

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

<b>AGENDA TITLE:</b>	Discussion and Update of 2014-2019 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 6-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 Proposed 2014-2019 CIP will be submitted along with the Operating Budget to Council in October with final adoption expected in late November.

Tonight's meeting is a follow-up to the June 17 Council Meeting regarding the CIP. Staff has prepared a draft 2014-2019 CIP incorporating feedback and direction received at the June meeting. This meeting is Council's opportunity to provide additional feedback and direction to staff prior to receiving the City Manager's Proposed CIP in October.

**RESOURCE/FINANCIAL IMPACT:**

The 6-year CIP must be financially balanced based on reasonable assumptions of revenues and expenditures. The draft CIP proposed tonight is based on these assumptions. In addition to financial constraints, the availability of staff resources has been incorporated into the timing or scheduling of various projects.

**RECOMMENDATION**

No formal action is required this evening. Staff recommends that Council provide feedback and policy direction for use in finalizing the City Manager's Proposed 2014-2019 Capital Improvement Plan.

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

## **INTRODUCTION**

The City is required to annually adopt a 6-year Capital Improvement Plan (CIP). This plan is broken into four (4) funds – general, facilities major maintenance, roads, and surface water utility. The CIP is scheduled to be adopted in November along with the City's annual operating budget.

Facilities major maintenance is not addressed in this report. It is funded almost entirely from a General Fund appropriation and there are no significant policy issues for discussion at this time.

The June 17 Council meeting included a CIP update and staff has incorporated Council feedback from that meeting into the draft CIP presented tonight.

## **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: <http://www.shorelinewa.gov/index.aspx?page=682>

Transportation Master Plan:

<http://www.shorelinewa.gov/index.aspx?page=256&parent=11144>

Surface Water Master Plan: <http://www.shorelinewa.gov/index.aspx?page=989>

The Council also adopts a 6-year Transportation Improvement Plan (TIP), as required by law. The TIP identifies the City's transportation project needs over the six year period and the TIP is not required to be financially constrained or balanced. The 2014-2019 TIP was adopted by Council on July 22, 2013.

The Surface Water Utility is unique from the other two capital funds in that it is funded almost entirely by surface water utility fees which must address both the utility's operating and capital needs. As operating needs increase, there is less available revenue for capital needs and vice-versa, unless the utility rates are increased to off-set the shift. The City 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. Council will further review some issues specific to the Surface Water Utility on September 9.

Council has received two other briefings regarding the Capital Improvement Plan in 2013:

- 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:  
<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2013/staffreport042213-8b.pdf> .
- On June 17, 2013, Council was provided an update on three of the CIP funds (Roads, General and Surface Water). Council provided direction and feedback at that meeting that has been incorporated into this draft 2014-2019 CIP. The staff report for the June 17 meeting can be found at:  
<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2013/staffreport061713-8a.pdf>

Since the June Council discussion, Council has adopted the Aurora Square Community Renewal Area and the 2014-2019 Transportation Improvement Plan (TIP).

The Council will review and approve the 2014-2019 CIP in conjunction with the City's 2014 Operating Budget this fall. The following is the projected timeline for this process:

Discussion of Preliminary 2014 Budget and CIP	September 16, 2013
Discussion of 2014 Proposed Budget & CIP	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 2014-2019 CIP and Property Tax Levy	November 25, 2013

## **DISCUSSION**

Across the country, communities are facing shortfalls in revenue, an aging infrastructure, demands for new capital projects such as sidewalks and parks, and growing operating needs. As a result, some communities have made varying policy choices including deferred maintenance, elimination of repair and replacement funds, capital bond measures, or reduction in services, just to name a few.

We have seen in our own community that when there are needs for capital replacement or for new infrastructure, bond measures are used as demonstrated in the high school replacement projects and the City's park projects.

We have had tremendous success with grants, especially with the Aurora Corridor Project. The Aurora Project has been funded by nearly 90% with grants. However, given this "pay-as-go" approach, it has taken a long time to complete the project. Nevertheless, we continue to believe that grants will play an even greater role in the future for funding capital projects.

The City manages a wide range of capital facilities and assets, including roads, sidewalks and trails, parks, bathrooms, trees, buildings, storm water pipes and retention

facilities, and the list is endless. From Shoreline's inception, a strong focus has been on maintaining the infrastructure and assets that we have. For example, we have used local transportation options such as the Transportation Benefit District to fully fund the maintenance of our roads.

As this report will layout, the demands on one-time and operating funds are growing and our ability to sustain existing levels of service and meeting expectations of the community are becoming more and more challenging. As we plan ahead, strategically prioritizing is how we'll need to address these difficult policy choices, recognizing there are trade-offs.

### **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, Transportation Benefit District Vehicle License Fees, General Fund and various grants.

Council provided guidance and direction to staff at the June 17, July 8 and July 22 Council meetings. Key issues and priorities identified in those discussions include:

- Completion of Aurora Ave N
- Funding for the Aurora Square Community Renewal Area projects
- Providing funding for matching grants
- System Maintenance
- Sidewalks

In addition to preparing alternatives or scenarios based on available funding to address these priorities in the 2014-2019 CIP, Council has requested more detail information on several issues.

### ***Key issues***

#### **Aurora Avenue**

As Council will recall, bids were opened for the last section of Aurora on April 3. Only two bids were received; both of which were too high and bids were rejected. Since that time the Aurora team has been undertaking several different efforts to move forward with a new call for bids. The re-advertisement is scheduled for late September, with the opening of bids in late October, a contract award in November and beginning of construction in early 2014.

It is imperative that the bid results received are within the available budget for the project. Staff has worked extensively to ensure this outcome. The following is a detailed summary of these efforts and issues reviewed:

- Once bids were rejected, staff contacted two bidders to better understand their bids. They provided some good insights such as: undergrounding was perceived as unpredictable, some unit costs were higher such as mobilization, roadway preparation/grading, traffic control was an unknown, and hence,

estimated higher. Staff also spoke with contractors that were expected to bid, and the general feedback was that they wanted to bid the project but because they recently had been awarded other contracts they did not have the bonding capacity to bid on this phase of Aurora.

- The team also scoured the project design to see what could be reduced or modified in the project to lower the costs. Many options were evaluated; some items were removed from the project and others have been retained. Items that are proposed for removal include:

<b><i>Project Element</i></b>	<b><i>Estimated Savings</i></b>
• Elimination of the tree root boxes or Silva cells	\$120,000
• Reduced size of the Filterra Cells for water quality treatment	\$40,000
• Reduction in the depth of the roadway section and more specifically the depth of the crushed rock under the roadway asphalt	\$600,000
• The revised depth is consistent with what was utilized in first mile. This also reduces the number of working days by forty	\$310,000
• Other minor elements include eliminating the southeast gateway, eliminating temporary lighting, and utilizing a different sealant	\$150,000
• Elimination of the 1% for the arts was considered but the recommendation is to keep this requirement in the project	\$180,000
<b><i>Subtotal</i></b>	<b><i>\$1,400,000</i></b>

- At the request of Councilmember Hall, the alternative to build the project in two linear phases instead of the three phase approach utilized in the rest of the corridor was extensively evaluated. The potential savings was calculated at approximately \$1.2 million. The two phase approach would work well for the first phase of construction because four to five lanes of travel could be accommodated, but once the project shifted to the second phase, traffic would operate in the 36 foot wide cross section (constructed in first phase) which could only support three lanes of traffic. The potential of using a reversible lane, with two northbound in the evening and two southbound in the morning was modeled as was one lane in each direction with a center turn lane. Unfortunately both of these alternatives caused extensive backups, eliminated the ability to make left turns at intersections, would generate impacts to side streets and parallel arterials, would incapacitate truck ingress and egress onto fronting properties, and required significant transit modifications. It was also a challenge to maintain flow on the weekend afternoons where the direction of traffic is balanced between north and south. The savings in time and dollars were significant but the impacts could not be mitigated adequately. Attachment D is a memorandum from Rich Meredith, City Traffic Engineer, to Kirk McKinley detailing these impacts.
- Utilizing “additive alternates” in the bid package was also considered, but after close evaluation a conclusion was reached that this approach could cause some issues with the bid that ultimately could end up delaying the project. As an example, consideration was given to utilizing galvanized light poles and signal

poles as the base bid, with an “additive alternate” to utilize the decorative blue poles utilized in the rest of the corridor.

After adjusting for low costs and balancing those with the savings above, the Engineer’s Estimate has been increased by approximately \$3 million. Of the \$3 million, \$2 million are costs associated with undergrounding and are covered by Seattle City Light (SCL) funds. The revised Engineers Estimate is \$25,035,113. With a 15% contingency it is \$28,790,379. Previous segments of Aurora have required closer to 18% contingency, however many of the issues or unknowns that impacted the other segments have been incorporated into the project design and estimates for this phase. Staff believes a 15% contingency will be adequate for this final segment. The SCL total share of the project is approximately \$7.6 million. The approximate total share of the City fiscal responsibility including 15% contingency and the City share of construction management is \$25 million. There is adequate revenue to cover the revised estimated costs. Additional Roads Capital revenue is not needed to complete this segment, assuming bids come in within the Engineer’s Estimate.

#### *Pavement Preservation*

On March 21, 2011, staff provided City Council with a strategy for pavement preservation that largely relied upon a combined use of Hot Mixed Asphalt (HMA, or “overlay”) and bituminous surface treatments (BST). A link to the 2011 staff report may be found at:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/Council/Staffreports/2011/staffreport032111-7b.pdf>.

The 2011 presentation was the beginning of the BST program and is now part of the City’s “Annual Road Surface Maintenance Program.” This section of the staff report is intended to provide a brief summary of the pavement preservation strategy and to provide an assessment of the BST program, which Councilmembers have requested.

#### *Preservation Strategy*

The City of Shoreline has over 345 lane miles of paved surfaces with an estimated replacement value well over \$380 million. Since incorporation and prior to 2011, the City had relied exclusively upon the use of asphalt overlays to provide the needed maintenance to the street system. The annual budget has fluctuated over time, but has increased steadily from approximately \$400,000 to \$900,000.

During this same period, the City was developing a Pavement Management System (PMS), which inventories the street system, assesses the condition of the pavement and ultimately provides a methodology to test and predict the future condition of pavement depending upon when and what types of treatment is applied. Today, our Pavement Management System makes clear that the current maintenance program is not funded adequately.

Limited resources and increasing material costs have required new approaches to preserve and protect the investment in our street infrastructure and earn the highest return on future maintenance dollars. As Figure 1 shows, well-constructed pavement surface condition remains high for many years, but once pavement condition begins to drop, it drops rapidly.

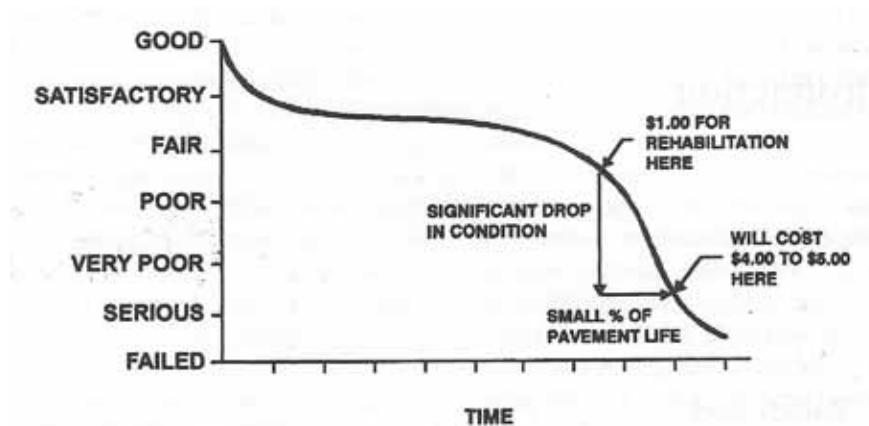


Figure 1—Pavement Condition Lifecycle  
(Source American Public Works Association, 1983)

Public Works agencies can take advantage of the typical pavement condition lifecycle to apply low-cost surface treatments to streets while pavement condition is still relatively high. These less costly maintenance treatments delay the onset of rapid deterioration and allow agencies to maximize pavement performance.

