facility using the method that results in the lowest life cycle costs. Factors that will be considered in this analysis include interest rates, credit ratings, ongoing reporting costs, paying agent fees, arbitrage rebate calculation costs, net present value calculations, etc. The analysis will look at the State's LOCAL program; City issued debt (a small bond issue), a short-term internal bridge loan, and other possible financing methods to arrive at the lowest cost solution. Funds to repay the debt will come from the Surface Water Fund and General Fund. The Surface Water fund is showing this debt service in the fund summary (Attachment C). The General Fund amounts will come as a result of the reduced contributions to the Roads Capital funds in years when excess properties related to the Aurora project are sold. Those sale proceeds will remain in the Roads Capital fund to fund road projects, in full compliance with all local, state and federal regulations. Debt service amounts to be repaid by the City's various funds will correspond to the relative benefits.

### **Roads Capital Fund**

The Roads Capital Fund contains projects categorized as pedestrian/non-motorized projects, system preservation projects and safety/operation projects. Funding for these projects comes through a variety of funding sources including real estate excise tax, the Shoreline Transportation Benefit District (TBD), the General Fund and various grants.

Attachment B shows the fund summary for the Roads Capital Fund. This summary includes updated estimates for current project expenditures and revenue projections.

The summary shows the fund having approximately \$1 million available to meet project and program needs.

As identified previously, the TIP will be presented to Council on July 8 and is scheduled for adoption on July 15. In advance of these meetings, Attachment D provides preliminary information that will be incorporated into the TIP regarding projects and possible funding opportunities.

### Key Issues and projects

- Funding for sidewalks – installation of new sidewalks is consistently a community and Council priority; however, there is a lack of a sustainable dedicated funding source for both maintenance of existing or construction of new sidewalks. The Transportation Master Plan developed and prioritized pedestrian improvement projects, and approximately 30 locations were identified as high priorities. After review of these high priorities, staff has developed the following recommendation for sidewalks based on available funding:
  - Ashworth Ave N (N 192nd to N 205th) – based on the proximity to Echo Lake Elementary and other conditions, this route should be competitive for a Safe Routes to School grant in 2014 (selection and award 2015). This route continues the pedestrian improvements installed between 185th and 192nd in 2011 and provides a connection to Echo Lake Park, the Interurban Trail and the Aurora Village Transit Center.
  - N 192nd (Interurban Trail to Ashworth) – this project completes a gap between Aurora and Ashworth. This project could be paired with the Ashworth project identified above for a Safe Routes to School Grant.
  - 1st Ave NE (N 192<sup>nd</sup> St to N 195th St) – completing this gap would provide sidewalk on 1st Ave NE from N 185th to N 205th. This segment also connects to the N 195th Separated Trail that serves as part of the Burke-Gilman Interurban Trail Connector.
  - 25th Ave NE (NE 195<sup>th</sup> St to NE 205<sup>th</sup> St) – this route is identified as a medium priority in the TMP; however, with the probable acquisition and construction of a Maintenance Facility adjacent to Brugger's Bog park, there is an opportunity and need to address pedestrian facilities along this route.

Based on a variety of factors including eligibility for grants, and the timing opportunities associated with the new maintenance facility, staff recommends utilizing Roads Capital Funds for the installation of sidewalks on 25th Ave NE. Grant funds should be targeted for the other routes identified.

- Curb, ramp and sidewalk maintenance – this annual program is intended to maintain our existing infrastructure, including updating curb ramps to meet ADA standards. Tree management is also a critical component of this program. Tree roots are often the cause of damage to sidewalks and tree removal or other measures are necessary to repair the sidewalk. Funded at approximately \$150,000/year, sidewalk maintenance utilizes primarily Roads Capital funds and, when available Community Development Block Grant (CDBG) funding. While it can be useful, the CDBG



funding is unreliable and problematic as a consistent funding source for this program, given the priority to allocate these funds for housing and other capital programs.

Current funding levels are inadequate to meet the current needs for sidewalk and ramp repair. Additional funding should be considered for this program so that more substantial progress can be made in fixing key corridors with significant problems primarily resulting from tree roots and to upgrade intersection ramps to meet current ADA standards.

