

CITY OF SHORELINE
SHORELINE CITY COUNCIL
SUMMARY MINUTES OF BUSINESS MEETING

Monday, January 13, 2014
7:00 p.m.

Council Chambers - Shoreline City Hall
17500 Midvale Avenue North

PRESENT: Mayor Winstead, Deputy Mayor Eggen, and Councilmembers McGlashan, Hall, McConnell, Salomon, and Roberts

ABSENT: None

1. CALL TO ORDER

The meeting was called to order at 7:00 p.m. by Mayor Winstead.

2. FLAG SALUTE/ROLL CALL

(a) Proclamation Declaring January 20, 2014 as Martin Luther King Jr. Day in the City of Shoreline

Mayor Winstead read the proclamation, declaring January 20, 2014 as Martin Luther King Jr. Day in the City of Shoreline. The proclamation was received by Christy Vien, Teen Programs Assistant, on behalf of the Ballinger Teens, a group that provides recreation, leadership and volunteer opportunities to teens in Shoreline. Members of the group who were in attendance introduced themselves, and Umar Shah and Alondra Hernandez-Trujillo provided a brief report on the group's recent activities and current goals.

3. REPORT OF THE CITY MANAGER

Debbie Tarry, City Manager, provided reports and updates on various City meetings, project and events.

4. COUNCIL REPORTS

Deputy Mayor Eggen reported on his attendance at the recent Transportation Policy Board meeting where they discussed potential revisions to Transportation 2040 and project selection criteria. They specifically discussed putting aside \$5 million for seed money for a transit-oriented development (TOD) property acquisition fund. He also reported on his attendance at a MSWMAC meeting where the future of the northeast transfer station was discussed.

Mayor Winstead reported on her attendance at a meeting of the Legislature's Committee to End Homelessness on January 7th, where she was encouraged by the possibilities. She announced that she would attend a press conference on January 14th where King County Executive Constantine will present his proposal to provide funding for Metro and other regional transportation needs. She advised that the

Council will discuss Metro's proposed service reductions later in the meeting and will consider King County's funding proposal more fully on February 10th.

5. PUBLIC COMMENT

Timothy Ramsey, Shoreline, disagreed with the assumption that because voters approved Proposition 1 (acquisition of the Seattle Public Utility water system in Shoreline), they also approved assumption of the Ronald Wastewater District (RWD). He urged the Council to allow Shoreline citizens to vote on whether they want the City to assume RWD.

H.W. (Skip) Barron, Shoreline, expressed his belief that citizens are opposed to the City's assumption of RWD because they fear that the revenues collected will be placed in the general fund and that the City will raise the rates for the sewer service. He suggested that if the Council believes in democracy, they should allow the citizens of Shoreline to vote on the issue.

Ginny Scantlebury, Shoreline, pointed out that, as per recent budget reports, the City's debt is expected to increase between 2017 and 2019. She expressed concern that the City is looking for revenue, and assuming RWD would allow for rate increases to cover the anticipated debt in the general fund. She asked that the Council allow a vote on the proposed assumption.

Karen Gilbertson, Shoreline, suggested that rather than providing anonymous comments in the Shoreline Area News, citizens should attend City Council meetings and learn, listen and speak with courage. Councilmembers should also stand firm in their convictions as important issues come before them.

Tom Jamieson, Shoreline, expressed concern that the City of Shoreline is hiding information from the public and there is a gap between what the City knows about RWD assumption and what the public knows. He stated it is not clear that the City has a properly informed strategy and that it understands the nature of special purpose districts. He emphasized the City should let the citizens vote.

Ms. Tarry agreed with Mr. Ramsey's comment that the 2012 ballot issue was for acquisition of the Seattle Public Utility (SPU) water system in Shoreline and was not a vote on assumption of RWD. However, other public processes, including development of Vision 2029 and updates to the Comprehensive Plan, have called for unification of utilities and specifically the assumption of RWD per the 2002 Interlocal Agreement. She emphasized that the City Council has not taken a position on whether or not the public should be allowed to vote on the issue.

Ms. Tarry clarified that, as per State law, utility fees must be used by the utility and cannot be transferred to the general fund to support other City programs. She offered to talk with Mr. Jamieson to identify any information he believes the City has not yet provided regarding RWD assumption. She specifically noted that the City is in the process of undertaking a Utility Unification and Efficiency Study, and information will be available to the public when the study is presented to Council.

6. APPROVAL OF THE AGENDA

Upon motion by Councilmember McGlashan, seconded by Councilmember McConnell and unanimously carried, the agenda was approved.