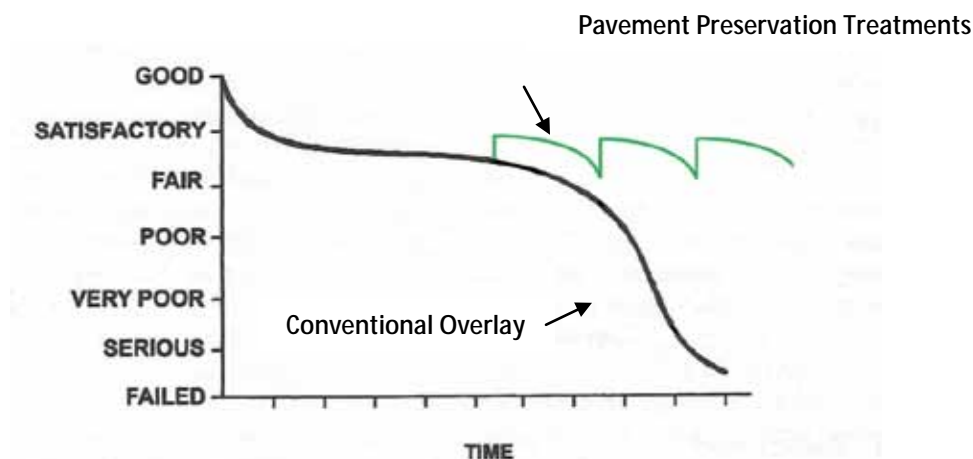


Figure 2—Pavement Preservation Concept Illustrated

Shoreline joins a long list of municipalities across the region such as Mountlake Terrace, Mukilteo, Bothell, Lynnwood, Seattle and Everett, which have adopted a similar approach toward protecting their pavement. A normal road surface maintenance application of HMA or “overlays” generally has a life span of about 18-20 years. In order to maintain an even longer life, surface treatments need to be applied to prevent deterioration. BSTs are the most common approach to preserving and increasing the life of road surfaces.

Experts recommend as a standard for street maintenance that we address a minimum of 10% of our entire road system annually through our maintenance program. Ten percent (10%) represents about 35 miles per year. Using HMA exclusively, our current pavement maintenance program would only allow the City to complete about 3% of the

total recommended maintenance program. Using BST, the current budget allows the City to complete approximately 40% to 50%.

HMA or “overlays” will continue to be used but only when a structural element is needed to preserve the deteriorated streets (PMS rating of 40 or less). On higher volume streets such as Aurora Avenue, overlay thickness will be based on a structural design to build strength into the road section and minimize the road closures over the long term.

The Annual Road Surface Maintenance Program is intended to provide the majority of the contracted work necessary for proper road surface maintenance. The citizens of Shoreline have continued to emphasize the importance of street maintenance through the biennial Citizen Satisfaction Survey. The 2012 survey results showed that 35% of citizens chose overall maintenance of City streets as the maintenance service that “should receive the most emphasis over the next two years.” In addition, the survey results indicate that only 10% of citizens were dissatisfied with the overall maintenance of City streets.

### BST Assessment

At the June 17, 2013 Council meeting, the Council requested an assessment of the BST program. Below is a summary of a thorough staff review of BST applied streets - staff drove every block that has received the BST application since 2011, recording observations and making an assessment of those observations. Staff then discussed some of the observations and conclusions with asphalt pavement experts in preparation of this report.

While BST encompasses many different treatments, the one BST approach used in Shoreline is commonly referred as a “single chip” seal consisting of a two-part application of rapid set asphalt oil emulsion and covered with 3/8 inch aggregate (rock). The excess rock is then swept and a “fog coat” emulsion oil is placed to give the black color contrast for better pavement marking visibility, plus it helps hold the rock from coming loose. The single chip application is considered the most common Public Works application to preserve roads in good condition. The costs are generally 70% to 75% less than the cost of a typical asphalt overlay.

The City has occasionally chosen a “double chip,” which is a 1/2” aggregate covered with a single 3/8” chip. The two layers will bridge over multiple types of cracking, add body and texture to the road surface, plus seal the road preventing any further deterioration. BSTs are widely used to extend the life of a road, create a new wearing course and waterproof existing pavement. The City has used a double chip on 15<sup>th</sup> Avenue NE and NE 175<sup>th</sup> Street.

A key task of the City’s maintenance strategy is “crack filling” and is the first task completed prior to any surface maintenance treatment, whether that be BST or HMA. This process consists of applying a hot, rubberized material over cracks and then manually pressing it into the opening. The sealed surface must be level with the existing pavement, or a bump will be left that can affect drivability with either a BST or HMA. Sealing the cracks is required to eliminate the ability of runoff to enter into the pavement section, expand in the winter and ultimately creating potholes. Paving over

cracks without this treatment is not an acceptable practice since neither BST nor HMA have the ability to seal the crack as effectively as “crack filling.”

Crack filling is only effective on cracks of sufficient width that can accept the rubberized material. Sealing the cracks helps to minimize what is known as “reflective cracking.” Whether a crack is filled, or perhaps it is a very small crack, both will eventually reflect through the BST or the HMA. BST is a thinner treatment and tends to reflect first, but this is a normal process and is only an aesthetic issue and not an indication that the pavement treatment has somehow failed. Staff has noticed this reflective cracking in some sections of the recent BST program; however, this is well within industry standards.

In July 2011, the City contracted with Doolittle Construction Company to apply the first application of BST to Shoreline streets in the Echo Lake Neighborhood. Approximately 16.2 lane miles of road surface received the surface treatment. The project went very well, introducing BST to the City and surrounding neighborhoods. The City conducted an informal survey of the residents to gauge their satisfaction levels with the first BST application in Shoreline. Of the 48 people that responded, 62% were satisfied with the final outcome of the BST treatment and 79% recommended the City continue to use BST in the future.

In 2012, the City contracted again with Doolittle Construction applying the second BST application in the North City and Ballinger areas covering 13.5 lane miles. The Public Works Department only received two calls regarding details about the project. The schedule has been set for 2013 and Doolittle Construction Company will begin the program in the Ridgecrest, Echo Lake and North City for a total of 9.2 lane miles. The table below is a summary of the BST and HMA costs and production from 2011 through 2013.

Annual Road Maintenance Program						
year	BST			HMA		
	lane miles	cost	\$/LM	lane miles	cost	\$/LM
2011	16.2	\$472,295	\$29,154	0	\$0	0
2012	13.5	\$688,005	\$50,963	0	\$0	0
2013 <sup>1</sup>	9.2	\$405,663	\$44,094	2.6	\$595,000 <sup>2</sup>	\$228,846
total	38.9	\$1,565,963	\$40,256	2.6	\$595,000	\$228,846

Unlike an asphalt overlay, BSTs tend to have a coarser finish road surface the first few months. We have noticed that after six months the traffic patterns on the new surfaces has helped kneed the aggregate with the oil and thereby smooth the surface appearance. After one year, an overlay and a BST road surface can be indistinguishable.

<sup>1</sup> Projected for 2013

<sup>2</sup> Includes Curb Ramp contract due to ADA Requirement

One difference with BST is the process called “shedding,” which is the loss of small amounts of rock mainly during the first year which is a normal process and condition. Some of the reasons for “shedding” are the constant turning of the steering wheel in one spot, which can cause tearing of the finish and exposing the black emulsion and loss of some rock.

Our observations for the first two years of the BST program is the shedding problem overall is minor, occurring in expected areas with ultimately no repair being needed. In 2011, the City used a smaller ¼ inch aggregate in the residential areas. While this tends to provide a more appealing surface to residential property owners, it does tend to shed more than the larger 3/8 inch aggregate. As a result, staff modified the specification beginning in 2012 to use the larger 3/8 inch aggregate. The result is a rougher surface that increases stopping friction for traffic and reduces the shedding problem experienced in the first year of the program.

Typical locations for shedding occur in some cul-de-sacs where heavy garbage trucks turn in such a tight radius, plus when traffic backs onto the road surface, turns the wheel of the car while stopped and then moves forward (e.g. head-in parking at Echo Lake Park). Again, this is a normal process that generally occurs the first season and can be controlled with light applications of sand. Staff performed this sanding in isolated areas of the BST program.

The City did experience one route in the 2012 project where portions of the work did not meet the City’s performance standard and had to be addressed as warranty work under the contract. This location was NE 175<sup>th</sup> from I-5 to 15<sup>th</sup> Avenue NE and was a section that received a double chip. Portions of the route experienced excessive oil coming to the surface in the wheel patterns of traffic. This excess oil or “bleeding” can then track into other areas, reduce the required friction surface of the pavement and in some case peel from the original asphalt section.

The City used a professional engineer specializing in asphalt pavements to assist staff in analyzing the problem and recommend a repair. In summary, the problem occurred due to excess oil placed at the time of construction. The repair consists of a light application of tack oil, spreading a layer of pre-coated 3/8” aggregate, aggressive use of rolling equipment and then removal of the excess via repetitive sweeping.

It is staff’s observation and that of our consultant, that such problems are rare due to the sophisticated nature of the today’s equipment. However, the contractor has responded to the warranty claim by the City. The other route receiving a double chip was 15<sup>th</sup> NE and it has performed as expected.

The success of BST is in large part due to the communication and notification to the neighborhoods and property owners adjacent to the project. Early in the year, Public Works staff attends the neighborhood meetings and shares with them the proposed planned project scheduled for the coming summer. This has proven to be very successful. We demonstrate to the groups what the project will actually look like and what they can expect. The meetings allow them to ask questions and get a full understanding of the project. Ultimately, our outreach program is intended to inform and gain acceptance of such treatments on residential and neighborhood collectors. At

the same time, we are conveying the message that we are preserving infrastructure investment and extending the life cycle of the road surface. Generally everyone understands the principle of the maintenance.

The second phase, just prior to the project starting, is the communication and introduction of the contractor. The Public Works Department will send out a mailer (Attachment F); introducing the contractor, start date, schedules and contract information of the City project manager. The mailer also shares with the homeowners within a 500 feet boundary of the project what each step of the project involves and what they can expect again, including contact information.

Staff is evaluating other BST strategies specifically to use on higher volume streets. These alternatives consist of a “cape seal,” or “micro surfacing.” These two techniques are placed with a lay-down machine much like HMA. The advantage of such applications is a reduced cost relative to HMA and shorter construction application time than chip seal. However, the disadvantages include a smaller group of proficient contractors and a federal requirement under ADA to upgrade all adjacent curb ramps at the time of placement. This ADA requirement is a significant cost, but may be appropriate when evaluating certain corridors and their pavement condition.

It is staff’s opinion that the BST program has performed within industry expectations. While the placement of the chip seal material may be more complicated during construction than HMA, the added life to the pavement is a much more efficient use of the limited resource. It is also staff’s opinion that the success of the program lies largely with our ability to communicate with our citizens. Staff recommends that we continue to be aggressive with our communication approach.

