

Section V.d. 2014 King County Countywide Competition Application for PSRC's FHWA Funds (STP/CMAQ)

❖ Nonmotorized Program

This application is available on the King County Department of Transportation website at:
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

****Please read this section before completing the application****

The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for countywide funding may be compromised if the application is found to have omissions or inaccuracies.

Sponsors of projects recommended for funding as a result of the competition should be aware that information provided on this application will be used in the future to monitor compliance with PSRC's adopted project tracking policies. It is also important to remember that funds are awarded to projects, not agencies. Please refer to PSRC's website for more information on the project tracking program: www.psrc.org/transportation/tip/tracking.

Submitting Applications

There is no set page limit for applications submitted to the countywide competition. It is important to provide complete, detailed responses, but please be as concise as possible. Additional supporting information such as maps and other diagrams are encouraged, but other attachments such as comprehensive plan materials are unnecessary. Attach your completed application to an email and send it to kcgrantcompetition@kingcounty.gov. All applications must be submitted by **11:59 p.m. Wednesday, May 7, 2014**.

Please note: the project budget spreadsheet is a required attachment, the budget spreadsheet can be downloaded from the following website:

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

Definition of a project:

For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If a project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center).

Projects that include multiple components or sponsors are allowed to be submitted, but the scope of work, funding amounts and schedules for each individual agency and/or component must be clearly identified at the time of application. If awarded PSRC funds, these projects may be separated into their individual components or lead agency in the regional Transportation Improvement Program. Each individual TIP project will be subject to PSRC's project tracking policies and will be administered according to the scope of work and funding awarded for each. **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

If you have questions please contact Peter Heffernan at 206-477-3814 or peter.heffernan@kingcounty.gov

Section VI.c. 2014 King County Countywide STP/CMAQ Non-Motorized Application

This application is available on the King County Web site at <http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

PROJECT DESCRIPTION INFORMATION

1. Project Title: Bicycle Plan Implementation

(For roadway project titles: list facility name, limits and any other identifying words; e.g., SR-520HOV (104th Ave NE to 124th Ave NE)

2. Sponsoring Agency: City of Shoreline

Also identify co-sponsor(s):

3. Project Contact Person: Kirk McKinley

Address: 17500 Midvale Avenue N, Shoreline, WA 98133

Phone: 206-801-2481

Fax: 206-801-2783

E-Mail: kmckinley@shoreline.wa.gov

4. Project description. Please distinguish between the scope of the project and the justification and/or need for the project.

a. Project scope: Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.

This project includes the following two components: 1) Implement the majority of the City of Shoreline's adopted Bicycle System Plan and 2) Implement bicycle and pedestrian oriented wayfinding signage throughout Shoreline. In 2008, the City of Shoreline completed the Shoreline Interurban Trail. Running north-south through the City, this 3.25 mile multi-modal trail services as the "spine" of the Bicycle System Plan for the City and connects Local Centers (specifically, Shoreline Town Center and Aurora Commercial), commercial areas, neighborhoods, transit and parks. The goal of the Shoreline Bicycle System Plan is to further integrate safe and logical bicycling options for users to destinations further out from the Interurban Trail, connecting to additional Local Centers in Shoreline, regional centers, other regional trails, employment, shopping and transit. The City's Bicycle System Plan (BSP) identifies the planned locations of bicycle lanes, sharrows and route signage that will result in a complete bicycle network throughout Shoreline. As a companion to the City's BSP, the City has developed a bicycle and pedestrian wayfinding plan. The wayfinding plan identifies the type and location of bicycle and pedestrian oriented wayfinding signs throughout the City to help guide non-motorized travelers to destinations throughout Shoreline and in neighboring jurisdictions. Implementation of both components of this project will include the design of facilities, minor roadway repair such as pothole filling (where needed), procurement of materials, construction and project management.

b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?

Shoreline recognizes the importance of bicycling as a mode that addresses both the City’s transportation and recreational needs. At the city level, bicycle routes in the network connect neighborhoods to schools, city institutions, community businesses and recreational and commuter destinations, including transit linkages. On a larger scale, these bike routes provide connections that link to the regional network and destinations outside Shoreline, including Seattle, Edmonds, Mountlake Terrace and Lake Forest Park. A well-developed bicycle network will encourage additional bicycle ridership and help the City of Shoreline become a healthier and more sustainable community.

5. Project Location: City of Shoreline

Answer the following questions if applicable:

a. Crossroad/landmark nearest to beginning of project: citywide

(Identify landmark if no crossroad)

b. Crossroad/landmark nearest to end of project: citywide

(Identify landmark if no crossroad)

6. Map: Include an 8 1/2” x 11” legible vicinity map (if applicable) with the completed application form. *(If unable to send map electronically, provide separately by fax or mail)*

7.	<p>Federal Functional Classification Code <i>(Select only one)</i></p> <p><i>Assistance in determining the functional classification of a project is available by calling Stephanie Rossi at 206-971-3054.</i></p>	
	<p style="text-align: center;"><u>Rural Functional Classifications</u> <u>(“under 5,000 population”)</u></p> <p style="text-align: center;">(Outside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p>	<p style="text-align: center;"><u>Urban Functional Classifications</u> <u>(“over 5,000 population”)</u></p> <p style="text-align: center;">(Inside the federal-aid urbanized and federal-aid urban areas)</p> <p><input checked="" type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input type="checkbox"/> 14 Principal Arterial</p> <p><input type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p>

<input type="checkbox"/> 29 Proposed Local Access	
<p>NOTE: <u>Federally Funded Projects.</u> A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects which are on a roadway with a functional classification of 09, 19, 29 or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".</p> <p>Examples of Exceptions:</p> <ul style="list-style-type: none"> • Any bicycle and/or pedestrian project. • Projects <u>not</u> on a roadway and using CMAQ or other funds • Any transit project, including equipment purchase and park-and-ride lot projects. 	

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project’s suitability for funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council’s (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2014 STP/CMAQ King County Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 7, 2014. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC’s Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC’s Project Tracking Program, may eventually result in the loss and/or transfer of funds to another countywide project.

Application length: Please be as brief as possible but provide sufficient information on your project, plus map(s) and/or other required supporting documents.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to kcgrantcompetition@kingcounty.gov. Please name the file "(Agency): (Project tile)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Preservation, Non-motorized). All applications will be posted to the King County Web site. All applications must be submitted by 11:59 p.m., Wednesday, May 7, 2014.

PROJECT EVALUATION INFORMATION

IMPORTANT INSTRUCTIONS: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to Section IVb, Evaluation Criteria for Countywide Grant Programs, Non-Motorized Projects for information on how the projects will be evaluated.

- **Part 1:** Choose one of the two project categories that best fits your proposed project and complete Section A or B
- **Part 2:** Complete all Sections C through F

PROJECT EVALUATION: PART 1

Choose which of the two Centers categories your project falls under:

- Project is located within a Center
> *NOTE: Complete Section A, then proceed to Sections C through F in Part 2*
- Connecting Corridors
> *NOTE: Complete Section B, then proceed to Sections C through F in Part 2*

SECTION A: CENTERS

Complete this section if your project is a “Centers” project, then proceed to Part 2

A. Please explain how your project addresses the following:

• Center Development

- Describe how the project will advance or support non-motorized modes within the center.
- Describe how the project or program will enhance or support the potential for increased housing/employment densities in the center.
- Describe how the project furthers the objectives and aims of existing adopted policies and plans for the center.
- Describe the level of public access to the project (for example, current and future land use in the vicinity of the facility such as schools, residences, commercial, retail, tourist areas, etc. that would be expected to provide utilization of the facility).

• Project's Benefit to the Center

- Describe how the project remedies a current or anticipated problem for non-motorized modes within the center or reduces modal conflicts involving pedestrians and/or bicyclists?
- Describe the user groups who will benefit from this project (residents, commuters, employees, students, customers, tourists, seniors, people with disabilities, and those identified in the President’s Order for Environmental Justice¹) and how it provides users with non-motorized option for travel.
- Describe how the project or program will improve: (address each relevant area)
 - Bicycle facilities
 - Walkability
 - Public transit access
 - Landscape and/or streetscape

• Circulation and Safety within the Center

- Describe how the project improves access to major destinations or improves circulation within the center (home/work/school/other).
- Describe how the project or program completes a physical gap or completes an essential link in the non-motorized transportation network.
- Describe how the project improves safety or resolves an existing safety problem.
- Describe how the project extends or completes a regional or local bicycle or pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network.