7. CONSENT CALENDAR

Upon motion by Councilmember Hall, seconded by Councilmember McGlashan and unanimously carried, the following Consent Calendar items were approved:

- (a) Minutes of Business Meeting of November 25, 2013
Minutes of Special Meeting of December 6, 2013

- (b) Approval of Expenses and Payroll as of December 27, 2013 in the Amount of \$3,196,514.14

*Payroll and Benefits:

Payroll Period	Payment Date	EFT Numbers (EF)	Payroll Checks (PR)	Benefit Checks (AP)	Amount Paid
11/10/13-11/23/13	11/29/2013	53268-53458	12902-12925	55367-55371	\$535,512.78
11/24/13-12/7/13	12/13/2013	53459-53658	12926-12945	55453-55458	\$418,687.44
					<u>\$954,200.22</u>

*Wire Transfers:

Expense Register Dated	Wire Transfer Number	Amount Paid
11/26/2013	1076	\$4,883.00
12/27/2013	1077	\$4,551.69
		<u>\$9,434.69</u>

*Handwritten Checks:

Expense Register Dated	Handwritten Check Number	Amount Paid
12/9/2013	5003-5004	\$87.00
		<u>\$87.00</u>

*Accounts Payable Claims:

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
12/4/2013	55275	55275	\$3,810.74
12/5/2013	55276	55287	\$26,407.34
12/5/2013	55288	55319	\$116,385.18
12/5/2013	55320	55325	\$361.77
12/5/2013	55326	55344	\$110,114.53
12/5/2013	55345	55366	\$76,049.96
12/6/2013	55372	55377	\$48,757.91
12/6/2013	55378	55378	\$10,000.00

12/13/2013	55379	55382	\$298,606.15
12/13/2013	55383	55392	\$44,800.42
12/19/2013	55393	55403	\$52,235.85
12/19/2013	55404	55418	\$62,658.22
12/19/2013	55419	55435	\$50,002.55
12/19/2013	55436	55452	\$2,208.59
12/20/2013	55459	55480	\$139,680.11
12/20/2013	55481	55502	\$70,445.51
12/21/2013	55503	55503	\$3,048.38
12/21/2013	55504	55505	\$49,242.84
12/26/2013	55506	55531	\$72,478.33
12/26/2013	55532	55543	\$9,969.46
12/26/2013	55544	55571	\$985,290.56
12/26/2013	55572	55575	\$237.83
			<u>\$2,232,792.23</u>

(c) Motion to Authorize the City Manager to Execute an Agreement with King County for Youth Sports Facility Grant Funds to Support the Sunset School Park Project

8. STUDY ITEMS

(a) Discussion of Metro Service Reductions

Ms. Tarry provided introductory comments.

Marty Minkoff, Supervisor of Service Planning at King County Metro, briefly reviewed the ongoing productivity and efficiency actions Metro has taken since 2008. He also reviewed that in 2011, the State Legislature gave King County the authority to levy a temporary 2-year congestion reduction charge that was intended to be a stop gap measure until such time as the state Legislature could pass a statewide transportation revenue package, which has not occurred yet. The measure will end in June of 2014, and will result in a \$75 million budget gap that must be closed by cutting up to 600,000 hours or about 17% of its current service. Also ending in June is funding provided by the Washington State Department of Transportation (WSDOT) to mitigate the traffic congestion impacts resulting from construction of the Alaska Way Viaduct replacement project. An additional 45,000 hours will need to be cut to address this loss of funding.

Mr. Minkoff described the process that was used to identify potential service reductions based on the priorities outlined in Metro's Service Guidelines. He then reviewed the proposal that is currently under consideration, specifically noting that of the 21 routes that operate in Shoreline, 8 would be unchanged, 8 would be reduced or revised, and 5 would be deleted. He reviewed the extensive public outreach effort that was launched by Metro last November, including a public meeting scheduled for January 27th at the Lake Forest Park City Hall. He cautioned that while public input may result in some adjustments to the proposal, Metro will still follow the principles outlined in its service guidelines. All of the input received throughout the public involvement process will be documented and attached to a proposed ordinance that will be presented to the King County Council in April or May for the first round of cuts that will take effect in September 2014.

Mr. Minkoff explained that it is within the State Legislature's purview to authorize King County to raise additional revenues either as part of a statewide transportation package or through separate legislation. If the Legislature does not act, Executive Constantine has agreed to work with the County Council to identify other stable, sustainable funding sources. He recently transmitted a proposed action to the County Council that will establish a Transportation Benefit District (TBD) and submit a ballot measure regarding transportation funding to voters in the benefit district, with a special election as early as April 2014. He will hold a press conference on January 14th to discuss the TBD, as well as a proposed fare ordinance.

