

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussion of Evaluating Undergrounding Overhead Utilities for a Variety of Capital Projects and Confirmation of Potential Undergrounding on All or a Portion of the 145 th Street Corridor Improvement Project Between Aurora Avenue and Interstate-5
DEPARTMENT:	Public Works
PRESENTED BY:	Tricia Juhnke, City Engineer Randy Witt, Public Works Director
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

The City of Shoreline is implementing improvements to support the goals identified in the 145th Street Multimodal Corridor Study. In June 2017, the City contracted with CH2M Hill (now Jacobs Engineering Group (Jacobs)) for design to 30 percent and environmental services of the corridor improvements. In November 2019, the City amended the agreement with Jacobs to proceed with design to the 60 percent point and move into the right-of-way support on 145th Street between Meridian Ave. and I-5. This design effort is nearing the 30 percent completion milestone and preparing to move into design of the 60 percent plans.

After completion of the 60 percent design, the City is proposing to move into final design, acquisition of right of way, and construction between Meridian Avenue and I-5 first in order to provide a smooth transition to the planned interchange improvements. These improvements will likely be phased with Phase 1 between 1st Avenue and I-5, and Phase 2 between Meridian Avenue and 1st Avenue. Funding for construction of Phase 1 is available, while limited funding for Phase 2 right of way acquisition and construction may be available.

In finaling the 30 percent design, a decision on whether to underground the existing overhead utilities will inform the scope, schedule, and cost of the improvements prior to proceeding to the 60 percent design work. No decision on undergrounding on this project has been made.

The City does not have a process to evaluate if undergrounding existing overhead power and communication utilities should be implemented as part of a City capital improvement project pursuant to the Shoreline Comprehensive Plan (Comp. Plan) and the Shoreline Municipal Code (SMC or City Code). This staff report proposes criteria for consideration in evaluating undergrounding on Capital Improvement Plan (CIP) projects and then applies the criteria to this 145th Street project. The criteria can be used in the

evaluation of undergrounding on future City CIP projects such as 175th Street, 185th Street, and the new sidewalk projects.

The format of this staff report is to provide information on the relevant sections of the City's Comprehensive Plan, City Code and the Seattle City Light (SCL) franchise, discuss possible criteria for designating projects to include undergrounding overhead utilities in the project scope, and the application of the draft criteria to 145th Street between Aurora Avenue and I-5

Staff is seeking City Council input on the proposed criteria for evaluating CIP projects for undergrounding and on whether to underground all or a portion of the existing overhead utilities on the 145th Street corridor.

RESOURCE/FINANCIAL IMPACT:

The City has received a FHWA Surface Transportation Program grant for \$4,235,000 and will use \$660,960 from the Roads Capital fund for design and environmental services on the entire 145th Street corridor.

After final design on the corridor is complete, the focus will be on right of way acquisition and construction from Meridian Avenue to I-5. Phase 1, from 1st Avenue to I-5 has an estimated cost of \$22 million and revenue of \$22 million allocated from the Connecting Washington funds. The Connecting Washington funding is currently on hold by the State as they assess the impacts of I-976 (this may change after publication of this Staff Report). Phase 2 from Meridian Avenue to 1st Avenue may have limited funding depending on remaining funding from Phase 1, the remainder of the corridor from Aurora Avenue to Meridian Avenue has no revenue allocated to right of way acquisition and construction.

Undergrounding costs from Meridian Avenue to I-5 (Phases 1 and 2) have been estimated at \$2.9 million. However, the City cannot use the Undergrounding Agreement discussed in the City's franchise agreement with Seattle City Light as 145th Street is outside the franchise area, and funding to perform this work is generally not eligible under transportation grant funding requirements. The City may wish to underground only the overhead telecommunications and cable utilities that are on the south (Shoreline) side of the street. Funding all or part of the undergrounding of overhead utilities as part of the 145th corridor project will require City funds.

