

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussion and Update of the 2019-2024 Capital Improvement Plan		
DEPARTMENT:	Public Works		
PRESENTED BY:	Tricia Juhnke, City Engineer		
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 is required to adopt a six-year Capital Improvement Plan (CIP) to identify and approve projects based on projected revenues and expenditures. The CIP draws projects from other plans previously approved by the City Council, such as the Parks, Recreation and Open Space (PROS) Master Plan, the Surface Water Master Plan, and the Transportation Improvement Plan (TIP). The 2019-2024 CIP adopted in November 2018 and amended through May 2020, sets the direction for staff in the development and implementation of capital projects throughout the City. The Proposed 2021-2026 CIP will be submitted to Council for review in October and approval in November along with the City Manager's 2021-2022 Proposed Biennial Budget.

At tonight's meeting, Council will be provided the opportunity to review the status of the four capital funds including any significant changes to projects that were approved in the 2019-2024 CIP. Council will also have the opportunity to provide input and direction to staff for the development of the 2021-2026 CIP.

RESOURCE/FINANCIAL IMPACT:

The six-year Capital Improvement Plan must be balanced based on reasonable assumptions of revenues and expenditures, including:

- The reliance of the General Capital and Roads Capital funds on Real Estate Excise Tax (REET) to fund transportation, parks and general capital projects and programs.
- General Fund contributions to the General Capital, Facilities Major Maintenance, and Roads Capital Funds.
- Impact Fees, issuance of bonds or Bond Anticipation Notes (BAN), and grants that also help capital projects.
- Vehicle License Fees have been removed as a funding source through adoption of a budget amendment in November 2019 in response to the passage of I-976 earlier that month.
- New since the adoption of the 2019-2024 CIP is the programming of bond proceeds for new sidewalk projects, the debt service for which is paid with the

0.2% Transportation Benefit District Sales & Use Tax increase approved by voters in November 2018.

- An update of project budgets to include 1% for the Arts contributions consistent with the code changes made earlier in 2020. This results in application of 1% for the Arts to projects and programs that previously did not contribute to the 1% for the Arts program.

In addition to the financial constraints the availability of staff resources will be incorporated into the scheduling of various projects. Based on the current list of capital projects, any new projects will most likely be scheduled to begin in 2022 or later.

RECOMMENDATION

No formal action is required tonight; however, City staff is interested in Council's feedback and input for the development of the 2021-2026 CIP.

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

INTRODUCTION

The City is required to adopt a balanced six-year Capital Improvement Plan (CIP). This plan is broken into four funds – General, Facilities Major Maintenance, Surface Water and Roads. The 2019-2024 CIP was adopted on November 19, 2018 with the 2019-2020 Biennial Budget. Similarly, the 2021-2026 CIP will be adopted in November 2020 with the 2021-2022 Biennial Budget.

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 the community's long-term needs and the vision for the City. The Parks, Recreation and Open Space Plan was adopted in 2017 and the Surface Water Master Plan was adopted in 2018. These plans can be found at:

- Parks, Recreation and Open Space Plan 2017-2023 found at [Parks Recreation and Open Space Plan](#)
- 2018 Surface Water Master Plan found at [2018 Surface Water Master Plan](#)

The Transportation Master Plan (TMP) is being revised in phases with adoption anticipated in 2022. Council approved the sidewalk prioritization component of the TMP in 2018. The most current TMP was adopted in 2011 and can be found at [2011 Transportation Master Plan](#).

The Council also adopts a six-year Transportation Improvement Plan (TIP), as required by law, that defines projects and priorities for transportation related projects. State law requires the TIP to be adopted by July of each year. The 2021-2026 TIP, adopted by Council on June 1, 2020, serves as a guide for establishing transportation priorities for the CIP and can be found at the [2021-2026 Transportation Improvement Plan](#).

The Surface Water Utility is unique in that it is funded almost entirely by surface water utility fees and must address both operating and capital needs with this funding. As operating needs increase, there is less available revenue for capital needs and vice-versa. The Council has the discretion to adjust the rates of the utility as necessary to ensure adequate revenue to meet the operational and capital needs of the utility. The rates were reviewed and adjusted as part of the 2018 Surface Water Master Plan update. The Plan also serves as a guide for establishing surface water priorities for the CIP.

The Council will review and approve the 2021-2026 CIP in conjunction with the 2021-2022 Biennial Budget in November 2020.

DISCUSSION

Fund summaries are included for all four capital funds as Attachments A through D to this staff report. These fund summaries include updated costs for existing projects and updated revenue forecasts. Based on these updates, the summary shows an updated fund balance.