- Aurora Ave N(N 192<sup>nd</sup> St - N 205th St) – As Council is aware, bids received in April exceeded the available budget and this project will be re-advertised in the fall, but additional funding is still needed. The project scope and estimate have thoroughly been reviewed and evaluated, and some adjustments have been made. The engineer's estimate has been revised upward from \$22.6 million to \$25.6 million. The City has requested an additional \$1.4 million from the Transportation Improvement Board (TIP) and should receive notification in mid-June. If the funding is approved it will cover a significant portion of the funding needs, but additional funding most likely will be needed primarily to cover necessary contingency. With the TIB reimbursement and assuming the bids are consistent with the current engineers' estimate, the project will have approximately 10% contingency. Previous segments of Aurora have averaged out at 18% contingency. Staff recommends allocating an additional \$500,000 to \$1 million to adequately fund the project. Sources for additional funding include one-time savings within the general fund or use of fund balance in the Roads Capital Fund, or one-time Transportation Benefit District funding.
- Neighborhood Transportation Safety Program (NTSP) and Traffic Action Plans (NTAP) – Council Goal No. 5, "Promote and enhance the City's safe community and neighborhood programs and initiatives," highlights the importance and value of these programs in supporting the community and neighborhood needs. Both programs are currently funded as part of Traffic Safety Improvement, which must be used for a variety of other projects including re-channelization for safety improvements, minor sidewalk improvements and new signage. Historically, this program also has included installation of new street lights to meet safety concerns. With limited funds on the capital side for installation of new lights, and on the operating side for the associated electricity costs, this program has resulted in suspending the addition of any new street lights. Additional funding in both the capital and operating budgets is necessary to restore this program. Ten new street lights per year are estimated to cost approximately \$10,000 to \$15,000 in capital construction and \$2,000 per year in on-going operational costs. Additional funding is also necessary for this program to provide additional support for NTSP and NTAP.

### **Surface Water Utility Fund**

The Surface Water Utility Fund must address both operational and capital expenditures for the utility, which creates unique financial and programmatic challenges. Attachment C is the fund summary for the Surface Water Utility Fund focusing on the capital

projects and programs. The SWM CIP budget is challenged by rising operational costs associated with items such as maintenance and National Pollutant Discharge Elimination System (NPDES) permit implementation. Attachment C also shows the utility rate increase and rate structure as developed in the 2011 Surface Water Master Plan. Different from the other two funds, the utility fund is required to maintain a “Minimum Working Capital” to support operational needs. Based on the preliminary fund summary, the fund indicates approximately \$200,000 as the “Variance above Minimum Working Capital.” This essentially is the funding available for additional projects and programs – either operational or capital.

### Key issues and projects

- The Boeing Creek Basin Plan identified ten high-priority projects that include pipe repair and replacement projects and a flood reduction project that are estimated to cost about \$1.6 million. In addition, the plan identified several high ranked medium priority projects with an estimated cost of \$900,000.
- The Storm Creek Basin Plan identified eleven high-priority projects that include pipe repair and replacement projects that are estimated to cost approximately \$800,000. In addition, the plan identified several medium priority projects with an estimated cost of \$600,000.
- Hidden Lake sediment dredging is one project identified within the basin plan that is particularly challenging. The utility traditionally budgets \$50,000 for annual maintenance/dredging of this facility, which is adequate for years with normal precipitation; however, when large storms occur, the increased erosion can result in high sedimentation deposition in the lake. Heavy storms in November and December 2012 are an example of the impact of higher sedimentation resulting in current cost estimates for 2013 of approximately \$275,000. The resulting spikes in sediment removal every few years significantly impact the utility fund. The preliminary fund summary has added this additional project in 2013 because of the large expense. Other projects and programs have been reduced in order to fund this additional need; specifically, 2013 expenditures for the Stormwater Pipe Replacement and Surface Water Management Greenworks have been reduced. Fund balance has also been utilized for this new project. In addition to these funding changes for 2013, staff recommends developing alternative strategies to managing Hidden Lake dredging to avoid the current situation in the future and reduce this repetitive and unpredictable expense to the utility.
- The current revenue projections for the SWM Utility are insufficient to meet the identified capital and operational needs. Revenues are directly affected by the SWM rates for residential and non-residential parcels. There are several revenue policy issues or programs that are directly impacting the revenue collected by the utility including:
  - SWM billing issues – most specifically the unstructured parcels which are not being billed surface water fees (estimate: \$60,000 annually).

- SWM rate incentive programs – including the facility discount program, the SWM Educational Fee Credit Program (Shoreline School District), and the LID rebate program (estimate: \$450,000 annually).

Staff recommends discussing these programs in more detail with Council during the 2014 budget process.