RECOMMENDATION

No action is required tonight; this item is for discussion purposes only. Staff is specifically looking for input and direction on criterion that can be used in evaluating undergrounding of overhead utilities for a variety of capital projects, and confirmation on potentially undergrounding all or a portion of the 145th Corridor Project.

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

BACKGROUND

In 2016, the City completed the 145th Street Multimodal Corridor Study which identified needed improvements along SR-523 (145th Street). The recommended improvements from the Corridor Study between Aurora Avenue and Interstate 5 are needed to improve traffic operations, safety, pedestrian and bicycle mobility along the corridor and to the proposed Sound Transit Shoreline South/145th Light Rail Station.

On June 5, 2017, the City Council authorized the City Manager to enter into a contract with CH2MHill (now Jacobs Engineering Group) for the 30 percent design and environmental services for the 145th Corridor project. The staff report for this Council authorization can be found at the following link:

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

On November 18, 2019 the City Council authorized the City Manager to enter into a contract amendment with Jacobs Engineering Group to proceed with 60 percent design and move into the right-of-way support phase of the project. The staff report for this Council authorization can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/Agendas/Agendas2019/111819.htm>.

Prior to completing the 30 percent design, a decision on whether to underground the existing overhead utilities is needed to inform the final scope, schedule, and cost of the improvements. No decision on undergrounding on this project has been made although in developing 30 percent design undergrounding has been included between Meridian Avenue and I-5 in order to coordinate the impacts and identify costs and other issues.

Implementation of the project will be phased. Staff is proposing to move into final design, acquisition of right of way, and construction between Meridian Avenue and I-5 first in order to provide a smooth transition to the planned interchange improvements. These improvements will likely be phased with Phase 1 between 1st Avenue and I-5, and Phase 2 between Meridian Avenue and 1st Avenue. Phasing for the segment from Aurora Avenue to Meridian Avenue will be developed in the future.

DISCUSSION

Undergrounding Overhead Utilities

Introduction

The City has policy supporting undergrounding of overhead power and communications utilities on City projects in the Comprehensive Plan (Comp. Plan), City Code, and the Seattle City Light (SCL) franchise agreement. The Comp. Plan calls for the City to “promote the undergrounding of new and existing electric distribution lines... as streets are improved and/or areas are redeveloped...” and the City code specifies that City Council “...designates for undergrounding a capital improvement or public works project...”. Neither document provides guidance or criteria for making that decision.

The City included undergrounding on the Aurora Avenue and 15th Avenue (in North City) road improvement projects. The following table shows the residential surcharge rate, cumulative surcharge rate, surcharge sunset date and average monthly residential charge for each city undergrounding project. The estimated average monthly charge uses the Shoreline residential electricity consumption average of 806 kWh/month (SCL 2019 data).

Table 1 – Current Undergrounding Surcharges

Project	Surcharge (\$/KWH)	Ave Monthly Residential Charge	Sunset Date	Cumulative Surcharge after Sunset	Ave. Comulative Monthly Residential Charge
Total	\$ 0.0069	\$ 5.56	N/A	\$ 0.0069	\$ 5.56
North City	\$ 0.0007	\$ 0.56	Dec-32	\$ 0.0062	\$ 5.00
Aurora Ph 1	\$ 0.0017	\$ 1.37	May-33	\$ 0.0045	\$ 3.63
Aurora Ph 2	\$ 0.0018	\$ 1.45	Dec-37	\$ 0.0027	\$ 2.18
Aurora 3A	\$ 0.0005	\$ 0.40	Jul-40	\$ 0.0022	\$ 1.77
Aurora 3B	\$ 0.0022	\$ 1.77	Dec-41	\$ -	\$ -

Note – The Estimated Average Cumulative Monthly surcharge is the amount after the project rolls off (e.g. in Dec 2032 the surcharge drops from \$5.52 to \$5.00, then drops to \$3.63 in May 2033).