A couple of updates that impact multiple funds are worth highlighting:

Real Estate Excise Tax Projections

In both the General Capital and Roads Capital funds the projections for Real Estate Excise Tax (REET) have been reduced. REET projections are based on (1) past Shoreline performance of both (i) the value of real estate and (ii) number of real estate transactions in the City, and (2) Puget Sound Economic Forecaster's (PSEF) projections of future housing prices and home sales in the region. Staff has incorporated factors from the PSEF April 2020 Update into the updated revenue projections. Comparing updated projections of potential REET collections to the forecast presented in the 2019-2024 CIP, reveals a potential increase in the forecast for 2020 and 2021 of approximately \$0.510M, and a shortfall of \$0.951M for 2022-2024, for a net reduction of \$0.441M between the two funds. PSEF will be providing its next economic update in late-June that will serve as the foundation upon which the 2021-2026 proposed CIP will be developed.

1% for Arts

The CIP has been updated to include 1% for the Arts consistent with the code changes approved by the Council earlier in 2020. This results in application of 1% for Arts to projects and programs that previously did not contribute to the 1% for Arts program. A couple of items worth highlighting:

- Adding 1% for the Arts to the Surface Water Utility results in an estimated \$221,000 in surface water funds being directed to support art components in the projects.
- Many projects, especially large transportation projects, are funded by grants that cannot be used for contribution to the arts program; consequently, these contributions will need to come out of the associated capital fund. As an example, phases 1 and 2 of the 145th corridor project are estimated to contribute \$435,000 in Roads Capital funding to the 1% for Arts Fund.

General Capital Fund

The General Capital Fund contains a combination of facility, park and open space projects. Funding for these projects typically come from General Fund revenues, REET, Park Impact Fees, and grants when available.

Attachment A is the fund summary for the General Capital Fund. Based on the update of current projects and revenues, the fund has a small negative fund balance in 2023. This will impact the ability to add additional projects without impacting existing projects.

It is worth noting that the General Capital Fund contributes approximately \$670,000 per year to the debt service for City Hall. These bonds will not be retired until 2039. Until then, the revenue available in this fund to support other projects and programs will be limited.

Several significant revisions or adjustments have been made to the updated fund summary in Attachment A compared to the 2019-2024 CIP as amended.

- **Playground Replacement** – this was a new project in the 2019-2024 CIP with \$1,000,000 for the 2019-2020 biennium. This program has been extended to include \$500,000 in funding for the 2021-2022 biennium.
- **PROS Plan Acquisitions** – this project has been added to account for the bonds issued for purchase of the Storage Court and other properties. It also includes revenue from the Conservation Futures Grants from King County and assumes that both funding sources are fully utilized for PROS plan property acquisitions.
- **Community and Aquatics Center** – this has been revised to no longer reflect future funding or expenditures for the construction of the facility recognizing the 2019 Proposition 1 ballot measure did not pass. However, \$250,000 has been identified for planning for a future facility that may lead to potential bond measure in 2024 or later
- **City Maintenance Facility (CMF)** - this project is proceeding with Phase 1, early construction at North Maintenance Facility, primarily to support the Grounds Maintenance Division, design and construction of the facilities at the Brightwater Portal site, and preliminary design at Hamlin Yard and North Maintenance property, in alignment with previous Council direction. Funding for this project has been allocated from general revenues that have been set aside in previous years and Surface Water Utility revenues. With the current funding outlook, the funding approach will be re-evaluated with the 2021-2022 budget process. At this time Phase 2, final design and construction of a CMF at Hamlin Yard and North Maintenance property, is still programmed, but with unidentified funding. This phase will likely be deferred until after 2026 and not included in the 2021-2026 CIP.

In addition to these revisions, the following issues have been identified that may impact the development of the 2021-2026 CIP:

- **Demolition or Decommissioning of the Shoreline Pool** – It is anticipated that the City will discontinue operating the Shoreline Pool in the next year. A new project is needed to either demolish or decommission the existing facility. Demolition is estimated at \$1 million.
- **Turf Replacement and Field Lighting** – Field turf needs to be replaced approximately every ten years. Twin Ponds turf is scheduled for replacement in 2026 and should be programmed into the 2021-2026 CIP. Based on previous projects, cost of replacement is estimated at \$1,000,000. The CIP continues to set-aside \$130,000 per year in field rental revenue for the replacement of field turf but this is not anticipated to fully cover the costs.
- **Grant Match** - Grants are a key component to the funding of projects. The typical source of grants for park projects require a 50% match. The current CIP has two projects - Shoreview Park Trail Repair and Replacement and the Kruckeberg Environmental Education Center - that assume grants or other funding sources to fund the projects. Match for these grants will likely need to come from the General Fund or REET in future years for the projects to proceed.