¹ The President’s Order for Environmental Justice states “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations.”

SECTION B: CONNECTING CORRIDORS

Complete this section if your project is a “Connecting Corridors” project, then proceed to Part 2.

A. Please explain how your project addresses the following:

• Benefit to Center

- Describe how the project provides users traveling to/from the center(s) with non-motorized options for travel.
- Describe how the project furthers the objectives and aims of adopted policies and plans for the center(s).
- Describe how this project will benefit or enhance support the development of the center(s). Does it support multiple centers?

In 2008, the City of Shoreline completed the Interurban Trail. Running north-south through the City, this 3.25 mile multi-modal trail serves as the “spine” of the Bicycle System Plan for the city and connects Local Centers (specifically, Shoreline Town Center and Aurora Commercial), commercial areas, neighborhoods, transit and parks. Shoreline’s Interurban Trail is part of a regional trail that connects to the Interurban Trail in the City of Edmonds to the north and bicycle facilities to the south in the City of Seattle. The overall Interurban Trail system is extensive, reaching north to Everett and continuing to cities south of Seattle. In Shoreline, the Interurban Trail, along with a few existing bicycle lanes in the City and the overall grid pattern of the street system, provide the basis for development of an extensive bicycle system that connects residences, Local Centers, shopping, employment and transit. The City of Shoreline Bicycle System Plan (BSP) was approved by the Shoreline City Council in 2011 as part of the Shoreline Transportation Master Plan major update. The goal of the BSP is to further integrate safe and logical bicycling options for users to destinations beyond the Interurban Trail. The City of Shoreline’s BSP is a citywide plan designed to provide a complete network of bicycle connections throughout Shoreline and to neighboring jurisdictions. As a result, many locally designated centers and the corridors connecting them are served through implementation of this plan and program. Locally designated centers that are served by this project include Shoreline Town Center, North City, Richmond Beach, Innis Arden, the Aurora Avenue Business Corridor and the Aurora Square Community Renewal Area. The network created by the plan was developed with the following criteria in mind:

- Connecting neighborhoods to destinations, such as schools, parks, public buildings, commercial areas and transit
- Connecting to existing facilities, such as the Interurban Trail, within the City and in neighboring jurisdictions
- Connecting to planned facilities (such as the new Sound Transit Light Rail Stations at I-5 and 145th Street and I-5 and 185th Street)
- Traffic volumes on the roadway
- Existing right-of-way and capacity to support bicycling
- Future planned capital projects

The Transportation Master Plan also included direction to develop a bicycle and pedestrian wayfinding program. The City followed up on this direction with the development of the City of Shoreline City Wayfinding Design Guidelines. Completed in Spring 2014, this report presents a comprehensive city wayfinding system that benefits pedestrians and bicyclists by

improving connectivity and fulfilling the community's vision of providing safe transportation alternatives. The wayfinding system may also encourage motorists to use alternatives by providing direction to destinations and additional levels of comfort for those navigating through the City. The report supports the project goals, outlines policy context, provides sign design themes to enhance the character and identity of the City, identifies destinations, signed routes, and proposes sign locations for a pedestrian and bicyclist wayfinding system.

The first component of this project will design and construct a combination of bicycle facilities throughout the City including lanes, sharrows, and route signage. These improvements focus on installing facilities that can be accommodated within the existing developed roadway (rather than large capital projects to rebuild streets), resulting in coverage across most of the City. Rechannelization will be a significant aspect of this work.

The second component of this project focuses on the installation of wayfinding signage in accordance with the City's wayfinding plan. This will include wayfinding signage that compliments the facilities to be installed in the first component of this project, as well as signage along other existing bicycle facilities in Shoreline.

The outcome of this two-component project will be a network of facilities and wayfinding signage to help bicyclists navigate to locally designated centers and other destinations within Shoreline as well as other regional centers.

Shoreline policy direction regarding this project and Local Centers include:

From the Shoreline Town Center Subarea Plan:

Policy TC-6. Connect Town Center to other parts of Shoreline and the region by promoting multi-modal transportation choices including high capacity transit on Aurora, frequent local bus service, bicycle paths, and improved pedestrian walkways.

Policy TC-13. Post public "wayfinding" signs to direct motorists and bicyclists to public destinations within and near Town Center.

From the Aurora Square Community Renewal Area Plan:

Under City Proposals in support of the project: Construction of sidewalks and bike lanes.

Investment in sidewalks, entrances, and signage will allow Aurora Square to be better connected to its 300,000+ Shoreline and north Seattle neighbors (5-mile trade area).

Westminster Way N and Aurora Avenue N, Metro Transit's Rapid Ride and the Interurban Trail already provided traditional and non-traditional access to the center, but enhancements will make Aurora Square a preferred destination.

- **System Continuity, Circulation and Safety**

- Describe how this project or program provides a "logical segment" that links to a center
- Describe how the project fills in a missing link or removes barriers to a center, and how the project extends or completes a regional or local bicycle or pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network
- .Describe how the project improves safety and/or reduces modal conflict.

Shoreline is bounded by several cities, each with their own bicycle systems and amenities. Shoreline is a fully built-out community with almost all of the land in the City developed. Although it is a fairly young city having incorporated in 1995, most of the development in Shoreline occurred while the area was a part of unincorporated King County. Almost no

bicycle facilities were present prior to incorporation. Shoreline's terrain lends itself fairly well to bicyclists traveling north-south. However, the ridges and ravines pose greater challenges for east-west bicycle travel, especially around North City, Richmond Beach, Innis Arden, Briarcrest and Shoreline Community College. Bicyclists in Shoreline must generally ride in traffic due to the lack of wide shoulders or exclusive bike lanes.

The construction of the 3.25 mile Shoreline Interurban Trail was the first major non-motorized project that was planned and constructed after incorporation and was completed in 2008. While this enhancement meets the need of users traveling north/south through Shoreline, there remained no east-west connector to the Burke-Gilman Trail, which is seen as the jewel of the county's bicycle system. The Cities of Shoreline and Lake Forest Park have collaborated on identifying northern and southern routes that would connect these two trails – providing an important link for both transportation and recreational usage. The two connectors are made up of a combination of bicycle facilities, including signage, bicycle lanes, separated trails and a bridge. In 2011, Shoreline completed construction on one portion of the off-road, separated trail that serves as part of the northern connection to the Burke-Gilman Trail. This trail was constructed in undeveloped right-of-way on NE 195th Street, between Meridian Avenue N and 1st Avenue NE. By the end of 2014, the City will complete construction on the next contiguous leg of this connector, a separated trail from 1st Avenue NE to 5th Avenue NE along the north side of NE 195th Street. Installation of bicycle facilities to complete the two connector routes between the Interurban and Burke Gilman Trails is also scheduled for completion in 2014. Sound Transit will reconstruct the 195th pedestrian/bicycle bridge over I-5 to meet current NACTO standards as part of the Lynnwood Link Light Rail project.

Shoreline currently has on-street bike lanes located at the following locations:

- Fremont Avenue N between N 190th Street and N 195th Street (southbound only)
- N/NE 155th Street between Midvale Avenue N and 5th Avenue NE
- N 175th Street between Fremont Avenue N and Aurora Avenue N
- N/NE 185th Street between Midvale Avenue N and 10th Avenue NE
- 15th Avenue NE between NE 150th Street and NE 175th Street
- N 200th Street between Ashworth Avenue N and Meridian Avenue N, as part of the Interurban Trail
- Meridian Avenue N between N 200th Street and N 205th Street
- NE 205th Street between approximately 17th Avenue NE and 19th Avenue NE

Sharrows are present on 10th Avenue NE from NE 175th Street to NE 190th Street and NE 175th Street/22nd Avenue NE/NE 172nd Street from 15th Avenue NE to 25th Avenue NE. Bicycle route signage is present on 15th Avenue NE from NE 196th Street to NE 205th Street, 19th Avenue NE from NE 196th Street to NE 205th Street and 25th Avenue NE from NE 195th Street to NE 205th Street.

