



AGENDA

SHORELINE CITY COUNCIL STUDY SESSION

Monday, September 17, 2007
6:30 p.m.

Shoreline Conference Center
Mt. Rainier Room

	<u>Page</u>	<u>Estimated Time</u>
1. CALL TO ORDER		6:30
2. FLAG SALUTE/ROLL CALL		
3. CITY MANAGER'S REPORT AND FUTURE AGENDAS		
4. COMMUNITY PRESENTATION		
(a) Washington Public Campaigns	<u>1</u>	
5. GENERAL PUBLIC COMMENT		7:00
<i>This is an opportunity for the public to address the Council on topics other than those listed on the agenda, and which are not of a quasi-judicial nature. The public may comment for up to three minutes; the Public Comment under Item 5 will be limited to a maximum period of 30 minutes. The public may also comment for up to three minutes on agenda items following each staff report. The total public comment period on each agenda item is limited to 20 minutes. In all cases, speakers are asked to come to the front of the room to have their comments recorded. Speakers should clearly state their name and city of residence.</i>		
6. STUDY ITEMS		
(a) 2008 Budget and City Financial Long-Term Projection Update	<u>7</u>	7:20
(b) Speed Limit Findings	<u>17</u>	8:30
(c) Seashore Agreement	<u>29</u>	9:15
7. ADJOURNMENT		9:45

The Council meeting is wheelchair accessible. Any person requiring a disability accommodation should contact the City Clerk's Office at 546-8919 in advance for more information. For TTY service, call 546-0457. For up-to-date information on future agendas, call 546-2190 or see the web page at www.cityofshoreline.com. Council meetings are shown on Comcast Cable Services Channel 21 Tuesdays at 12 noon and 8 p.m., and Wednesday through Sunday at 6 a.m., 12 noon and 8 p.m. Online Council meetings can also be viewed on the City's Web site at <http://cityofshoreline.com/cityhall/citycouncil/index.cfm>.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Community Group Presentation: Washington Public Campaigns
DEPARTMENT:	City Council
PREPARED BY:	Julie Modrzejewski, Assistant City Manager
PRESENTED BY:	Sarajane Siegfriedt, Contract Lobbyist, Washington Public Campaigns

ISSUE STATEMENT:

Washington Public Campaigns will provide to the Council and community a presentation on their mission and goals. Providing the presentation this evening is Sarajane Siegfriedt, contract lobbyist for Washington Public Campaigns.

BACKGROUND:

In 2006 the Council amended their Rules of Procedure to include an agenda item titled, "Community Group Presentation," which is made available by request at the second study session of each month (Section 5.4.B). Attached are presentation guidelines (attachment A).

In order for the presentation to be scheduled on the Council agenda planner, two Councilmembers must sponsor the presentation. Deputy Maggie Fimia, as well as Councilmembers Cindy Ryu and Janet Way have requested this presentation, as per the attached request form (attachment B). Washington Public Campaigns is the eighth community group presentation scheduled and presented.

RECOMMENDATION

No action is required.

Approved By: City Manager  City Attorney _____

ATTACHMENT A

Shoreline City Council Community Group Presentations Guidelines

ATTACHMENT B

Washington Public Campaigns Request Form and Brochure



Attachment A

SHORELINE CITY COUNCIL COMMUNITY GROUP PRESENTATIONS GUIDELINES

Under the Shoreline City Council's Rules of Procedure, Section 5.4: Study Sessions....

The Council shall make available at its study session of each month, a **Community Group Presentation**. The order of business shall omit Council Reports and include Community Presentations following the Consent Calendar. The intent of the presentations is to provide a means for nonprofit organizations to inform the Council, staff and public about their initiatives or efforts in the community to address a specific problem or need. The presentations are available to individuals who are affiliated with a registered nonprofit organization. In order to schedule the presentation, two Councilmembers under rule 3.2 B must sponsor the request. The presentations shall be limited to 30 minutes with approximately 15 minutes for the presentation and 15 minutes for questions. Guidelines for presentations include:

1. Each organization or agency must complete a request form and submit it to the Shoreline City Council Office. The form shall be available on the web, from the City Clerk's Office and also published in the agenda packet.
2. For planning purposes, the presentation must be scheduled on the agenda planner at least four (4) weeks in advance of the meeting date requested.
3. Information and sources used in the presentation should be available in hard copy or electronically for reference.
4. Up to three (3) members of the organization are invited to participate.
5. The presentation must support the adopted position/policy of the organization.
6. The presentation should be more than a general promotion of the organization. The information presented should be about specific initiatives/programs or planning that the organization is doing which is relevant to Shoreline citizens and government.
7. Presentations shall not include:
 - i. Discussion of ballot measures or candidates.
 - ii. Issues of a partisan or religious nature.
 - iii. Negative statements or information about other organizations, agencies or individuals.
 - iv. Commercial solicitations or endorsements.
8. Organizations which may have alternative, controversial positions or information will be scheduled at the next study session.

Please complete the attached form. For questions regarding scheduling Community Presentations, contact Julie Modrzejewski, Assistant City Manager, at (206) 546-8978.



REQUEST TO APPEAR BEFORE
THE SHORELINE CITY COUNCIL

Date Request Submitted: 2/28/07
Council Study Session Date Requested: ASAP
Name: Annie Phillips
Title or Position: V.P., Speakers Bureau Coordinator
Nonprofit Organization: WASHINGTON PUBLIC CAMPAIGNS Registration #: 602 292 071
Address: P.O. Box 45088, Seattle 98145-0088
Email Address: annie@washclean.org
Phone Number: 206-275-1393 Fax Number: _____

Topic: Summary overview of the presentation you wish to make and statement of action you wish Council and/or the community to take if relevant. Attach additional sheets if necessary.

Show 9-minute DVD (excerpts from PBS "NOW" show
about publicly-funded campaigns, give brief status
report on progress in bringing "Clean Elections" to
WA state, and hold a Q & A session. This is a nonpartisan
issue. Maine and Arizona have run clean elections
successfully now, for multiple cycles.

I have received and read Council rule 5.4-Community Presentations and affirm that my presentation will comply with this rule.

Signature of Requestor: Annie Phillips
(1) Sponsoring Councilmember: [Signature]
(2) Sponsoring Councilmember: [Signature]

This form must be returned to the Shoreline City Council Office 4 weeks prior to the City Council study session meeting date requested. For confirmation, staff from the Council Office will contact you to discuss arrangements. Please send this form to:

Shoreline City Council
17544 Midvale Avenue North
Shoreline, WA 98133-4921
Fax: (206) 546-2200 or Email: Council@ci.shoreline.wa.us

The City of Shoreline will not discriminate against qualified individuals with disabilities in the City's services, programs or activities. The Council meeting is wheelchair accessible. Any person requiring a disability accommodation should contact the City Clerk's Office at (206) 546-8919 in advance for more information.

The problem

Imagine you're a candidate running for office. You need lots of money for your campaign. Who will influence you more: a voter in your district who gives you \$10, or a powerful special interest that can raise \$10,000 for you?

And when the time comes to vote on a bill that would benefit that special interest, would you give it your unquestioning support, expecting support for your next re-election campaign?

Do you have to spend all your time dialing for dollars just to keep up with your opponent's "war chest"? Do you wish you had more time to talk with voters about what they want, instead?



The problem is the system.
The influence of big money
drowns out the voices of
ordinary citizens.

The vision

What if individual voters had more control over their government?

What if all qualified candidates could run, regardless of their wealth or connections?

What if voters had more choices among candidates?

What if candidates could spend their time talking about issues with voters, rather than romancing big donors?

What if candidates could listen to voters' concerns about adequate health care, their kids' education, affordable housing, wages, and taxes? What if candidates could afford to care about family farmers and small business owners?

In Maine and Arizona, they can.

Maine passed full public funding options for state races in 1996, and Arizona in 1998.

In the 2004 election, 77% of Maine's House and 83% of its Senate were elected using only "clean" money. These officeholders were from both parties, about evenly split.

Arizona Governor Janet Napolitano, who won with public funding, was delighted. She said, "I could spend my time talking with voters, not with [big] contributors. We were able to...campaign in a fundamentally different way."

Once she was in office, she said, "lobbyists were not swarming around me [for payback]."

How would it work?

To qualify for public funding, a candidate would collect signatures and perhaps \$5 apiece from a set number of voters in his or her district.

A candidate who thus qualifies and who opts to run on public funds would receive a specific amount from the state, based on amounts spent in similar races in the past.

This candidate would refuse all contributions from other sources and special interests, and would spend no personal money on his/her campaign.

If an opponent were to raise more money from private sources, the publicly-funded candidate would then receive more funds, leveling the playing field.

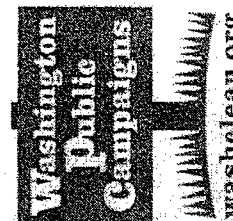
Voters would be notified which candidates are using public money.

The cost? \$3.36 per year, per state resident, would provide public funding equal to the amount spent on state-level races during 2001-2004.

Isn't it worth it?



Public funding means fair elections.



Thank you for your support!

PLEASE PRINT - so we can read it! NAME _____
 PHONE (____) _____ ADDRESS _____
 CITY _____ ZIP _____ EMAIL _____ @ _____

- ☐ Add me to your mailing list—to receive periodic updates on WPC progress, meetings, and how to help.
☐ WPC Information Digest is sent once or twice a month, by email. We do NOT share our list with anyone!
☐ Enclosed is a contribution, to help with printing and lobbying expenses: Amount \$ _____
☐ Contributions to WPC are not tax deductible. Suggested amount: \$50, or what you can afford.
☐ Contact me about a WPC presentation to my political, community, civic, or affinity group.
 (Please describe your idea on back.)
☐ I can volunteer as () Neighborhood contact () Speaker () Phone caller () Helper with fundraising, petitions, data entry, mailings.

Please tear off here and return to: Washington Public Campaigns, P.O. Box 45088, Seattle, WA 98145-0088

What's happening in Washington State?

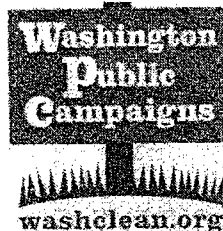
We are preparing a bill for public campaign financing for all state level offices—for passage either by the Legislature, or as an initiative by the people.

Also—we are lobbying the Legislature to lift the current ban on public financing in local elections—to allow local programs like the one Portland, Oregon, passed in 2005.

Help us!—to spread the message and to raise money to do this.

Recent public financing breakthroughs in the cities of Portland, OR, and Albuquerque, NM, and statewide in Connecticut, encourage us to keep pushing in Washington State.

Our ultimate goal: Public financing for candidates at all levels to ensure fair elections, restore democracy and build a government that is truly "of, by and for the people."



P.O. Box 45088
 Seattle, WA
 98145-0088
 206-463-2812

What you can do

Join our mailing list by visiting our website: washclean.org.

Send a donation to help us grow.
 Donate online or send checks to:

Washington Public Campaigns
 PO Box 45088
 Seattle, WA 98145-0088

(Donations are not tax-deductible. *)

Contact your state legislators. Let them know of your concerns and tell them you support public campaign financing. Ask what they intend to do about it.

Let us know if your group would like us to send a speaker or set up a literature table at your event.

Host a house party. We'll help you, and we'll provide materials and a speaker.

Attend our monthly board meetings. Find out when and where by emailing us: wpc@washclean.org

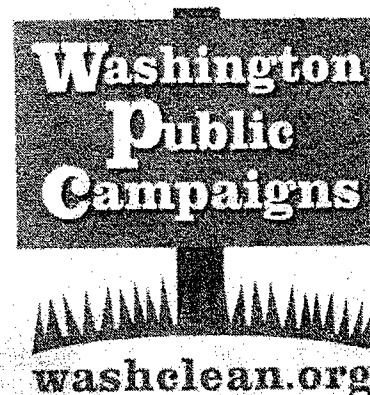
Volunteer your contacts, ideas, and energy: Be a speaker yourself, raise funds, help with mailings, make phone calls, staff a table at an event, or collect signatures on an initiative or petition.