Mr. Minkoff announced that Metro will launch its rapid-ride line between the Aurora Transit Center and downtown Seattle on February 15th. He invited Councilmembers to attend a pre-launch event on February 14th at a rapid ride station in Shoreline. He expressed appreciation to the City Council and staff for their efforts in focusing on Highway 99 and its feeder roads to create a pedestrian and transit-friendly environment that supports the major services on Highway 99.

Alicia McIntire, Senior Transportation Planner, reviewed the proposed service changes that are specific to Shoreline and invited the Council to provide direction regarding formal comments to forward to King County Metro Transit.

It was asked if Community Transit, Pierce Transit and Metro Transit have worked together to reduce costs and provide better service with fewer transfers. Mr. Minkoff said the three agencies work closely to integrate and coordinate routes wherever possible. Metro also works closely with Sound Transit, which provides the longer distance routes between Everett and downtown Seattle. Councilmembers particularly emphasized the need for Community Transit and Metro to coordinate their Rapid Ride and Swift programs so that riders do not have to transfer at the county line.

A Councilmember requested information on how the proposed cuts would impact different segments of the population, particularly those who are dependent on the transit system. Mr. Minkoff explained that, consistent with Federal Title 6 and the King County Council's Social Equity Initiative, Metro evaluated all of the service changes to ensure they are not making a disproportionate impact on lower income and minority populations. Councilmembers pointed out that reduced service would impact not only those who depend on the bus for transportation; it would also impact those who drive by adding congestion to the roadways. It was also noted that about half of the people who work in downtown Seattle commute via bus, and there are not enough parking spaces to accommodate additional cars.

The Council reviewed the staff's recommendations and provided the following direction:

- *Suggest changes to the proposed Route 355 to serve Richmond Highlands, Hillwood and Richmond Beach.* The Council discussed the importance of providing at least some service to people who live by the waterfront at the bottom of the hill. Ms. McIntire pointed out that, like so many routes that are slated for reduction, there would be an alternative. However, it would not be as convenient or reliable and would require riders to transfer.

- *Express support for preservation of as much service as possible within Shoreline, recognizing the need for system-wide cuts in response to the financial situation.* It was discussed that people who live in Shoreline benefit from the bus service that is available beyond the City of Shoreline. It was suggested that Recommendation 2 be expanded to encourage Metro and King County to preserve as much of the system as possible, both within Shoreline and beyond.
- *Encourage King County to continue to seek additional revenue sources for transit service that would eliminate the need for system-wide reductions.* The Council expressed support for Executive Constantine's efforts to develop a stable funding source for Metro. Funding is critical for the region, both economically and for fleet mobility.

(b) Discussion of Northeast 145th Street

Ms. Tarry provided introductory comments, noting that Northeast 145th Street is a primary corridor serving the Shoreline community and currently owned and maintained by three different jurisdictions.

Kirk McKinley, Transportation Services Manager, reviewed that since the Council last discussed Northeast 145th Street in 2012, Sound Transit has identified the preferred alternative for Lynnwood Link, which includes a light rail station on Northeast 145th Street.

Alicia McIntire, Senior Transportation Planner, explained that Northeast 145th Street is the southern boundary of the City, and none of the roadway is located in the City of Shoreline. The southern half (eastbound) is in the City of Seattle, and the northern half (westbound) is in unincorporated King County. It is a state highway from Aurora Avenue North to Lake City Way. The roadway is currently in need of upgrades and improvements, which are a low priority for Seattle, King County and WSDOT. Both Seattle and King County have expressed an interest in relinquishing ownership.

Ms. McIntire advised that \$250,000 has been allocated in the Capital Improvement Plan (CIP) over the next two years for a Route Development Plan (RDP), which will address the needs of all the agencies and result in a comprehensive plan for improvements to address the issues and challenges. She reviewed the reasons why ownership of the street is important to the City and explained the anticipated challenges and costs associated with operation, maintenance, capital improvement and policing. She also described the liability challenges associated with annexation.

Mr. McKinley advised that the need for significant capital improvements will continue to expand with increased vehicular, bicycle and pedestrian volumes; tolling diversion; and the light rail station and associated parking garage. An RDP is needed to understand the demands and identify improvements, and will require participation from WSDOT, Seattle, Sound Transit, and King County. The RDP will be followed by environmental work, design and engineering, right-of-way acquisition, and phased construction of improvements.