This two-part project will further the goals of the City's Transportation Master Plan in the following ways:

1. Install bicycle facilities throughout Shoreline in accordance with the Bicycle Master Plan. New facilities will connect to the Shoreline Interurban Trail, the two east-west connectors to the Burke-Gilman Trail and other on-street bike facilities listed above. Providing these valuable facilities will help to promote bicycling, walking and other human powered transportation. The addition of bicycle lanes, sharrows and signing will increase the awareness of drivers, improving safety for all users. While this project does not provide for

grade-separated trails; it is providing the routes (bike lanes, sharrows and route signage) to access the Interurban Trail and destinations, such as parks, transit, employment and Local Centers.

2. Provide a continuous wayfinding system for bicyclists throughout Shoreline. By doing so, bicyclists will be better informed about the locations of destinations throughout the City and will be directed to them via facilities installed for their use.

- **Sustainability**

- Describe how this project or program supports a long-term strategy to maximize the efficiency of the corridor and/or the bicycle or pedestrian network.
- Describe the user groups who will benefit from this project over time (residents, commuters, employees, students, customers, tourists, seniors, people with disabilities, and those identified in the President's Order for Environmental Justice) and how it provides users with non-motorized options for travel.

Planning for the Shoreline Interurban Trail and other multi-modal connections began shortly after the City's incorporation in 1995. In the first decade of the City's existence, a majority of the effort and planning was focused on the development of Shoreline's Interurban Trail. As that 3.25 mile project was completed in 2008, multi-modal project planning and development moved to focus on connecting the Interurban Trail to other local and regional connections, including the Burke-Gilman Trail. While the Shoreline's 2005 Transportation Master Plan discussed bicycle and pedestrian projects, the current 2011 version of the Shoreline Transportation Master Plan dedicates Chapter 4 to the Bicycle System Plan, which provides a background on the plan, goals and implementation strategies.

Many user groups will benefit from the implementation of Shoreline's Bicycle System Plan. As the plan was being developed, one of the criteria was that the project would connect users to high-use destinations such as schools, parks, public buildings, commercial areas and transit. These can include residents, visitors to Shoreline, recreational bicyclists, commuters and bicycle clubs.

PROJECT EVALUATION: PART 2

SECTION C: PROJECT READINESS/FINANCIAL PLAN

Once Section A or B in Part 1 has been completed, complete all of Part 2, Sections C through G.

2. Financial Plan

In this section, sponsors will address questions regarding the funding request, the total estimated project cost and schedule, and the project's readiness to obligate PSRC funds. Sponsors should be aware of the following information before completing this section:

Funding Request: Sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary. A sponsor may request funding for both preliminary engineering and right of way phases or preliminary engineering and construction phases, but not both right of way and construction phases.

Funding Requirements: A minimum of 13.5% of local matching funds is required for both Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded will be considered ineligible for PSRC funding.

Obligation Requirements: Per PSRC's project tracking policies, all project phases awarded PSRC funds must obligate by June 1st of the program year selected. For more information, see PSRC's project tracking policies here. For more information on PSRC's project tracking program, please go to www.psrc.org/transportation/tip/tracking.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

2.1. Select only one funding source below, STP or CMAQ.

STP

CMAQ

2.2. Identify the amount requested by phase, and identify the estimated year of obligation (2015, 2016 or 2017).

<u>Phase</u>	<u>Amount</u>	<u>Estimated Year of Obligation</u>
PE/Design	\$49,305.00	2015
Construction	\$506,652.00	2016
[select phase]		

2.3 Identify the project phases that will be fully completed if requested funding is obtained:

Construction

2.4 Project Budget and Schedule

In this section you will be asked to provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified above must also be reflected in the Project Budget and Schedule spreadsheet. Use as many rows per phase as necessary to reflect the financial plan for each phase. The required table to provide this information is a separate Excel spreadsheet which you will need to download from following King County website:
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

Attach the completed spreadsheet, along with this application, and submit via email to kcgrantcompetition@kingcounty.gov, by the deadline of 11:59 p.m. May 7, 2014. The Project Budget and Schedule spreadsheet form may be downloaded at:
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

Project Readiness:

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before federal funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which obligation prerequisites and milestones apply to their specific project.
- Identify which of these have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all obligation prerequisites and milestones not yet completed.

In the section below, sponsors will be asked to provide complete information on the status of necessary milestones for the project seeking PSRC funds. Past experience has shown that delays in one phase often result in a delay to subsequent phases. PSRC's project tracking policies require that funds be obligated within a set timeframe or be returned for redistribution. Consequently, sponsors are encouraged to carefully consider the complexity of their project and develop a project schedule that is realistic.

Based on the phase(s) for which PSRC funds are being requested, please answer the questions below. If funds are requested for Planning or Preliminary Engineering/Design only, this section is not required.

3. If funds are requested for Right of Way:

3.1 What is the status of Preliminary Engineering/Design?

- Is the PE/Design phase complete? No
- If not, identify all relevant milestones, including the current status and estimated completion date of each. For example:
 - What is the level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?
 - Environmental Impact Statement (EIS)
 - Environmental Assessment (EA)

- Documented Categorical Exclusion (DCE)
- Categorical Exclusion (CE)
- Has the NEPA documentation been approved? Please provide the date of approval, or the anticipated date of completion. 3/2016
- At what stage of completion is your design?
 - Have Preliminary Plans been submitted to WSDOT for approval? No
 - If not, when is this milestone scheduled to be complete? 4/2016
 - When are Preliminary Plans expected to be approved? 5/2016
- Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion. Not applicable.

3.2 What is the status of Right of Way?

- How many parcels do you need? 0 parcels, no ROW necessary
- What is the zoning in the project area (e.g., commercial, residential, etc.)? Combination, project is citywide.
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. Not applicable.
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity? Not applicable.
- If not, when do you expect a consultant to be selected, under contract, and ready to start? Not applicable.
- Identify all relevant right of way milestones, including the current status and estimated completion date of each. For example:
 - True cost estimate of Right of Way
 - Right of Way Plans (stamped)
 - Relocation Plan (if applicable)
 - Right of Way Certification
 - Right of Way Acquisition
 - Certification Audit by WSDOT Right of Way Analyst
 - Relocation Certification, if applicable

4. If funds are requested for Construction:

4.1 Complete sections 3.1 and 3.2 above.

4.2 What is the status of the milestones for the construction phase?

- Do you have an Engineer's Estimate? Please provide a copy if available. Yes, attached.
- Identify the environmental permits needed for the project and when they are scheduled to be acquired. Not applicable.
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. Estimated approval, 3/2016.
- When is the project scheduled to go to bid? Estimated 6/2016.

REMINDER: When you submit this application, please remember to also attach the Project Budget and Schedule spreadsheet and any maps or other project schematics, if applicable.

SECTION D: COMMUNITY SUPPORT/ENVIRONMENTAL JUSTICE/PLANNING

4. Please explain how your project addresses the following:

- Has the project been developed through a collaborative and inclusive planning process? Please describe. (If not, please describe how developed.)
- Is this project or program specifically identified in a local plan, transit plan, or regional plan. If not, is the project or program consistent with plan policies? Please provide citation of the corresponding policies and/or specific project references in the identified plan.
- Is this an important opportunity--if we fund this project or program now, what other benefits will result?
- Will an opportunity be missed if the project is not funded in this competition?

The City's Bicycle System Plan (BSP) and wayfinding guidelines were developed as two separate documents. Shoreline's BSP was developed with the assistance of the City's Bicycle and Pedestrian Advisory Committee (BPAC) as part of the City of Shoreline's update of the Transportation Master Plan (TMP), which was adopted in 2011. Comprised of twelve residents, the BPAC was formed to assist with the development of the Bicycle and Pedestrian System Plans and the supporting policies associated with their implementation. Development of the TMP began in April 2009, with the first public open house to gather citizens' feedback about bicycle and pedestrian issues in July of that year. Questionnaires about bicycle facilities and needs were also posted on the City's website to provide another opportunity for feedback. The BPAC met eight times from September 2009 through May 2010. Shoreline Staff presented updates to the Shoreline City Council several times from March through August 2010 to receive policy direction of the plan. In April 2011, an open house was held for Shoreline residents to view draft materials and to provide feedback.