Overall revenue and resources – as mentioned previously, the current revenue and rate structure is not adequate to address the capital needs identified in the basin plans. Directly tied to the revenue and the need for the improvements is resources. If revenue was available, the ability to complete the priority projects would require additional staff to manage and implement the projects. Given that there is a current vacancy of one project manager, the current staffing for CIP projects is inadequate to meet the needs of the Surface Water Utility and the other CIPs in the other funds. Although this vacancy will be filled, it may still be challenging to adequately staff all projects under current timelines; therefore staff is reviewing the projected timelines to make adjustments to project schedules to align with staffing resources.

### **SUMMARY**

Staff is looking for Council direction and priorities to assist in the development of the 2014-2019 Capital Improvement Plan. Staff is specifically looking for feedback and direction on the following items:

- Property acquisition priorities and funding strategy for the General Capital Fund
- Direction and support for maintaining or increasing Parks, Repair and Replacement
- Direction and funding priorities to support the Community Renewal Area
- Priorities and direction for a variety of projects and programs within the Roads Capital Fund Including:
  - Additional funding to support maintenance of existing curbs, sidewalks, and curb ramps
  - Additional funding necessary for the completion of the final segment of Aurora
  - Additional funding and project priorities for new sidewalks
  - Priorities and funding associated with Council Goal No. 5, the Traffic Safety Improvement Program including street lights, Traffic Action Plans and Neighborhood Traffic Safety Program
- Direction and/or support to develop strategies and/or policies to develop and maintain funds to be available to match grants.
- Direction on reviewing the revenue structure and program needs for the Surface Water Utility.

### **COUNCIL GOAL(S) ADDRESSED**

The Capital Improvement Plan impacts or addresses several Council Goals including:

- Council Goal 1: Strengthen Shoreline's Economic Base. Implementing a Community Renewal Area is an action step within this goal.

- Council Goal 2: Improve Shoreline's utility, transportation and environmental infrastructure. Construction of the final segment of Aurora, identifying funding strategies to implement the TMP especially for non-motorized improvements, and acquisition of the Brugger's Bog Maintenance Facility are all identified action steps.
- Council Goal 5: Promote and enhance the City's safe community and neighborhood programs and initiatives. The Traffic Safety Improvement Program supports the continued efforts of the Traffic Action Plans and the Neighborhood Traffic Safety Program to address neighborhood traffic safety concerns.

### **RESOURCE/FINANCIAL IMPACT**

The six-year Capital Improvement Plan must be balanced based on reasonable assumptions of revenues and expenditures. Direction and priorities provided by Council tonight will be utilized to develop the 2014-2019 CIP. In addition to financial constraints, the availability of staff resources will be incorporated into the timing or scheduling of various projects. Current staff levels for CIPs are limited, and staff anticipates that resources will greatly influence the timelines for design and construction for new projects; these projects will most likely be programmed in the last few years of the CIP.

### **RECOMMENDATION**

No formal action is required; however, City staff is looking for feedback and direction from the Council for use in the development of the 2014-2019 Capital Improvement Plan.

### **ATTACHMENTS**

Attachment A – General Capital Fund Preliminary Fund Balance  
 Attachment B – Roads Capital Fund Preliminary Fund Balance  
 Attachment C – Surface Water Utility Fund Preliminary Fund Balance  
 Attachment D – Preliminary Transportation Improvement Plan Projects