#### Strategies for Leveraging Limited Taxpayer Dollars

Staff continues to develop strategies to fund some of our larger capital project needs by partnering with other agencies or private sector developments. Many grant programs give preference or higher points to proposals that include broad (financial and community) support including private sector contributions, or matching provided by other agencies or programs. As an example, in seeking funding to construct the Interurban Trail, private sector improvements such as Top/Haggen Food and the Gateway project were utilized as match or local contribution. The Aurora project very successfully leveraged multiple grants as matching resources to construct a full funding strategy.

In reviewing the projects included in the Transportation Improvement Program, there are several opportunities to utilize investments from private and public partners to match grants and leverage larger or longer improvements. Some key examples include:

- Sound Transit mitigation: There is potential to use Sound Transit mitigation for the light rail stations to extend the length and scope to develop more of a complete sidewalk system. As an example, on 5<sup>th</sup> Ave NE (aka 7<sup>th</sup>) south of 185<sup>th</sup>, ST may only reconstruct the road to 180<sup>th</sup>, but sidewalks are needed to 175<sup>th</sup>. ST’s investment could be leveraged to match a grant and extend the project and complete sidewalks to 175<sup>th</sup>. Similarly, on 5<sup>th</sup> Ave, north of 185<sup>th</sup>, should the ST preferred alternative include the parking structure on the west side

of the freeway, there may be an opportunity to leverage the rebuild of 5<sup>th</sup> to 195<sup>th</sup> via a grant. Should ST select 145<sup>th</sup> as the station, we should be able to leverage any ST mitigation improvements on 145<sup>th</sup> against grant applications to fund construction of a larger section of 145<sup>th</sup>. There will be additional discussion on the Lynnwood Link mitigation with Council in August and September, and leveraging opportunities will be evaluated as part of the DEIS review and in developing Council's recommendation to the ST Board.

- Aurora Square Community Renewal Area: There are opportunities to leverage private sector improvement funding to gain grants for improvements to public streets. Should a developer provide frontage improvements along Westminster Way, the developer investment could be applied towards the match for a grant to extend sidewalks to Dayton or Greenwood. Should the developer construct an internal road that connects to 155<sup>th</sup> and 160<sup>th</sup>, there is potential that this investment could be utilized to leverage intersection improvements at 155<sup>th</sup> and/or 160<sup>th</sup>. When a redevelopment project is proposed, staff will consider these opportunities as a means to reduce Shoreline costs.
- Richmond Beach Road/Drive Corridor: Once the Transportation Corridor Study is completed and a list of mitigation projects is developed, there may be opportunities to use developer mitigation funding to match grants. Examples of this include 3<sup>rd</sup> and Richmond Beach Road intersection safety improvements to add left turn pockets.
- 145<sup>th</sup> Corridor: As Council has noted several times, annexing and improving this corridor is a major long-term commitment. There are several funding strategies to assist with funding design, right-of-way and construction. One option is to utilize the design and construction of the water system separation line that is part of the SPU acquisition program as a match to fund design and construction grants. Another strategy is to negotiate with WSDOT to pass along funding to Shoreline if we propose removing it from the state highway system. This effort would likely require funding through the legislature. As long as the route remains a state highway, WSDOT is fiscally responsible for maintenance of the roadway surface (preservation) and any overlay effort requires bringing curb ramps up to current ADA standards. In staff's opinion removing this route from the State's responsibility would be worth something to the State. As discussed previously, there is also the potential to utilize ST station mitigation as a match. Should the State fund improvements to the I-5 interchange, this could potentially be leveraged as a match for additional work along the corridor.

The financial resources needed to tackle all the projects and priorities throughout the City can be daunting. However, it is important to recognize there are significant opportunities to leverage the work efforts by others to reduce the financial burden to the City.

#### Grant Match Account

Related to the opportunities discussed in the previous section, a key strategy to reduce the City's financial commitment is the ability to seek and obtain grants from a variety of agencies. At the June 17<sup>th</sup> meeting there was strong support for establishing a mechanism to set aside revenue for use as match for grants on a variety of projects. The Community Renewal Area is also a high priority for Council including a strong

desire to be able to partner with developers as opportunities arise to either build or support infrastructure improvements.

To support both of these interests staff recommends establishing an *Opportunity Account* where funds are set aside and then utilized either as grant match or to partner with developers in making infrastructure improvements. In some instances, the City may be able to use private investment as a match for grants to help fund additional improvements.

The proposal included in the Fund Summary (Attachment A) sets aside one-time savings from the General Fund to establish and fund this account. Attachment E outlines or identifies a strategy or overview of how the funding could be utilized over the duration of the CIP. If this approach is supported by Council, staff has identified the need to develop several policies to support the administration and management of this account. These policies would be developed and included with the City budget, and examples may include:

1. Creating a financial policy that a percentage or a fixed amount of annual general fund savings will be utilized to fund this account.
2. The funds would be restricted to the account until such time as a partnership is established or a grant is awarded, at which time the project including the funds from the Opportunity Account would be moved to the appropriate capital fund as part of the CIP adoption process.

#### Community Renewal projects

During the review and adoption of the Community Renewal Plan, specific projects were not discussed in detail. Since that time, staff has worked together to identify several potential projects that could benefit development opportunities. These projects include:

1. Intersection improvements at N 155<sup>th</sup>
2. Intersection improvements at N 160<sup>th</sup>
3. Improvements such as sidewalk and/or rechannelization on N 160<sup>th</sup>
4. Re-alignment of Westminster Avenue with Aurora
5. Sidewalks on Westminster Avenue

The scope or costs of these potential projects have not been evaluated at this time. Several of these projects could be good candidates for grants and as explained earlier, there are opportunities that private development expenditures could be leveraged as match for grants. The intent of the Opportunity Account is to set aside funds that could be utilized as opportunities in the Community Renewal Area present themselves. Based on this, it is difficult to predict or anticipate which projects would be completed and within what timeframes.

#### I-5 Interchanges and Coordination with Washington Department of Transportation

As briefly shared with Council during the TIP discussion on July 22, staff has been engaged in a process with WSDOT and Sound Transit on coordinating three overlapping but separate projects. These include the 145<sup>th</sup> Corridor, the Sound Transit station at 145<sup>th</sup>, and I-5 future needs through Shoreline. The first two efforts are dependent on the Sound Transit Board selecting 145<sup>th</sup> station as the preferred

alternative this fall. Should this occur, there will be a significant coordination effort over several years to identify and fund improvements to 145<sup>th</sup>, to the Sound Transit station, and to I-5 and the 175<sup>th</sup> and 145<sup>th</sup> interchanges. Any time the need for interstate changes are identified the process must follow a federally prescribed process; this is a long and very involved process. A strong partnership between the City and WSDOT is critical to address our concerns and to move forward with the studies and analysis required for any interchange improvements.

As part of the TIP discussion, Councilmember Hall expressed the desire to gather data to demonstrate how the operations and (lack of) capacity on the interstate and interchanges affect traffic and quality of life on Shoreline streets. This information is highly valuable, especially in motivating the state/federal government to begin a process to evaluate future improvements to their system. It is staff's opinion that any analysis undertaken by the City will be required to be redone later as part of the state/federal study. There are methods of gathering traffic information via Bluetooth readers. An example analysis to understand the diversion of traffic to the unmetered 145<sup>th</sup> on ramp could be accomplished by setting up Bluetooth readers at the outside corners of a geographic box. The four corners of the box could be the north side of 5<sup>th</sup> and north side of Meridian, and the south side would be at the on-ramp. Electronic readers gather and track cell phone movements through Bluetooth (cell phones). This can be analyzed to indicate the extent of the diversion. A sample analysis like this could cost \$20,000 to \$30,000. Staff is seeking additional estimates and anticipates being able to provide more detail on August 5<sup>th</sup>.

### ***Alternatives for Roads Capital Fund***

Staff has reviewed the funds available and the priorities provided and have prepared several scenarios for the 2014-2109 CIP for the Roads Capital Fund. The scenarios, found in Attachment A include:

1. Increased Maintenance - This scenario utilizes existing fund balance, estimated at approximately \$430,000, and increases the funding to the Annual Road Surface Maintenance Programs.

Other alternatives to further fund annual road surface maintenance include reducing other programs, or utilizing the General Fund to supplement the Roads Capital Fund. In reviewing the fund, most of the projects are annual programs that support system preservation and maintenance of existing infrastructure.

- *The Curb Ramp, Gutter, and Sidewalk Replacement Program* is necessary to support the Annual Road Surface Maintenance Program by replacing curbing or gutter adjacent to the road surface project and upgrading curb ramps to meet current American with Disabilities Act (ADA) standards in conjunction with asphalt overlay projects as is required by the ADA. Supporting the Annual Road Surface Maintenance Program is the first priority for the Curb, Ramp, Gutter Replacement Program. The general order of priority is gutter and curbs to facilitate drainage, then curb ramps if it is an overlay. Only after these needs are met is the remaining funds utilized for additional sidewalk replacement.

- *Traffic Signal Rehabilitation* is utilized to update and maintain the 46 signals located throughout the City. Current funding allows the replacement or upgrade of equipment for approximately two (2) signals per year. In addition to the need to upgrade the traffic controllers, this program also repairs or replaces controllers that are damaged in accidents or collisions and maintains battery back-up systems for key intersections. In 2012, the City has had to replace two controllers due to collisions at a cost of approximately \$40,000.
  - *The Traffic Safety Improvements Program* provides a variety of programs and projects rather than maintain existing infrastructure. Key examples include; re-striping or re-channelizing segments of roadway to address safety problems or implement the bike system plan; respond and support neighborhood concerns for speeds and/or safety through the Neighborhood Transportation Safety Program (NTSP) and construct minor improvements approved through the NTSP or needed to enhance safety. Current funding levels for this program primarily support traffic staff necessary to manage NTSP including education and enforcement, and review and evaluation of other safety concerns. In 2013-2015 approximately 80% of this capital item is the cost of staff, this drops to slightly below 60% in 2016 due to the increase in program funding.
2. Sidewalk Scenario - In this scenario, additional sidewalk projects have been added to the CIP based on available funding in the Roads Capital Fund, with no additional General Fund contribution. This includes reasonable assumptions for obtaining grants. Under this scenario, staff was able to add the following projects:
- *25th Ave NE (195<sup>th</sup> to 200<sup>th</sup>)* – Construction of the new maintenance facility will require construction of frontage improvements/sidewalks; this project would extend the improvements to NE 195<sup>th</sup> including in front of Brugger’s Bog Park. The project is programmed to utilize 100% Roads Capital Fund. Staff intends to submit the project for a Transportation Improvement Board (TIB) grant at the end of August; however, it is not considered a strong candidate.
  - *Ashworth Safe Routes to School* – This project will provide sidewalk on one-side of Ashworth Ave NE from 195<sup>th</sup> to 200<sup>th</sup> and complete a small section of sidewalk on N. 192nd between the Interurban Trail and Ashworth Ave NE. The project is programmed based on 100% grant funds through the Safe Routes to School Program.
  - *1<sup>st</sup> Ave NE (192<sup>nd</sup> to 195<sup>th</sup>)* – This project fills in a gap in the existing sidewalk and completes sidewalk on 1<sup>st</sup> Ave NE between N 185<sup>th</sup> and N 205<sup>th</sup>. This segment also connects to the 195<sup>th</sup> trail and provides connection to the Shoreline Center. Staff has reviewed this project with TIB staff and received positive feedback on the project. Staff was encouraged to submit for grants on both sides of the street. A 20% match is required for TIB grants.
3. Grant Matching Scenario - This scenario addresses Council support of creating a grant match program and support for the Community Renewal Area. In this

scenario, \$1,000,000 in one-time savings from the General Fund would initially fund this program, but additional funding is anticipated for future years. This account would be restricted for use as match for grant opportunities and/or Community Renewal Area capital investments. Attachment E lays out a potential plan or strategy for utilization of this restricted account. The projects identified in the plan for this fund are a combination of Community Renewal Area Projects and projects identified in the Transportation Improvement Plan. Under this potential plan \$1,000,000 would not be adequate to fund all the projects and additional funding is being shown to fund additional project match. The assumption is that the additional funding would come from one-time savings in the General Fund, on a periodic basis. The potential strategy outlined in Attachment E includes most but not all of the potential grant projects identified in the TIP. To do so, would require even more funding.