The draft TMP and corresponding BSP was released in September 2011 and contained the technical information used to develop the draft goals and implementation strategies. Notice of its release was posted on the City's website and sent to residents who signed up for notification about the TMP, neighboring jurisdictions, transit providers and advocacy groups, including Feet First, Bicycle Alliance of Washington, the Cascade Bicycle Club and the Cascade Land Conservancy. The Shoreline City Council held a formal public hearing in November 2011 and adopted the TMP in December 2011

This project aligns directly with the Shoreline Comprehensive Plan, as well as the Shoreline TMP. Transportation Goal T50 of the Shoreline Comprehensive Plan states: "Prioritize projects that complete the city's bicycle networks, as shown on the Bicycle System Plan included in the TMP, using the following criteria:

- Connects to the Interurban Trail;
- Completes a portion of the routes connecting the Interurban and Burke-Gilman Trails;
- Provides access to bus rapid transit or light rail;
- Connects to existing facilities;
- Connects to high-density housing, commercial areas, or public facilities;
- Connects to a regional route, or existing or planned facilities in a neighboring jurisdiction;
- Links to a school or park; and/or

- Able to be combined with other capital projects or leverage other funding.”

In addition to its presence in Chapter 4 of the TMP, implementation of the BSP is also included by name in Chapter 9 of the TMP, “Recommended Projects for Funding”. Implementation Strategy 14.1 in the TMP states: "Develop a wayfinding signage and mapping system for bicyclists that directs and guides users to public facilities, parks, schools, commercial areas, adjoining cities and major transit and transportation facilities, such as the Interurban Trail. This signage should identify facility locations at entrances to the City. Coordinate with neighboring jurisdictions to create a consistent signage system to lessen confusion for riders traveling to other cities". The City began development of a wayfinding system in 2013. The wayfinding system project went through a design/stakeholder approval process where a Wayfinding Steering Committee (WSC), consisting of community volunteers, technical advisory group and City staff members from the Parks, Recreation and Cultural Services (PRCS) and Public Works departments, was formed to refine the City Wayfinding Design. Through several meetings the WSC identified significant destinations, developed eight wayfinding sign types, conceptualized the vehicular wayfinding sign standard, specified sign locations and identified bicycle routes that promote a secure wayfinding network for alternative transportation. The City Wayfinding System was presented to the PRCS Board, to the community at a public open house, to City Council, and again to the PRCS Board for approval and was completed in spring 2014.

In terms of project urgency, we feel now is the time to make these important investments in Shoreline’s bicycle system. With the completion of the 3.25 mile Shoreline Interurban Trail in 2008 and the final segment of the 3 mile Aurora Avenue Corridor reconstruction project scheduled to be completed in 2015, Shoreline’s two main north-south transportation corridors will be complete. As the City moves toward welcoming two Sound Transit’s Link Light Rail Stations at I-5 and NE 145th Street and NE 185th Street in 2023, there is the strong desire to have the east-west and other connectors in place to provide a link from transit opportunities on Aurora (with 7,000 riders and King County Metro’s RapidRide E Line) to the Light Rail Stations and frequent bus service on Bothell Way NE/Lake City Way NE. Additionally, the City is currently undertaking major process of station area planning studies which will result in rezoning and planning for transit oriented development (TOD) and high density housing around the light rail station areas, resulting in a much higher pedestrian usage. The rezoning will add the capacity for additional commercial uses and employment near the Light Rail Stations, with increasing bicycle and pedestrian opportunities. Shoreline City Council directed completion of the station area planning with TOD density of 48 dwelling units/acre within ¼ mile of the station (approximately 8,000 unites) and 18 dwelling units/acre within a ½ mile of the station (approximately 11,000 units). Nonmotorized transportation opportunities to and throughout these station areas will be key to their development and success.

SECTION E: MODE SHIFT

5. Please explain how your project addresses the following:

- Describe how the project eliminates SOV trips and induces a mode shift..
- Discuss the potential for non-motorized use. For example, use counts and/or user survey data from existing similar facilities combined with data on the population in the surrounding area to estimate the potential number of users of the proposed facility (more, less and why)

- Describe how the project connects to other non-motorized facilities.

Non-motorized activity in Shoreline will clearly benefit from both components of this project. While the Bicycle System Plan (BSP) is centered on the 3.25 mile Shoreline Interurban Trail as the north-south spine of the City's bicycle network, it fans out to identify bicycle facilities that will connect users to Local Centers, commercial areas, neighborhoods, transit and parks. Shoreline's Interurban Trail is part of a regional trail that connects to the Interurban Trail in the City of Edmonds to the north and bicycle facilities to the south in the City of Seattle. The overall Interurban Trail system is extensive, reaching north to Everett and continuing to cities south of Seattle. In Shoreline, the Interurban Trail, along with a few existing bicycle lanes in the City and the overall grid pattern of the street system, provide the basis for development of an extensive bicycle system that connects residences, Local Centers, shopping, employment and transit

Since 2010, the City of Shoreline has participated in the Washington State Department of Transportation Partnership Bicycle and Pedestrian Documentation Project. As part of this annual project, bicycle and pedestrian activity in Shoreline was monitored during the morning (7-9am) and evening (4-6pm) at six locations. Through these counts, Shoreline continues to see increased bicycle activity in the City. We expect that with the implementation of the City's Bicycle System Plan, we would continue the trend of usage of the bicycle.

Through implementation of this two part project – installation of bicycle facilities and installation of wayfinding signage, the City will direct users to other multi-modal connections – those in neighboring jurisdictions, as well as regional ones, such as the Burke-Gilman Trail. The project components will also lead users to transit facilities throughout the City including major transit facilities on Aurora Avenue N, such as the Shoreline Park and Ride and Aurora Village Transit Center. The Aurora Village Transit Center serves as the connection point for the Community Transit and King County Metro systems, including their respective bus rapid transit systems. It will be an attainable goal of residents to be able to live in Shoreline without owning a car with construction of the components of this application and the completion of the high capacity transit corridors.

SECTION F: AIR QUALITY

NOTE: While project sponsors are not requested to provide detailed quantitative analyses at this time, those projects that are selected for CMAQ funds will be asked to assist staff in quantifying the benefits of their projects prior to TIP submittal.

6. Describe how your project will reduce emissions. Include discussion of the population served by the project – who will benefit, where and over what time period. Be as specific as possible and include examples. Answers will vary depending on the type of project, for example:

- Describe how your project will reduce VMT, either by eliminating or shortening vehicle trips;
- Describe how your project will result in a mode shift from SOVs to transit, carpool or nonmotorized;
- Describe how your project will result in an increase in transit ridership, either through new transit service or greater accessibility to transit;

- Describe how your project will improve the flow of traffic and reduce the amount of idling vehicles - how will this project relieve an existing problem;
- Describe how your project will reduce emissions through alternative fuels or vehicles.

The City of Shoreline's Bicycle System Plan identifies the location and facility type for existing and future bicycle facilities in Shoreline with the vision of creating a complete bicycle network throughout the City. The wayfinding plan serves as a companion piece to help bicyclists travel to destinations throughout Shoreline and the region using these facilities. Shoreline recognizes the importance of bicycling as a mode that addresses both the City's transportation and recreational needs. At the City level, bicycle routes in the network connect neighborhoods to schools, city institutions, community businesses and recreational and commuter destinations, including transit linkages. At a larger scale, these bike routes provide connections that link to the regional network. The construction and signage of designated routes, like those in Shoreline's Bicycle System Plan, help encourage people to walk and ride. Connections to other significant regional trails (Interurban and Burke-Gilman) and transit throughout Shoreline, including King County Metro's RapidRide E line on Aurora Avenue N and the future Sound Transit Link Light Rail Stations at I-5 at N 145th Street and N 185th Street will further this encouragement, reducing vehicle trips and vehicle miles traveled, while resulting in a mode shift from single occupancy vehicles to transit and non-motorized travel. The implementation of Shoreline's Bicycle System Plan and wayfinding plan will have a dramatic safety impact, both perceived and real, for bicyclists and pedestrians. These benefits should remain, or increase, over time, as the multi-modal system region-wide continues to develop.