**City of Shoreline 2014 - 2019 Capital Improvement Plan  
Program Summary  
General Capital Fund**

Project	Prior Years' Expenditures	2013 Budget	2013 Projected	2014 Estimate	2015 Estimate	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	Total 2014-2019	Total Project Cost
<b>Expenditures</b>											
<b>Parks Projects</b>											
<i>Ballinger Neighborhood Parks Master Planning</i>					<u>\$150,000</u>					<u>\$150,000</u>	<u>\$150,000</u>
<i>Park at Town Center</i>	\$115,730				<u>\$750,000</u>	<u>\$250,000</u>				<u>\$1,000,000</u>	<u>\$1,115,730</u>
Parks Repair and Replacement	\$1,479,046	\$201,654	\$201,654	\$180,000	\$185,000	\$190,000	\$200,000	\$200,000	\$200,000	\$1,155,000	\$2,835,700
<i>Pym Acquisition</i>							<u>\$800,000</u>			<u>\$800,000</u>	<u>\$800,000</u>
Richmond Beach Saltwater Park Improvements	\$2,892,280	\$16,502	\$16,502	\$10,330						\$10,330	\$2,919,112
Saltwater Park Pedestrian Bridge Major Repair	\$5,584	\$25,000	\$25,000	\$275,000						\$275,000	\$305,584
<b>Facilities Projects</b>											
<i>City Hall Generator</i>								<u>\$700,000</u>		<u>\$700,000</u>	<u>\$700,000</u>
<i>Maintenance Facility</i>	\$20,069	\$2,984,931	\$2,984,931	\$368,000						<u>\$368,000</u>	<u>\$3,373,000</u>
<b>Non-Project Specific</b>											
General Capital Engineering	\$466,920	\$59,130	\$59,130	\$45,000						\$45,000	\$571,050
General Fund Cost Allocation Charge	\$87,295	\$36,520	\$36,520	\$29,454						\$29,454	\$153,269
City Hall Debt Service Payment	\$1,142,939	\$580,541	\$580,541	\$640,087	\$664,346	\$664,546	\$663,946	\$664,547	\$664,547	\$3,962,019	\$5,685,499
<b>Projects to be completed in Current Year (2013)</b>											
Civic Center/City Hall	\$38,719,384	\$784,876	\$784,876								\$39,504,260
Echo Lake Park Improvements	\$28,586	\$326,229	\$60,000	\$266,229						\$266,229	\$354,815
Kruckeberg Botanic Garden	\$1,531,801		\$19,531								\$1,551,332
Off Leash Dog Areas	\$147,576	\$12,424	\$12,424								\$160,000
Police Station Site Analysis		\$100,000	\$100,000								\$100,000
Regional Trail Signage	\$1,320	\$173,680	\$173,680								\$175,000
Shoreline Pool Repair/Replacement Needs Analysis		\$50,000	\$40,000	\$10,000						\$10,000	\$50,000
Sunset School Park Project	\$10	\$204,990	\$144,990	\$120,000						\$120,000	\$265,000
Trail Corridors	\$2,274,345	\$409,858	\$269,858	\$140,000						\$140,000	\$2,684,203
Transfer to Roads - Trail Corridors Bond		\$8,100	\$8,100								\$8,100
<b>Total Expenditures by Year</b>	<b>\$48,912,885</b>	<b>\$5,974,435</b>	<b>\$5,517,737</b>	<b>\$2,084,100</b>	<b>\$1,749,346</b>	<b>\$1,104,546</b>	<b>\$1,663,946</b>	<b>\$1,564,547</b>	<b>\$864,547</b>	<b>\$9,031,032</b>	<b>\$63,461,654</b>
<b>Revenues</b>											
General Fund Contribution - Parks Facilities		\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000	\$350,000
Real Estate Excise Tax (1st Quarter)		\$580,541	\$580,541	\$681,237	\$701,501	\$722,196	\$760,916	\$778,664	\$805,917	\$4,450,431	\$5,030,972
Interest Income		\$3,617	\$3,617	\$7,743	\$441	\$162	\$108	\$921	\$2,272	\$11,646	\$15,263
Soccer Field Rental Contribution		\$47,845	\$47,845	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$780,000	\$827,845
King County Voter Approved Trail Funding		\$117,140	\$117,140								\$117,140
King County Conservation District			\$120,563								\$120,563
Treasury Seizure Fund		\$100,000	\$100,000								\$100,000
<i>Future Funding</i>								<u>\$700,000</u>		<u>\$700,000</u>	<u>\$700,000</u>
<i>Future Financing</i>		<u>\$2,980,000</u>	<u>\$2,980,000</u>	<u>\$368,000</u>						<u>\$368,000</u>	<u>\$3,348,000</u>
<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>
<i>Recreation and Conservation Office Grants (*)</i>					<u>\$375,000</u>	<u>\$125,000</u>				<u>\$500,000</u>	<u>\$500,000</u>
<i>Future Grants (*)</i>				<u>\$60,000</u>	<u>\$525,000</u>	<u>\$125,000</u>				<u>\$710,000</u>	<u>\$710,000</u>
<b>Total Revenues by Year</b>		<b>\$ 3,879,143</b>	<b>\$ 3,999,706</b>	<b>\$ 1,296,980</b>	<b>\$ 1,781,942</b>	<b>\$ 1,152,358</b>	<b>\$ 1,741,024</b>	<b>\$ 1,659,585</b>	<b>\$ 988,189</b>	<b>\$ 8,620,077</b>	<b>\$ 12,619,783</b>
<b>Beginning Fund Balance</b>		<b>\$2,378,349</b>	<b>\$2,378,349</b>	<b>\$860,318</b>	<b>\$23,198</b>	<b>\$5,794</b>	<b>\$3,606</b>	<b>\$30,684</b>	<b>\$75,722</b>	<b>\$860,318</b>	
<b>Total Revenues</b>		<b>\$3,879,143</b>	<b>\$3,999,706</b>	<b>\$1,296,980</b>	<b>\$1,781,942</b>	<b>\$1,152,358</b>	<b>\$1,741,024</b>	<b>\$1,659,585</b>	<b>\$988,189</b>	<b>\$8,620,077</b>	
<b>Amount restricted for future turf replacement</b>	<b>\$149,627</b>			<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$300,000</b>	
<b>Total Expenditures</b>		<b>\$5,974,435</b>	<b>\$5,517,737</b>	<b>\$2,084,100</b>	<b>\$1,749,346</b>	<b>\$1,104,546</b>	<b>\$1,663,946</b>	<b>\$1,564,547</b>	<b>\$864,547</b>	<b>\$9,031,032</b>	
<b>Ending Fund Balance</b>		<b>\$283,057</b>	<b>\$860,318</b>	<b>\$23,198</b>	<b>\$5,794</b>	<b>\$3,606</b>	<b>\$30,684</b>	<b>\$75,722</b>	<b>\$149,363</b>	<b>\$149,363</b>	
<b>Impact on Operating Budget</b>				<b>51,500</b>	<b>60,100</b>	<b>60,303</b>	<b>82,510</b>	<b>95,010</b>	<b>95,223</b>		