No process for evaluating whether to include undergrounding on a project was formalized on these earlier projects. The City has several upcoming projects which will require that this decision to be made, notably projects on 145th Street, 175th Street, 185th Street and the new sidewalks.

The format of this staff report is to provide information on the relevant sections of the City’s Comprehensive Plan, City Code and the Seattle City Light (SCL) franchise, discuss possible criteria for designating projects to include undergrounding overhead utilities in the project scope, and the application of the draft criteria to 145th Street between Aurora Avenue and I-5.

Comprehensive Plan, Shoreline Municipal Code and Utility Franchise Agreements

Shoreline Comprehensive Plan

The Comp. Plan is a 20-year plan that articulates the community’s vision and reflects community values. The goals and policies included in the Plan provide a basis for the City’s regulations and guide future decision making. The Plan can be found at:

<http://www.shorelinewa.gov/government/departments/planning-community-development/city-plans/comprehensive-plan-and-master-plans/comprehensive-plan>

Section 9 of the Comp. Plan addresses utilities, including electricity and telecommunications (page 83). In the Utilities Element Goals and Policies, the following polices are relevant to this paper:

Electricity

U12. Promote the undergrounding of new and existing electric distribution lines, where physically and financially feasible, as streets are improved and/or areas are redeveloped, based on coordination with local utilities.

Telecommunications

U14. Promote the undergrounding of telecommunication lines in coordination with the undergrounding of other utilities and capital facility systems.

Shoreline Municipal Code

SMC 13.20 regulates electrical and communication facilities, including undergrounding of overhead utilities. That code can be found at:

<https://www.codepublishing.com/WA/Shoreline/#!/Shoreline13/Shoreline1320.html#13.20>.

The following policy statement is a portion of SMC 13.20.010:

It is the policy of the city to require compliance with the following orderly program pertaining to the relocation of all overhead wires including, but not limited to, telephone, fiber optic, cable television, and electrical power, and to require the underground installation of all electrical and communication facilities when the city engages in a capital improvement or public works project which will facilitate undergrounding or an entity instigates a joint trenching program, or in areas where no overhead wires exist, with certain exceptions noted hereinafter.

SMC 13.20.040.C. exempts electrical carrying facilities of a voltage over 35-kV.

SMC 13.20.050 designates that undergrounding will occur when (portion relevant to this issue):

- A. The city council designates for undergrounding a capital improvement or public works project, including sidewalk projects and roadway projects, which will disturb existing facilities or will facilitate the installation of a trench for underground facilities.

Seattle City Light Franchise

The Seattle City Light (SCL) franchise with the City was approved by passage of Ordinance 686 with an effective date of August 1, 2014. The full ordinance and franchise can be found at: <http://www.shorelinewa.gov/government/departments/city-clerk-s-office/agreements-and-contracts/utility-franchise-agreements-document-library/-folder-3544>. Undergrounding of overhead utilities is discussed in Section 7 - Relocation and Undergrounding of System Facilities. The following is excerpted from Section 7.9 and describes SCL's general approach on cost sharing policy statement.

7.9. Except as may be provided for in a separate Undergrounding agreement between the City and SCL, the full actual costs of the Undergrounding design and construction shall be borne by SCL's customers in the City and recovered through an increment to SCL's electric service rates to its customers within the

City's boundaries as a separate line item on the City's ratepayers bills, less the estimated SCL costs if the Public Project were to be Relocated overhead. This increment will be sufficient to reimburse SCL for all costs SCL incurs to complete construction of the underground project including but not limited to the costs for the Underground Civil Infrastructure, the Underground Electrical System, and Primary Project Costs solely attributable to the Undergrounding of the electric utility, plus interest to SCL in accordance with SCL's debt service and term for financing these costs...(emphasis added)

7.9.2. The City or private property owners shall be responsible for providing the underground Private Property Infrastructure, subject to review and approval by SCL, that is needed to provide electrical service from the public Right-of-way to the designated service point on the private property as specified in Shoreline Municipal Code 13.20.140 as amended.