City of Shoreline
Reasonably Secured Documentation
Bicycle System Plan Implementation

The Shoreline City Council recently added a “grant matching fund” to the City Budget in 2014 (pg 38 of the 2014 City of Shoreline Budget is attached). This originally had been a one-time addition to the budget, the City Council recently agreed that the consideration of this fund should continue in the future (City Council retreat, February 8, 2014 – memo attached). That consideration will take place in the fall of 2014 for the 2015 budget year. Based on the Council direction provided at the February 8, 2014 meeting, we have the reasonable expectation that the fund will continue into 2015 and 2016. Additionally, we have Roads Capital Fund balance remaining that would be available to program to this project (pg 270 of the 2014 City of Shoreline Budget is attached).



Memorandum

DATE: January 31, 2014

TO: City Councilmembers

FROM: Bethany Wolbrecht-Dunn, Grants Coordinator

RE: Grants Program Discussion

CC: Debbie Tarry, City Manager
John Norris, Assistant City Manager
Mark Relph, Public Works Director
Kirk McKinley, Transportation Services Manager

This memorandum provides background on the Grants Program discussion scheduled for the Council Workshop on February 8, 2014. In addition to providing you information on the overall Grants Program, staff is interested in Council discussion on the following items:

- Shoreline's Grants Policy
- Grant Opportunity Fund
- Changing Grants Landscape
- NE 145th Street Grants Strategy

As part of this discussion, staff is interested in hearing Council feedback on the following policy questions:

- Staff believes the Grants Policy, as adopted, is working well. Is the Council comfortable with this continued approach and policy?
- Is the Council interested in making the funding of the Grant Opportunity Fund part of the yearly budget process?
- Based on the preliminary information shared regarding the funding outlook for NE 145th Street, what other information would Council like regarding funding processes and programs when we bring back a more complete funding discussion for 145th on March 3, 2014?

Grants Program Background

The City has been applying for and utilizing grants since the City's incorporation in 1995. A formal Grants Policy (attached) was adopted in 2001 to provide direction to staff in seeking grants for City projects. Since that time, we have developed a program that is aggressive in seeking grant opportunities, while balancing the needs of the City to support current projects, programs, plans and goals. Our success rate each year for grant awards remains between 60-90%. Generally, the types of grants we receive can be categorized into two types: ongoing/regular and opportunity/project based.

Ongoing/Regular Grants

Ongoing/regular grants are those that are on a very predictable schedule. They are usually smaller funding amounts and often support the City's operating budget. Ongoing/regular grants have less emphasis on match or have no required match. Some examples are the Community Development Block Grant (CDBG) program which supports the Shoreline/Lake Forest Park Senior Center and the Minor Repair Program and the Justice Assistance Grant (JAG) which provides police equipment.

Opportunity/Project Based Grants

The opportunity/project based grants are less predictable in their schedule or availability and often they include new funding programs that are created in response to new priorities or a new administration. These are the types of grants that are of a larger scale in support of our Capital Improvement Program (CIP) and usually require a local match. An example is the Transportation Improvement Board's support of the Aurora Corridor Project. The City has also leveraged Parks Bond funds with King County Conservation Futures Tax funding to purchase South Woods and Kruckeberg Gardens.

Grants Policy

The intent of the 2001 Grants Policy was to clarify the circumstances under which the City Manager would seek Council review and approval prior to submitting a grant application. The Grants Program was designed to aggressively seek grant funding that supports City budgets and plans, while at the same time balancing the value of those resources against the City's ability to effectively manage the funds and ability to maintain activities started with outside funding.

Generally, staff may apply for grants that support programs that are consistent with the City Council's overall policy and budget direction. In practice, this has meant seeking grants for programs funded within the City's annual operating budget, adopted Capital Improvement Program (CIP), Transportation Improvement Program (TIP), Transportation Master Plan (TMP), or to support other City projects.

In order to ensure we are following the Grants Policy, we look at several factors (as outlined in the Policy) before pursuing a grant opportunity, including:

Match

When analyzing the match requirements, staff must clearly examine the impact of the match, the type of match, and determine if it can be absorbed by the particular department's budget. What are the requirements? Due to the type of match required, can the City meet the match requirement without the need for additional resources?

Cost/Benefit

Is the benefit to the City and its residents worth the investment required? The benefits include the funding amount, the value of the work to be accomplished and continued relationship with the grantor. The investment by the City may include time to complete the application, comply with regulations and additional costs imposed by the type of funding, and potential delay of the project due to funder's timelines.

Consistency with City Work Plan

Is the project to be supported by this funding within the scope of the particular department's work plan? Does the project match with the timeframe of the funding? If the project is not, would it impact their work plan negatively? While the availability of particular funding may cause a department to rearrange their work plan, it may be in the best interest of the City to do so.

Sustainability of Activity

This issue can pertain to both ongoing programs and new programs. The City seeks to use grant resources to support current programs, plans, and policies (generally, grant follows program, not programs follow grant). The creation of new programs needs careful consideration.

Consistency with Council Goals

Staff will seek opportunities that support Council goals, initiatives and directives.

Consistency with City Services

If the funding would provide for a program or project, is the activity consistent with the outlined City services and programs?

Acceptance and contracting for successful grants is governed by the City's Purchasing Policy and follows the contract limits outlined in the policy.

Grant Opportunity Fund (GOF)

In order to have a predictable local match available for potential grant applications throughout the year, staff is proposing a continuation of the Grant Opportunity Fund (GOF) for 2015 and subsequent years. Each year, staff would propose for Council approval of a portion of available General Fund prior year surplus from either one-time revenues or expenditure savings to place in the Grant Opportunity Fund. Staff may also identify available on-going or one-time capital revenues such as excess Real Estate

Excise Tax (REET), or new funding sources that may become available for placement in the Grant Opportunity Fund.

The GOF would allow the City to leverage local funds with grant funds to have a larger impact in the CIP, while not taking the place of programming Roads Capital or General Capital matches within specific CIP projects. The recommended target amount of the GOF is \$600,000. However, since it would be unlikely that the entire GOF would be used in some years, there may be some funds remaining in the fund, leaving the actual amount necessary to restore the fund at less than \$600,000.

Changing Grants Landscape

While the City was very successful in obtaining 90% of the Aurora Corridor Project funds through grants, much has changed in infrastructure funding in the past decade that would make the same success in a similar project very difficult. An increase in large scale, regional and state-wide projects such as various Sound Transit projects and the SR 520 Bridge Replacement Project are reducing the amount of state and federal funds available. Timelines for project implementation and completion have also shortened, making it almost impossible to build up enough funding to complete a larger infrastructure project. Since the implementation of the American Recovery and Reinvestment Act of 2009 (ARRA; i.e., federal stimulus funding), the focus of funders has shifted to “ready to go” projects; which also means pre-design and design only funding is almost non-existent.

NE 145th Street Grants Strategy

The changing landscape of infrastructure funding must be taken into consideration when creating a potential funding strategy for NE 145th. Currently, the proposed funding split for the corridor is as follows:

- **30% federal** – federal grants through Puget Sound Regional Council (PSRC), earmarks, direct federal grants
- **40% state** – WSDOT, TIB, Department of Ecology, State Transportation packages
- **30% local** – Shoreline, Sound Transit, Seattle City Light, KC Metro, fee in lieu

As the design process takes place, staff will have a clearer picture of our funding needs and will continue to refine the funding strategy.

Attachments

1. 2001 Grant Application Policy
2. 2014 Grant Opportunities Preview
3. 2008-2013 Grant Successes

As a result of these changes the City will add 3.0 FTEs in the 2014 Proposed Budget (all funds), the first staffing increase since 2008. Management believes these positions are essential to provide services to our citizens, meet Council goals, complete the City's ambitious work plan, and prepare for the assumption and acquisition of future sewer and water utilities. Even with this change, staffing levels are below those that the City had in 2006.