A form for volunteering is on our website.

*There is a way for you to make tax deductible donations, but these funds are not usable for political action, only education. Write a check to our 501(c)(3) fiscal sponsor:

Institute for Washington's Future
 Make sure you write "WPC" on the memo line of the check.

Let's put
POWER
 back
 in the
 hands
 of the
PEOPLE!



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CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	2008 Budget and City Financial Long-Term Projection Update
DEPARTMENT:	Finance
PRESENTED BY:	Debbie Tarry, Finance Director

PROBLEM/ISSUE STATEMENT:

Staff is currently in the process of finalizing the 2008 Proposed Budget. The purpose of this discussion will be to provide the City Council with an update of the City's long-term financial projections and some of the primary policy issues that will need to be addressed during the 2008 budget deliberations. This report focuses on the City's operating budget which includes the General and City Street Funds. The Surface Water Fund is an enterprise fund supported by the surface water utility fees and therefore the budget is reflective of the needs that were considered as part of the Surface Water Master Plan. The Council recently completed a review of the capital budget through the 2008-2013 Capital Improvement Program (CIP) process. Staff is not anticipating any significant changes between the 2008 Proposed Budget and the project list adopted in the CIP for 2008.

FINANCIAL IMPACT:

As of September 7, the City's 2008 proposed operating budget has a budget gap of approximately \$150,000 and the 2009 projected operating budget gap is \$335,000. The budget gap represents expenditures in excess of revenues within the City's base operating budget. The base budget is to provide the current level of services with the exception of any new maintenance needs related to capital projects that have been completed, such as the Interurban Trail and the 145th to 165th Aurora Avenue improvements. The base budget does not include any new personnel positions, programs or services. The current budget gap is still preliminary and subject to change as more revenue and expenditure information is gathered during the finalization of the proposed 2008 budget. Staff anticipates that the 2008 budget will be balanced within currently available resources. The base budget will need to be balanced before the City Manager determines if any service level changes or program changes should be included in his recommended budget. The City Manager will present his recommended balanced 2008 budget to the City Council on October 15, 2007.

The Council last reviewed the City's long-term financial projections during the January City Council Retreat and again in March 2007. At that time staff was projecting that the 2008 and 2009 operating budget would be balanced assuming that the City absorbed a approximately \$78,000 in base budget reductions, \$47,000 in increased on-going revenues from recreation and permitting programs, an increase in the cable utility tax rate from 1% to 6%, and the implementation of a 3% contract payment on the City's electric distribution revenues effective April 1, 2008. Budget gaps were projected for

2010 and beyond. Since that time we have been able to update some of our projections based on additional information. This includes gambling tax trends, sales tax trends, utility rate changes, health insurance premium increases, Public Employee Retirement System (PERS) employer contribution rate increases, increased election costs and trends of bookings and usage of jail beds that affect the City's jail costs. These changes have resulted in a preliminary forecast of the operating budget having a \$155,000 budget gap for 2008. As stated earlier, although there is currently a budget gap, the City Manager will present a balanced budget in October.

Although the City Council will be focused on review of the 2008 budget later this year, it is important that we continue to monitor our long-term financial position and consider policy decision impacts on the City's long-term financial health. The purpose of the long-term projections is to provide information so that staff and the City Council can make resource allocation decisions that provide sustainable public services to the Shoreline community. Staff will be providing the Council an update of the long-term financial forecast during the Council meeting of September 17, 2007.

RECOMMENDATION

No action is required by the City Council. This item is for informational purposes and to provide the City Council with preliminary 2008 budget information.

Approved By: City Manager  City Attorney ____

INTRODUCTION

Staff is preparing the 2008 Proposed Budget and updating financial indicators and projections as part of the process. This workshop will provide an opportunity for staff to share with the City Council the latest financial projections, along with a discussion on some of the major policy issues that will need to be discussed during the 2008 budget workshop reviews. The Council 2008 budget schedule is as follows:

Preliminary 2008 Budget Update	September 17
Transmittal of Proposed 2008 Budget	October 15
Department Budget Review	October 22
Public Hearing & Department Reviews	November 5
Public Hearing on Revenue Sources & 2008 Property Tax Levy	November 19
Adoption of 2008 Property Tax Levy	November 26
Adoption of 2008 Budget	November 26

BACKGROUND

During the January 2007 City Council retreat and the March 2007 update, staff provided Council with an update of the City's long-term financial projections. At that time, staff projected a 2008 operating budget gap in excess of \$760,000 and a projected gap for 2009 of \$1.1 million. In March 2007 The City Council addressed anticipated budget gaps for 2008 and 2009 by authorizing the following:

- Base budget changes of \$125,000. This included reducing base budget expenditures by \$78,000 and anticipated revenue increases of \$47,000 through either activity or fee adjustments.
- Increase in the cable utility tax from 1% to 6%. This is projected to generate approximately \$500,000 in annual revenue.
- Phased implementation of a contract payment from Seattle City Light on the electric distribution revenues. The first phase will be a 3% contract payment starting April 1, 2008, and the second phase will be adding an additional 3% for a total 6% contract payment starting January 1, 2009. The full 6% contract payment is projected to generate approximately \$550,000 in annual revenue.

These changes have been incorporated into the most recent long-term projections.

Since March staff has continued to evaluate revenue and expenditure trends and updated the City's long-term financial model. Also departments have submitted their 2008 budget requests and 2008 revenue estimates. Some of the major changes that have occurred since the April projections include:

- **Gambling Tax:** Punch-card and pull-tab related gambling tax revenue has continued to decline. As a result revenue from this source has been decreased by an additional \$30,000 for 2008. Card room gambling tax has not changed since the

March update. Staff will continue to evaluate card room gambling tax throughout 2007 to determine if adjustments should be made.

- **Utility Tax Adjustments:** Recently Puget Sound Energy (PSE) requested a rate decrease in natural gas rates, as a result of lower gas costs, to be effective October 1, 2007. Although approval of this rate will not occur until later in September, it is likely that this decrease will be approved since it is basically a "pass-through" rate decrease, in other words it is only a result of lower energy costs to PSE. The rate decrease is projected to lower residential billings by an average of 13%. Staff is continuing to evaluate the impact of the rate decrease on City revenues. For purposes of completing the long-range financial forecast natural gas utility tax revenues were reduced by approximately \$156,000 annually.

Utility taxes from telephone (land lines and wireless) continues to grow. Staff has revised the 2007 projected revenue collections to \$1.7 million, and as a result has increased the projected 2008 revenues by another \$132,000 to approximately \$1.8 million.

- **Public Employee Retirement System (PERS) Contribution Rates:** As was projected in the March forecast, PERS employee and employer contribution rates will continue to increase through 2011. The following table shows the most recent projected rate changes:

PERS Employer Contribution	Effective 7-1-07	Effective 7-1-08	Effective 7-1-09	Effective 7-1-10	Effective 7-1-11	Effective 7-1-12
January 2007 Projected Rate	6.01%	8.20%	8.69%	8.70%	8.70%	8.70%
September 2007 Projected Rate	6.13%	8.31%	9.10%	9.10%	9.12%	9.12%

As a result of these legislative changes, the City's PERS contribution will increase by approximately 30.3% from 2007 to 2008. The 2007 operating budget PERS contribution totaled \$430,042 and the 2008 budget is projected at \$562,406, a \$132,364 increase. The rate increases are a result of the declining investment rate returns since 2002 and the growing long-term retirement obligation. Prior to 2005, rates had been as low as 1.8%.

- **Health Benefits:** Preliminary information from AWC shows that they anticipate medical premium rates to increase between 6% and 8% for 2008, while dental and vision increase will be less. As a result, we have estimated that the City's contribution towards health benefits will increase by approximately 4.8% in 2008. In the operating budget this equates to approximately a \$65,000 increase. The AWC Board will review health premium recommendations at the end of September and finalize the rates.
- **Market Rate Adjustment:** The preliminary 2008 budget anticipates a salary market rate adjustment of 3.15%. This is based on 90% of the June Seattle-Tacoma CPI-W. This CPI figure was 3.5%. Historically the City has based its market adjustment on the median market adjustment awarded by the City's comparable jurisdictions, as

outlined in the City's compensation policy. This median has been very close to 90% of the Seattle-Tacoma CPI-W.

- **Salary Survey:** The City's compensation policy includes a routine salary survey of classifications every three years to ensure that the City's salaries are at the median of the City's comparable cities. During 2007 staff is completing a salary survey on classifications 44 through 54, along with a few other positions that are linked to positions within these classifications. Any changes recommended as a result of this review will be included in the proposed 2008 budget.
- **Lease Costs:** The 2008 budget allocates \$300,000 in lease savings, since the City now owns the Annex, towards the funds for the City Hall/Civic Center project. The 2007 budget included \$288,000 for this purpose.

The 2008 proposed budget includes approximately \$50,000 in direct costs and an off-setting \$50,000 in revenue from the Kimm Property and remaining tenants in the Annex.

- **Jail Activity:** 2008 jail activity is projected to be roughly the same as in 2007. The following chart summarizes the actual jail activity for 2003 through 2005, along with the projections for 2006 and 2007.

Jail Overview								
Facility	2005		2006		2007 Projection		2008 Estimate	
	Jail Usage	Cost	Jail Usage	Cost	Jail Usage	Cost	Jail Usage	Cost
King County Bookings	673	\$ 118,583	790	\$ 134,270	708	\$ 139,639	708	\$ 148,014
King County Jail Days	3,909	\$ 360,723	4,543	\$ 430,543	4,436	\$ 457,662	4,436	\$ 485,121
Yakima Jail Days + Medical	7,262	\$ 468,276	8,487	\$ 576,222	7,874	\$ 562,834	7,874	\$ 590,944
Issaquah/Renton	387	\$ 25,948	1,233	\$ 81,391	1,233	\$ 84,152	1,233	\$ 88,357
Total	12,231	\$ 973,530	15,053	\$ 1,222,426	14,251	\$ 1,244,287	14,251	\$ 1,312,436

As the City Council is aware, jail usage had a significant increase beginning in August 2005. The City continues to maximize its contract with Yakima County and is working with the Jail Advisory Group to monitor the activities at the Yakima jail. Staff continues to evaluate the ability to process prisoners through the Issaquah/Renton jails in order to meet the savings goal used to justify the additional Street Crime Officer added in 2007.

- **Human Service Funding:** Currently the 2008 budget includes the second year of allocation of the 2007-2008 Human Services Funding Plan approved by the City Council in October 2006 and amended in July 2007. The amendment approved in July 2007 included the \$18,000 annual funding for the Senior Center for 2007 and 2008. The 2008 budget also includes \$25,000 in funding for utility assistance as authorized by Council during the approval of the Seattle City Light contract payment on electric distribution revenues.
- **Election Costs:** The 2008 projected budget includes a significant increase in projected election costs as a result of increased King County costs related to improvements that have been made to their election processes. The 2008 projected costs have increased by nearly \$80,000 since the March forecast was completed.

- **Street Lights:** The 2008 projected budget includes approximately \$275,000 for street light charges. This is a \$91,000 increase from the 2007 budget. The City has been working with Seattle City Light to identify street lights that the City has assumed responsibility for payment. Although SCL has not fully completed the inventory conversion, staff believes that this estimate is representative of the anticipated cost.
- **YMCA Contribution:** The 2008 projected budget includes \$40,000 as per the Council's decision in 2007 to contract with the YMCA for \$80,000 for future services.