It is important to note, that the potential strategy does not show utilizing this match program for NE 145<sup>th</sup> or Richmond Beach Road. This is because, staff is confident there are opportunities to leverage funding from developers or other agencies to fund the improvements. These projects are still included in the strategy to capture the projects and the assumptions that can then be tracked or modified as time proceeds or more information is available.

Similarly, the strategy lists several potential projects for the Community Renewal Area but potential funding is not included at the individual project level since the intent is to respond to opportunities as they arise. Instead \$500,000 is set aside for the Community Renewal Area. As mentioned previously, there are opportunities to leverage private development and/or this funding as match for additional grants. This funding is identified specifically for capital improvements and is separate from some additional funding needs for items such as marketing the Community Renewal Area or completing a Planned Action.

The alternate to utilizing general fund savings to fund this program would be to utilize fund balance within the Roads Capital Fund. Without additional projects, there is approximately \$430,000 that could be used to fund the grant match program.

4. Combination/Recommended- This scenario takes key elements from the three other scenarios and combines them. Specifically the following have been incorporated into this recommendation:
  - 25<sup>th</sup> Ave Sidewalk from 195<sup>th</sup> to 200<sup>th</sup> for \$330,000
  - An additional \$125,000 for Annual Road Surface Maintenance Improvements. This equates to approximately three (3) additional lane miles of BST.
  - Development of an "Opportunity Account" to provide funding for projects in the Community Renewal Area and serve as City match for grant projects. General Fund savings in the amount of \$1,250,000 is utilized to fund this program.

### **General Capital Fund**

The General Capital Fund contains a combination of facility projects, parks projects 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 Treasury Seizure Funds collected through the Police Department.

Based on the feedback and direction received at the June 17<sup>th</sup> Council Meeting the following priorities were established for the General Capital Fund:

- Acquisition of Cedarbrook Elementary property
- Acquisition of property adjacent to Paramount Open Space (Kim property)

The proposed CIP for the General Capital Fund, included in Attachment B, has been developed to reflect these priorities. Specifically the fund includes the following new or significantly revised projects or programs:

#### **Acquisition of Cedarbrook Elementary Property**

In June Council identified acquisition of a portion of the Cedarbrook Elementary as a high priority in the General Capital Fund. The timing of such acquisition is unknown and is determined by the School District and when they intend to surplus the property. Currently the assessed value is approximately \$7,000,000 (source: King County Assessor's Office). Purchasing the entire property will be difficult to fund. Staff will continue to closely collaborate with the School District to ensure the opportunity is available to protect a portion of this property as Open Space and/or Park space. This project is included in the CIP with an assumption that it will be fully funded through a combination of grants – King County Conservation Future Tax Grants and Recreation and Conservation Office Grants.

**Acquisition of Paramount Open Space Property-** Also known as the Kim property this project has been added to acquire this property and expand Paramount Open Space. This project is being funded through a combination of King County Conservation Future Tax Grants and City Street Vacation funds. City staff is meeting with the property owner and actively pursuing the acquisition.

#### **2013 King County Trail Levy Ballot Measure**

The June staff report indicated the continuation of this levy would not be included in the 2014-2019 Capital Improvement Plan. Upon further review and discussion, staff is recommending showing this revenue extending past 2013 when the current ballot measure expires. The vote for this levy is included on the August ballot therefore the outcome will be known well before the budget is transmitted to the Council. What is not known is how the funding will be spent over the next six years. Different from the current Trail Levy, the continuation allows more flexibility in how the funding is utilized including using it for maintenance activities. If the measure is approved, in 2014 staff will undertake a process to program the funding and/or establish priorities for this levy. This process will include public involvement and/or participation by residents to determine priorities and make recommendations on how to program the funding.

### Parks Open Space and Recreation Plan

The PROS Plan was adopted in 2011 and will need to be updated in 2017. A new project has been added to the CIP to update this plan starting in 2016.

### Police Station

As Council is aware, staff has been conducting an evaluation and assessment for a new Police Station. Several alternatives have been considered throughout the process. Attachment G is a memo from Dan Eernisse, Economic Development Manager, provided to Council in May regarding the options being considered. A detailed analysis and presentation is being prepared for the September 23 Council Meeting; however, in order to prepare the 2014-2019 CIP, as a placeholder, staff is recommending city hall as the preferred alternative.

### Surface Water Utility Fund

As discussed briefly at the June 17 Council meeting the Surface Water Utility Fund must address both operational and capital expenditures for the utility which creates unique financial and programmatic challenges.

Council is scheduled to discuss the Surface Water Utility Fund, both operating and capital, in more detail on September 9. Much of the discussion will focus on revenue projections, rates and project needs identified through the basin plans. In advance of that meeting Attachment C is an updated fund summary based on current revenues including the rate structure developed with the Surface Water Master Plan.

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

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

- Council Goal 1: Strengthen Shorelines 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 6-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 finalize the proposed 2014-2019 CIP. In addition to financial constraints, the availability of staff resources to deliver the projects is critical and is being closely evaluated. Current staff levels for CIP projects are limited with only two

Capital Project Manager positions. Based on currently approved projects these resources are not adequate to meet the existing schedules. New projects will either need to be delayed until later in 2014 or 2015 or additional project management resources will be needed. At this point staff is reviewing the need for one or two positions to deliver the capital program. Direction from the Council tonight and after the September 9 Council discussion on the Surface Water Utility will be influence the staffing evaluation. The needs for additional resources are anticipated to be included in the budget transmitted to Council in October.

### **SUMMARY**

Staff has looked extensively at the opportunities to fund the Council priorities identified at the June 17<sup>th</sup> meeting. The needs for improvements greatly exceed the revenue to fund improvements in all three capital funds. The scenarios included in this staff report represent staff's alternatives or recommendations to best meet Council's priorities.

Council will have the opportunity to further discuss the Surface Water Utility at the September 9 meeting. At this time staff is not looking for feedback or direction from Council on the utility. However, if Council identifies concerns or issues with what is included in this report, staff can make sure the issues are addressed for the September meeting.

### **RECOMMENDATION**

No formal action is required; however staff is looking for specific direction and feedback from the Council in order to proceed with the development of the budget. Specific direction is needed on the following items:

- 1 Confirmation in proceeding with the Aurora Project based on the current Engineers Estimate and revenue projections.
- 2 Confirmation in establishing a Grant Match or Opportunity Fund in the amount of \$1,250,000 from General Fund Savings.
- 3 Confirmation in the addition of a project to construct sidewalks on 25<sup>th</sup> Ave NE from NE 195<sup>th</sup> to NE 200<sup>th</sup> in coordination with construction of the new Maintenance Facility.
- 4 Confirmation of increasing the Annual Road Surface Maintenance Program by \$125,000.
- 5 Questions regarding the possible Police Station at City Hall.
- 6 Confirmation that the Council priorities have been incorporated into the General Capital Fund.

### **ATTACHMENTS**

Attachment A - Roads Capital Fund Proposed Scenarios  
Attachment B - General Capital Fund Preliminary Fund Balance  
Attachment C - Surface Water Utility Fund Preliminary Fund Balance  
Attachment D - Memo regarding a three-lane operation on Aurora  
Attachment E - Opportunity Account Conceptual Plan  
Attachment F - 2013 BST Mailer  
Attachment G - Memo to Council from Dan Eernisse re: Police Station