In 2014, Shoreline will have 2.27 FTEs per 1,000 population for non-utility personnel, a slight increase from 2.26 in 2013. In 2013, the median FTEs per 1,000 of population for comparable cities is 2.26 and the average is 2.67.

EXPENDITURES – ADDITIONAL PROGRAM COSTS

Other significant 2014 Proposed Budget recommendations for the General and Street Funds include the following:

Department	Program / Item	Cost	
		One-Time	On-going
CMO - Economic Development	Planned Action for Aurora Square CRA	125,000	
Transfer to Roads Capital Fund	Grant/CRA Matching Funding	300,000	
PCD - City Planning	145th Street Station Subarea Plan	180,000	
PW - Street Operations	Skid Steer Tractor & Trailer w/Attachments	134,138	6,245
Various	22 Smaller Requests	330,643	34,337
Total		1,069,781	40,582

These one-time items are being funded from year-end 2012 operating budget savings of approximately \$3 million.

EXPENDITURES – CAPITAL OUTLAY

As discussed above, the 2014 Proposed Budget for Capital Services Funds totals \$25.0 million. Significant projects making up this total include:

- Police Station \$ 1.9 million
 - Echo Lake Park Improvements 0.3
 - Saltwater Part Pedestrian Bridge Major Repair 0.3
 - Trail Corridors 0.3
 - Aurora Avenue North – 192nd to 205th 17.5
 - Annual Road Surface Maintenance Program 1.0
 - Einstein Safe Route to School 0.4
 - Interurban Trail/Burke-Gilman Connectors 0.5
 - NE 195th Separated Trail 0.4
 - 24 Other Projects 2.4
- Total \$ 25.0 million

SURFACE WATER UTILITY FUND

The Surface Water Utility is a complex operation providing sewerage operations related to maintaining the highest levels of surface water quality possible. Through a complex array of drainage ditches, detention structures, lift stations, underground collection and transmission

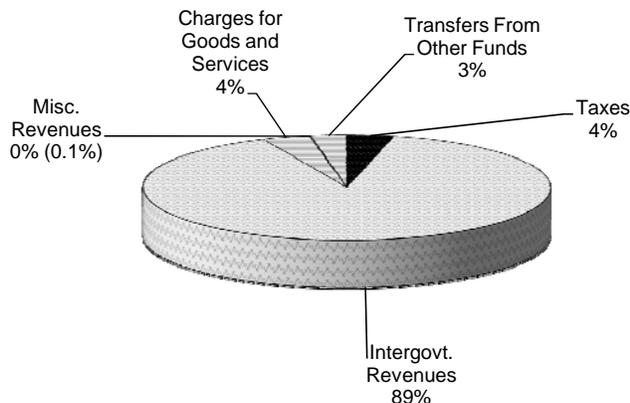
Roads Capital Fund (330) Summary

The Roads Capital Fund receives resources that are designated specifically for capital purposes. The primary on-going dedicated resource is real estate excise tax (REET). Other dedicated sources include fuel tax which is collected in the Arterial Street Fund and transferred to this fund and various project grants. Projects in the Roads Capital Fund are divided into three major categories: pedestrian/non-motorized projects, system preservation projects, and safety/operational projects. For a complete discussion of this fund refer to the Capital Improvement Program section of this document.

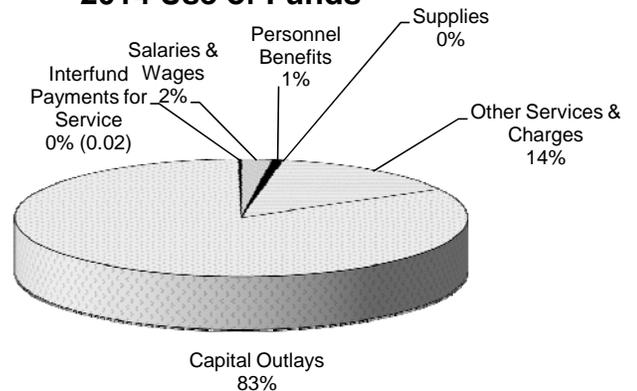
Department: Public Works
 Programs: Roads Capital Engineering
 Roads Capital Projects

	2010 Actual	2011 Actual	2012 Actual	2013 Current Budget	2013 Projected	2014 Proposed Budget	2014 Proposed Budget vs. 2013 Current Budget	Percent Change
Beginning Fund Balance	\$ 6,189,290	\$ 5,278,652	\$ 3,805,349	\$ 3,074,602	\$ 3,074,602	\$ 2,882,527	\$ (192,075)	(6%)
Funding Sources								
Budgeted Beg. Fund Balance	\$ -	\$ -	\$ -	\$ 831,587	\$ -	\$ -	\$ (831,587)	(100%)
Taxes	454,192	426,756	651,137	580,541	690,765	783,668	203,127	35%
Licenses & Permits	298	298	298	-	-	-	-	0%
Intergovt. Revenues	19,407,247	22,706,916	7,756,989	17,548,118	3,116,274	18,727,025	1,178,907	7%
Charges for Goods and Services	89,204	370,371	-	-	-	786,113	786,113	0%
Misc. Revenues	25,422	449,721	18,110	6,243	9,224	26,078	19,835	318%
Prior Year Adjustments	-	-	(52,777)	-	-	-	-	0%
Total Revenue	\$ 19,976,363	\$ 23,954,062	\$ 8,373,757	\$ 18,966,489	\$ 3,816,263	\$ 20,322,884	\$ 1,356,395	7%
Transfers From Other Funds	2,056,984	1,510,332	1,256,426	1,444,136	1,398,709	589,045	(855,091)	(59%)
Total Funding Sources	\$ 22,033,347	\$ 25,464,394	\$ 9,630,183	\$ 20,410,625	\$ 5,214,972	\$ 20,911,929	\$ 501,304	2%
Use of Funds								
Salaries & Wages	\$ 913,015	\$ 934,382	\$ 605,745	\$ 501,363	\$ 538,893	\$ 458,337	\$ (43,026)	(9%)
Personnel Benefits	251,457	256,450	178,662	163,842	162,471	159,943	(3,899)	(2%)
Supplies	23,873	60,137	59,614	3,050	3,050	3,050	-	0%
Other Services & Charges	4,810,801	5,716,238	2,483,622	5,045,778	2,630,542	2,914,726	(2,131,052)	(42%)
Intergovt. Services	47,536	250,707	152,466	29,698	25,798	-	(29,698)	(100%)
Capital Outlays	16,703,820	19,660,737	6,821,897	14,610,815	1,990,214	17,291,919	2,681,104	18%
Debt Service	-	6,750	2,507	-	-	-	-	0%
Interfund Payments for Service	193,482	52,296	56,417	56,079	56,079	44,876	(11,203)	(20%)
Total Expenditures	\$ 22,943,984	\$ 26,937,697	\$ 10,360,930	\$ 20,410,625	\$ 5,407,047	\$ 20,872,851	\$ 462,226	2%
Ending Fund Balance	\$ 5,278,652	\$ 3,805,349	\$ 3,074,602	\$ 2,243,015	\$ 2,882,527	\$ 2,921,605	\$ 678,590	30%
Total FTE's	10.28	10.53	10.11	6.87	6.87	5.43	-1.45	(21%)

2014 Funding Sources



2014 Use of Funds



Section V.e. Total Estimated Project Cost and Schedule

Please fill in as many rows as needed in the tables below, to fully and accurately reflect your

Project Sponsor	City of Shoreline
Project Title	Bicycle System Plan Implementation

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Planning Planning Planning			

Planning TOTAL: \$ -

Estimated Planning Completion Date (month and year): N/A

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
PE/Design	STP		\$ 49,305
PE/Design	Shoreline Roads Capital	Reasonably Expected	\$ 7,695
PE/Design			

Preliminary Engineering / Design TOTAL: \$ 57,000

Estimated PE/Design Completion Date (month and year): 3/31/2016

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Right of Way Right of Way Right of Way			

Right of Way TOTAL: \$ -

Estimated ROW Completion Date (month and year): N/A

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Construction	STP		\$ 506,652
Construction	Shoreline Roads Capital	Reasonably Expected	\$ 79,073
Construction			

Construction TOTAL \$ 585,725

Estimated Construction Completion Date (month and year): 10/31/2017

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Other Other			

Other TOTAL: \$ -

Estimated Other Completion Date (month and year): N/A

TOTAL Estimated Project Cost, All Phases: \$ 642,725

Estimated Project Completion Date (month and year): 10/31/2017

* Additional information on these categories may be found at
<http://www.psrc.org/assets/11214/FinancialConstraintGuidance.pdf>.