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

**City of Shoreline 2014 - 2019 Capital Improvement Plan  
Program Summary- PRELIMINARY  
Roads Capital Fund**

Project	Prior Years' Expenditures	2013 Budget	2013 Projected	2014 Estimate	2015 Estimate	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2014-2019 Total	Total Project
<b>Expenditures</b>											
<b>REPAIR AND REPLACEMENT</b>											
<b>Pedestrian / Non-Motorized Projects</b>											
Curb Ramp, Gutter and Sidewalk Maintenance Program	\$1,933,191	\$140,000	\$105,000	\$113,500	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$863,500	\$2,901,691
NE 195th Separated Trail		\$60,000	\$60,000	\$370,000						\$370,000	\$430,000
<u>Safe Route to School NW 195th</u>		<u>\$15,000</u>	<u>\$15,000</u>	<u>\$168,500</u>	<u>\$164,500</u>					<u>\$333,000</u>	<u>\$348,000</u>
Traffic Safety Improvements	\$1,066,974	\$282,186	\$282,186	\$187,500	\$187,500	\$285,000	\$285,000	\$285,000	\$285,000	\$1,515,000	\$2,864,160
<b>System Preservation Projects</b>											
Annual Road Surface Maintenance Program	\$9,983,606	\$1,354,283	\$1,108,229	\$800,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$5,800,000	\$16,891,835
Traffic Signal Rehabilitation Program	\$752,798	\$487,829	\$487,829	\$121,084	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$621,084	\$1,861,711
<b>CAPACITY CONSTRUCTION</b>											
<b>Safety / Operations Projects</b>											
Aurora Avenue North 192nd - 205th	\$8,132,095	\$15,586,666	\$1,182,018	\$17,851,132	\$17,454,704	\$592,477				\$35,898,313	\$45,212,426
Aurora Ave. 145th-192nd Safety Improvement		\$402,491	\$391,867	\$20,624						\$20,624	\$412,491
Hidden Lake Bridge		\$100,000	\$100,000	\$50,000						\$50,000	\$150,000
Route Development Plan for the 145th Corridor		\$150,000	\$150,000	\$100,000						\$100,000	\$250,000
<b>NON-PROJECT SPECIFIC</b>											
General Fund Cost Allocation Overhead Charge	\$221,088	\$54,719	\$54,719	\$43,443	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$293,443	\$569,250
Roads Capital Engineering	\$1,340,244	\$181,226	\$181,226	\$249,120	\$266,959	\$291,014	\$300,639	\$300,639	\$300,639	\$1,709,010	\$3,230,480
<b>Projects to be completed in Current Year (2013)</b>											
Aurora Avenue North 165th - 185th	\$47,354,808	\$1,312,194	\$1,448,045								\$48,802,853
Aurora Avenue North 185th - 192nd	\$15,958,341	\$112,381	\$73,291								\$16,031,632
Briarcrest Safe Routes to School	\$454,411	\$60,257	\$56,357	\$3,900						\$3,900	\$514,668
Sidewalks - Priority Routes	\$2,588,130	\$92,000	\$93,774								\$2,681,904
Transportation Master Plan Update	\$304,255	\$19,393	\$19,393								\$323,648
<b>Total Expenditures by Year</b>	<b>\$90,089,941</b>	<b>\$20,410,625</b>	<b>\$5,808,934</b>	<b>\$20,078,803</b>	<b>\$19,373,663</b>	<b>\$2,468,491</b>	<b>\$1,885,639</b>	<b>\$1,885,639</b>	<b>\$1,885,639</b>	<b>\$47,577,874</b>	<b>\$143,476,749</b>