City of Shoreline 2014 - 2019 Capital Improvement Plan Program Summary - Maintenance Scenario 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>											
Briarcrest Safe Routes to School	\$454,411	\$60,257	\$56,357	\$3,900						\$3,900	\$514,668
NE 195th Separated Trail		\$60,000	\$51,900	\$320,050						\$320,050	\$371,950
Einstein Safe Route to School		\$15,000	\$15,000	\$412,200	\$7,800					\$420,000	\$435,000
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	\$1,016,116	\$1,000,000	\$1,020,000	\$1,050,000	\$1,050,000	\$1,050,000	\$1,050,000	\$6,220,000	\$17,219,722
Curb Ramp, Gutter and Sidewalk Maintenance Program	\$1,933,191	\$140,000	\$105,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$900,000	\$2,938,191
Hidden Lake Bridge		\$100,000	\$100,000	\$50,000						\$50,000	\$150,000
Traffic Signal Rehabilitation Program	\$752,798	\$487,829	\$487,829	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000	\$1,840,627
<b>CAPACITY CONSTRUCTION</b>											
<b>Safety / Operations Projects</b>											
Aurora Avenue North 192nd - 205th	\$8,132,095	\$15,586,666	\$964,031	\$17,494,633	\$17,017,111	\$568,317				\$35,080,061	\$44,176,187
Aurora Ave. 145th-192nd Safety Improvement		\$402,491	\$391,867	\$20,624						\$20,624	\$412,491
Route Development Plan for the 145th Corridor		\$150,000		\$200,000	\$50,000					\$250,000	\$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	\$1,449,176								\$48,803,984
Aurora Avenue North 185th - 192nd	\$15,958,341	\$112,381	\$73,291								\$16,031,632
Sidewalks - Priority Routes	\$2,588,130	\$92,000	\$96,439								\$2,684,569
Transportation Master Plan Update	\$304,255	\$19,393	\$19,393	\$9,500						\$9,500	\$333,148
<b>Total Expenditures by Year</b>	<b>\$89,635,530</b>	<b>\$20,410,625</b>	<b>\$5,344,530</b>	<b>\$20,240,970</b>	<b>\$18,849,370</b>	<b>\$2,494,331</b>	<b>\$1,935,639</b>	<b>\$1,935,639</b>	<b>\$1,935,639</b>	<b>\$47,391,588</b>	<b>\$142,826,059</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											
Investment Interest	\$2,231,598	\$6,243	\$9,224	\$25,399	\$49,830	\$29,644	\$14,568	\$9,415	\$4,428	\$133,285	\$2,374,107
Awarded Grants	\$936,655	\$819,391	\$998,996	\$752,874	\$7,800					\$760,674	\$2,696,325
<b>Anticipated Future Grants</b>											
Aurora Avenue North 165th - 185th Awarded Grants/Reimb.	\$44,046,590	\$801,775	\$1,513,664								\$45,560,254
Aurora Avenue North 192nd - 205th Awarded Grants/Reimb.	\$7,750,283	\$15,510,986	\$645,615	\$17,452,150	\$15,521,341	\$172,860				\$33,146,351	\$41,542,249
Aurora Avenue North 192nd - 205th - Future Funding											
<b>Total Revenues by Year</b>	<b>\$77,253,394</b>	<b>\$19,062,972</b>	<b>\$5,092,076</b>	<b>\$20,041,469</b>	<b>\$17,285,449</b>	<b>\$1,921,194</b>	<b>\$1,763,874</b>	<b>\$1,769,425</b>	<b>\$1,791,692</b>	<b>\$44,573,103</b>	<b>\$126,918,573</b>
<b>Beginning Fund Balance</b>		<b>\$2,080,901</b>	<b>\$3,074,602</b>	<b>\$2,822,148</b>	<b>\$2,622,647</b>	<b>\$1,058,726</b>	<b>\$485,590</b>	<b>\$313,824</b>	<b>\$147,610</b>	<b>\$2,822,148</b>	
<b>Total Revenues</b>		<b>\$19,062,972</b>	<b>\$5,092,076</b>	<b>\$20,041,469</b>	<b>\$17,285,449</b>	<b>\$1,921,194</b>	<b>\$1,763,874</b>	<b>\$1,769,425</b>	<b>\$1,791,692</b>	<b>\$44,573,103</b>	
<b>Total Expenditures</b>		<b>\$20,410,625</b>	<b>\$5,344,530</b>	<b>\$20,240,970</b>	<b>\$18,849,370</b>	<b>\$2,494,331</b>	<b>\$1,935,639</b>	<b>\$1,935,639</b>	<b>\$1,935,639</b>	<b>\$47,391,588</b>	
<b>Ending Fund Balance</b>		<b>\$733,248</b>	<b>\$2,822,148</b>	<b>\$2,622,647</b>	<b>\$1,058,726</b>	<b>\$485,590</b>	<b>\$313,824</b>	<b>\$147,610</b>	<b>\$3,663</b>	<b>\$3,663</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 - Sidewalk Scenario  
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>											
25 Ave. 195th to 200th Sidewalks (100% City funded)				\$80,000	\$250,000					\$330,000	\$330,000
Ashworth Safe Routes to School (100% Grant funded)					\$80,000	\$250,000	\$196,678			\$526,678	\$526,678
1st Ave. NE (192nd to 195th) - (20% City match)				\$50,000	\$194,000					\$244,000	\$244,000
Briarcrest Safe Routes to School	\$454,411	\$60,257	\$56,357	\$3,900						\$3,900	\$514,668
NE 195th Separated Trail		\$60,000	\$51,900	\$320,050						\$320,050	\$371,950
Einstein Safe Route to School		\$15,000	\$15,000	\$412,200	\$7,800					\$420,000	\$435,000
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	\$1,016,116	\$800,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$5,800,000	\$16,799,722
Curb Ramp, Gutter and Sidewalk Maintenance Program	\$1,933,191	\$140,000	\$105,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$900,000	\$2,938,191
Hidden Lake Bridge		\$100,000	\$100,000	\$50,000						\$50,000	\$150,000
Traffic Signal Rehabilitation Program	\$752,798	\$487,829	\$487,829	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000	\$1,840,627
<b>CAPACITY CONSTRUCTION</b>											
<b>Safety / Operations Projects</b>											
Aurora Avenue North 192nd - 205th	\$8,132,095	\$15,586,666	\$964,031	\$17,494,633	\$17,017,111	\$568,317				\$35,080,061	\$44,176,187
Aurora Ave. 145th-192nd Safety Improvement		\$402,491	\$391,867	\$20,624						\$20,624	\$412,491
Route Development Plan for the 145th Corridor		\$150,000		\$200,000	\$50,000					\$250,000	\$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	\$1,449,176								\$48,803,984
Aurora Avenue North 185th - 192nd	\$15,958,341	\$112,381	\$73,291								\$16,031,632
Sidewalks - Priority Routes	\$2,588,130	\$92,000	\$96,439								\$2,684,569
Transportation Master Plan Update	\$304,255	\$19,393	\$19,393	\$9,500						\$9,500	\$333,148
<b>Total Expenditures by Year</b>	<b>\$89,635,530</b>	<b>\$20,410,625</b>	<b>\$5,344,530</b>	<b>\$20,170,970</b>	<b>\$19,353,370</b>	<b>\$2,694,331</b>	<b>\$2,082,317</b>	<b>\$1,885,639</b>	<b>\$1,885,639</b>	<b>\$48,072,266</b>	<b>\$143,506,737</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											
Investment Interest	\$2,231,598	\$6,243	\$9,224	\$25,399	\$53,630	\$35,911	\$22,970	\$19,569	\$16,387	\$173,866	\$2,414,688
Awarded Grants	\$936,655	\$819,391	\$998,996	\$752,874	\$7,800					\$760,674	\$2,696,325
Ashworth - Safe Routes to School GRANT					\$80,000	\$250,000	\$196,678			\$526,678	\$526,678
1st Ave. NE (192nd to 195th) - TIB				\$40,000	\$155,200					\$195,200	\$195,200
Aurora Avenue North 165th - 185th Awarded Grants/Reimb.	\$44,046,590	\$801,775	\$1,513,664								\$45,560,254
Aurora Avenue North 192nd - 205th Awarded Grants/Reimb.	\$7,750,283	\$15,510,986	\$645,615	\$17,452,150	\$15,521,341	\$172,860				\$33,146,351	\$41,542,249
Aurora Avenue North 192nd - 205th - Future Funding											
<b>Total Revenues by Year</b>	<b>\$77,253,394</b>	<b>\$19,062,972</b>	<b>\$5,092,076</b>	<b>\$20,081,469</b>	<b>\$17,524,449</b>	<b>\$2,177,461</b>	<b>\$1,968,954</b>	<b>\$1,779,579</b>	<b>\$1,803,650</b>	<b>\$45,335,562</b>	<b>\$127,681,032</b>
<b>Beginning Fund Balance</b>		<b>\$2,080,901</b>	<b>\$3,074,602</b>	<b>\$2,822,148</b>	<b>\$2,732,647</b>	<b>\$903,726</b>	<b>\$386,856</b>	<b>\$273,493</b>	<b>\$167,433</b>	<b>\$2,822,148</b>	
<b>Total Revenues</b>		<b>\$19,062,972</b>	<b>\$5,092,076</b>	<b>\$20,081,469</b>	<b>\$17,524,449</b>	<b>\$2,177,461</b>	<b>\$1,968,954</b>	<b>\$1,779,579</b>	<b>\$1,803,650</b>	<b>\$45,335,562</b>	
<b>Total Expenditures</b>		<b>\$20,410,625</b>	<b>\$5,344,530</b>	<b>\$20,170,970</b>	<b>\$19,353,370</b>	<b>\$2,694,331</b>	<b>\$2,082,317</b>	<b>\$1,885,639</b>	<b>\$1,885,639</b>	<b>\$48,072,266</b>	
<b>Ending Fund Balance</b>		<b>\$733,248</b>	<b>\$2,822,148</b>	<b>\$2,732,647</b>	<b>\$903,726</b>	<b>\$386,856</b>	<b>\$273,493</b>	<b>\$167,433</b>	<b>\$85,444</b>	<b>\$85,444</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 - Grant Matching Scenario 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>											
Briarcrest Safe Routes to School	\$454,411	\$60,257	\$56,357	\$3,900						\$3,900	\$514,668
NE 195th Separated Trail		\$60,000	\$51,900	\$320,050						\$320,050	\$371,950
Einstein Safe Route to School		\$15,000	\$15,000	\$412,200	\$7,800					\$420,000	\$435,000
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	\$1,016,116	\$800,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$5,800,000	\$16,799,722
Curb Ramp, Gutter and Sidewalk Maintenance Program	\$1,933,191	\$140,000	\$105,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$900,000	\$2,938,191
Hidden Lake Bridge		\$100,000	\$100,000	\$50,000						\$50,000	\$150,000
Traffic Signal Rehabilitation Program	\$752,798	\$487,829	\$487,829	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000	\$1,840,627
<b>CAPACITY CONSTRUCTION</b>											
<b>Safety / Operations Projects</b>											
Aurora Avenue North 192nd - 205th	\$8,132,095	\$15,586,666	\$964,031	\$17,494,633	\$17,017,111	\$568,317				\$35,080,061	\$44,176,187
Aurora Ave. 145th-192nd Safety Improvement		\$402,491	\$391,867	\$20,624						\$20,624	\$412,491
Route Development Plan for the 145th Corridor		\$150,000		\$200,000	\$50,000					\$250,000	\$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	\$1,449,176								\$48,803,984
Aurora Avenue North 185th - 192nd	\$15,958,341	\$112,381	\$73,291								\$16,031,632
Sidewalks - Priority Routes	\$2,588,130	\$92,000	\$96,439								\$2,684,569
Transportation Master Plan Update	\$304,255	\$19,393	\$19,393	\$9,500						\$9,500	\$333,148
<b>Total Expenditures by Year</b>	<b>\$89,635,530</b>	<b>\$20,410,625</b>	<b>\$5,344,530</b>	<b>\$20,040,970</b>	<b>\$18,829,370</b>	<b>\$2,444,331</b>	<b>\$1,885,639</b>	<b>\$1,885,639</b>	<b>\$1,885,639</b>	<b>\$46,971,588</b>	<b>\$142,406,059</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											
Investment Interest	\$2,231,598	\$6,243	\$9,224	\$25,399	\$53,630	\$35,911	\$22,970	\$19,569	\$16,387	\$173,866	\$2,414,688
Awarded Grants	\$936,655	\$819,391	\$998,996	\$752,874	\$7,800					\$760,674	\$2,696,325
General Fund Contribution for Grant Match				\$1,000,000		\$250,000				\$1,250,000	\$1,250,000
<b>Anticipated Future Grants</b>											
Aurora Avenue North 165th - 185th Awarded Grants/Reimb.	\$44,046,590	\$801,775	\$1,513,664								\$45,560,254
Aurora Avenue North 192nd - 205th Awarded Grants/Reimb.	\$7,750,283	\$15,510,986	\$645,615	\$17,452,150	\$15,521,341	\$172,860				\$33,146,351	\$41,542,249
Aurora Avenue North 192nd - 205th - Future Funding											
<b>Total Revenues by Year</b>	<b>\$77,253,394</b>	<b>\$19,062,972</b>	<b>\$5,092,076</b>	<b>\$21,041,469</b>	<b>\$17,289,249</b>	<b>\$2,177,461</b>	<b>\$1,772,276</b>	<b>\$1,779,579</b>	<b>\$1,803,650</b>	<b>\$45,863,684</b>	<b>\$128,209,154</b>
Beginning Fund Balance		\$2,080,901	\$3,074,602	\$2,822,148	\$2,822,647	\$1,282,526	\$765,656	\$652,293	\$546,233	\$2,822,148	
Total Revenues		\$19,062,972	\$5,092,076	\$21,041,469	\$17,289,249	\$2,177,461	\$1,772,276	\$1,779,579	\$1,803,650	\$45,863,684	
Amount Restricted for Grant matching				\$1,000,000		\$250,000				\$1,250,000	
Total Expenditures		\$20,410,625	\$5,344,530	\$20,040,970	\$18,829,370	\$2,444,331	\$1,885,639	\$1,885,639	\$1,885,639	\$46,971,588	
Ending Fund Balance		\$733,248	\$2,822,148	\$2,822,647	\$1,282,526	\$765,656	\$652,293	\$546,233	\$464,244	\$464,244	
<b>Impact on Operating Budget</b>											
				\$544	\$544	\$80,154	\$124,466	\$124,589	\$124,634		