DISCUSSION

Some of the primary factors affecting the 2008 proposed budget and the 2008-2013 long-range forecasts include:

GENERAL FUND

Revenues

General Fund operating revenues, excluding interfund operating transfers and the use of fund balance for one-time expenditures, are projected to increase by approximately 6% from the 2007 current budget to 2008. This is approximately a \$1.7 million increase.

A description of the most significant revenue trends for 2008 are discussed below.

Property Tax Revenues: Property tax revenues are projected to grow by 2% in 2008. Approximately 1% of this growth is a result of projected new construction within the City, which results in increased valuation. A 1% increase in levy accounts for the remaining increase in property tax for 2008. The 2% increase in property tax revenue equates to approximately \$170,000. The projected 2008 property tax levy rate is \$1.07, down approximately 3% from the 2007 levy rate of \$1.10.

Sales Tax Revenues: The current projection for 2007 is for sales tax to grow by 2.6% over the 2006 levels, or \$158,000, for a total of \$6.25 million. At the current time we are projecting a 4.7% increase from 2007 to 2008 for total sales tax collections of \$6.5 million. Staff is continuing to monitor sales tax collections in 2007 before finalizing the 2008 projections.

The City also receives criminal justice sales tax, which is collected county-wide and then distributed on a per capita basis. County-wide sales tax revenues in 2006 increased by 9% compared to 2005 collections. This was a positive change, as sales tax on a county-wide basis had shown modest growth in the previous year. County-wide sales tax is projected to continue in the growth mode, but at a slower pace. For this reason 2008 collections are projected to increase, 5.6%, to \$1.293 million in 2008, when compared to the 2007 budget. The June issue of the Economic Forecaster projected that retail sales in the Puget Sound would increase by 6.3% in 2008.

Utility Contract Payments, Utility Taxes & Franchise Fees: Overall utility tax, franchise fees, and interlocal utility contract agreement revenues are projected to increase by 14%, \$831,000, when compared to the 2007 budget. Some of the primary reasons for this increase include:

- The largest component of the increase is related to the full year collection of the increased cable utility tax and the initial assessment of a 3% contract payment on electric distribution revenues effective April 1, 2008. The increase in cable utility tax and SCL increased payment represent \$720,000 of the \$831,000 overall increase.

State Shared Revenues: Liquor Board Profits and Liquor Excise taxes are two sources of revenue collected by the State of Washington and then distributed to cities on a per capita basis. It appears that these revenue sources will increase slightly (\$10,000) from 2007 to 2008.

Recreation Revenues: Participation in the City's recreation programs has continued to increase in 2008. Revenues in our recreation programs are expected to be 5.5% or \$67,000 higher than budgeted in 2007. This is primarily related to anticipated revenue increases related to field rentals as a result of the turf improvements made at fields A & B and at Twin Ponds. Any revenues received in excess of the rental revenue base that existed prior to the field improvements will be allocated to the General Capital Projects Fund to help restore some of the City's contribution towards these improvements.

Development Revenues: It is anticipated that activity levels will remain fairly constant between the 2007 and 2008. The 2008 budget will reflect increases in revenues that are also off-set with expenditure level increases related to contract services for plan review during high-activity periods. If the contract services are not needed then the revenue will not be collected.

Investment Interest: Investment interest rates have been on the incline since 2005. Currently the City is able to get a rate of return close to 5% new two year investments. In 2002-2003 the rate had fallen to close to 1%. As a result we are projecting that investment interest revenue will increase by 13% to \$450,000 in 2008. If interest rate trends change, staff will need to reevaluate the projected investment interest.

Expenditures

Overall expenditures, excluding one-time interfund operating transfers that were budgeted in 2007 and carry-overs, are projected to increase by approximately 6% in 2008 as compared to the adopted 2007 budget.

A discussion of the most significant expenditure trends follows.

Personnel: Personnel expenditures represent approximately 34% of the City's operating budget. Excluding any new personnel positions, personnel costs are projected to increase by approximately 5%, \$529,000. This is primarily based on anticipated step increases for employees who are not at the top of their salary range, an anticipated market rate adjustment of up to 3.15%, a projected 5% increase in the City's health benefit costs, and a 30% increase in the employer PERS contribution. The City's long-term financial forecast projects personnel costs to increase by approximately 5% annually, as future PERS rate increases are not going to be as large as those that occurred in 2006 and 2007 and economists project that inflation will remain under control and be closer to 3% for the next few years.

Overall salaries for regular and extra-help employees are expected to increase by \$311,000, or approximately 4.6%. The remaining \$218,000 (\$529,000 less \$311,000) in increased personnel costs are primarily related to the benefit changes. The largest increases are in the PERS contribution (\$132,000), social security replacement (\$20,000) and health benefits (\$65,000).

Police Contract: The police contract with King County is projected to increase by approximately \$545,000, 6.5%, in 2008, as compared to the 2007 adopted budget. This is primarily a result of anticipated labor cost increases, some shift in activity level allocated to the City for support services, and the addition of a Street Crime Officer in late 2007. This is a preliminary estimate in cost increase as it is based on historical trends. At this time King County has not provided cost increase estimates. The actual increase will not be determined until after the King County budget is adopted and the annual reconciliation is completed next spring.

Jail: We are currently anticipating that the 2008 budget to be \$1.3 million.

New Maintenance Costs: As capital projects are completed the City must absorb any related on-going maintenance costs. In 2007 this includes the maintenance costs related to the improvements on 15th Avenues and the improvements completed as part of the 145th and 165th Aurora project. The City anticipates these costs in its long-term financial projections. The preliminary cost estimate for the maintenance related to these projects is still being evaluated.

Capital Funding: The City will allocate approximately \$830,000 of general fund revenues in 2008 to the capital project funds. This funding is primarily for long-term facility repair/replacement and road surface management. This allocation is included in the City's long-term projections and the preliminary 2008 budget.

Outstanding Items

- *Natural Gas Utility Tax:* Staff is reviewing this revenue stream. The City has been notified that Puget Sound Energy (PSE) will be requesting a reduction in natural gas rates as a result of the cost of natural gas declining. PSE has projected that this rate reduction may result on an average 13% reduction for residential customers. Staff is analyzing how this rate reduction will impact the City's utility tax collections for 2008.
- *Telephone Utility Tax:* Staff is continuing to review 2007 receipts from this revenue stream to determine if 2008 revenue estimates should be modified.
- *Street Lights:* Staff is still working with Seattle City Light to fully identify all the street lights that the City is assuming. Staff has included the anticipated full cost of street lights, \$280,000, even though SCL has indicated that they are unsure when they will actually begin billing the City for all street lights. The City anticipates that we would be liable to pay the cost retroactively, even though the billing may not occur in 2008, and therefore has budgeted as if billings will occur in 2008.

Future Needs

Evaluating future financing options will be key in determining any future service enhancements the City may consider. Given our long-term financial projections the 2008 budget instructions to departments were that any service enhancement requests had to be funded by new on-going revenues, reductions in existing programs that are a lower priority or reductions that can be made as a result of efficiencies. Although this was the case, some needs were identified that would require either new one-time or on-going resources. Some of the departmental requests that have been identified include:

- *Community Services Administrative Support (.50 FTE)*: This position would provide administrative support to the new Community Services division. This division includes Emergency Management, Human Services, CRT, and Neighborhoods.
- *Financial Software Upgrade*: The vendor which provides the City's financial software (IFAS) is doing a major upgrade in the software's base operating system. The current software version will only be maintained through 2009. As a result the City must update software versions. The estimated cost for this is \$101,000.
- *Digital Aerial Photography and Mapping*: The City's current aerial photos used for mapping and the City's GIS systems were taken in 2004. Significant topographical and development changes have occurred since that time and as such updated aerial photography should be completed.
- *Kruckeberg Garden Operational Funding*: The City is currently negotiating with Art Kruckeberg and the Kruckeberg Botanic Garden Foundation to purchase the property and contract for maintenance services. It is anticipated that the City may need to provide some matching funds for the next three years to the Foundation to fully fund the maintenance costs.
- *Parks Maintenance Storage Building*: A new storage building is required for the storage of parks maintenance equipment and supplies.
- *Spartan Gym Exercise Equipment*: The exercise equipment at Spartan Gym needs to be replaced to maintain safety and provide adequate exercise equipment to facility users.
- *Southwest Shoreline Sub-Area Plan*: The plan would undertake a thorough land use, transportation, and environmental analysis of southeast Shoreline, which includes the southern portion of two neighborhoods – Briarcrest and Paramount.

As the City Manager finalizes his recommended 2007 budget it will be determined which, if any, of the requests should be included in the proposed 2007 budget.

2008 AND BEYOND

Staff will be finalizing the proposed 2008 budget during the next month and the City Manager will present a balanced budget to the Council in October. In making budget recommendations we continue to monitor our long-term forecasts.

Staff anticipates that we will balance the 2008 budget and 2009 projected expenditures within current resources. Our long-term forecast for 2010 through 2013 show increasing budget gaps in the out-years unless there are changes in expense or revenue levels. In order to continue to provide current services to the community in the future it will be necessary to continue to monitor our revenue and expenditure trends along with receiving feedback from the community on service priorities.

Staff will be bringing a proposal to Council in October 2007 on a process to involve the community in a review of the City's long-term financial plan in developing a recommended long-term plan to address future budget gaps.

Staff will continue to monitor the long-term projections as the 2008 budget is finalized. Staff anticipates providing additional updates on the long-term projections during the September 17, 2007, Council presentation.

SUMMARY

As Council has continued to monitor future financial projections, it has followed conservative financial planning. This has allowed the City to carefully plan service enhancements, and maintain a stable financial position through good and bad economic cycles. The purpose of the long-term projections is to provide information so that staff and the City Council can make resource allocation decisions that provide sustainable public services to the Shoreline community. As the Council continues to plan for 2008 and beyond, it will be a necessary to monitor financial trends and follow a plan that will allow for the long-term provision of public services.

RECOMMENDATION

No action is required by the City Council. This item is for informational purposes and to provide the City Council with preliminary 2008 budget information.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Speed Limit Findings
DEPARTMENT:	Public Works
PRESENTED BY:	Jesus Sanchez, Director of Public Works Rich Meredith, City Engineer

PROBLEM/ISSUE STATEMENT

The purpose of this follow-up report is to summarize the detailed review of the operation of selected Shoreline arterial streets, as listed in the staff report of May 7, 2007. This study began in response to the new street classifications adopted by the City Council June 6, 2005, with the Transportation Master Plan, and the Arterial Speed Limit Findings staff report of July 17, 2006.

This study found that, of all the roadways reviewed in this phase, almost all appear to be posted at a reasonable speed limit at this time. Three roadway segments were identified as streets that should be reviewed for a posting a lower speed limit. In addition, two roadway segments were identified as candidates for reclassification. Three other roadways were found to be posted at a speed limit different than that specified by ordinance.

RECOMMENDATION

Staff recommends the Council consider a future ordinance to:


1. Lower the posted speed limits in the following sections:
 - a. Dayton Ave N between Carlyle Hall Rd N and N Richmond Beach Rd
 - b. 15th Ave NE between NE 196th St and Ballinger Way NE
 - c. N/NE 155th St between Aurora Ave N and 15th Ave NE
2. Reclassify the following streets to match their traffic functionality and volumes:
 - a. NE Perkins Way between 15th Ave NE and 21st PI NE – currently classified as a local street, yet looks and functions as a collector arterial.
 - b. NE 168th St between 15th Ave NE and 25th Ave NE - currently classified as a local street, yet looks and functions as a neighborhood collector.
 - c. 1st Ave NE between NE 145th St and NE 155th St - currently classified as a local street, yet looks and functions as a collector arterial.