Shoreline - Implementation of Shoreline's Bicycle System Plan and Wayfinding Program

STREET	FACILITY	LENGTH (ft)	NUMBER OF SIDES	SPACING	NEED	COST/UNIT OR FOOT	SPACING (Bicycle symbol)	NUMBER OF SIDES	NEED	COST/UNIT OR FOOT	SPACING (supplemental signs)	NUMBER OF SIDES	NEED	COST/UNIT OR FOOT	TOTAL
20th Ave NW	Signs	4000	2	800	10	\$ 600.00									\$ 6,000.00
15th Ave NW	Signs	1700	2	800	4	\$ 600.00									\$ 2,550.00
NW 188th St	Signs	3100	2	800	8	\$ 600.00									\$ 4,650.00
14th Ave NW	Signs	3100	2	800	8	\$ 600.00									\$ 4,650.00
15th Ave NW/NW Innis Arden Way	Signs	8900	2	800	22	\$ 600.00									\$ 13,350.00
NW 175th St/3rd Ave NW/Carlyle Hall Rd N	Signs	6900	2	800	17	\$ 600.00									\$ 10,350.00
NW 205th St	Signs	1400	2	800	4	\$ 600.00									\$ 2,100.00
NW 200th St	Signs	1400	2	800	4	\$ 600.00									\$ 2,100.00
NW 185th St	Signs	4700	2	800	12	\$ 600.00									\$ 7,050.00
3rd Ave NW	Signs	2000	2	800	5	\$ 600.00									\$ 3,000.00
NW 180th St	Signs	1400	2	800	4	\$ 600.00									\$ 2,100.00
N 192nd St	Signs	2200	2	800	6	\$ 600.00									\$ 3,300.00
Ashworth Ave N	Signs	4000	2	800	10	\$ 600.00									\$ 6,000.00
20th Ave NE	Signs	1400	2	800	4	\$ 600.00									\$ 2,100.00
N 148th St	Signs	2800	2	800	7	\$ 600.00									\$ 4,200.00
6th Ave NW	Signs	1400	2	800	4	\$ 600.00									\$ 2,100.00
Dayton Ave N	Signs	4700	2	800	12	\$ 600.00									\$ 7,050.00
NE 205th St	Signs	2700	1	800	3	\$ 600.00									\$ 2,025.00
24th Ave NE	Signs	2700	2	800	7	\$ 600.00									\$ 4,050.00
25th Ave NE	Signs	7100	2	800	18	\$ 600.00									\$ 10,650.00
					166										
3rd Ave NW	Sharrows	4700	2	400	24	\$ 360.00									\$ 8,460.00
NW 195th St	Sharrows	3800	2	400	19	\$ 360.00									\$ 6,840.00
10th Ave NE	Sharrows	2700	2	400	14	\$ 360.00									\$ 4,860.00
8th Ave NW	Sharrows	6600	2	400	33	\$ 360.00									\$ 11,880.00
NW 200th St	Sharrows	3800	2	400	19	\$ 360.00									\$ 6,840.00
Fremont Ave N	Sharrows	10600	2	400	53	\$ 360.00									\$ 19,080.00
N 165th St	Sharrows	2600	2	400	13	\$ 360.00									\$ 4,680.00
Greenwood Ave N	Sharrows	4000	2	400	20	\$ 360.00									\$ 7,200.00
1st Ave NE	Sharrows	2700	2	400	14	\$ 360.00									\$ 4,860.00
5th Ave NE	Sharrows	2700	2	400	14	\$ 360.00									\$ 4,860.00
5th Ave NE	Sharrows	2800	2	400	14	\$ 360.00									\$ 5,040.00
					235										
N 160th St	Lanes	2600	2	1	5200	\$ 1.80	400	2	13	\$ 360.00	800	2	7	\$ 600.00	\$ 17,940.00
Meridian Ave N	Lanes	15900	2	1	31800	\$ 1.80	400	2	80	\$ 360.00	800	2	40	\$ 600.00	\$ 109,710.00
5th Ave NE	Lanes	8000	2	1	16000	\$ 1.80	400	2	40	\$ 360.00	800	2	20	\$ 600.00	\$ 55,200.00
									133				66		
Wayfinding	B1 Signs				119	\$ 925.00									\$ 110,075.00
	B2 Signs				9	\$ 608.00									\$ 5,472.00
	C Signs				8	\$ 675.00									\$ 5,400.00
	D2 Signs				11	\$ 558.00									\$ 6,138.00
	D3 Signs				22	\$ 570.00									\$ 12,540.00
	E Signs				33	\$ 675.00									\$ 22,275.00
					202										

Signs: Signs only
 Sharrows: Sharrows only
 Lanes: Lanes, bicycle symbol and signs
 Wayfinding: Signs only

Assumptions
 Sharrow symbol \$300 ea added 20% contingency
 Bicycle lane \$1.50/ft added 20% contingency
 Bicycle symbol \$300 ea added 20% contingency
 Freestanding sign \$500 ea added 20% contingency
 Wayfinding Varies cost includes 20% contingency
 Total working days 50

ALL CONSTRUCTION TOTAL		\$ 528,725.00
Engineering (consultant design)		\$ 50,000.00
Project management for design		\$ 7,000.00
Project management for construction		\$ 28,000.00
Traffic Control		\$ 29,000.00
PROJECT TOTAL		\$ 642,725.00

Number of signs 368
 1 hr/sign = 368 hours for sign installation
 Number of sharrows 235
 45 minutes/sharrow = 177 hours for sharrow installation
 Number of bicycle symbols 133
 45 minutes/symbol = 100 hours for symbol installation