**City of Shoreline 2014 - 2019 Capital Improvement Plan  
Program Summary - Combination Scenario  
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>											
25 Ave. 195th to 200th Sidewalks (100% City funded)				\$80,000	\$250,000					\$330,000	\$330,000
Briarcrest Safe Routes to School	\$454,411	\$60,257	\$56,357	\$3,900						\$3,900	\$514,668
NE 195th Separated Trail		\$60,000	\$51,900	\$320,050						\$320,050	\$371,950
Einstein Safe Route to School		\$15,000	\$15,000	\$412,200	\$7,800					\$420,000	\$435,000
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	\$1,016,116	\$915,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$5,915,000	\$16,914,722
Curb Ramp, Gutter and Sidewalk Maintenance Program	\$1,933,191	\$140,000	\$105,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$900,000	\$2,938,191
Hidden Lake Bridge		\$100,000	\$100,000	\$50,000						\$50,000	\$150,000
Traffic Signal Rehabilitation Program	\$752,798	\$487,829	\$487,829	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000	\$1,840,627
<b>CAPACITY CONSTRUCTION</b>											
<b>Safety / Operations Projects</b>											
Aurora Avenue North 192nd - 205th	\$8,132,095	\$15,586,666	\$964,031	\$17,494,633	\$17,017,111	\$568,317				\$35,080,061	\$44,176,187
Aurora Ave. 145th-192nd Safety Improvement		\$402,491	\$391,867	\$20,624						\$20,624	\$412,491
Route Development Plan for the 145th Corridor		\$150,000		\$200,000	\$50,000					\$250,000	\$250,000
<b>NON-PROJECT SPECIFIC</b>											
General Fund Cost Allocation Overhead Charge	\$221,088	\$54,719	\$54,719	\$43,381	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$293,381	\$569,188
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	\$1,449,176								\$48,803,984
Aurora Avenue North 185th - 192nd	\$15,958,341	\$112,381	\$73,291								\$16,031,632
Sidewalks - Priority Routes	\$2,588,130	\$92,000	\$96,439								\$2,684,569
Transportation Master Plan Update	\$304,255	\$19,393	\$19,393	\$9,500						\$9,500	\$333,148
<b>Total Expenditures by Year</b>	<b>\$89,635,530</b>	<b>\$20,410,625</b>	<b>\$5,344,530</b>	<b>\$20,235,908</b>	<b>\$19,079,370</b>	<b>\$2,444,331</b>	<b>\$1,885,639</b>	<b>\$1,885,639</b>	<b>\$1,885,639</b>	<b>\$47,416,526</b>	<b>\$142,850,997</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											
Investment Interest	\$2,231,598	\$6,243	\$9,224	\$25,399	\$51,445	\$32,630	\$19,356	\$15,846	\$12,553	\$157,229	\$2,398,051
Awarded Grants	\$936,655	\$819,391	\$998,996	\$752,874	\$7,800					\$760,674	\$2,696,325
General Fund Contribution for Grant Match				\$1,000,000		\$250,000				\$1,250,000	\$1,250,000
Aurora Avenue North 165th - 185th Awarded Grants/Reimb.	\$44,046,590	\$801,775	\$1,513,664								\$45,560,254
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	\$645,615	\$17,452,150	\$15,521,341	\$172,860				\$33,146,351	\$41,542,249
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
<b>Total Revenues by Year</b>	<b>\$77,253,394</b>	<b>\$19,062,972</b>	<b>\$5,092,076</b>	<b>\$21,041,469</b>	<b>\$17,287,064</b>	<b>\$2,174,180</b>	<b>\$1,768,662</b>	<b>\$1,775,856</b>	<b>\$1,799,816</b>	<b>\$45,847,047</b>	<b>\$128,192,517</b>
Beginning Fund Balance		\$2,080,901	\$3,074,602	\$2,822,148	\$2,627,709	\$835,403	\$315,252	\$198,275	\$88,492	\$2,822,148	
Total Revenues		\$19,062,972	\$5,092,076	\$21,041,469	\$17,287,064	\$2,174,180	\$1,768,662	\$1,775,856	\$1,799,816	\$45,847,047	
Amount Restricted for Grant Match				\$1,000,000		\$250,000				\$1,250,000	
Total Expenditures		\$20,410,625	\$5,344,530	\$20,235,908	\$19,079,370	\$2,444,331	\$1,885,639	\$1,885,639	\$1,885,639	\$47,416,526	
Ending Fund Balance		\$733,248	\$2,822,148	\$2,627,709	\$835,403	\$315,252	\$198,275	\$88,492	\$2,669	\$2,669	
<b>Impact on Operating Budget</b>				\$544	\$544	\$80,154	\$124,466	\$124,589	\$124,634		

**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>Cedarbrook Elementary Acquisition</i>							<u>\$1,000,000</u>			<u>\$1,000,000</u>	<u>\$1,000,000</u>
Echo Lake Park Improvements	\$28,586	\$326,229	\$50,000	\$269,411						\$269,411	\$347,997
<i>King County Parks, Trails and Open Space Replacement Levy</i>				<u>\$75,000</u>	<u>\$143,000</u>	<u>\$109,000</u>	<u>\$109,000</u>	<u>\$109,000</u>	<u>\$109,000</u>	<u>\$654,000</u>	<u>\$654,000</u>
<i>Paramount Open Space Acquisition</i>				<u>\$100,000</u>						<u>\$100,000</u>	<u>\$100,000</u>
<i>Park at Town Center</i>	\$121,430								\$200,000	<u>\$200,000</u>	<u>\$321,430</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
PROS Plan Update						\$23,000	\$27,000			\$50,000	\$50,000
Regional Trail Signage	\$1,320	\$173,680	\$45,000	\$122,171						\$122,171	\$168,491
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
Sunset School Park Project	\$10	\$204,990	\$150,000	\$129,990						\$129,990	\$280,000
Trail Corridors	\$2,274,345	\$409,858	\$269,858	\$140,000						\$140,000	\$2,684,203
<b>Facilities Projects</b>											
Civic Center/City Hall	\$38,719,384	\$784,876	\$100,000	\$300,000	\$384,876					<u>\$684,876</u>	\$39,504,260
<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	\$2,998,622	\$368,000						<u>\$368,000</u>	<u>\$3,386,691</u>
Shoreline Pool Repair/Replacement Needs Analysis		\$50,000	\$40,000	\$10,000						\$10,000	\$50,000
<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	\$29,434						\$29,434	\$153,249
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>											
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
<b>Total Expenditures by Year</b>	<b>\$48,918,585</b>	<b>\$5,966,335</b>	<b>\$4,704,782</b>	<b>\$2,694,423</b>	<b>\$1,377,222</b>	<b>\$1,136,546</b>	<b>\$1,999,946</b>	<b>\$1,673,547</b>	<b>\$1,173,547</b>	<b>\$10,055,231</b>	<b>\$63,678,598</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	\$15,154	\$8,240	\$1,098	\$449	\$462	\$1,799	\$27,202	\$30,819
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	\$109,000	<u>\$75,000</u>	<u>\$143,000</u>	<u>\$109,000</u>	<u>\$109,000</u>	<u>\$109,000</u>	<u>\$109,000</u>	<u>\$654,000</u>	<u>\$763,000</u>
King County Conservation District			\$120,563								\$120,563
Treasury Seizure Fund		\$100,000	\$100,000								\$100,000
City Vacation Fund				\$50,000						\$50,000	\$50,000
<i>Future Funding</i>								<u>\$700,000</u>		<u>\$700,000</u>	<u>\$700,000</u>
Bond Funding		\$2,980,000	\$2,998,622	\$368,000						\$368,000	\$3,366,622
<i>Private Donations (*)</i>									<u>\$200,000</u>	<u>\$200,000</u>	<u>\$200,000</u>
<i>Conservation Futures Tax Grants (*)</i>				<u>\$50,000</u>			<u>\$500,000</u>			<u>\$550,000</u>	<u>\$550,000</u>
<i>Recreation and Conservation Office Grants (*)</i>							<u>\$500,000</u>			<u>\$500,000</u>	<u>\$500,000</u>
<i>Future Grants (*)</i>				<u>\$75,000</u>		<u>\$150,000</u>				<u>\$225,000</u>	<u>\$225,000</u>
<b>Total Revenues by Year</b>		<b>\$ 3,879,143</b>	<b>\$ 4,010,188</b>	<b>\$ 1,494,391</b>	<b>\$ 1,032,741</b>	<b>\$ 1,162,294</b>	<b>\$ 2,050,365</b>	<b>\$ 1,768,126</b>	<b>\$ 1,296,716</b>	<b>\$ 8,804,633</b>	<b>\$ 12,814,821</b>
<b>Beginning Fund Balance</b>		<b>\$2,378,349</b>	<b>\$2,378,349</b>	<b>\$1,683,755</b>	<b>\$433,703</b>	<b>\$39,222</b>	<b>\$14,970</b>	<b>\$15,389</b>	<b>\$59,968</b>	<b>\$1,683,755</b>	
<b>Total Revenues</b>		<b>\$3,879,143</b>	<b>\$4,010,188</b>	<b>\$1,494,391</b>	<b>\$1,032,741</b>	<b>\$1,162,294</b>	<b>\$2,050,365</b>	<b>\$1,768,126</b>	<b>\$1,296,716</b>	<b>\$8,804,633</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>\$5,966,335</b>	<b>\$4,704,782</b>	<b>\$2,694,423</b>	<b>\$1,377,222</b>	<b>\$1,136,546</b>	<b>\$1,999,946</b>	<b>\$1,673,547</b>	<b>\$1,173,547</b>	<b>\$10,055,231</b>	
<b>Ending Fund Balance</b>		<b>\$291,157</b>	<b>\$1,683,755</b>	<b>\$433,723</b>	<b>\$39,222</b>	<b>\$14,970</b>	<b>\$15,389</b>	<b>\$59,968</b>	<b>\$133,137</b>	<b>\$133,157</b>	
<b>Impact on Operating Budget</b>				<b>9,500</b>	<b>26,100</b>	<b>26,303</b>	<b>26,510</b>	<b>26,510</b>	<b>26,723</b>		