3. Include a 30 mph posted speed limit for three segments currently not within the Speed Limit Ordinance:

- a. 25th Ave NE between Ballinger Way NE and NE 205th St**
- b. 19th Ave NE between 15th Ave NE and Ballinger Way NE**
- c. 19th Ave NE between Ballinger Way NE and NE 205th St**

Approved By:

City Manager



City Attorney

INTRODUCTION

This report is in response to the new street classifications adopted by the City Council June 6, 2005, with the Transportation Master Plan.

The purpose of this report is to summarize the findings of a more detailed review of the operation of a sub-group of Shoreline arterial streets. This report also contains the comments received from a series of public meetings discussing the arterial speed limit study.

Appendix A is a list of the arterial roadway segments reviewed in this study. This chart contains data derived from the study, including the current classification, operating speed, and volume. It also shows the suggested speed limit as determined by the more detailed analysis.

BACKGROUND INFORMATION

In June, 2003, the City of Shoreline began the process of updating its Transportation Master Plan (TMP). The TMP looked at the existing arterial street network, and came back with two recommendations. The first recommendation was modifications to the types of roadway classifications. Second was a reclassification of a number of roadways. These recommendations were adopted by the City Council on June 6, 2005.

Table 1 is a comparison of the previous street classifications to the new ones

<i>Table 1</i>			
Abbreviation	Description	Previous Classification	Updated Classification
SR	State Route	Same as Principal Arterial	deleted - included with PA
PA	Principal Arterial		same
MA	Minor Arterial		same
CA	Collector Arterial		same
RS	Residential Street		deleted - included with NC and LS
NC	Neighborhood Collector	N/A	new - non-arterial streets that handle higher volumes, such as for commercial access
LS	Local Street	N/A	new - all non-arterials except NC

With the new roadway classifications having been adopted, the next step was a preliminary review of the operation of the arterial streets. That review looked at the posted speed limit, operating speeds, volumes, and identified roadways where changes in the posted speed limit might be appropriate. The review was presented to the City Council on July 17, 2006. On January 7, 2007, a follow up report was presented. It included of the first group of roadways studied for possible speed limit changes.

In evaluating the operating speeds, the commonly used measure is the 85% (85 percentile) speed. The 85th percentile speed is the speed at which 85% of the vehicles are traveling at or below. One reason for using this measure is that studies have found that most drivers will travel at a speed that feels comfortable for them. Based on those findings, the normal method of setting a speed limit on a roadway is to use the 85%

speed as a starting point, then consider additional factors such as land use (neighborhoods, schools, etc), roadway geometrics (hills and curves), collision records, and street classification in applying engineering judgment to determine an appropriate speed limit.

With the exception of Aurora Ave N and Ballinger Way NE, the speed limits on city streets are specified by ordinance, which is passed by the City Council. Because Aurora Ave N and Ballinger Way NE are state highways, and that Aurora Ave N is also a highway of statewide significance, changes to the speed limit on these two roadways must also be approved by the Secretary of Transportation for the State of Washington.

The issue of changing speed limits can be difficult. A common perception is that raising a speed limit will increase speeding and decrease safety. Studies have typically shown that simply changing the speed limit signs alone have little effect on the operating speed of a roadway. Physical changes, such as narrower lanes, curbs and sidewalks, and parallel parking can help to reduce driver comfort at higher speeds, so drivers tend to slow down.

Speed limits, when set too low, require more hours of enforcement, increase driver delay, and can cause drivers to seek faster routes through neighborhoods. Support for setting appropriate speed limits can be found in a number of engineering publications. Some of them are referenced below.

When a speed limit is to be posted, it should be within 10 km/h or 5 mph of the 85th-percentile speed of free-flowing traffic.

Source: Manual on Uniform Traffic Control Devices (MUTCD), 2003 ed, FHWA

When considering a change to the speed limit of a roadway, physical improvements may be needed to help adjust driving behavior. Such improvements can include centerline removal, edge line installation, intersection reconfiguration, sidewalks, and modifying signal operation.

A prerequisite to development of any effective speed management program is establishment of realistic speed limits to match roadway design and area characteristics. The goal is to design streets that communicate the appropriate speed for the facility. The selected speed limits should be consistent with driver expectations and commensurate with the functions of the roadway. A complementary relationship must exist among desired speed, actual operating speed, and posted speed limits. If the majority of road users view speed limits as unrealistic for prevailing conditions, the posted speed will be violated unless strictly enforced.

Source: Traffic Engineering Handbook, 5th Edition, Institute of Traffic Engineers (ITE)

Benefits of appropriately assigned speed limits

- Greater consistency in setting appropriate speed limits may help reduce driver confusion, and increase driver compliance.
- Statutory speed limits on roadways would be consistent with current roadway classification.
- Clearly defining arterial routes helps preserve neighborhood integrity.

- Appropriately set speed limits can free up police resources to focus their attention on problem areas.
- Drivers tend to respect and comply with speed limits when appropriately set.
- Brings more drivers into compliance with the law.

Disadvantages of raising the posted speed limits

- Negative public perception
- Perception is that raising speed limit makes cars go faster and decreases safety.
- Increased resources to help defend speeding citations, and greater chance of dismissal.
- Capital improvement projects may be needed to maintain or improve driver compliance and the level of safety on each roadway

DISCUSSION

For the first phase of the review, data was collected on all the arterial roadways. Staff analyzed the data comparing current speeds and volumes to the street classification. Roadways that were operating outside the range of suggested parameters were chosen for a more detailed review in the second phase.

The second phase review evaluated the list of roadways identified in the first phase, and also included roadways specifically asked for by residents. This evaluation looked at operating speeds and volumes, and also considered other factors, including the collision history, roadway geometry, land use, pedestrian activity, parking activities, etc. A sample of one of the evaluation forms is in Appendix B.

Another part of the second phase review was the collection of public input. Staff hosted five public meetings to discuss details of the study, and to gather feedback and comment from residents about the operation of arterial roadways. 95 people attended the meetings, while others chose to call staff directly and send comments through e-mail and the website. The comment cards distributed included a question as to whether they supported lower speed limit, higher speed limit, or no change on their street. The tabulated results are as follows:

	Raise speed limit no more than 5 MPH	Lower speed limit no more than 5 MPH	Maintain existing speed limit	No Opinion
TOTAL	19	33	60	6

Lastly, staff worked with Shoreline police to develop a final list of roadways for consideration of adjusting the posted speed limit.

FINDINGS

Overall, the evaluations determined that the existing posted speed limits are appropriate for most of the roadways reviewed. However, the study also identified three roadways for consideration of changing the posted speed limit. These roadways are shown in Appendix C.

- Dayton Ave N between Carlyle Hall Rd N and N Richmond Beach Rd
- 15th Ave NE between NE 196th St and Ballinger Way NE

- N/NE 155th St between Aurora Ave N and 15th Ave NE

These roadways are currently posted at 35 MPH. The evaluation analysis suggests that a 30 MPH speed limit may be a better speed limit overall on these streets. It should be noted that public comments received for these three roadways all supported lowering the speed limit 5 MPH.

The study also identified some roadways that, while the posted speed limits are reasonable, these streets should be considered for reclassification due to connectivity and existing speed and volumes. These roadways are shown in Appendix D.

- NE Perkins Way between 15th Ave NE and 21st PI NE – currently classified as a local street, yet looks and functions as a collector arterial.
- NE 168th St between 15th Ave NE and 25th Ave NE - currently classified as a local street, yet looks and functions as a collector arterial or a neighborhood collector.
- 1st Ave NE between NE 145th St and NE 155th St - currently classified as a local street, yet looks and functions as a collector arterial.

Lastly, staff discovered three roadway segments with a different posted speed than designated by ordinance.

- 25th Ave NE between Ballinger Way NE and NE 205th St
- 19th Ave NE between 15th Ave NE and Ballinger Way NE
- 19th Ave NE between Ballinger Way NE and NE 205th St

They are currently posted at 30 MPH, yet are not listed in the ordinance. The evaluation shows that 30 MPH would be an appropriate speed limit at this time, so these three segments should be considered for inclusion in the speed limit ordinance.

FUNDING CONSIDERATIONS

When considering a change to the speed limit of a roadway, police resources will be needed to help support any changes. However, enforcement alone is normally not enough to change driver behavior. Engineering solutions, which can consist of physical improvements or traffic control devices, may be needed to help adjust driving behavior. Projects can include edge line installation, intersection reconfiguration, curb extensions, sidewalks, curb and gutter, drainage facilities, and modifying signal operations. Funding for such improvements could come from a combination of sources, including CIP projects, annual programs, and grants.

Capital projects that are building curb and sidewalk are already underway on Dayton Ave N that can help support a lower of the speed limit. There are no projects currently scheduled for the sections of N/NE 155th St or 15th Ave NE at this time.

CONCLUSIONS

Many of Shoreline's roadways are functioning as intended. However, there are some that can and should be changed to meet the needs of users of the transportation system, be in compliance with our roadway classification system, and still maintain the

necessary level of safety. Adjusting some of the speed limits on Shoreline's arterials to make them consistent with the roadway classification can have several benefits. These include helping improve driver compliance with the posted speed, and reduce delay and cut-through traffic in some neighborhoods.

Such changes could also require some capital improvements to maintain or improve the safety for all users of the roadways. Such improvements can reduce the need for extra police enforcement, freeing up those resources to be used at other problem areas.

Through the development of Appendix A, we can see some of the areas with the worst speeding problems. The police department is using this table to target speed enforcement. However, enforcement is not likely to completely achieve a change in driver behavior in the long term.

Staff will continue to work with neighborhoods to ensure understanding of the process and the effects from any speed limit change recommendations. In addition, staff will monitor the proposed changes to see if physical improvements may be necessary beyond enforcement to achieve a reasonable level of compliance (i.e. the 85th percentile within 5 mph of the posted speed limit).

RECOMMENDATION

Staff recommends the Council consider a future ordinance to:

- 1. Lower the posted speed limits in the following sections:**
 - a. Dayton Ave N between Carlyle Hall Rd N and N Richmond Beach Rd**
 - b. 15th Ave NE between NE 196th St and Ballinger Way NE**
 - c. N/NE 155th St between Aurora Ave N and 15th Ave NE**
- 2. Reclassify the following streets to match their traffic functionality and volumes:**
 - a. NE Perkins Way between 15th Ave NE and 21st PI NE – currently classified as a local street, yet looks and functions as a collector arterial.**
 - b. NE 168th St between 15th Ave NE and 25th Ave NE - currently classified as a local street, yet looks and functions as a neighborhood collector.**
 - c. 1st Ave NE between NE 145th St and NE 155th St - currently classified as a local street, yet looks and functions as a collector arterial.**
- 3. Include a 30 mph posted speed limit for three segments currently not within the Speed Limit Ordinance:**
 - a. 25th Ave NE between Ballinger Way NE and NE 205th St**
 - b. 19th Ave NE between 15th Ave NE and Ballinger Way NE**
 - c. 19th Ave NE between Ballinger Way NE and NE 205th St**

ATTACHMENTS

Appendix A: Evaluation Summary Matrix
Appendix B: Evaluation sheet
Appendix C: Map of Suggested Speed Limit Changes
Appendix D: Map of Suggested Classification Changes