Facilities Major Maintenance Fund

This fund supports major maintenance capital improvements at City facilities such as the Shoreline Pool, Spartan Gym, Parks Restrooms, and City Hall. Funding is through

an annual General Fund contribution of \$124,032. Attachment B provides a fund summary. No additional projects are anticipated in this fund at this time. Two key items in this fund include:

- **Shoreline Pool** – Council has identified the intent to stop operation of the pool and as a result maintenance funding has been removed starting in 2021.
- **Richmond Highlands Community Center** – the 2019-2024 CIP included funding to design the replacement of the roof and upgrade the fire suppression system. The CIP was amended in November 2019 to include a grant from the Department of Commerce to fund the roof replacement. Additional funding is needed for the fire suppression system.

Surface Water Utility Fund

The Surface Water Utility Fund must address both operational and capital expenditures for the utility, which creates unique financial and programmatic challenges. Attachment C to this staff report is the fund summary for Surface Water Utility Fund focusing on the capital projects and programs. Attachment C also shows the utility rate increases and rate structure as developed in the 2018 Surface Water Master Plan. Different from the other funds, the utility fund is required, by financial policy, to maintain a “Minimum Required Reserve” of 20% of Operating Revenue. The preliminary fund summary drops below the required reserve level in 2021. Updates to project delivery schedules will resolve this situation.

As mentioned previously, new to the Surface Water Utility is the inclusion of 1% for the Arts applied to construction. Staff will be coordinating with Parks, Recreational and Cultural Services on the art components of the applicable projects.

The Surface Water Master Plan (SWMP) was adopted in 2018 and serves as the basis of the 2019-2024 CIP. There is very little change from the 2018 Surface Water Master Plan but there are a couple items worth highlighting:

- **Hidden Lake Dam Removal** – this project continues in the design phase and is approaching permit application status. The construction cost estimates have increased but there is adequate funding available in the utility to cover the increased costs. It is likely that construction will begin in 2022, rather than 2021, based on property negotiations and changes in staffing resources.
- **Pump Station 26** – an analysis of the pump station completed in 2019 demonstrated the need to fully reconstruct the pump station. This project will also address redevelopment occurring in the NE 185th Street light rail station subarea. The cost of reconstruction is higher than originally anticipated. Funding has been made available through the delay of other projects.
- **Westminster Stormwater Pipe Replacement** – in coordination with the redevelopment of Shoreline Place there is a need to relocate an existing stormwater pipe into Westminster Way. This work is being completed with the Westminster and 155th intersection project. The utility fund is anticipated to contribute up to \$500,000 for the construction of this storm system.
- **25th Avenue NE Flood Reduction Project** – the design of this project was completed to 60% design and has been placed on hold as planned. The

construction of this project will be deferred past 2026 because construction needs to occur after construction of the CMF at North Maintenance Facility property, which is undetermined at this time.

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 REET, Transportation Impact Fees (TIF), General Fund contributions and various grants. Vehicle License Fees (VLF) have been removed as a funding source as a result of the passage of I-976 in November 2019. Now since the adoption of the 2019-2024 CIP is the programming of bond proceeds for new sidewalk projects, the debt service for which is paid with the 0.2% Transportation Benefit District Sales & Use Tax increase approved by voters in November 2018.

Attachment D to this staff report shows the fund summary for the Roads Capital Fund. This summary includes updated estimates for current project expenditures and revenue projections. The fund summary indicates a negative fund balance beginning in 2024 and reaching a deficit of approximately \$900,000 in 2025. This short-term deficit can be attributed primarily to the decrease in REET projections and minor increases in project costs. During development of the 2021-2026 CIP, expenditures and revenues will be refined to obtain a balanced fund.