<b>Revenues</b>											
Real Estate Excise Tax (2nd Quarter)	\$6,849,843	\$580,541	\$580,541	\$681,237	\$701,501	\$722,196	\$760,916	\$778,664	\$805,917	\$4,450,431	\$11,880,815
Transportation Benefit District		\$913,000	\$913,000	\$695,000	\$695,000	\$695,000	\$695,000	\$695,000	\$695,000	\$4,170,000	\$5,083,000
General Fund Support	\$2,011,710	\$431,036	\$431,036	\$434,809	\$309,977	\$301,494	\$293,390	\$286,346	\$286,346	\$1,912,362	\$4,355,108
General Capital Fund - Trail Corridor's Bond Issue		\$8,100	\$8,100	\$49,950						\$49,950	\$58,050
Investment Interest	\$2,231,598	\$6,243	\$9,224	\$18,207	\$44,962	\$36,763	\$36,822	\$34,887	\$33,214	\$204,854	\$2,445,676
Awarded Grants	\$936,655	\$804,391	\$1,230,050	\$530,903						\$530,903	\$2,697,608
<u>Anticipated Future Grants</u>		<u>\$15,000</u>	<u>\$15,000</u>	<u>\$203,500</u>	<u>\$199,500</u>	<u>\$35,000</u>	<u>\$35,000</u>	<u>\$35,000</u>	<u>\$35,000</u>	<u>\$543,000</u>	<u>\$558,000</u>
Aurora Avenue North 165th - 185th Awarded Grants/Reimb.	\$44,046,590	\$801,775	\$937,269								\$44,983,859
Aurora Avenue North 185th - 192nd Awarded Grants/Reimb.	\$12,126,715										\$12,126,715
Aurora Avenue North 192nd - 205th Awarded Grants/Reimb.	\$7,750,283	\$15,510,986	\$633,063	\$17,808,648	\$14,425,318					\$32,233,966	\$40,617,312
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
<u>Aurora Avenue North 192nd - 205th - Future Funding</u>					<u>\$1,943,963</u>	<u>\$592,477</u>				<u>\$2,536,440</u>	<u>\$2,536,440</u>
<b>Total Revenues by Year</b>	<b>\$77,253,394</b>	<b>\$19,071,072</b>	<b>\$4,757,283</b>	<b>\$20,422,254</b>	<b>\$18,320,221</b>	<b>\$2,382,930</b>	<b>\$1,821,128</b>	<b>\$1,829,897</b>	<b>\$1,855,478</b>	<b>\$46,631,906</b>	<b>\$128,642,583</b>
<b>Beginning Fund Balance</b>		<b>\$2,080,901</b>	<b>\$3,074,602</b>	<b>\$2,022,951</b>	<b>\$2,366,401</b>	<b>\$1,312,959</b>	<b>\$1,227,398</b>	<b>\$1,162,887</b>	<b>\$1,107,144</b>	<b>\$2,022,951</b>	
<b>Total Revenues</b>		<b>\$19,071,072</b>	<b>\$4,757,283</b>	<b>\$20,422,254</b>	<b>\$18,320,221</b>	<b>\$2,382,930</b>	<b>\$1,821,128</b>	<b>\$1,829,897</b>	<b>\$1,855,478</b>	<b>\$46,631,906</b>	
<b>Total Expenditures</b>		<b>\$20,410,625</b>	<b>\$5,808,934</b>	<b>\$20,078,803</b>	<b>\$19,373,663</b>	<b>\$2,468,491</b>	<b>\$1,885,639</b>	<b>\$1,885,639</b>	<b>\$1,885,639</b>	<b>\$47,577,874</b>	
<b>Ending Fund Balance</b>		<b>\$741,348</b>	<b>\$2,022,951</b>	<b>\$2,366,401</b>	<b>\$1,312,959</b>	<b>\$1,227,398</b>	<b>\$1,162,887</b>	<b>\$1,107,144</b>	<b>\$1,076,983</b>	<b>\$1,076,983</b>	
<b>Impact on Operating Budget</b>				<b>\$544</b>	<b>\$544</b>	<b>\$80,154</b>	<b>\$124,466</b>	<b>\$124,589</b>	<b>\$124,634</b>		