The undergrounding costs recovered through an increment to SCL's electric service rates shows as an itemized charge on Shoreline resident's bill (an example is in Attachment A).

Note that the franchise does not include City costs for administration and coordination of undergrounding into a city project or construction elements of the undergrounding that SCL does not cover that are then funded and/or built by the City.

Telecommunications Providers

State law protects telecommunication service providers (i.e., telephone companies such as Qwest and Verizon) from paying the full cost of undergrounding. For telecommunications utilities, the City must pay for any incremental cost above and beyond the cost for relocating the existing overhead facilities. However, final cost sharing arrangements can be negotiated.

Other Overhead Utilities

Other overhead utilities (such as Comcast and Frontier) have followed SCL when they begin a project to convert their facilities from overhead to underground because they lease space from SCL to use the pole (which is removed in the undergrounding process). However, final cost sharing arrangements are negotiated.

Evaluation Criteria

To assist staff and the City Council in considering whether a project should include undergrounding overhead utilities, a criteria-based process is recommended. The suggested criteria focus is on consistency with city code, cost to the City and ratepayers, sufficient project size to support including undergrounding, support of planned or existing land use and impacts/risks to the City project. The suggested evaluation criteria are discussed further below.

1. Does the project meet requirements City Code?

- a. Is there an associated capital improvement or public work project that will disturb existing facilities or will facilitate the installation of a trench for underground facilities?

A response of YES is necessary to proceed with the undergrounding.

- b. Are there are electrical carrying facilities over 35kV?

A response of NO is necessary to proceed with the undergrounding.

2. Is the project eligible for use of the SCL franchise undergrounding section?

Consideration regarding eligibility should include if the project is in the SCL service area and within city limits. Roadways at the north and south limits of the City may have a City CIP project where work is not in the City limits and may not be eligible for use of the SCL franchise undergrounding section. If the project is not eligible for use of the SCL franchise undergrounding section and funding to perform this work is not available from grants or other sources, the cost to underground would have to come from City funds.

A response of NO provides no, or limited, support for Council consideration to proceed with the undergrounding depending on other funding opportunities.

A response of YES provides support for Council consideration to proceed with the undergrounding.

3. Is the project of sufficient size to warrant undergrounding?

- a. Does the project have sufficient length to consider undergrounding?

Threshold minimum length may be one block or 500 feet following Section 13.020.120 on joint trenches uses 500 feet.

A suggested criterion is a minimum project length be the greater of one block or 500 feet would provide support for Council consideration to proceed with the undergrounding.

- b. Is the project of sufficient size represented by estimated construction cost without undergrounding to include this work? This is intended to avoid a situation where a modest \$250,000 capital project could add \$1.5 million in undergrounding work.

A suggested criterion is a minimum project size represented by estimated construction cost prior to undergrounding be \$1.5 million would provide support for Council consideration to proceed with the undergrounding.

4. What is the estimated cost to Shoreline residents to underground the overhead utilities?

Consideration of the estimated cost to underground an individual or group of projects should be performed. This focuses on the estimated amount added to SCL ratepayers' bill.

A threshold cost level has not been established for either a surcharge amount expressed either as a surcharge rate for a project, a cumulative rate for all projects, a or as an estimated monthly amount for either a project or a cumulative amount for all projects based on average shoreline residential consumption for a project.

- a. Will this undergrounding project add project surcharge less than \$0.XXX/KWh or a corresponding estimated average monthly charge of less than \$XXX to the average Shoreline residential SCL bill?

A suggested criterion is a response of YES (on a threshold amount) provides strong support for Council consideration to proceed with the undergrounding.

A suggested threshold amount is an average monthly surcharge of \$1.00 for the average Shoreline residential SCL bill.

- b. Will this undergrounding project have a combined total of the undergrounding projects surcharges of less than a rate of \$0.XXX/KWh or a corresponding estimated average monthly charge of \$XXX to the average Shoreline residential SCL bill?