The following issues have been identified for Roads Capital Fund:

- **New Sidewalk Program** – this new program has been added since the adoption of the 2019-2024 CIP. In 2019, the City issued \$11.6 million in bonds to begin funding this program. Currently two of the twelve routes are in design and additional routes will be programmed in the updated CIP.
- **Sidewalk Rehabilitation** – Historically, the General Fund contributed \$152,517 annually to fund sidewalk repair. This expanded program was to be funded through a new ongoing revenue source, a \$20 per vehicle increase in VLF, with additional one-time General Fund contributions totaling \$305,034 in the 2019-2020 biennium that would be reduced 50% to \$152,517 for the 2021-2022 biennium and reduced to \$0 for 2023 and beyond. Funding for this project was reflected that way in the CIP until passage of I-976 in November 2019 prompted the need to remove this funding source through the budget amendment adopted in November 2019. No change from the previously programmed level of General Fund contribution is being proposed at this time. Options for funding sidewalk rehabilitation will need to be explored in the future.
- **Grant Match** – Grants are a significant contributor to project funding. Most grants require varying levels of local match. Since 2017 a portion of REET has been set aside for grant match within the Roads Capital Fund. Prior to 2017, the general fund had supplied funding for the grant match program. Since 2015, the City has been able to secure approximately \$12.5 million in funding with approximately \$836,000 of grant match. Additional grant funding has been secured without utilizing the grant match program. The 2019-2024 CIP includes \$1.2 million for grant match; this includes increasing the grant match from

\$100,000 per year to \$250,000 starting in 2021. Based on these contributions through 2025 there is approximately \$1.6 million available for grant match. This strategy has enabled the City to pursue funding and move forward on the City's desired schedule. With the reduced REET projections it may be difficult to set aside \$250,000 per year, meet other project or program needs, and keep the fund balanced.

- **Grant Awards** – since adoption of the existing CIP, the City was awarded grants on several projects some of which were new projects that have been added to the CIP. These include:

Project	Grant
NEW - Ridgecrest School	Safe Routes to School (SRTS)
NEW - Richmond Beach Road Mid-block crossing and pedestrian flashers	Highway Safety Improvement Program (HSIP)
NEW - Meridian Ave Safety Improvements	Highway Safety Improvement Program (HSIP)
NEW - 195 th pedestrian bridge connectors	Transportation Improvement Board Complete Streets Program
Westminster and 155 th Intersection	Transportation Improvement Board
148 th Non-motorized bridge	Surface Transportation Program (STP) Sound Transit System Access King County Levy

- **Grant Strategy** – most grants are offered on a cyclical basis with the most grants applications being submitted every two years. 2020 is a year with a high volume of grant applications. The strategy for this year's cycle is primarily to focus on grants for existing projects. In some cases, a project may be submitted for multiple projects either to increase the total amount of grants or with the objective of receiving one of the grants. The following table shows most of the projects and grant submittals for 2020.

Project	Grant(s)
145 th Interchange	Federal BUILD Federal STP large projects (regional and countywide) Transportation Improvement Board
145 th Corridor phase 1 (I-5 Interchange to Corliss)	Federal STP large projects (regional and countywide)
145 th Off- corridor bike network (phase of 145 th Corridor project)	Federal STP non-motorized WSDOT pedestrian and bike
5 th Ave Trail along the Rail (supplements with 5 th Ave Sidewalks)	Federal STP non-motorized WSDOT pedestrian and bike
Linden Ave (NE 175 th to NE 185 th)	Safe Routes to School
Annual Road Surface Maintenance (ARSM) - N 155 th (Midvale to Meridian)	Federal pavement preservation
ARSM – 25 th Ave NE (NE 152 nd to NE 168 th St	Federal pavement preservation

Project	Grant(s)
ARSM – Greenwood Ave N (N Innis Arden Way to Carlyle Hall Rd)	Federal pavement preservation

The timing of these applications and results vary, with state funded grants dependent on authorization of the state budget in 2021. Staff anticipates hearing preliminary results on several of these at the end of June.