Unit Hours Days (8 hour day)
 Signs 368 46
 Sharrows 177 22
 Symbols 100 13

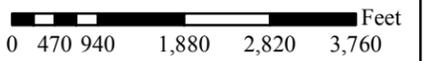
Bicycle System Implementation

-  Signed
-  Sharrow
-  Bicycle Lane
-  Existing or Funded Facility

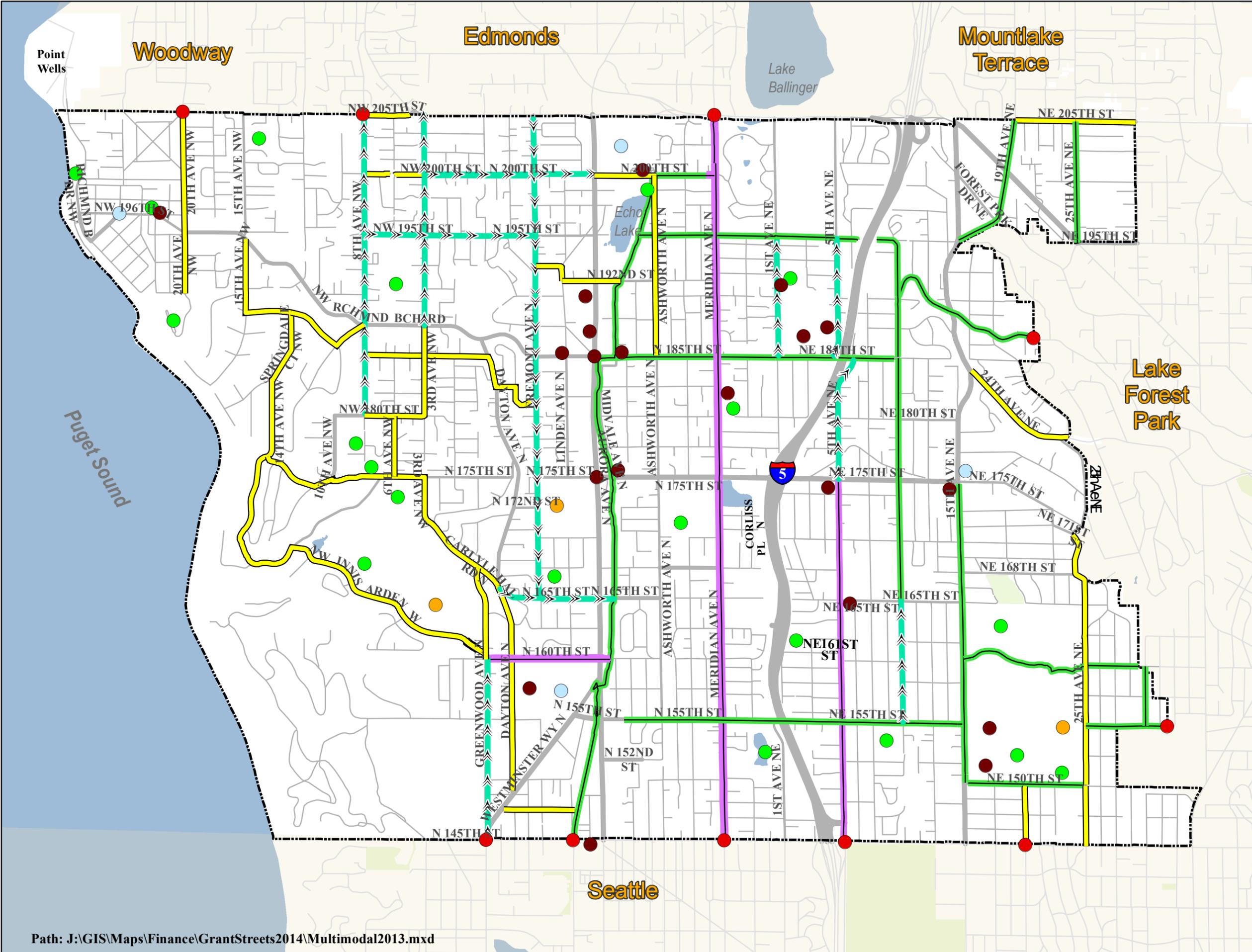
Wayfinding

Destinations

-  Park
-  Civic
-  Academic
-  Local
-  City



Date: 5/6/2014
User: jclark



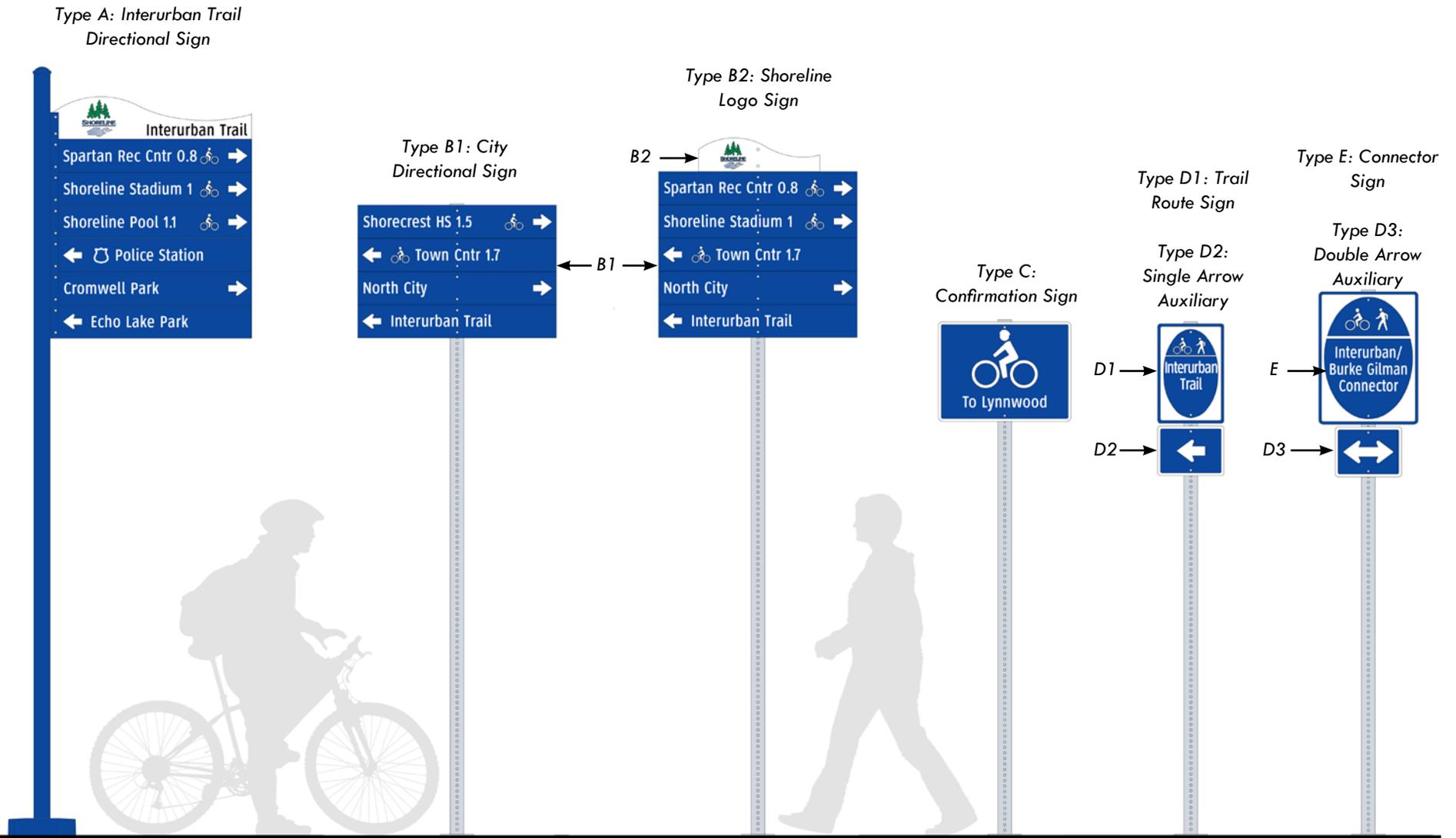
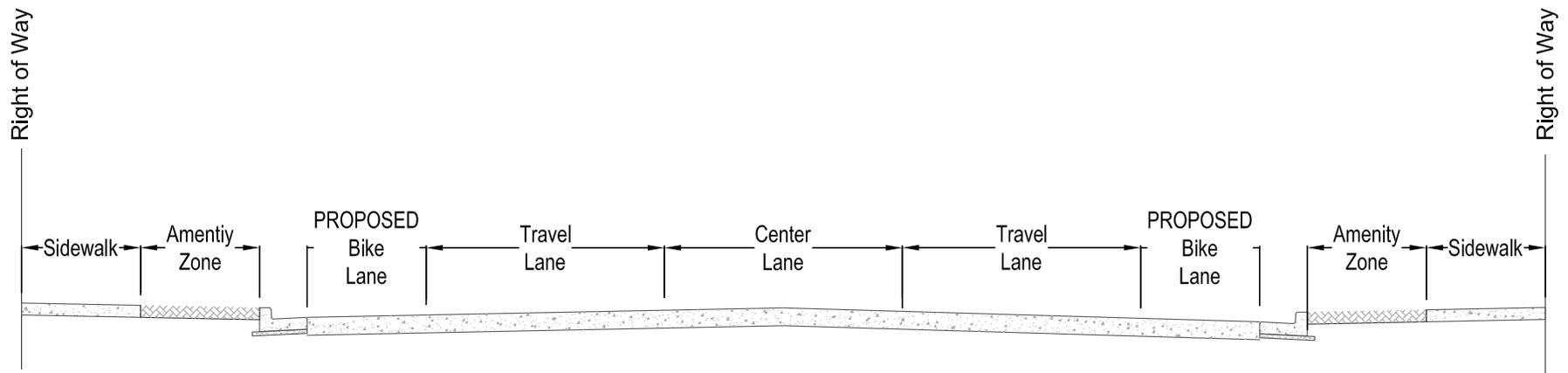


Figure 5: City Wayfinding Sign Family



Typical Roadway Cross Section

New Bike Lanes (NE 155th St. from 5th Ave NE to 15th Ave NE)