A suggested criterion is a response of YES (on a threshold amount) provides strong support for Council consideration to proceed with the undergrounding.

A suggested threshold amount is a total average monthly surcharge of \$10.00 for the average Shoreline residential SCL bill.

5. Does undergrounding support redevelopment?

Consideration of the support for redevelopment can include

- a. Is the project area within or adjacent to a high-density zone? Should preference go to higher density areas, where the city is encouraging redevelopment?

A suggested criterion is that projects in/adjacent to

- MUR70, CB, MB and TC zones provide "strong" support for consideration in discussion by the Council.*
- MUR45 and MUR35 zones provide "medium" support for consideration in discussion by the Council.*

- *R and other zones provide “low” support for consideration in discussion by the Council.*

b. Is the project on an arterial? Preference could go to higher classification streets where more people travel. Briefly, the street classifications from the City TMP are:

- Principal arterial (Examples: Aurora Avenue, NE 175th Street and 15th Avenue NE)
- Minor Arterial (Examples: Meridian Avenue N, N/NE 185th Street and NW Richmond Beach Road)
- Collector arterials (Examples: Greenwood Avenue N, Fremont Avenue N and NW Innis Arden Way)
- Local Streets.

A suggested criterion is that a project on

- *Principal arterials receive a “high” ranking of support in Council consideration to proceed with the undergrounding*
- *Minor arterials receive a “medium” ranking of support in Council consideration to proceed with the undergrounding*
- *Collector arterial or local streets receive a “low” ranking of support in Council consideration to proceed with the undergrounding.*

c. Does undergrounding facilitate structures closer to the property line? (avoiding a setback for overhead power lines) where no setbacks are desired. SMC Section 20.50.020 identifies where no setback is desired, notably (with exceptions) along the front of properties along arterials in the MUR 70, 45 and 35 zones and in the commercial zones.

A suggested criterion is a response of YES provides support for Council consideration to proceed with the undergrounding

d. Will it support a needed upgrade of the existing electrical system? An example is that in some areas the existing overhead power lines carry two phase power that may hinder redevelopment and undergrounding may facilitate an upgrade to three phase power.

A suggested criterion is a response of YES provides support for Council consideration to proceed with the undergrounding

(It is worth noting is that it is difficult, perhaps even not feasible, to achieve undergrounding in an area through re-development one parcel at a time.)

6. Are there other reasons that support, or preclude undergrounding on a project?

Consideration of other reasons may include:

- Can the project schedule accommodate undergrounding? This criterion is to avoid a decision to underground that could put other project requirements at risk (examples: firm opening date commitment or grant

obligation requirements). Design and coordination of undergrounding also takes extensive time that could exceed the other elements needed for the design.

A suggested criterion is a response of YES provides support for Council consideration to proceed with the undergrounding.

- b. Is the project adjacent to roadways with no overhead utilities? If so, undergrounding would create a larger area without overhead utilities.

A suggested criterion is a response of YES provides support for Council consideration to proceed with the undergrounding.

- c. Does undergrounding this project provide an opportunity to coordinate design and construction with other utility upgrades? An opportunity to coordinate design and construction of could reduce overall project costs and disruption during construction.

A suggested criterion is a response of YES provides support for Council consideration to proceed with the undergrounding.

- d. Other items to consider?
List any items.

Street Lighting

Although not a criterion, street lighting may be affected by a decision on undergrounding. If the overhead utilities on a street are undergrounded, the power poles that the streetlights are affixed to will be removed and standalone street lighting standards will need to be included into the project. If the overhead utilities on a street are not undergrounded the existing streetlights can remain in service or standalone street lighting standards can be provided where needed.

Application of Criteria to 145th Street – Aurora Avenue to I-5

Staff has applied the criteria discussed above to the 145th Street corridor project. Although this project is not a customary project on a city street entirely within the city limits, application of the criteria is useful to assist in evaluating the criteria and determine whether to underground all or a portion of 145th Street.