- **Annual Road Surface Maintenance (ARSM)** – Historically, this program was funded by the ongoing revenue source from the original Transportation Benefit District’s \$20 per vehicle VLF. Funding for this project was reflected in the CIP until passage of I-976 in November 2019 prompted the need to remove this funding source through the budget amendment adopted in November 2019. Council discussed funding alternatives for this program during the 2020 Council Strategic Planning Workshop. Based on that discussion, the program will be maintained in 2021-2022 with existing unallocated Roads Capital reserves. In 2023, the program will be reduced to \$530,000 per year consistent with the program funding excluding VLF, unless another revenue source is identified to increase the funding levels. A key focus of this program is to complete a pavement condition assessment in 2020 and update the program needs and priorities in 2021. This information can be utilized for future conversations on funding alternatives.
- **Westminster and NE 155th Street** – this project is under construction and will be completed in fall 2020. The construction is funded by a combination of grant funds from Transportation Improvement Board (TIB), surface water for the stormwater pipe relocation and developer contribution. The Development Agreement with Merlone Geir Partners (MGP) includes transportation mitigation funding in support of this project. These mitigation fees will be paid at the time of permit issuance anticipated in 2021. These mitigation fees will be recorded in the General Fund. A future appropriation will be necessary to transfer these monies to the Roads Capital fund to support this project.
- **145th Street Corridor** – this project is proceeding towards 60% design and is scheduled to begin Right of Way Acquisition (ROW) in Phase 1 in late summer of 2020. The project is being divided into phases for ROW and construction. The first phase, I-5 interchange to Corliss, is fully funded (Connecting Washington funds); the second phase, Corliss to Meridian, is partially funded, and the third phase Meridian to Aurora is unfunded. Construction for the first phase is targeted for 2024. An additional phase for the Off-Corridor Bike Network provides a signed, local-street route, north of 145th Street that connects the Interurban Trail with the 148th Non-motorized bridge and ultimately to the Burke-Gilman Trail. Construction for the first phase the Off-Corridor Bike Network are targeted for 2024.
- **145th Interchange** – this project is proceeding toward 30% design of the round-about concept. The project will be fully funded assuming a \$10 million contribution from Sound Transit is secured and the City is awarded a federal grant through Puget Sound Regional Council. The City will design the project to 30% and it is the intent that WSDOT will manage the rest of design and construction.

- **160th/Innis Arden/Greenwood** – The City completed a concept study in conjunction with the Shoreline Community College (SCC). Improvements of this intersection are required as mitigation to the residence hall project completed in fall 2019. This mitigation is required to be completed within six years or 2025. SCC is interested in providing all funding to the City to deliver the roundabout configuration for the intersection.
- **Transportation Master Plan** – Updating this plan in alignment with the update of the Comprehensive Plan starting in 2020. While the project is currently funded in the CIP, additional funding will be needed to complete the update and specifically to address key elements such as establishing a multi-modal level of service and updating the traffic model utilized to determine Transportation Impact Fees. It is anticipated that an additional \$500,000 will be required to fully fund the update to the Master Plan.
- **Large Project Funding** – the City is actively and aggressively pursuing design and construction of several large projects. Attachment E provides information on the projects currently utilizing federal funds and the unfunded portions of the project. The unsecured funding is estimated at approximately \$83 million. Approximately \$55 million of unsecured funding is intended for project completions prior to light rail operations in 2024.
- **Additional Projects** – there are several other projects that have been discussed with Council with a desire to fund that are not anticipated to be included in the 2021-2026 CIP primarily because additional funding is not available. These include:
 - *185th corridor* – in completion of the corridor study it was determined to evaluate and develop funding strategies in 2021.
 - *Trail Along the Rail* – with the exception of limited current funding and potential grants for the 5th Avenue section, no additional funding is being proposed.
 - *3rd Avenue Woonerf* – preliminary discussions have started with adjacent developers but timing of re-development and how it relates to the City is unknown at this time.

COUNCIL GOAL(S) ADDRESSED

The CIP impacts or addresses several Council Goals, including:

- Council Goal 1 - Strengthen Shoreline's economic climate and opportunities
- 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 six-year Capital Improvement Plan must be balanced based on reasonable assumptions of revenues and expenditures, including:

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In addition to the financial constraints the availability of staff resources will be incorporated into the scheduling of various projects. Based on the current list of capital projects, any new projects will most likely be scheduled to begin in 2022 or later.

RECOMMENDATION

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ATTACHMENTS

- Attachment A – General Capital Fund Summary
- Attachment B – Facilities Major Maintenance Fund Summary
- Attachment C – Surface Water Utility Fund Summary
- Attachment D – Roads Capital Fund Summary
- Attachment E – Large Project Funding Summary

City of Shoreline 2019 - 2025 Capital Improvement Plan
Program Summary
General Capital Fund