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

City of Shoreline 2014 - 2019 Capital Improvement Plan Program Summary 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  Thornton  Multiple  Multiple    Boeing  Thornton	<b>Expenditures</b>											
	<b><u>REPAIR AND REPLACEMENT</u></b>											
	<b>Basin Planning</b>											
	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
	<b>Flood Protection/Drainage Improvement</b>											
	Culvert Replacement Near 14849 12th Ave NE								\$320,000		\$320,000	\$320,000
	Goheen Revetment Repair		\$100,000	\$99,023	\$291,305	\$9,672					\$300,977	\$400,000
	North Fork Thornton Creek LID Stormwater Retrofit	\$72,473	\$767,527	\$759,656	\$7,871						\$7,871	\$840,000
	Stormwater Pipe Replacement Program		\$300,000	\$15,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,500,000	\$1,515,000
	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
	<b>Water Quality</b>											
	Surface Water Management Green Works Projects	\$184,481	\$200,000	\$180,000	\$200,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$700,000	\$1,064,481
	<b><u>NON-PROJECT SPECIFIC</u></b>											
	General Fund Cost Allocation Overhead Charge	\$812,119	\$150,000	\$150,000	\$166,868	\$78,000	\$55,000	\$65,000	\$65,000	\$65,000	\$494,868	\$1,456,987
	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
	<b>Projects to be completed in Current Year (2013)</b>											
	Boeing Creek and Storm Creek Basin Plans	\$318,928	\$61,072	\$50,000								\$368,928
	Hidden Lake Dredging			\$175,000								\$175,000
	Meridian Park Wetland Drainage Improvement	\$93,424	\$249,476	\$208,000	\$24,000						\$24,000	\$325,424
	Pump Station No. 25	\$421,528	\$128,881	\$137,881								\$559,409
	SWM Infrastructure Inventory and Assessment	\$301,602	\$51,144									\$301,602
	<b>Total Expenditures by Year</b>	<b>\$5,960,043</b>	<b>\$2,532,200</b>	<b>\$2,298,660</b>	<b>\$2,005,044</b>	<b>\$1,184,672</b>	<b>\$965,000</b>	<b>\$989,000</b>	<b>\$1,323,000</b>	<b>\$1,003,000</b>	<b>\$7,469,716</b>	<b>\$15,728,419</b>
	<b>Revenues</b>											
	Interest Income		\$7,402	\$7,402	\$23,045	\$24,286	\$15,731	\$16,905	\$19,568	\$18,828	\$118,363	\$125,765
	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
	<b>Total Revenues by Year</b>		<b>\$662,997</b>	<b>\$711,098</b>	<b>\$109,100</b>	<b>\$104,286</b>	<b>\$95,731</b>	<b>\$96,905</b>	<b>\$99,568</b>	<b>\$98,828</b>	<b>\$604,418</b>	<b>\$1,315,516</b>
	<b>Beginning Fund Balance</b>		<b>\$2,467,280</b>	<b>\$3,408,884</b>	<b>\$2,560,511</b>	<b>\$1,278,224</b>	<b>\$827,922</b>	<b>\$889,749</b>	<b>\$1,029,894</b>	<b>\$990,948</b>	<b>\$2,560,511</b>	
	<b>Total Capital Revenues</b>		<b>\$662,997</b>	<b>\$711,098</b>	<b>\$109,100</b>	<b>\$104,286</b>	<b>\$95,731</b>	<b>\$96,905</b>	<b>\$99,568</b>	<b>\$98,828</b>	<b>\$604,418</b>	
	<b>Total Operating Revenues</b>		<b>\$3,306,374</b>	<b>\$3,415,376</b>	<b>\$3,405,565</b>	<b>\$3,507,732</b>	<b>\$3,648,041</b>	<b>\$3,830,444</b>	<b>\$4,021,966</b>	<b>\$4,223,064</b>	<b>\$22,636,812</b>	
	<b>Additional Operating Revenue (School District)</b>						<b>\$220,667</b>	<b>\$231,700</b>	<b>\$243,285</b>	<b>\$255,450</b>	<b>\$951,102</b>	
	<b>Total Capital Expenditures</b>		<b>\$2,532,200</b>	<b>\$2,298,660</b>	<b>\$2,005,044</b>	<b>\$1,184,672</b>	<b>\$965,000</b>	<b>\$989,000</b>	<b>\$1,323,000</b>	<b>\$1,003,000</b>	<b>\$7,469,716</b>	
	<b>Total Operating Expenditures</b>		<b>\$2,255,699</b>	<b>\$2,331,756</b>	<b>\$2,447,476</b>	<b>\$2,533,218</b>	<b>\$2,593,181</b>	<b>\$2,685,473</b>	<b>\$2,736,334</b>	<b>\$2,811,170</b>	<b>\$15,806,852</b>	
	<b>Debt Service</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>\$344,431</b>	<b>\$344,431</b>	<b>\$2,066,586</b>	
	<b>Ending Fund Balance</b>		<b>\$1,304,322</b>	<b>\$2,560,511</b>	<b>\$1,278,224</b>	<b>\$827,922</b>	<b>\$889,749</b>	<b>\$1,029,894</b>	<b>\$990,948</b>	<b>\$1,409,689</b>	<b>\$1,409,689</b>	
	<b>Minimum Working Capital</b>		<b>\$390,020</b>	<b>\$401,428</b>	<b>\$418,786</b>	<b>\$431,647</b>	<b>\$440,642</b>	<b>\$454,486</b>	<b>\$462,115</b>	<b>\$473,340</b>		
	<b>Variance above Minimum Working Capital</b>		<b>\$914,302</b>	<b>\$2,159,082</b>	<b>\$859,438</b>	<b>\$396,275</b>	<b>\$449,107</b>	<b>\$575,409</b>	<b>\$528,833</b>	<b>\$936,349</b>		



## Memorandum

**DATE:** July 17, 2013

**TO:** Kirk McKinley, Transportation Manager

**FROM:** Rich Meredith, PE, PTOE, City Traffic Engineer

**RE:** Operating Aurora with three lanes or less during construction

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I reviewed the Aurora Phase 3B project to better understand the impacts of trying to construct it in two phases instead of three. I looked at a three lane configuration using a reversible lane, and a three lane configuration with a center turn lane. I summarized some of the major issues with each option.

The current plan for building Aurora 3B is to build it in three stages, keeping two lanes of traffic in each direction and center turn lane.

Assumptions to build the project in two stages.

The first stage would shift traffic to one side of Aurora. On the other side of the roadway, the contractor would finish by building curb, gutter, and sidewalk, and also construct some of the median curb and gutter. This first phase should be able to accommodate two lanes of traffic in each direction, and possibly a center turn lane too.

The second stage would move vehicles over to the new roadway constructed in stage 1. This roadway will have 36ft from curb to curb, so Aurora would only be wide enough for three lanes.

Option #1 - Issues to consider for a three lane operation including a reversible lane

- No turns could be made at N 200th St and N 205th St. It will be difficult for larger vehicles to make right-turns from driveways and intersecting streets onto Aurora without crossing over the centerline. This will be even more difficult if concrete barrier is used to separate NB and SB traffic lanes. If turns were allowed at intersections, the medians would need to remain incomplete to provide turn lane space.
- While it is obvious that the reversible lane should have two southbound (SB) lanes for the morning weekday peak, and two northbound (NB) lanes for the afternoon PM peak, it is less clear at which time the midday lane shift and the evening lane

shift should occur. Also, hourly volumes on Saturday are around 1,100 between 10am-4pm both NB and SB directions.

- During the peak periods when SB Aurora is restricted to one lane, vehicle queues may extend out onto SR 104 and affect EB traffic.
- The Aurora Village transit center is a terminal for Metro buses and the RapidRide line, and also CT buses and their Swift service. Buses will not be able to turn in/out of aurora in the “one-lane” direction.
- The striping (lane widths) for a reversible lane operation will be different than the final configuration. In the past phases, the final asphalt lift was not placed until there was no longer a need for temporary striping. This allowed us to avoid grind marks in new asphalt. However, until the final lift is installed, the effective width of the roadway is gutter line to gutter line, not curb to curb. In addition, there will be catch basins adjacent to the curbs on one side, further reducing the effective space available for traffic.

Option #2 - Issues to consider for one lane each direction and a center turn lane.

- Intersections of N 200th St and N 205th St will operate at LOS F during weekday peak hours, and most likely, at LOS F during the midday hours on weekends.
- Except for the ability to allow turns, and not operating a reversible lane, the remaining issues mentioned above for a three lane operation still apply.

### Summary

Attached are the modeling analyses comparing the planned operation to each options #1 and #2. The results show increased driver delay and much longer travel times with a three lane operation. I’ve also attached traffic volume data showing the hourly vehicle counts on weekdays and on weekends.

Based on my review of the issues outlined above and the modeling results, I cannot recommend either of the three lane options for this project.

Let me know if you have any questions.

# Opportunity Account Conceptual Plan

			2014	2015	2016	2017	2018	2019
<b>Revenue</b>								
General Fund Contribution			\$1,000,000			\$250,000		
<b>Total Revenues by year</b>			<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$0</b>
<b>Expenditures</b>	<b>Estimate</b>	<b>match</b>						
<b>Transportation Improvement Plan Projects</b>								
1st Ave NE sidewalks	250,000	20.0%	\$50,000					
Ashworth Safe Routes to school	540,000	0.0%		\$0				
10th Ave NW/Hidden Lake Bridge	1,500,000	20.0%		\$300,000				
20th Ave NW: Saltwater Park Entrance to NW 185th	500,000	13.5%				\$67,500		
NW/N 195th: 3rd Ave to Aurora Ave	1,400,000	0.0%				\$0		
3rd Ave NW: NE 189th to NW 195th <sup>3</sup>	380,000	20.0%						\$0
Linden Ave NE (N175th N 185th) <sup>1</sup>	1,000,000	0.0%						\$0
Greenwood Ave N at N 160th and Innis Arden Rd <sup>1</sup>	1,500,000	20.0%						
Major system preservation <sup>3</sup>	4,000,000	13.5%				\$270,000		
NE 145th <sup>1, 2</sup>	5,000,000	varies						
NW Richmond Beach Road and 3rd Ave NW <sup>1</sup>	2,320,000	0-20%						
<b>Community Renewal Projects</b>					\$500,000			
155th and Westminster Intersection Improvements								
160th and Westminster Intersection Improvements								
Westminster roadway realignment								
N 160th Improvements								
Westminster pedestrian improvements								
<b>Total Expenditures by Year</b>			<b>\$50,000</b>	<b>\$300,000</b>	<b>\$500,000</b>	<b>\$337,500</b>	<b>\$0</b>	<b>\$0</b>
<b>Opportunity Fund Balance</b>			<b>\$950,000</b>	<b>\$650,000</b>	<b>\$150,000</b>	<b>\$62,500</b>	<b>\$62,500</b>	<b>\$62,500</b>

<sup>1</sup> Mitigation or partnership with private developer may be leveraged as match for project

<sup>2</sup> Utility work can be leveraged as match for project

<sup>3</sup> Additional funding would be needed provide match for project or program



## 2013 Pavement Preservation Project

Dear Echo Lake, Ridgecrest and North City Residents:

As part of a continuing effort to improve public infrastructure, the City of Shoreline's Public Works Department will be re-surfacing 9.2 miles of Arterial and Arterial Collector streets in your neighborhood this summer. This flyer gives detailed information about Bituminous Surface Treatment (BST), which is the method that will be used to preserve the street surfaces.

In preparation for the 2013 BST Project, the City's Street Maintenance crew has been actively preparing the streets by patching and crack sealing the surfaces. The actual BST work is tentatively scheduled to begin on July 24 and should be completed by August 20. This work is very weather dependent – if it rains, work will be postponed.

There will be some inconveniences to traffic during the BST process. Cars will still be able to get through streets, with delays not to exceed 15 minutes. Excess gravel on the roadway will be swept up and removed daily. On the back of this flyer there is a project map identifying the roads that will be affected during this project.

The contractor selected is Doolittle Construction, Inc. Once the project begins, sandwich boards will be placed along the affected streets shown on the map. A tentative schedule, hours of operation, parking restrictions and contractor contact information will be provided on these boards.

During construction, the contractor will be available at the following number to answer questions specific to the BST process:

**Doolittle Construction, Inc.**  
**(425) 455-1150**

If you have any additional questions and/or concerns, please call me at (206) 801-2441.

Your cooperation and patience during this street preservation project is greatly appreciated.

Sincerely,

Brian Breeden  
Street Maintenance Supervisor



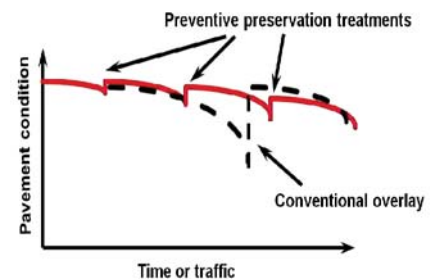
# What is BST?