Appendix A - Evaluation Matrix

July, 2007

Street Segment	Roadway Class	Current Posted Speed				Typical Posted Speed based on		Refined Study	
		Speed Limit	85% speed	Volume	Speed Diff	85% speed	Volume or (AWDT)	Adjusted Speed Limit	Final Suggested Limit
Richmond Bch Dr NW - NW 196th St to NW 205th St	CA	25	31.3	770	6.3	30-35	25-30	26.1	25
NW 196th St - 24th Ave NW to NW Richmond Bch Rd	CA	25	30.5	760	5.5	30-35	25-30	26.4	25
NW 195th Pl - 24th Ave NW to NW Richmond Bch Rd	NC	25	32.6	950	7.6	30-35	25-30	26.5	25
20th Ave NW - NW 195th St to NW 205th St	CA	25	30.9	2,822	5.9	30-35	25-30	27.3	25
NW 167th St - 10th Ave NW to 15th Ave NW	CA	25	29.2	1,175	4.2	30-35	25-30	25.5	25
15th Ave NW/Springdale Ct - NW 167th St to NW 188th St	CA	25	34.6	1,130	9.6	30-40	25-30	25.2	25
NW 188th St - Springdale Ct NW to 15th Ave NW	CA	25	31.8	1,685	6.8	30-35	25-30	27.0	25
15th Ave NW - NW 188th St to NW Richmond Bch Rd	CA	25	33.1	1,424	8.1	30-35	25-30	27.3	25
15th Ave NW - NW Richmond Bch Rd to NW 205th St	CA	25	31.7	1,750	6.7	30-35	25-30	27.3	25
NW 195th St - Fremont Ave N to 8th Ave NW	NC	25	34.7	2,550	9.7	30-40	25-30	27.3	25
NW 205th St - 3rd Ave NW to 8th Ave NW	CA	25	25.1	2,000	0.1	25-30	25-30	25.3	25
NW Richmond Bch Rd - Fremont Ave N to 8th Ave NW	MA	35	38.2	19,000	3.2	30-40	30-35	35.6	35
NW Richmond Bch Rd - 8th Ave NW to 20th Ave NW	MA	35	38.7	12,700	3.7	30-40	30-35	32.6	35
10th Ave NW - NW Innis Arden W to NW 175th St	CA	25	33.8	650	8.8	30-35	25-30	26.1	25
NW 175th St - Greenwood Pl N to 10th Ave NW	CA	25	32.4	4,200	7.4	30-35	30-40	26.4	25
6th Ave NW - NW 175th St to NW 180th St	CA	25	34.8	2,700	9.8	30-40	25-30	27.0	25
3 Ave NW/Carlyle Hall/N 165 St- NW 175 St to Aurora	CA	25	38.2	4,200	13.2	30-40	30-40	26.7	25
Dayton Ave N - Westminster Way N to Carlyle Hall Rd N	MA	35	38.2	10,500	3.2	30-40	30-35	36.4	35
* Dayton Ave N - Carlyle Hall Rd N to N 185th St	MA	35	38.5	8,600	3.5	30-40	30-35	29.8	30
Westminster Way N - Greenwood Ave N to N 155th St	PA	35	43.2	23,200	8.2	30-45	30-35	36.8	35
N 155th St - Westminster Way N to Aurora Ave N	MA	35	34.4	22,000	-0.6	30-40	30-35	35.7	35
N 160th St - Dayton Ave N to Aurora Ave N	MA	35	34.3	8,700	-0.7	30-40	30-35	32.6	35
Aurora Ave N - N 145th St to N 205th St	PA	40	42.6	45,000	2.6	30-45	30-35	41.0	40
Wallingford Ave N - N 145th St to N 167th St	L	25	33.4	630	8.4	30-35	25-30	26.1	25
Meridian Ave N - N 145th St to N 205th St	MA	35	37.6	10,200	2.6	30-40	30-35	33.6	35
N 175th St - Fremont Ave N to Aurora Ave N	CA	30	34.9	10,700	4.9	30-40	30-35	31.2	30
N 195th St - Fremont Ave N to Aurora Ave N	CA	25	18.8	1,140	-6.2	25-30	25-30	23.5	25
N 200th St - 3rd Ave NW to Aurora Ave N	CA	25	32.2	4,000	7.2	30-35	30-40	27.0	25
N 200th St - Aurora Ave N to Meridian Ave N	CA	25	31.6	8,400	6.6	30-35	30-35	26.7	25
* N 155th St - Aurora Ave N to 5th Ave NE	MA	35	37.0	11,500	2	30-40	30-35	32.2	30
* NE 155th St - 5th Ave NE to 15th Ave NE	MA	35	35.3	8,000	0.3	30-40	30-35	29.8	30

Appendix A - Evaluation Matrix

July, 2007

Street Segment	Roadway Class	Current Posted Speed			Typical Posted Speed based on		Refined Study	
		Limit	85% speed	Volume	Speed Diff	85% speed or Volume (AWDT)	Adjusted Speed Limit	Final Suggested Limit
1st Ave NE - NE 185th St to NE 194th St	CA	25	34.2	3,600	9.2	30-40	27.3	25
1st Ave NE - NE 194th St to NE 205th St	CA	35	41.2	3,200	6.2	30-45	36.4	35
5th Ave NE - NE 145th St to NE 185th St	MA	30	35.4	5,500	5.4	30-40	29.4	30
5th Ave NE - NE 185th St to NE 205th St	NC	30	37.6	1,900	7.6	30-40	29.4	30
NE 165th St - 5th Ave NE to 15th Ave NE	CA	25	31.2	1,700	6.2	30-35	25.2	25
NE 180th St - 10th Ave NE to 15th Ave NE	NC	25	34.0	2,800	9	30-35	25.5	25
10th Ave NE - NE 175th St to NE 185th St	NC	30	33.7	5,000	3.7	30-35	29.8	30
15th Ave NE - NE 145th St to NE 175th St	PA	35	38.4	16,000	3.4	30-40	34.3	35
15th Ave NE - NE 175th St to 15th PI NE	PA	25	31.7	15,000	6.7	30-35	27.3	25
15th Ave NE - 15th PI NE to NE 196th St	PA	35	37.0	13,800	2	30-40	33.6	35
* 15th Ave NE - NE 196th St to NE 205th St	PA	35	39.4	8,850	4.4	30-45	32.2	30
NE Perkins Way - 10th Ave NE to 15th Ave NE	CA	25	32.2	3,200	7.2	30-35	26.4	25
# NE Perkins Way - 15th Ave NE to 25th Ave NE	CA	25	33.3	3,100	8.3	30-35	25.5	25
@ 19th Ave NE - 15th Ave NE to Ballinger Way NE	MA	30	33.3	6,700	3.3	30-35	29.8	30
@ 19th Ave NE - Ballinger Way NE to NE 205th St	MA	30	33.5	8,000	3.5	30-35	27.6	30
@ 25th Ave NE - Ballinger Way NE to NE 205th St	NC	30	34.1	1,700	4.1	30-40	29.1	30
22nd Ave NE - NE 171st St to NE 175th St	CA	25	30.1	1,200	5.1	30-35	23.5	25
NE 171st St - 22nd Ave NE to 25th Ave NE	CA	25	29.9	325	4.9	30-35	25.5	25
25th Ave NE - NE 145th St to NE 168th St	CA	30	32.2	4,400	2.2	30-35	29.1	30
Ballinger Way NE - NE 195th St to NE 205th St	PA	40	39.7	22,400	-0.3	30-45	37.6	40
# 1st Ave NE - NE 145th St to NE 155th St	LS	30	37.0	3,200	7	30-40	28.2	30
# NE 168th St - 15th Ave NE to 25th Ave NE	LS	30	33.4	2,050	3.4	30-35	27.6	30

- * - Suggested Speed Limit Change
- # - Suggested Classification Change
- @ - Suggested Edit to Speed Limit Ordinance



Location: 15th Ave NE - NE 196th St to NE 205th St**Minimum Study****Table 1**

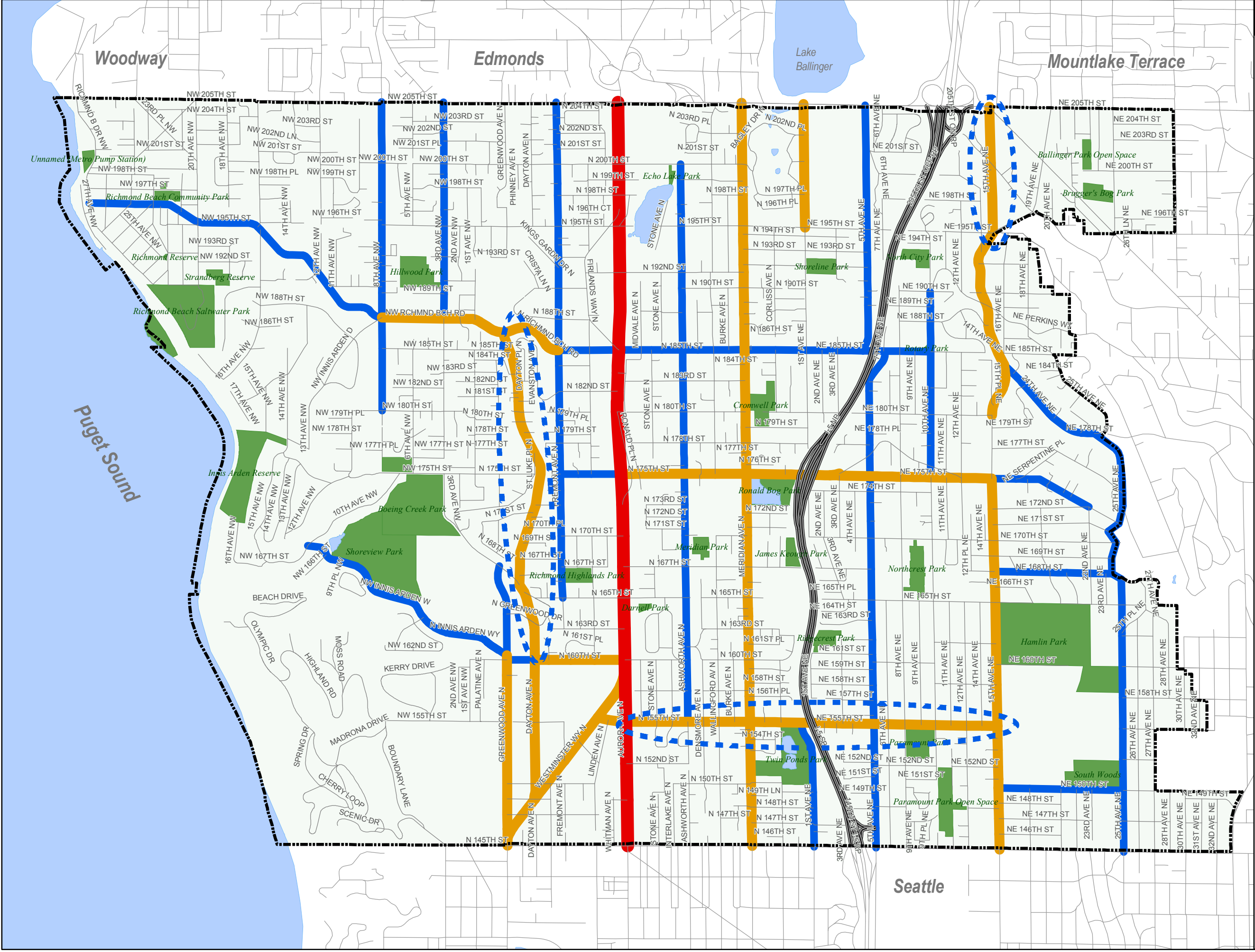
85th (mph):	39.42	→	40	×	3	=	120
Pace (mph):	40	→	40	×	3	=	120
Test Run (mph):	35	→	35	×	4	=	140
Average							= 38
Nearest 5 MPH							= 40

Table 2

Apparent Design Speed (mph):	35	→	35
Number of Intersections:	4	→	50
Proposed Zone Length (ft):	2,700	→	47.5
Daily Vehicle Volume	8,850		
Speed Limit determined by Minimum Study	= 35	mph	
Speed Limit recommended by Minimum Study	= 35	mph	