	PRIOR-YRS	2019CB	2019E	2020CB	2020E	19-20CB	19-20E	2021E	2022E	2023E	2024E	2025E	CIP TOTAL
PROJECT EXPENDITURES													
<u>PARKS MAINTENANCE PROJECTS</u>													
BOEING CREEK SHOREVIEW PARK TRAIL REPAIR	-	250,000	-	1,642,000	-	1,892,000	-	-	1,892,000	-	-	-	1,892,000
ECHO LAKE PARK IMPROVEMENTS	478,042	195,793	116,384	-	75,127	195,793	191,511	-	-	-	-	-	191,511
KING COUNTY, TRAILS AND OPEN SPACE REPLACEMENT LEVY	71,099	-	-	-	225,000	-	225,000	225,000	137,376	225,000	-	-	812,376
KRUCKEBERG ENV ED CENTER (RESIDENCE STABILIZATION)	-	-	-	265,000	-	265,000	-	-	265,000	-	-	-	265,000
PARK ECOLOGICAL RESTORATION PROGRAM (SAI 8)	157,152	80,000	103,239	-	150,000	80,000	253,239	-	-	-	-	-	253,239
PARKS IMPROVEMENTS-SOUND TRANS	-	113,000	-	-	-	113,000	-	-	-	-	-	-	-
PARKS REPAIR AND REPLACEMENT	2,800,112	270,528	156,971	263,054	376,612	533,582	533,583	275,000	275,000	275,000	275,000	275,000	1,908,583
PLAYGROUND REPLACEMENT	-	500,000	597,493	500,000	402,507	1,000,000	1,000,000	500,000	-	-	-	-	1,500,000
RB SALTWATER PARK FIRE SUPPRESSION LINE	-	-	-	-	-	-	-	-	-	-	25,000	-	25,000
TURF & LIGHTING REPAIR AND REPLACEMENT	2,880,498	154,675	9,563	-	-	154,675	9,563	-	25,000	1,100,000	-	-	1,134,563
<u>FACILITIES PROJECTS</u>													
CITY MAINTENANCE FACILITY	3,469,294	998,114	522,972	748,500	1,159,282	1,746,614	1,682,254	3,551,000	742,300	5,554,700	15,393,000	4,097,000	31,020,254
CIVIC CENTER/CITY HALL	38,784,333	-	-	190,000	29,203	190,000	29,203	395,797	-	-	-	-	425,000
RICHMOND HIGHLANDS REC CENTER IMPROVEMENTS	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>PARKS DEVELOPMENT PROJECTS</u>													
COMMUNITY & AQUATICS CENTER	258,200	16,800	122,932	-	-	16,800	122,932	250,000	-	-	-	-	372,932
OUTDOOR MULTI-USE SPORTS COURT	-	-	-	75,000	-	75,000	-	-	-	-	-	-	-
PROS PLAN ACQUISITIONS (SAI7)	7,691	24,812,309	26,965	200,000	27,062,035	25,012,309	27,089,000	-	-	-	-	-	27,089,000
PARKS FACILITIES RECREATION AMENITIES (SAI3)	179,093	185,000	3,020	-	-	185,000	3,020	-	520,000	-	-	-	523,020
<u>PROJECTS TO BE COMPLETED IN CURRENT YEAR (2019)</u>													
POLICE STATION AT CITY HALL	8,868,400	135,919	104,592	-	-	135,919	104,592	-	-	-	-	-	104,592
<u>NON-PROJECT SPECIFIC</u>													
GENERAL CAPITAL ENGINEERING	1,830,438	81,356	38,909	95,172	95,172	176,528	134,081	85,000	85,000	85,000	85,000	85,000	559,081
COST ALLOCATION CHARGES	-	38,654	38,654	24,302	24,302	62,956	62,956	30,000	30,000	30,000	30,000	30,000	212,956
CITY HALL DEBT SERVICE PAYMENT	-	677,546	677,546	663,250	663,250	1,340,796	1,340,796	683,250	663,782	683,782	664,770	689,770	4,726,150