This project has several unique features to consider in weighing undergrounding overhead utilities. The City is currently designing the entire corridor, though the initial project phase proposed to be built is between 1st Avenue and I-5. Although the City is leading the project design and construction, it is not within the City limits. The south Shoreline City limit is generally at the back of north sidewalk which means the existing power poles are not within the Shoreline City limits. The electrical power lines are on south side of the street with Seattle while the telecommunications, cable, and other lines are on the north side of the street adjacent to Shoreline but within Seattle. The design focuses improvements and widening on the north side of the street except at the intersections where signal operations and improved ADA access improvements are

needed on the south side of the street. Seattle has not expressed an interest in providing corridor improvements, including undergrounding overhead utilities, within the Seattle City limits.

The current estimated cost of undergrounding electrical power and other overhead utilities from Meridian Avenue to I-5 is \$2.9 million. Undergrounding the telecommunications and cable utilities is estimated at \$1.2 million. Phase 1 from 1st Avenue to I-5 has funding using most of all of the available Connect Washington funds and is anticipated to be constructed in advance of opening the Shoreline South/145th Street Station. The estimated construction cost includes undergrounding costs. However, most underground costs are not eligible for reimbursement from Connecting Washington or other grant funds. As the project is outside the City limits, use of the City SCL Franchise Undergrounding agreement is not available to the City. Undergrounding the overhead electrical power would have to be done at city expense and with agreement by SCL to perform the work. Phase 2 and future phases are not fully funded.

For consideration of undergrounding, the project area has been divided into segments that match the adjoining Shoreline land use and best align with the criteria. The segments are West Gateway (Aurora Avenue to Stone Way), West Interior (Stone Way to Meridian Avenue) and East Interior (Meridian Avenue to 1st Avenue) and the West Gateway (1st Avenue to I-5). Also shown with each land use segment is the associated construction phase. These segments are shown in Figure 1.

Figure 1 – 145th Street Segments



Using the criteria discussed above on these segments of the project, Table 2 below summarizes the information. The criterion is not weighted, it is a starting point for discussion. The coloring in the table provides a visual cue to help show where response the criterion supports or does not support moving forward with undergrounding. Green is strong support, yellow is medium support and red is low or no support.

Takeaways from the application of the criterion and the project features are:

- The project meets City requirements for undergrounding.
- The project is not eligible to use the City's SCL franchise undergrounding section. The City would have to use city funds to perform this work.
- As the electrical power lines are on the south side of the street, undergrounding overhead power does not support the Shoreline property development.
- Undergrounding the telecommunications and cable utilities on the north side of the street facilitate better use of the sidewalk and amenity zones. Costs associated with this work are less, opportunity for cost sharing may exist.
- Undergrounding the East Gateway and West Gateway segments receive the strongest support for undergrounding.
- Undergrounding the East Interior from Meridian Avenue to 1st Avenue receives medium support for undergrounding.

Recommendation on Undergrounding of 145th Street

Staff does not recommend undergrounding the overhead electrical power along 145th Street, which is on the south (Seattle) side of the street. However, staff does recommend undergrounding the overhead telecommunications, cable, and other utilities in Phase 1 and Phase 2 (Meridian Avenue to I-5) if negotiations with utilities and property owners reduce city costs.

Recommendation on Evaluation Criteria

Staff recommends using the evaluation criteria discussed above where the City Council considers the designation for undergrounding of a capital improvement or public works project per SMC 13.20.