Refined Study

Table 3	Street Classification: (Non-Arterial=0, Collector=1, Minor=2, Principal=3)	3	→	Adjustment, % +2
Table 4	Number of non-Commercial Driveways: Number of Commercial Driveways: Driveways per Mile:	11 15 226.84	→	-4
Table 5	Lane width (ft):	11	→	+1
Table 6	Shoulder Type & Average Width (ft): (Enter -1 for Unpaved or No shoulder; "curb" for curb & gutter)	8	→	+0
Table 7	Pedestrian Activity (None=0, Light=1, Medium=2, Heavy=3): Walkway Setback (ft): (Enter -1 for No walkway)	1 -1	→	-4
Table 8	Vertical Alignment (Level=0, Rolling=1, Hilly=2, Mountainous=3): Number of Horizontal Curves: Number of Horizontal Curves per mile:	1 0 0.00	→	+2
Table 9	Parking Activity (No parking=0, Low=1, Medium=2, High=3):	1	→	+0
Table 10	Accident Rate (per MVM):	3.43	→	-4
Table 11	Number of uncontrolled, marked school crosswalks	0	→	+0
Table 12	Number of Lanes	2	→	-1
Speed Limit determined by Refined Study		= 32.2 mph		
Speed Limit recommended by Refined Study		= 30 mph		



SHORELINE

Geographic Information System

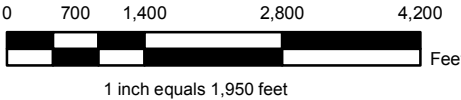
DRAFT

Street Segments
for Speed Limit
Review

(Shoreline Municipal Code
10.20.010 Speed Limits;
Updated April 23, 2007;
WAC 308-330-423)

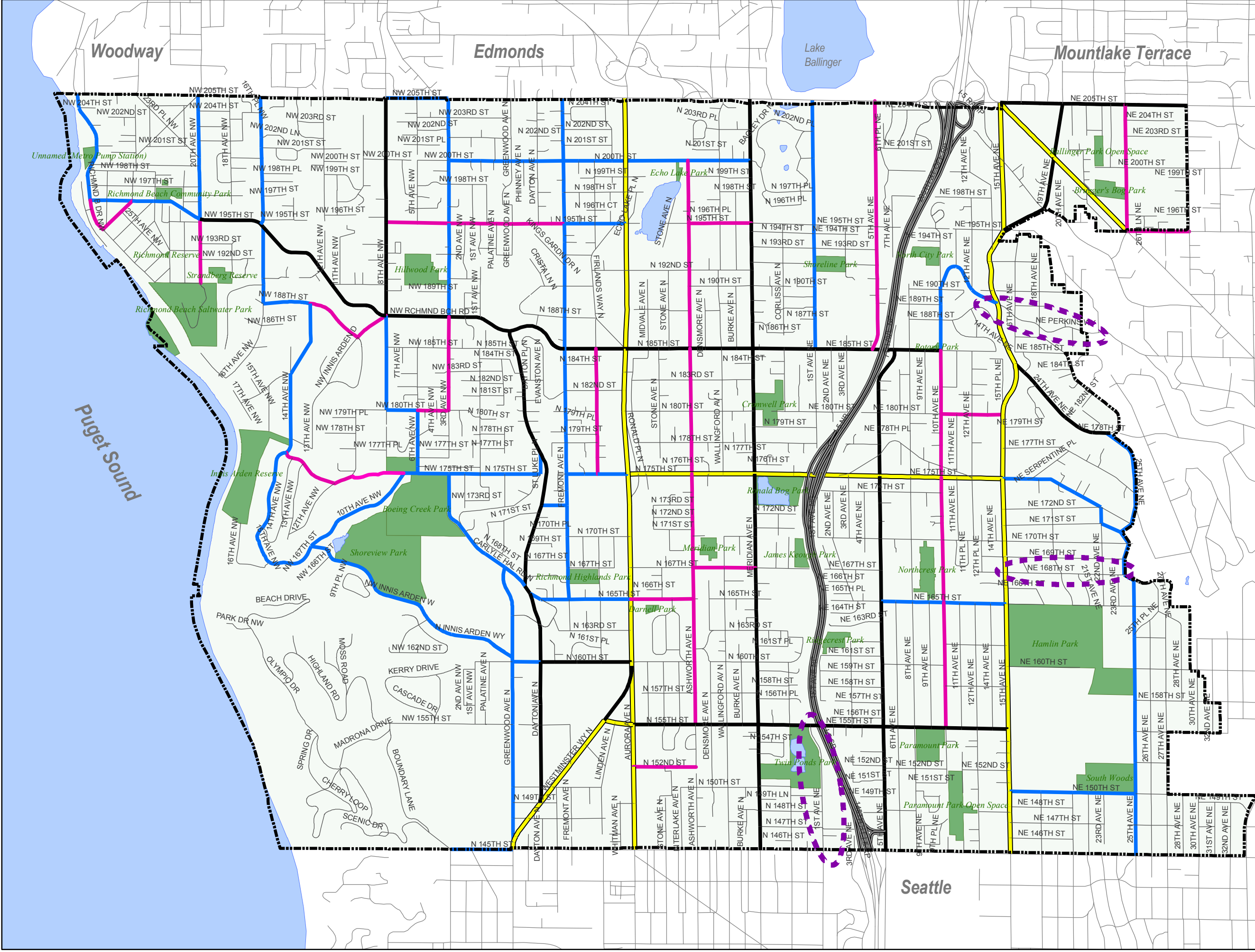
Legend

- SPEED LIMIT 25
- SPEED LIMIT 30
- SPEED LIMIT 35
- SPEED LIMIT 40
- Suggested Speed Limit Change - Lower to 30mph



City of Shoreline
Mark J. Relph, Public Works Director
Rich Meredith, City Traffic Engineer
17544 Midvale Ave N
Shoreline, WA 98133
(206) 546-1700
www.cityofshoreline.com

No warranties of any sort, including
accuracy, fitness, or merchantability,
accompany this product.



SHORELINE

Geographic Information System

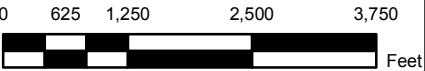
DRAFT

**Street Segments
for Street
Classification
Review**

(City of Shoreline
Transportation Master Plan;
with Amendments.
Updated April 23, 2007)

Legend

- Outside Shoreline
- Interstate
- Principal Arterial
- Minor Arterial
- Collector Arterial
- Neighborhood Collector
- Local Street
- Suggested Street Classification Change



1 inch equals 1,929 feet



City of Shoreline
Mark J. Relph, Public Works Director
Rich Meredith, City Traffic Engineer
17544 Midvale Ave N
Shoreline, WA 98133
(206) 546-1700
www.cityofshoreline.com

No warranties of any sort, including
accuracy, fitness, or merchantability,
accompany this product.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: SeaShore Agreement DEPARTMENT: City Manager's Office PRESENTED BY: Robert L. Olander, City Manager

PROBLEM / ISSUE STATEMENT:

Over the past two years the members of the SeaShore Transportation Forum have not been able to arrive at a final agreement on the issue of some cities or jurisdictions voting in more than one transportation forum for grant or resource allocation issues. At the July 18, 2007 SeaShore meeting (Attachment B) the members present were able to agree on compromise language as follows:

No jurisdiction shall cast a vote for funding recommendations of federal funding allocated by the Puget Sound Regional Council in more than one forum or recommending body. Snohomish County cities shall not have voting rights in SeaShore for allocation of resources in King County. All jurisdictions may vote on other issues, unless an agency requesting a SeaShore recommendation specifies that different voting boundaries or criteria shall be used, or a decision is otherwise specifically required by law or rule to be made by other boundary or criteria.

ALTERNATIVES ANALYZED:

The suggested language is an improvement over previous versions in that it:

1. Prohibits Snohomish County cities from voting on resource allocations within King County.
2. Prohibits cities from submitting and voting on a project in more than one forum at the same time.

However, it does not prohibit those cities with membership in both SeaShore and the Eastside Transportation Forum (ETP) from "forum shopping". For example, Woodinville might believe that one of its projects would be more competitive in SeaShore than in ETP and vote to have it become a priority recommended by SeaShore to the Puget Sound Regional Council. However, Shoreline, Seattle and Lake Forest Park do not have reciprocal rights in ETP since the ETP agreement does not provide voting rights to Shoreline, Seattle, and Lake Forest Park.

However, staff does believe that the compromise language is a step in the right direction. The issue of "forum shopping" is hypothetical and if it ever does become a significant problem we can request SeaShore to revisit this issue.

RECOMMENDATION

It is recommended that Council endorse the attached amendments to the SeaShore agreement.

Approved By: City Manager  City Attorney ____

Attachments

- A. Agreement for the SeaShore Transportation Forum
- B. SeaShore Forum Minutes – July 18, 2007

Robert Olander

From: Cindy Ryu
Sent: Sunday, August 26, 2007 9:52 AM
To: Rich Gustafson - Contact; Maggie Fimia; cindy4shoreline@yahoo.com; Rich Gustafson; Janet Way; ronaldhansen@hansen-mclaughlin.com; Cindy Ryu; mfimia@zipcon.com; Robert Ransom; Robert Olander; RansomRL@aol.com; cindyryu@allstate.com; Ronald Hansen; Julie Modrzejewski; janetway@yahoo.com; Carolyn Wurdeman; Keith McGlashan
Subject: FW: "Compromise" supplemental agreement language



July 18 07

roposed changes to:eaShore.doc (81 KB



July 18

FYI and comment.

Cindy Ryu, MBA
Councilmember

-----Original Message-----

From: Marks, Sally [mailto:Sally.Marks@METROKC.GOV]
Sent: Tue 8/21/2007 8:45 AM
To: Allen, George; Amundson, Angela; Baker, David (2); Baker, David (Kenmore); Ceis, Tim; Clark, Sally; Conlin, Richard; Cummings, Mike; Doug Wittinger; E: Gorcester, Steve; Eastwood, Randy; Ewing, Patrick; Ferguson, Bob; Fiene, Don; Freed, Joshua; Gossett, David; Kenmore - Glenn Rogers; Marin, Richard; Nelson, Gary; Olson, Peggy; Picard, Chris; Price, Chuck (1); Pritchard Olson, Peggy (2); Robert Ransom; Richter, Karen; Roberts, Kirk; Cindy Ryu; Sterner, Ed; Sterner, Ed (home); Wittinger, Doug (2)
Cc: Hunt, Kimberly; Hensel, Bob; Hodson, Doug; Howard, Charlie; Jensen, Neil; City Council; McGlashan, Keith (2); Monken, Mick; Perry, Andrea; Behee, Roland; Bender, Jeff; Bergman, Mike; Burke, Dan; Charlie Shell; Chen, Michelle; Day, Ted; Dewey, Peter; Dezarn, Sheila; Elias, Kathy; English, Rob; Fellows, Rob; Gebert, Dave; Haines, Karen; Hardy, Patrice; Hauss, Bertrand; Hebert, Joe; Heffernan, Peter; Howell, John; Hunt, Kimberly; Kandathil, Heidi; Larson, Jay; McGourty, Kelly; Kirk McKinley; Moore, Jim; O'Claire, Christina; Osterhoudt, Sue; Otterstrom, Karl; Poor, Geri; Prestrud, Charles; Ritterbush, Scott; Ruether, Sarah; Safavian, Seyed; Sawyer, Janine; Schmid, Andrew; Shafer, Lisa; Sheck, Ron; Shelden, Matt; Alicia Sherman; Washington, Tom; Whisner, Jack; Zenk, Frank
Subject: "Compromise" supplemental agreement language

The SeaShore Transportation Forum Co-Chairs asked that the supplemental language for the agreement, which was supported by most members at the July 18 meeting, be distributed in advance of the September meeting for review. Attached is a copy of the agreement with the new language inserted, along with the meeting summary from the July meeting. Members are asked to talk with their respective councils about the new language so they can provide feedback at the September 19 Forum meeting. Please let me know if you have any questions.