TOTAL EXPENDITURES	59,784,352	28,509,694	2,519,240	4,666,278	30,262,490	33,175,972	32,781,730	5,995,047	4,635,458	7,953,482	16,472,770	5,176,770	73,015,257
REVENUES													
REAL ESTATE EXCISE TAX	-	1,164,953	1,583,864	1,168,119	1,378,972	2,333,072	2,962,836	1,266,999	1,198,810	1,105,300	1,280,679	1,332,528	9,147,151
SOCCER FIELD RENTAL CONTRIBUTION	-	130,000	130,000	130,000	130,000	260,000	260,000	130,000	130,000	130,000	130,000	130,000	910,000
INVESTMENT INTEREST	-	6,710	29,882	2,167	2,167	8,877	32,049	22,695	23,978	18,579	-	7,822	105,123
CABLE - EDUCATION/ GOVT. GRANT	-	-	20,775	-	-	-	20,775	-	-	-	-	-	20,775
SALE OF CURRENT POLICE STATION	-	-	-	-	-	-	-	-	-	-	-	-	-
RENT REVENUE - STORAGE COURT	-	-	-	-	-	-	-	-	-	-	-	-	-
FUTURE FUNDING	-	-	-	1,907,000	-	1,907,000	-	140,300	2,649,300	5,554,700	15,393,000	4,097,000	27,834,300
LIMITED TAX GO BAN 2018	-	24,800,000	-	200,000	25,000,000	25,000,000	25,000,000	-	-	-	-	-	25,000,000
GENERAL FUND CONTRIBUTION	-	1,060,934	593,911	2,702,378	1,117,420	3,763,312	1,711,331	2,952,526	163,000	50,000	50,000	50,000	4,976,857
SURFACE WATER UTILITY FUND CONTRIBUTION	-	138,619	47,760	103,952	278,228	242,571	325,988	903,971	-	-	-	-	1,229,959
PARK IMPACT FEES	-	125,000	-	50,000	-	175,000	-	-	-	-	-	-	-
KC - 4CULTURE DEV. AUTH.	-	20,000	20,000	-	-	20,000	20,000	-	-	-	-	-	20,000
KC TRAIL LEVY FUNDING RENEWAL	-	120,000	134,259	-	225,000	120,000	359,259	225,000	225,000	225,000	-	-	1,034,259
KING CONSERVATION DISTRICT GRANT	-	45,000	62,809	-	-	45,000	62,809	-	-	-	-	-	62,809
INSURANCE RESTITUTION	-	33,464	15,500	-	17,964	33,464	33,464	-	-	-	-	-	33,464
CONSERVATION FUTURES TAX GRANT	-	-	-	-	2,089,000	-	2,089,000	-	-	-	-	-	2,089,000
YOUTH & AMATEUR SPORTS GRANT	-	-	-	25,000	-	25,000	-	25,000	-	-	-	-	25,000
DEPARTMENT OF COMMERCE	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL REVENUES		27,644,680	2,638,760	6,288,616	30,238,751	33,933,296	32,877,511	5,666,491	4,390,087	7,083,579	16,853,679	5,617,350	72,488,697
BEGINNING FUND BALANCE			1,157,568		1,375,246	1,157,568	1,157,568	1,418,447	1,089,891	844,520	(25,383)	355,526	1,375,246
TOTAL REVENUES			2,638,760		30,238,751	33,933,296	32,877,511	5,666,491	4,390,087	7,083,579	16,853,679	5,617,350	72,488,697
RESTRICTED AMOUNT FOR TURF REPLACEMENT												130,000	130,000
RESTRICTED AMOUNT FOR COMMUNITY & AQUATIC CENTER													
TOTAL EXPENDITURES			2,519,240		30,262,490	33,175,972	32,781,730	5,995,047	4,635,458	7,953,482	16,472,770	5,176,770	73,015,257
ENDING FUND BALANCE	1,157,568		1,375,246		1,418,447	1,914,892	1,418,447	1,089,891	844,520	(25,383)	355,526	666,106	718,686
TOTAL PUBLIC ART (1% CONSTRUCTION)			12,652		10,983	51,096	23,634	45,268	20,573	55,847	152,000	42,520	