## PAVEMENT PRESERVATION

A good street system is a critical component of a healthy economy and a strong community. Well maintained streets are vital to our local economy and essential in connecting our citizens. Whether moving goods and services to and from our local businesses or ensuring that our children have a safe route to school, our streets connect us together. Our aging streets must be preserved in good physical condition to provide the high level of service we demand.

## FAST FACTS

- Return on Investment (ROI) – According to the American Public Works Association, every \$1.00 spent on pavement preservation will **save from \$4.00 to \$5.00** or more in rehabilitation/reconstruction costs.
- On average, pavement preservation projects support approximately **25% more jobs** on a dollar for dollar basis compared with new construction or rehabilitation projects.
- Pavement preservation is socially responsible and eco-friendly. It utilizes up to **80% less of the Earth's non-renewable resources** than highway rehabilitation and reconstruction programs.
- Pavement preservation improves efficiency and safety, reducing motorist delays by using techniques that can be **completed faster with less traffic disruptions**.



## THE SHORELINE BST SYSTEM

The first step in the BST system is to spray a heavy coating of emulsified asphalt oil onto the street surface and then immediately cover the oil with specified rock size (3/8" or less). Rollers are then utilized to embed the rock into the oil. The second step occurs after the first seal is allowed to cure and harden for typically three to seven days. The second step consists of a fog seal, which is a light coating of slow-setting emulsified asphalt sprayed on the rock to seal the new road surface. The result is a cost-effective seal coat that will preserve the existing pavement, slow pavement deterioration, and provide a new pavement wearing surface. See the photographs below, which show the typical two-part BST/fog seal.



*Asphalt and chips are applied to the existing pavement*



*A fog seal is applied after the BST has cured*

## **COST-EFFECTIVE SOLUTIONS TO PRESERVE OUR STREETS**

Pavement preservation is the concept that it is better to keep good pavements in good condition and not to allow them to deteriorate to the point where costly rehabilitation methods are required. The idea is to recognize the value of the existing pavement network and establish as a priority the preservation of the investment that has already been made.

Pavement preservation takes advantage of the pavement deterioration curve by focusing on the purchase of inexpensive preservation treatments that can cost a fraction of the cost of standard street rehabilitation methods. Preservation focuses on the use of surface treatments on regular frequent intervals to give a small boost to the condition of an already good pavement. Pavement preservation techniques are employed only on those pavements that are structurally sound.

## **BST BENEFITS**

- Preserves surface condition
- Slows pavement deterioration
- Seals cracks
- Restore skid resistance
- Corrects minor pavement damage
- Saves money, compared to overlays



## **What should I expect on my street?**

- If your street is selected to receive a BST this summer, you will receive notice approximately one week before the work is to take place.
- All private trees and other vegetation will need to be trimmed back behind the edge of the pavement to allow room for the large dump trucks, street sweeper and equipment. This means any branches extending out over the pavement edge must be trimmed to a vertical height of 13 feet prior to the start of the project.
- **We ask that you move your vehicles off the street to clear the street on the day that the BST will be placed.**
- The BST process is very fast, but the finished product must cure, sometimes overnight, to ensure that the chips adhere to the fresh oil. Please abide by traffic control signs and do not use newly sealed streets until directed.



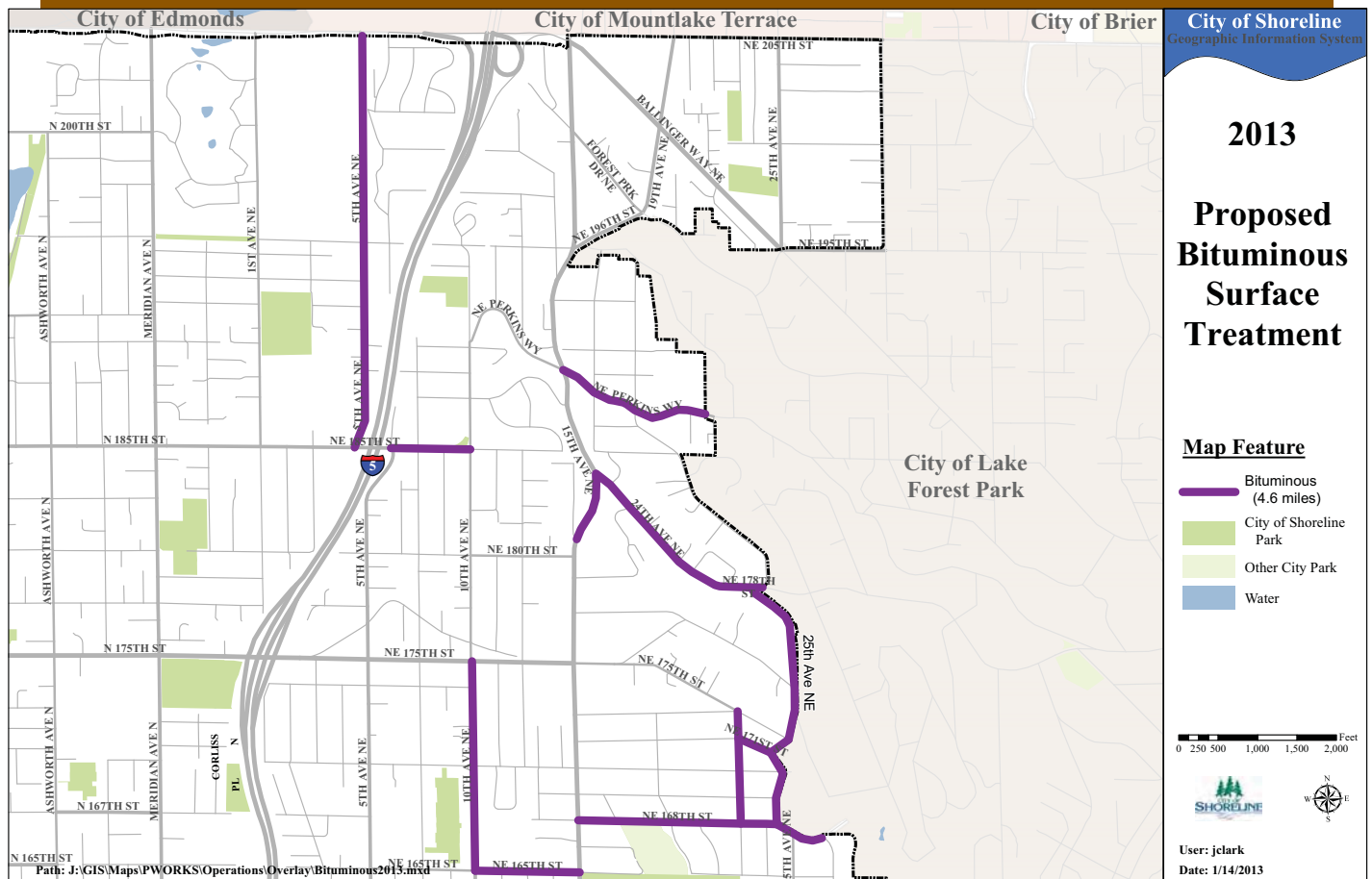
City of Shoreline  
17500 Midvale Ave N - Shoreline, WA 98133  
**Public Works Department - Roads Division**  
(206) 801-2441  
[www.shorelinewa.gov/roads](http://www.shorelinewa.gov/roads)

## 2013 STREET PRESERVATION PROGRAM

The following streets will receive a BST surface treatment during the Summer of 2013:

<b>5th Ave NE</b>	NE 185th to NE 205th St	<b>24th Ave NE</b>	15th Ave NE to City Limits
<b>NE 185th St</b>	8th Ave NE to 10th Ave NE	<b>25th Ave NE</b>	NE 178th St to NE 168th St
<b>10th Ave NE</b>	NE 165th St to NE 175th St	<b>NE 168th St</b>	15th Ave NE to 27th Ave NE
<b>NE 165th St</b>	10th Ave NE to 15th Ave NE	<b>NE 171st St</b>	22nd Ave NE to 25th Ave NE
<b>NE Perkins Wy</b>	15th Ave NE to 21st PI NE	<b>22nd Ave NE</b>	NE 175th St to NE 168th St
<b>15th Ave NE</b>	14th Ave NE to 24th Ave NE		

## 2013 BST Locations





**ATTACHMENT G**

**Dinner Meeting Memorandum**

**DATE:** May 13, 2013

**TO:** City Councilmembers  
Julie Underwood, City Manager

**FROM:** Dan Eernisse, Economic Development Manager

**RE:** Police Station Feasibility Study

**CC:** City Leadership Team

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Tonight staff will brief the Council on the options that are currently under evaluation for a potential new Police Station and the associated timeline of the feasibility study.

**Background**

The Shoreline Police Station on 185<sup>th</sup> has long been recognized as inadequate and over the years we've managed it through small remodels and renovations. To see the condition of the facility, the City Council toured the facility last September.

Due to the availability of seizure funds that must be spent on criminal justice purposes, City staff is conducting a facility feasibility study of alternatives for an improved police station.

Staff has identified the following estimated funds and resources that would be available to fund the study and potentially any facility improvements:

Budgeted seizure funds	\$600,000
Future seizure funds (promised for future distribution)*	\$1,000,000-1,200,000
Sale of current Police Station property (if vacated)	\$1,065,000
City Hall budget in CIP	\$600,000
	\$3,265,000-3,465,000

*\*Additional seizure funds could likely become available during the course of planning and construction, but they are not quantified or promised at this time.*

In order to provide a thorough and professional assessment, staff has taken the following steps to date:

- Tours have been conducted of area police stations (Edmonds, Bothell, SeaTac, and Federal Way);

- Chief Ledford and I have attended a three day Police Station Planning Institute conference; and,
- Current and future space needs have been itemized and David A. Clark Architects has conducted a space planning study which is being applied to three alternatives to determine size, pricing, timing, and feasibility.

### **Three Alternatives**

Each alternative provides a number of strengths, weaknesses, opportunities, and considerations.

- 1) **Improving the current facility on site.** The first alternative is to build a new facility on 185<sup>th</sup>. In order to have enough space for the new facility, we may need to consider the acquisition of adjacent property. Once the new space is occupied, the current facility can be demolished to make room for parking. This approach would likely outstrip our resources, but will be considered for comparison.
- 2) **Building a new facility off site.** The second alternative, building a new facility, will be considered for comparison. Like the first alternative, it is our collective opinion that an entirely new facility will not be able to be built with available funds.
3. **Moving the station into City Hall.** The third alternative, moving the Police Station onto the first floor of City Hall, provides one outcome that the other two alternatives do not: the consolidation of major services into one facility. If the Police Station were moved to City Hall, much of the current use of the first floor would be moved to the vacant third floor, while the lobby would continue to function as the entrance to City Hall. Two new entrances would likely be created on the east end of the building for the police station, one for visitors, and one for those taken into custody. In order to provide adequate parking for the police, the Grease Monkey facility and business would need to be acquired and improvements to 175<sup>th</sup> would be made to allow police vehicles better access.

**Brugger's Bog Maintenance Facility:** The parking lot of the current police station houses storage and vehicle maintenance equipment that are planned to be relocated to the Brugger's Bog facility upon acquisition.

**City Property - Jersey's building:** The Jersey's lease continues through 2017, so it is assumed that this building will remain. Dr. Jensen's lease is month-to-month, so it could provide an immediate solution for additional space.

**Timeline:** The feasibility study will provide information to allow staff to make a formal recommendation to Council by July.