Sally Marks
Supervising Transportation Planner
Office of Regional Transportation Planning
King County Department of Transportation
201 S. Jackson Street KSC-TR-0814
Seattle, WA. 98104
(206) 263-4710
Fax (206) 684-2111

AGREEMENT
For the
SEASHORE TRANSPORTATION FORUM

Parties to Agreement:

City of Bothell	Puget Sound Regional Council
City of Kenmore	Sound Transit
City of Lake Forest Park	Community Transit
City of Shoreline	Transportation Improvement Board
City of Woodinville	Washington State
City of Edmonds	Department of Transportation
City of Mountlake Terrace	Port of Seattle
King County	
Snohomish County	
City of Seattle	

Approved by the SeaShore Transportation Forum on December 13, 2006 with
amendments approved in principle on July 18, 2007

Transmitted to participating members on _____.

THIS AGREEMENT is made and entered into by and among the CITY OF BOTHELL, hereafter called "Bothell"; the CITY OF KENMORE, hereafter called "Kenmore"; the CITY OF LAKE FOREST PARK, hereafter called "Lake Forest Park"; the CITY OF SHORELINE, hereafter called "Shoreline"; the CITY OF WOODINVILLE, hereafter called "Woodinville"; CITY OF EDMONDS, hereafter called "Edmonds"; CITY OF MOUNTLAKE TERRACE, hereafter called "Mountlake Terrace"; the CITY OF SEATTLE, hereafter called "Seattle"; KING COUNTY, a legal subdivision of the State of Washington, hereafter called "King County"; SNOHOMISH COUNTY, a legal subdivision of the State of Washington, hereafter called "Snohomish County"; the PUGET SOUND REGIONAL COUNCIL, hereafter called the "PSRC"; the CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY, hereafter called "Sound Transit"; SNOHOMISH COUNTY PUBLIC TRANSPORTATION BENEFIT AREA, hereafter called "Community Transit"; the WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, hereafter called "WSDOT"; the TRANSPORTATION IMPROVEMENT BOARD, hereafter called "TIB."; and the PORT OF SEATTLE.

WHEREAS, each of the jurisdictions in the north King County-south Snohomish County area has experienced significant population growth and economic development in the last decade, and projects continued growth and development in the future; and

WHEREAS, many of the transportation issues faced by the cities in north King County and south Snohomish County are similar to those faced by the City of Seattle; and

WHEREAS, King County and cities in other portions of urbanized King County have found that benefits can be achieved by multijurisdictional coordination, including a cooperative approach to the planning, financing, and construction of needed transportation improvements; and

WHEREAS, this coordination is facilitated by continuing forums for discussion and recommendations on common issues; and

WHEREAS, the King County Comprehensive Plan for Public Transportation—Long Range Policy Framework, originally adopted in 1993 and updated in 2002, divided Metro service into three geographic subareas for the purpose of allocating new transit subsidy; and

WHEREAS, the Six-Year Transit Development Plan, adopted in 1995, calls for the three subarea transportation boards (the Eastside Transportation Partnership, South County Area Transportation Board, and SeaShore Transportation Forum) to review, refine, and recommend service priorities to the King County Executive; and

WHEREAS, King County, Seattle, Bothell, and Lake Forest Park formed a SeaShore Transportation Forum and began discussions about common transportation issues in 1995 to develop recommendations on transit service; and

WHEREAS, the new cities of Shoreline and Kenmore have been formed since that time, and have been participating in SeaShore discussions; and

WHEREAS, the Cities of Woodinville, Edmonds and Mountlake Terrace have agreed to join as members of the Forum; and

WHEREAS, Community Transit and Snohomish County also have been involved in discussions of inter-county coordination and other common issues through SeaShore; and

WHEREAS, Sound Transit relies on the three subarea transportation boards to review and recommend modifications to Sound Move Plan implementation-related services and projects, and to participate in future phase (Phase II) high capacity transit plan development efforts; and

WHEREAS, the "North King County" subarea for Sound Transit consists of the cities of Seattle, Shoreline and Lake Forest Park; and

WHEREAS, the Cities of Seattle, Shoreline and Lake Forest Park, and King County are included in the "Seattle-North King County" subarea designated by the King County Metro Long Range Development Plan and Six Year Plan for transit planning and service allocation (Attachment A); and

WHEREAS, the boundaries of the "Seattle-North King County" subarea are not altered by changes to the membership of the Forum (Attachment A); and

WHEREAS, the SeaShore Transportation Forum is expected to continue to provide valuable input on numerous planning and implementation decisions.

NOW, THEREFORE, in consideration of the mutual covenants contained herein, the parties hereto agree as follows:

1.0 Purpose of Agreement

The purpose of the Agreement is to identify the members of the SeaShore Transportation Forum (SeaShore) and provide for the continuation of SeaShore as the Seattle-north King-south Snohomish County forum for information sharing, advocacy, consensus building and coordinating to resolve transportation issues.

2.0 Role of SeaShore

The SeaShore is the forum established by King County for the Seattle-North King County transportation subarea of King County at which elected officials may provide input into the following decisions, and such other transportation-related issues as the members determine:

- a) development of the King County Metro Six Year Transit Development Plan
- b) implementation of transit service priorities
- c) recommendations for the Safe, Accountable, Flexible, Efficient Transportation Equity Act-Legacy for Users (SAFETEA-LU) regional project identification and Countywide project selection
- d) recommendations to Sound Transit on its services and projects
- e) coordination with the Eastside Transportation Partnership and the South County Area Transportation Board on countywide and regional transportation issues.

The SeaShore Transportation Forum also serves as a central forum for information sharing, consensus building, and coordinating to resolve transportation issues, and discuss priorities for implementing transportation projects and programs on a subregional basis for the north part of King County and the south part of Snohomish County.

The other two subareas have similar forums: the Eastside Transportation Partnership and the South County Area Transportation Board

3.0 Membership and Representation

- 3.1 The members of SeaShore shall be the following counties and cities (hereinafter referred to as "jurisdiction(s)": King County and Snohomish County, and the cities of Seattle, Shoreline, Lake Forest Park, Kenmore, Woodinville, Edmonds, Mountlake Terrace and Bothell; the following transportation agencies (hereinafter

referred to as "agency(ies)": the Washington State Department of Transportation (WSDOT), Puget Sound Regional Council (PSRC), Sound Transit, Transportation Improvement Board (TIB), Community Transit and the Port of Seattle. Membership may be extended to others at a later date as SeaShore may later determine.

3.2 Each member city and county ("jurisdiction") shall be entitled to two positions on SeaShore. Each agency shall be entitled to one position on SeaShore. Each jurisdiction should appoint two representatives, and each agency should appoint one representative, each for one-year terms. Alternates may also be designated. For the jurisdictions, the representatives should be elected officials; the alternates may be elected officials or high-level staff members as best serves both the jurisdiction and SeaShore. For agencies, their representatives and alternates may be either elected officials or other high-level staff members as such agencies may deem appropriate.

3.3 Each jurisdiction's representatives, or their alternate in their absence, shall have one vote. Representatives of agencies shall be non-voting representatives.

3.4 The "Seattle-North King County" subarea is recognized as one of three subareas in King County Metro Transit and Sound Transit policy decisions allocating service or capital resources. The SeaShore Transportation Forum is established as the body responsible for making recommendations on these issues. For actions relating to these issues, only those jurisdictions in the "Seattle-North King County" subarea shall vote.

3.5 No jurisdiction shall cast a vote for funding recommendations of federal funding allocated by the Puget Sound Regional Council in more than one forum or recommending body. Snohomish County cities shall not have voting rights in SeaShore for allocation of resources in King County. All jurisdictions may vote on other issues, unless an agency requesting a SeaShore recommendation specifies that different voting boundaries or criteria shall be used, or a decision is otherwise specifically required by law or rule to be made by other boundary or criteria.

3.6 If a case arises where voting boundary or criteria is in question, all jurisdictions may vote. If the outcome is not unanimous, the detailed results shall be recorded by jurisdiction and forwarded to the agency requesting the recommendation for their information.

4.0 Conduct

4.1 SeaShore shall endeavor to make decisions by consensus. If consensus cannot be reached, final decisions will be made by majority vote of the voting members present at the meeting at which action is taken. Dissenting opinions may also be provided to the appropriate decision-makers.

- 4.2 SeaShore will be responsible for overall program direction, approving staff recommendations, and on-going communication with the governing body of each member jurisdiction and agency.
- 4.3 SeaShore may establish its own bylaws and rules of procedure and may modify these as appropriate. Such bylaws and rules shall be consistent with the provisions of this Agreement and modifications to such bylaws and rules will not alter this Agreement.
- 4.4 A Chair or two Co-Chairs shall be chosen by Seashore to serve a term of one-year from January 1 through December 31. The Chair(s) shall conduct the SeaShore activities and are responsible for setting meeting agendas, ensuring fair opportunity for discussion, signing correspondence and speaking on behalf of SeaShore. At least one Chair shall be a representative of a jurisdiction located in whole or in part in the Seattle-North-King-County Subarea.

5.0 Committees

The SeaShore may establish committees as are necessary to carry out its purpose. A Technical Advisory Committee (TAC) of jurisdiction and agency staff shall be formed to advise SeaShore of emergent transportation issues and provide recommendations for action. Each jurisdiction and agency may designate a representative (and an alternate) to the TAC. Other committees may be formed on an ongoing or ad hoc basis as determined by SeaShore from time to time.

6.0 Lead Agency

King County shall provide general administrative and program support for the SeaShore and will be the Lead Agency for the purposes of coordination and receipt of any funds or contract administration. King County assumes wage and benefits cost of its staff performing Lead Agency responsibilities.

7.0 Member Agency Staff Support

Each member jurisdiction and agency is expected to contribute such staff as is necessary to accomplish the work program adopted by the SeaShore.

8.0 Work Program

The SeaShore may undertake activities consistent with its purposes and shall prepare an annual work program for the following year, and progress report on the year just completed for submittal to its members.

9.0 Financing and Cost Sharing Guidelines:

9.1 **SeaShore Yearly Dues** -- Each member jurisdiction will contribute \$500 annually to remain members in good standing. The designated Lead agency shall not be required to

pay yearly dues. This revenue shall be used for special events, public education, or other expenses authorized by the SeaShore Forum.

9.2 The following guidelines shall generally apply:

- (1) Annual Review of Financing: The Forum shall determine by June 30 of each year whether an additional financial contribution will be requested of the member jurisdictions and agencies.
- (2) Member Jurisdictions: Costs shall be shared among member jurisdictions other than King County by a method as determined by action of the Forum. Unless agreed to otherwise, King County's share shall be limited to the costs of providing staff support.
- (3) Non-voting Member Agencies/Organizations: The member agencies shall not be expected to make a direct funding contribution. However, subject to the availability of member funding, in-kind contributions may be necessary as determined by an action of SeaShore.
- (4) Modification to Agreement Required: A modification to this agreement specifying cost-sharing, purpose, scope of work and other details is required to obligate a member jurisdiction to a change in funding participation.

10.0 Withdrawal of a Party from this Agreement

Each party, for its convenience and without cause or for any reason whatsoever, may withdraw from participation in this Agreement by providing written notice, sent certified mail, return receipt required, to all of the other parties at least thirty (30) days in advance of the effective date of the withdrawal. A withdrawing party shall not be entitled to a refund of any dues or other payments to support SeaShore activities and shall make any contributions required to be paid to other parties under this Agreement for costs which had been obligated prior to the effective date of the withdrawal. In the event a party withdraws, the remaining parties shall amend this Agreement as necessary to reflect changes in the named parties and cost and revenue allocations. In the event of withdrawal by a party, this Agreement shall terminate as to that party but shall continue in effect with respect to the remaining parties. However, the termination of this Agreement with respect to one or more parties shall not affect any of the parties' rights or obligations, including any rights or obligations of a withdrawing party, that are expressly intended to survive termination.