Mr. McKinley pointed out that WSDOT is responsible for the Interstate 5 (I-5) interchange at Northeast 145th Street, which is already a congested area. The City will continue to work closely with WSDOT to discuss the future of the corridor, develop funding strategies and identify responsibility for improvements.

Mr. McKinley reviewed the timeline and process for moving the annexation forward. Although no formal action by Council is required at this time, staff would like direction regarding how to proceed with the annexation and RDP.

The Council commended staff for their progress in working with WSDOT and local legislators to get the Northeast 145th Street improvements on the regional Transportation 2040 project list, which is critical for grant funding. The corridor not only serves Shoreline residents, but residents to the north and east; and it should be recognized as a higher priority for mobility in the state.

It was asked if Sound Transit would be required to make mitigations to Northeast 145th Street as part of the light rail station construction. Ms. McIntire answered that some mitigation at Northeast 145th Street was proposed in the draft Environmental Impact Statement (EIS). Sound Transit's overall philosophy is to fix problems they cause, but not fix existing problems. Staff will continue discussions with Sound Transit regarding mitigation as the final EIS is produced over the next year. Mr. McKinley advised that, if the City were to own Northeast 145th Street, Sound Transit's mitigation proposal would have to be consistent with the City's plan for corridor improvements. However, the City's plan would need to be in place before Sound Transit begins design work for the 145th Station in 2016 or 2017.

There was some concern about moving forward with annexation negotiations before more progress has been made getting the street on the project list, before completing the Seattle Public Utility (SPU) acquisition, and before the subcommittee completes its work on the 10-Year Sustainability Plan. Staff was asked how critical it is to start negotiations now. Mr. McKinley said he has advised WSDOT, the Puget Sound Regional Council, King County, Seattle, and Sound Transit of the Council's intent to move forward with annexation of the roadway and requested their support in competing for design funding in the federal grant process that starts in February. Staff could continue to pursue funding opportunities, and Council authorization to move forward with the annexation would give additional strength.

There was some discussion about the degree of liability the City would assume upon annexation. It was noted that over the past five years, the liability claims were relatively minor in nature. However, staff agreed that more investigation is needed to identify where WSDOT's liability would end and Shoreline's would begin. It was suggested that staff discuss the potential of a 10-year indemnity agreement with King County and Seattle.

Questions were raised about how annexation would impact the City's budget, what concessions King County and Seattle would offer the City given that the roadway has not been properly maintained, and how much right-of-way acquisition would be necessary to make the highway function properly. Mr. McKinley advised that questions related to right-of-way acquisition will not be answered until traffic modeling has been done as part of the future RDP.

Ms. Tarry clarified that staff has completed its work on the SPU acquisition agreement, which is ready to move forward to Council. Negotiations for the annexation of Northeast 145th Street would start at the staff level and would likely enter into the political process after Council has taken action on the SPU agreement. She clarified that staff is not asking Council to approve an annexation agreement. They are asking for direction to take the next steps of getting additional information to help inform the process going forward.

Ms. Tarry and Mr. McKinley summarized the Council's direction as follows:

- Council is fairly comfortable moving ahead with the Route Development Plan (RDP) process.
- The roadway annexation agreement process should be kept separate from the SPU acquisition process. Staff can work with King County and Seattle to negotiate a tentative agreement to bring back to the Council for discussion and direction, but the agreement would not be presented to the King County and Seattle Councils until significant progress has been made on the SPU acquisition.
- Council is comfortable using some of the dollars budgeted for the RDP to do preliminary work related to the annexation.
- Council would like staff to address issues related to liability and continue to advocate for the project to be added to the constrained list of regional projects so it can be more competitive for grant funding going forward.
- Council is comfortable with staff starting work on the RDP and getting a consultant on board, using the \$250,000 allocated in the CIP.

Council stressed the importance of having clear goals for the project. Mr. McKinley advised that the intent of the RDP is to identify the ultimate cross sections that will serve the most people in the most modes, and in the most economical, safest and efficient way. Goals include improving transit service, pedestrian safety and traffic flow; considering opportunities to shift the roadway to minimize impacts to residential property owners; and identifying the ultimate roadway width necessary and how much additional right-of-way will be needed. He emphasized that the RDP will come back to the Council many times throughout the process.

The Council discussed that, given the challenges with SR-523, Lake Forest Park, Kenmore and Bothell all stand to gain from improvements to Northeast 145th Street. It was suggested that these cities be invited to be partners in the project, possibly providing matching funds for federal dollars.

9. ADJOURNMENT

The meeting was adjourned at 9:25 p.m.