City of Shoreline 2014 - 2019 Capital Improvement Plan Program Summary - PRELIMINARY Surface Water Utility Fund														
Creek Basin	Project	Prior Years' Expenditures	2013 Budget	2013 Projected	2014 Estimate	2015 Estimate	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	Total 2014-2019	Total Project Cost		
	Proposed Utility Rate Increase		3.0%	3.0%	3.0%	3.0%	4.0%	5.0%	5.0%	5.0%				
	SWM Rate - Residential-Single Family Home Annual Fee		\$137	\$137	\$141	\$146	\$152	\$160	\$168	\$176				
Lyons MacAleer  Thornton  Multiple  Multiple   Boeing  Thornton Thornton	<b>Expenditures</b>													
	<b><u>REPAIR AND REPLACEMENT</u></b>													
	Basin Planning													
	Ballinger Creek Drainage Study (Lyons Creek Basin)		\$80,000	\$80,000	\$130,000							\$130,000	\$210,000	
	McAleer Creek Basin Plan		\$50,000	\$50,000	\$400,000							\$400,000	\$450,000	
	Puget Sound Drainages Basin Plan					\$200,000						\$200,000	\$200,000	
	Flood Protection/Drainage Improvement													
	Culvert Replacement Near 14849 12th Ave NE								\$212,000			\$212,000	\$212,000	
	Goheen Revetment Repair		\$100,000	\$99,023	\$291,305	\$9,672						\$300,977	\$400,000	
	Stormwater Pipe Replacement Program		\$300,000	\$15,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$225,000	\$225,000	\$1,250,000	\$1,265,000	
	Surface Water Small Projects		\$2,150,831	\$200,000	\$200,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000	\$2,950,831	
	Water Quality													
	Surface Water Management Green Works Projects		\$184,481	\$200,000	\$180,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000	\$964,481	
	NON-PROJECT SPECIFIC													
	General Fund Cost Allocation Overhead Charge		\$812,119	\$150,000	\$150,000	\$157,201	\$78,000	\$55,000	\$65,000	\$65,000	\$65,000	\$485,201	\$1,447,320	
	Maintenance Facility Debt Service					\$230,000	\$230,000	\$230,000	\$230,000	\$230,000	\$230,000	\$1,380,000	\$1,380,000	
	Surface Water Capital Engineering		\$1,604,657	\$194,100	\$194,100	\$205,000	\$217,000	\$230,000	\$244,000	\$258,000	\$258,000	\$1,412,000	\$3,210,757	
	Projects to be completed in Current Year (2013)													
	Boeing Creek and Storm Creek Basin Plans		\$318,928	\$61,072	\$61,072									\$380,000
	Hidden Lake Dredging				\$275,000									\$275,000
	Meridian Park Wetland Drainage Improvement		\$93,424	\$249,476	\$249,476									\$342,900
	North Fork Thornton Creek LID Stormwater Retrofit		\$72,473	\$767,527	\$759,656	\$7,871						\$7,871		\$840,000
	Pump Station No. 25		\$421,528	\$128,881	\$128,881									\$550,409
	SWM Infrastructure Inventory and Assessment		\$301,602	\$51,144										\$301,602
	Total Expenditures by Year		\$5,960,043	\$2,532,200	\$2,442,208	\$1,821,377	\$1,134,672	\$915,000	\$939,000	\$1,190,000	\$978,000	\$6,978,049	\$15,380,300	
	Revenues													
	Interest Income			\$7,402	\$7,402	\$21,753	\$25,191	\$17,773	\$15,920	\$15,292	\$12,560	\$108,489	\$115,891	
	Department of Ecology Stormwater Retrofit Grant			\$575,595	\$569,742	\$6,055						\$6,055	\$575,797	
King County Flood Zone District Opportunity Fund			\$80,000	\$133,954	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$480,000	\$613,954		
Total Revenues by Year			\$662,997	\$711,098	\$107,808	\$105,191	\$97,773	\$95,920	\$95,292	\$92,560	\$594,544	\$1,305,642		
Beginning Fund Balance			\$2,467,280	\$3,408,884	\$2,416,963	\$1,325,833	\$935,441	\$837,886	\$804,835	\$661,071	\$2,416,963			
Total Capital Revenues			\$662,997	\$711,098	\$107,808	\$105,191	\$97,773	\$95,920	\$95,292	\$92,560	\$594,544			
Total Operating Revenues			\$3,306,374	\$3,415,376	\$3,405,565	\$3,507,732	\$3,648,041	\$3,830,444	\$4,021,966	\$4,223,064	\$22,636,812			
Total Capital Expenditures			\$2,532,200	\$2,442,208	\$1,821,377	\$1,134,672	\$915,000	\$939,000	\$1,190,000	\$978,000	\$6,978,049			
Total Operating Expenditures			\$2,255,699	\$2,331,756	\$2,438,695	\$2,524,212	\$2,583,939	\$2,675,983	\$2,726,590	\$2,801,164	\$15,750,583			
Debt Service			\$344,431	\$344,431	\$344,431	\$344,431	\$344,431	\$344,431	\$344,431	\$344,431	\$2,066,586			
Ending Fund Balance			\$1,304,322	\$2,416,963	\$1,325,833	\$935,441	\$837,886	\$804,835	\$661,071	\$853,100	\$853,100			
Minimum Working Capital			\$390,020	\$401,428	\$417,469	\$430,296	\$439,256	\$453,062	\$460,653	\$471,839				
Variance above Minimum Working Capital			\$914,302	\$2,015,534	\$908,364	\$505,145	\$398,630	\$351,773	\$200,418	\$381,261				