Each party's funding to perform its obligations under the Agreement, beyond the current appropriation year, is conditional upon appropriation by the party's governing body of sufficient funds to support said obligations. Should such an appropriation not be approved for a future year, a party may exercise its right to withdraw as provided herein.

11.0 Duration

This Agreement shall take effect upon being duly adopted by the governing bodies of all parties and executed by the authorized representatives of all parties. This Agreement shall remain in effect until December 31, 2008, unless terminated earlier or extended in accordance with Section 18.0.

12.0 Termination

All parties to this Agreement must agree to terminate this Agreement in order for such termination to be effective. If all parties desire to terminate this Agreement, they shall execute a Statement of Termination. Upon termination, no party shall be required to make any additional contributions. Any remaining funds shall be refunded to the parties to this Agreement according to Section 14.0.

13.0 Real and Personal Property

The acquisition of real property is not anticipated under this Agreement. Any personal property acquired pursuant to this Agreement shall be held by the Lead Agency. In the event this Agreement expires or is terminated in accordance with Section 12.0, any personal property other than cash shall remain with the Lead Agency.

14.0 Return of Funds

At such time as this Agreement expires or is terminated in accordance with Section 12.0, any unexpended and uncommitted funds shall be distributed proportionately to those parties to this Agreement at the time of termination based on each party's percentage share of the original contribution.

16.0 Filing

This Agreement shall be filed with the King County Department of Records and Elections.

17.0 Legal Relations

17.1 The parties shall comply with all applicable state and federal laws and regulations.

17.2 This Agreement is solely for the benefit of the parties hereto and gives no right to any other party. No joint venture or partnership is formed as a result of this Agreement. No employees or agents of one party or any of its contractors or subcontractors shall be deemed, or represent themselves to be, employees of any other party.

17.3 Each party shall defend, indemnify, and hold harmless the other parties and all of their officials, employees, principals and agents from all claims, demands, suits, actions, and liability of any kind whatsoever which arise out of, are connected with, or are incident to any negligent acts of the indemnifying party, its contractor, and/or employees,

agents, and representatives in performing the indemnifying party's obligations under this Agreement. The parties agree that their obligations under this paragraph extend to claims made against one party by the other party's own employees. For this purpose, the parties, by mutual negotiation, hereby waive, as respects the other party only, any immunity that would otherwise be available against such claims under the industrial insurance provisions of RCW Title 51. In the event any party incurs attorney's fees, costs or other legal expenses to enforce the provisions of this section, against the other party, all such reasonable fees, costs and expenses shall be recoverable by the prevailing party.

17.4 The provisions of this Section 17 shall survive and remain applicable to each of the parties notwithstanding any termination or expiration of this Agreement and notwithstanding a party's withdrawal from this Agreement.

18.0 Entirety and Modifications

18.1 This Agreement merges and supersedes all prior negotiations, representations, and agreements between the parties relating to the subject matter hereof and constitutes the entire agreement between the parties.

18.2 This Agreement may be modified or extended only by written instrument signed by all parties hereto.

19.0 Counterparts

The signature page of this Agreement may be executed in any number of counterparts, each of which shall be an original.

IN WITNESS WHEREOF, the Parties have caused this Agreement to be signed and delivered by its duly authorized officer or representative as of the date set forth below its signature.

CITY OF BOTHELL	KING COUNTY	COMMUNITY TRANSIT
By _____ Date _____	By _____ Date _____	BY _____ Date _____
CITY OF KENMORE	SNOHOMISH COUNTY	CITY OF SEATTLE
By _____ Date _____	By _____ Date _____	By _____ Date _____
CITY OF LAKE FOREST PARK	PUGET SOUND REGIONAL COUNCIL	WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
By _____	By _____ Date _____	By _____

Date _____		Date _____
CITY OF SHORELINE	SOUND TRANSIT	TRANSPORTATION IMPROVEMENT BOARD
By _____ Date _____	By _____ Date _____	By _____ Date _____
CITY OF WOODINVILLE	CITY OF MOUNTLAKE TERRACE	CITY OF EDMONDS
By _____ Date _____	By _____ Date _____	By _____ Date _____
<u>PORT OF SEATTLE</u>		
By _____ Date _____		

Attachment A (map)

SEASHORE TRANSPORTATION FORUM

Meeting Minutes
July 18, 2007

Members

Councilmember Patrick Ewing, City of Bothell (Co-Chair)
Councilmember Ed Sterner, City of Lake Forest Park (Co-Chair)
Councilmember Richard Marin, (City of Edmonds), Sound Transit Representative
Councilmember Peggy Pritchard Olson, City of Edmonds
Deputy Mayor David Baker, City of Kenmore
Doug Hodson, King County Executive Sims' Alternate
Councilmember Don Fiene, City of Lake Forest Park
Councilmember Doug Wittinger, City of Mountlake Terrace
Councilmember Sally Clark, City of Seattle
Chris Picard, WSDOT

I. Public Comment

No public comment was provided.

II. Summary of June 20, 2007 Meeting

The summary of the June 20, 2007 meeting was approved.

III. SeaShore Forum Agreement Issues

Councilmember Marin reported that he and other Snohomish County representatives had discussed the Seattle Mayor's position on the agreement with representatives from the Mayor's office. As a result, the Snohomish County representatives gained a better understanding of Seattle's concerns about the allocation of resources and voting rights in the subareas. To address this, they suggested the following additional language for the agreement: "No jurisdiction shall cast a vote for funding recommendations in more than one forum or recommending body. Snohomish County cities shall not have voting rights in the SeaShore Forum for allocation of resources."

Councilmember Pritchard Olson added that the discussions with Seattle confirmed for her that there needs to be a level playing field when determining project funding recommendations. She recognized that this was not a specific SeaShore issue and that Seattle's concern was valid. She continued by saying that the Forum plays an important educational role and it would be best to have Seattle's participation.

Co-Chair Sterner noted that the suggested agreement language proposed by Snohomish County would put the onus on the city to decide where it would vote. Councilmember Marin agreed, indicating that it would mean that he could not vote on resource issues both in the SeaShore Forum and at Snohomish County Tomorrow.

Co-Chair Ewing expressed some concern about Bothell's situation, since it is located in both King and Snohomish Counties and it is a member of ETP and SeaShore. He also indicated that it will be important to clarify the meaning of "resource allocation" issues. Councilmember Marin suggested that this should pertain to projects funding recommendations through the PSRC's process. Co-Chair Sterner clarified that the Forum had previously agreed that recommendations on Sound Transit capital and service plans and Metro services should be voted on only by jurisdictions within the subarea boundaries.

Deputy Mayor Baker indicated that he understood the need to limit jurisdictions to voting in only one subarea, but he questioned why Seattle was permitted to identify three projects for the regional project competition. Chris Picard clarified that the regional project competition process was not developed by PSRC staff, but by the King County Project Evaluation Committee and then approved by the King County members of the Transportation Policy Board. He also expressed support for the proposed language.

Councilmember Wittinger said that he thought the proposed language would solve most of the immediate problems, but suggested that the purpose and operations of all three subareas should be revisited for the longer term. Co-Chair Sterner noted that like most compromises, this language is not perfect, but would provide an acceptable solution.

Several minor edits to the language were suggested, including the following: "No jurisdiction shall cast a vote for funding recommendations of federal funding allocated by the Puget Sound Regional Council in more than one forum or recommending body. Snohomish County cities shall not have voting rights in the SeaShore Forum for allocation of resources in King County."

In general, Forum members expressed support for the language and asked that it be distributed to members for consideration and included on the next meeting agenda for action. Co-Chair Sterner asked that edits be provided in advance of the next meeting so that all members will have an opportunity to review the language beforehand. Councilmember Marin suggested that elections of officers should also be scheduled at the same time. Councilmember Fiene suggested that the current co-chairs continue through the year. Councilmember Pritchard Olson agreed, adding that the Forum should consider co-chairs for 2008 well in advance.

ACTION: The Forum agreed that Councilmembers Sterner and Ewing should continue to serve as co-chairs through 2007, and that the Forum should consider 2008 officers well in advance of the end of the year.

Doug Hodson thanked the Snohomish County representatives for their help in developing compromise language. Councilmember Fiene noted that the discussion had been helpful in clarifying how the various forums act in advisory capacities and lead to better regional recommendations.

IV. Concurrency and Regional Transportation System Development

Seyed Safavian introduced Mark Hallenbeck, indicating that he had given a presentation on concurrency and regional transportation system development to a conference of the Institute of Traffic Engineers which had been well-received. Mr. Hallenbeck provided an overview of the current status of concurrency as well as potential changes. He began by explaining that concurrency is the provision of adequate transportation facilities and a measurement process used to regulate the interrelationship between development and transportation facilities and services. State law allows each jurisdiction to define its own concurrency system, so the definition of “adequate” facilities changes by jurisdictions, according to each city’s goals and politics.

Most jurisdictions use roadway congestion (a single mode) as the exclusive measure of performance, which results in solutions that are road-oriented. This works well in some areas, such as rural areas and lightly developed ex-urban areas, but does not work well where auto travel provides only a portion of the mobility serving an area. This is especially true if local plan goals and policies call for expanding alternative modes of travel such as transit, rideshare, bike and walk, which is common in urban centers.

Because the process is focused at the local jurisdiction level, existing concurrency systems ignore the impacts of local development on regional travel, and local success in balancing land use and transportation is often overwhelmed by regional traffic impacts. Improvements to the system would involve two tiers—local concurrency and regional concurrency. Mr. Hallenbeck’s presentation included a recommendation that a regional authority must control transportation funding of all modes, including existing and new revenues.

Forum members had several questions about how to accomplish improvements. Councilmember Clark was interested in how to build work force housing. Councilmember Fiene indicated a need to clarify and strengthen the relationship between transportation and the assignment of growth targets. Mr. Hallenbeck agreed, adding that increased density can provide desirable development patterns. Councilmember Marin

asked that Mr. Hallenbeck return to a future meeting to review more information related to this topic.

V. South Lake Union Streetcar Agreement and Redeployment of Transit Service Hours

David Hull, King County Metro staff, provided an overview of the South Lake Union Streetcar agreement which had been approved by the King County Council. He reported that the streetcar is being built by the City of Seattle and private businesses participating in a Local Improvement District, and that King County Metro will initially operate the service reimbursed by Seattle. Service will start in December. After Link light rail is in operation, Seattle will reimburse King County Metro for 25% of the net operating costs, and King County Metro is planning to invest half of the transit service hours freed up by the operation of Link into operation of the streetcar.

Mr. Hull explained that King County guidelines for redeploying service, adopted in 1998, call for redeploying the hours within the subarea; generally this also means that the services are redeployed within the same corridor. He used the changes in the SR 522 corridor which occurred when Sound Transit Route 522 service began as an example—Metro service hours were removed from SR 522 regional service and used to provide local service to complement the regional service in the corridor. When the King County Council approved the agreement for the South Lake Union streetcar, it did not finalize how the redeployed hours would be allocated within the subarea. However, King County Metro is assuming that half of the redeployed hours would be directed to operation of the streetcar.

Co-Chair Sterner expressed concern that most of the Sound Transit funds raised in the north end of the county were being devoted to light rail, with few direct benefits for those citizens. He suggested that Shoreline and Lake Forest Park receive additional transit service frequency from the redeployed hours available when light rail begins service.

The Forum agreed to cancel the August meeting and re-convene on September 19.

Other attendees:

Charles Prestrud, WSDOT	Seyed Safavian, City of Bothell
Sally Marks, King County DOT	Kevin Garrett, City of Lynnwood
Bertrand Hauss, City of Edmonds	Kathleen McMullen, Community Transit
Jeff Bender, City of Seattle	Alicia Sherman, City of Shoreline
David Hull, King County Metro	Kelly McGourty, PSRC
Mike Bergman, Sound Transit	