City of Shoreline 2019 - 2025 Capital Improvement Plan
 Program Summary
 Facilities Capital Fund

	PRIOR-YRS	2019CB	2019E	2020CB	2020E	19-20CB	19-20E	2021E	2022E	2023E	2024E	2025E	CIP TOTAL	PROJECT TOTAL
PROJECT EXPENDITURES														
<u>PARKS MAINTENANCE PROJECTS</u>														
BOEING CREEK SHOREVIEW PARK TRAIL REPAIR	-	250,000	-	1,642,000	-	1,892,000	-	-	1,892,000	-	-	-	1,892,000	1,892,000
ECHO LAKE PARK IMPROVEMENTS	478,042	195,793	116,384	-	75,127	195,793	191,511	-	-	-	-	-	191,511	669,553
KING COUNTY, TRAILS AND OPEN SPACE REPLACEMENT LEVY	71,099	-	-	-	225,000	-	225,000	225,000	137,376	225,000	-	-	812,376	883,475
KRUCKEBERG ENV ED CENTER (RESIDENCE STABILIZATION)	-	-	-	265,000	-	265,000	-	-	265,000	-	-	-	265,000	265,000
PARK ECOLOGICAL RESTORATION PROGRAM (SAI 8)	157,152	80,000	103,239	-	150,000	80,000	253,239	-	-	-	-	-	253,239	410,391
<u>PROJECT EXPENDITURES</u>														
<u>GENERAL FACILITIES</u>														
POLICE STATION LONG-TERM MAINTENANCE	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CITY HALL LONG-TERM MAINTENANCE	114,750	77,904	22,147	(30,818)	24,939	47,086	47,086	108,400	40,000	100,000	100,000	-	395,486	510,236
CITY HALL GARAGE LONG-TERM MAINTENANCE	119,349	-	-	-	-	-	-	-	24,192	-	-	-	24,192	143,541
DUCT CLEANING	10,000	4,000	-	13,350	-	17,350	-	10,000	13,350	10,000	-	-	33,350	43,350
ROOF REPLACE & MAJOR REPAIR	89,670	-	-	-	-	-	-	-	-	-	-	-	-	89,670
<u>PARKS FACILITIES</u>														
PARKS RESTROOMS LONG-TERM MAINTENANCE	73,779	30,000	29,119	-	-	30,000	29,119	-	-	-	-	-	29,119	102,898
SHORELINE POOL LONG-TERM MAINTENANCE	1,172,949	20,000	35,905	20,000	-	40,000	35,905	-	-	-	-	-	35,905	1,208,854
RICHMOND HIGHLANDS COMMUNITY CENTER LONG-TERM MAINTENANCE	289,201	35,000	45	530,000	44,955	565,000	45,000	490,000	-	-	-	-	535,000	824,201
SPARTAN RECREATION CENTER	19,254	-	-	4,500	-	4,500	-	-	-	-	-	-	-	19,254
TOTAL EXPENDITURES	1,888,952	166,904	87,216	537,032	69,894	703,936	157,110	608,400	77,542	110,000	100,000	-	1,053,052	2,942,004
REVENUES														
GENERAL FUND OPERATING TRANSFER	-	124,032	124,032	49,032	4,077	173,064	128,109	94,032	124,032	124,032	124,032	124,032	718,269	-
DEPARTMENT OF COMMERCE	-	-	-	490,000	-	490,000	-	490,000	-	-	-	-	490,000	-
SHORELINE SCHOOL DISTRICT	-	-	-	-	-	-	-	-	-	-	-	-	-	-
INVESTMENT INTEREST	-	883	883	192	766	465	1,649	492	151	1,177	1,511	2,073	7,052	-
TOTAL REVENUES	-	124,915	124,915	539,224	4,843	663,529	129,758	584,524	124,183	125,209	125,543	126,105	1,215,321	-
BEGINNING FUND BALANCE	-	-	58,073	-	95,772	58,073	58,073	30,721	6,845	53,485	68,694	94,237	95,772	-
TOTAL REVENUES	-	-	124,915	-	4,843	663,529	129,758	584,524	124,183	125,209	125,543	126,105	1,215,321	-
TOTAL EXPENDITURES	-	-	87,216	-	69,894	703,936	157,110	608,400	77,542	110,000	100,000	-	1,053,052	-
ENDING FUND BALANCE	58,073	-	95,772	-	30,721	17,666	30,721	6,845	53,485	68,694	94,237	220,342	258,041	-
IMPACT ON OPERATING BUDGET	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CIP MAJOR PROJECT COSTS AND FUNDING STATUS								
Project	Target const start	Est (\$M)	City match*	secured funding	unsecured funding	Pending funding	Future funding outlook	Probability of securing funding
145th Interchange	2022	25.50	0.00	STP Design	20.50	ST - \$10 million; STP \$4.9 million (2024)	TIB - \$5 million (nov 2020), WSDOT Regional Mobility (\$2 M)	High
145th corridor, I-5 to SR 99								
Phase 1 (I5 to Corliss)	2023	26.30	0.00	STP Design; \$22 M CW for ROW & Const	0.00	NA	NA	Fully funded
Phase 2 (Corliss to Meridian?)	2025	21.00	0.00	STP Design	19.24	CW \$3 M; STP \$4.9 (2024)	STP \$4.9 M for ROW and Construction	Moderate
Phase 3 (Meridian to Aurora	2030	14.20	1.52	STP Design	14.87	TBD	STP \$4.9 M for ROW and another \$4.9 for Construction	Low
Off Corridor Bike Network	2024	1.02	0.02	STP Design; NO ROW; \$.09 CW for construction	0.66	STP; WSDOT	STP, WSDOT	Moderate to High
148th non-motorized bridge	2023/2025	25.00	0.00	\$10 M (ST;STP;KC) Design thru Const	15.00	TBD	\$10 M Leg; \$3 M STP; \$2 M ST	Moderate
175th Corridor (I-5 to Stone) ¹	2025	23.00	0.77	\$ 4.23 STP; \$6 M TIF	12.80	TBD	TIB - \$5 million (nov 2022); \$ STP - \$4.9 M (2027)	Moderate to High
		136.02	2.31		83.07			

**NOTE: A Local City match is not required if another source, such as a state grant source is available*

¹ - 175th cost estimates are being updated