## Preliminary TIP Project List

Purpose: The following table provides a preliminary list of projects and potential funding sources that will be incorporated into the Transportation Improvement Plan. The projects are broken into two primary groups:

- City Roads Capital Fund - projects that for several reasons will not compete well for grants and that are expected to be fully funded by Roads Capital Fund
- Grant projects - those that should be competitive for grants. Most likely any grants received will require a City match at some level. Safe Routes to School grants do not require match.

Project Type	Limits	Notes and Considerations	Potential Grant Sources
<b>City Roads Capital Fund</b>			
Sidewalk	25 <sup>th</sup> NE, 195 <sup>th</sup> to 205 <sup>th</sup> , west side	Includes Brugger's Bog and Park frontage	
Grant Match Program	Citywide	Will be used to leverage grant opportunities	
Corridor	Aurora, 192 <sup>nd</sup> to 205 <sup>th</sup> , contingency	Reserve funding dependent on bids to cover contingency	TIB
<b>Grant Projects (next 2-4 years)</b>			
Sidewalk	1 <sup>st</sup> NE, 192 <sup>nd</sup> to 195 <sup>th</sup> , west side	Fills gap to complete sidewalk from 18 <sup>th</sup> to 205 <sup>th</sup>	TIB, Safe Routes to School
Sidewalk	Ashworth, 195 <sup>th</sup> to 200 <sup>th</sup> , west side	Completes sidewalk from 185 <sup>th</sup> to 200 <sup>th</sup> , Echo Lake Elementary, Echo Lake Park and Aurora Village Transit Center	TIB, Safe Routes to School
Sidewalk	N 192 <sup>nd</sup> , Interurban Trail to Ashworth, south side	Completes sidewalk system from Ashworth to Aurora, may include roadway narrowing at trail per Blakely resolution	TIB, Safe Routes to School, Ped/Bike Grant
Sidewalk	N 195 <sup>th</sup> , Fremont to 3 <sup>rd</sup> NW, south side	Ties in with Safe Routes sidewalk from 8 <sup>th</sup> NW to 3 <sup>rd</sup> NW, Einstein, Krista	Safe Routes to School
Intersection	3 <sup>rd</sup> NW @ Richmond Beach Road, turn lanes	Highest rated accident intersection	TIB, HSIP, Point Wells development match
Corridor	160 <sup>th</sup> , Aurora to Greenwood	3-lane, sidewalks, beautification, college and CRA benefit	Federal funds
Bridge	Hidden Lake	Reconstruct bridge per recommendations of study	BRAC, Federal Map 21
Design, Environmental	145 <sup>th</sup> Corridor, 3 <sup>rd</sup> NW to Bothell Way	SPU water line match, implements corridor study	Federal Competition PSRC
Study	I-5 Interchange @ 175 <sup>th</sup>	Work with WSDOT to evaluate alternatives	WSDOT, Federal