Table 2 – Proposed Undergrounding Criteria Applied to 145th Street

Undergrounding Criterion 145 th Street Aurora Avenue to I-5	Future West Gateway Aurora to Stone	Future West Interior Corridor Stone to Meridian	Phase 2 East Interior Corridor Meridian to 1 st	Phase 1 East Gateway 1 st to I-5
1. Meet City Code?				
a. Is there an associated capital project?	Y	Y	Y	Y
b. Electrical carrying facilities over 35kV?	N	N	N	N
2. Eligible for use of SCL UG Agreement?	N	N	N	N
3. Sufficient size				
a. Length greater than 500' or one block?	Y	Y	Y	Y
b. Est. cost over \$1.5M?	Y	Y	Y	Y
4. Est. surcharge cost to Shoreline residents				
a. Project surcharge less than \$1.00/mo.?	N/A	N/A	N/A	N/A
b. Cumulative surcharge less than \$10.00/mo.?	N/A	N/A	N/A	N/A
5. Support redevelopment				
a. Within or adjacent to a high-density zoning?	H	L	M	H
b. Is the project on a principal or minor arterial?	Principal	Principal	Principal	Principal
c. Facilitate structures closer to the property line?	N	N	N	N
d. Will it support needed electrical system upgrades	N	N	N	N
6. Other reasons the support or preclude undergrounding?				
a. Can the schedule accommodate undergrounding	Y	Y	Y	Y
b. Adjacent to roadways with no overhead utilities?	N	N	N	N
c. Coordinate with other utility upgrades?	N	N	Y	Y
d. Other items?	None	None	None	None

Example Application of Criteria to 145th Street

As mentioned earlier, using the SCL Franchise Agreement for undergrounding on 145th Street is not available to the City because the overhead electrical lines are outside the Shoreline City boundary. However, as an example of undergrounding cost and how they may apply within the criteria, the surcharges have been calculated for undergrounding the overhead utilities on 145th street from Meridian Avenue to I-5. The additional surcharges for an undergrounding cost of \$2.9 million are shown on Table 3 below (this is a modification of Table 1).

This reference is provided as background to inform the discussion on the criteria and how information may be provided on future undergrounding decisions.

Table 3 – Current Undergrounding Surcharges with 145th Street (Meridian Ave to I-5)

Project	Surcharge (\$/KWH)	Ave Monthly Residential Charge	Sunset Date	Estimated Cumulative Surcharge after Sunset	Est. Ave. Comulative Monthly Residential Charge	Estimated Cumulative Surcharge after Sunset (w/145th)	Est. Ave. Comulative Monthly Residential Charge (w/145th)
Total	\$ 0.0069	\$ 5.56	N/A	\$ 0.0069	\$ 5.56	\$ 0.0075	\$ 6.02
North City	\$ 0.0007	\$ 0.56	Dec-32	\$ 0.0062	\$ 5.00	\$ 0.0068	\$ 5.46
Aurora Ph 1	\$ 0.0017	\$ 1.37	May-33	\$ 0.0045	\$ 3.63	\$ 0.0051	\$ 4.09
Aurora Ph 2	\$ 0.0018	\$ 1.45	Dec-37	\$ 0.0027	\$ 2.18	\$ 0.0033	\$ 2.64
Aurora 3A	\$ 0.0005	\$ 0.40	Jul-40	\$ 0.0022	\$ 1.77	\$ 0.0028	\$ 2.24
Aurora 3B	\$ 0.0022	\$ 1.77	Dec-41	\$ -	\$ -	\$ 0.0006	\$ 0.46
145th Ph 1	\$ 0.0006	\$ 0.46	Dec-45	N/A		\$ -	\$ -

Note – The Estimated Average Cumulative Monthly surcharge is the amount after the project rolls off (e.g. with 145th Street included, in Dec 2032 the surcharge drops from \$6.02 to \$5.46, then drops to \$4.09 in May 2033).

COUNCIL GOALS ADDRESSED

This project addresses the following City Council Goals:

- Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.
- Council Goal 3: Continue preparation for regional mass transit in Shoreline.

RESOURCE/FINANCIAL IMPACT

The City has received a FHWA Surface Transportation Program grant for \$4,235,000 and will use \$660,960 from the Roads Capital fund for design and environmental services on the entire 145th Street corridor.

After final design on the corridor is complete, the focus will be on right of way acquisition and construction from Meridian Avenue to I-5. Phase 1, from 1st Avenue to I-5 has an estimated cost of \$22 million and revenue of \$22 million allocated from the Connecting Washington funds. The Connecting Washington funding is currently on hold by the State as they assess the impacts of I-976 (this may change after publication of this Staff Report). Phase 2 from Meridian Avenue to 1st Avenue may have limited funding

depending on remaining funding from Phase 1, the remainder of the corridor from Aurora Avenue to Meridian Avenue has no revenue allocated to right of way acquisition and construction.

Undergrounding costs from Meridian Avenue to I-5 (Phases 1 and 2) have been estimated at \$2.9 million. However, the City cannot use the use the Undergrounding Agreement discussed in the City's franchise agreement with Seattle City Light as 145th Street is outside the franchise area, and funding to perform this work is generally not eligible under transportation grant funding requirements. Funding all or part of the undergrounding of overhead as part of the 145th corridor project will require City funds.

RECOMMENDATION

No action is required tonight; this item is for discussion purposes only. Staff is specifically looking for input and direction on criterion that can be used in evaluating undergrounding of overhead utilities for a variety of capital projects, and confirmation on potentially undergrounding all or a portion of the 145th Corridor Project.

ATTACHMENTS

Attachment A – Example Seattle City Light Billing with Undergrounding Charges

Attachment A – Example Shoreline SCL bill

Seattle City Light Bill

107256

Pay your bill online at www.seattle.gov/paylightbill
 Questions? Visit us on the web at www.seattle.gov/light
 Or call 206-684-3000 or 1-800-952-1181 (out of area calls only)

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 CD-5
 861732972619

Summary of charges as of October 14, 2019

Payments received after October 14, 2019 are not reflected.

Previous balance:	249.46
September 05, 2019 Payment - THANK YOU:	249.46 CR
Balance:	0.00
Current billing:	277.92
TOTAL AMOUNT DUE ON November 04, 2019	\$277.92

- DETAILED BILLING INFORMATION

Electric Service

Service From	Service Through	Previous Reading	Current Reading	kWh Multiplier	kWh Usage
Aug 14, 2019	Oct 14, 2019	24535.00	26537.00	1	2002.00

Meter Number: 2175780 Service Category: KWH

Base Service Charge.....		9.03
Summer Residential Energy	470.00 KWH x \$0.0966 per KWH	45.40
Summer Residential Energy	1072.52 KWH x \$0.1417 per KWH	151.98
*North City Underground	1542.52 KWH x \$0.0007 per KWH	1.08
*Aurora Ph 1 Underground	1542.52 KWH x \$0.0017 per KWH	2.62
*Aurora Ph 2 Underground	1542.52 KWH x \$0.0018 per KWH	2.78
*Aurora 3A Underground	1542.52 KWH x \$0.0005 per KWH	0.77
*Aurora 3B Underground	1542.52 KWH x \$0.0022 per KWH	3.39
Base Service Charge.....		2.69
Winter Residential Energy	224.00 KWH x \$0.0966 per KWH	21.64
Winter Residential Energy	235.48 KWH x \$0.1417 per KWH	33.37
*North City Underground	459.48 KWH x \$0.0007 per KWH	0.32
*Aurora Ph 1 Underground	459.48 KWH x \$0.0017 per KWH	0.78
*Aurora Ph 2 Underground	459.48 KWH x \$0.0018 per KWH	0.83
*Aurora 3A Underground	459.48 KWH x \$0.0005 per KWH	0.23

Seattle City Light Bill

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DETAILED BILLING INFORMATION *(continued from page 1)*

Electric Service

*Aurora 3B Underground	459.48 KWH x \$0.0022 per KWH	1.01
	Current Electric Service:	277.92

** Capital project(s) approved by the City of Shoreline*

CURRENT BILLING: 277.92