

2016 Budget Questions Matrix for November 23, 2015

<u>Dept</u>	<u>Date of Request</u>	<u>Items</u>	<u>Response or Scheduled Follow Up</u>
PW	11/18	60. If the Council directed staff to conduct public outreach on sidewalk priorities, including funding strategies, what might that process look like? (ROBERTS)	<p>As you have identified there are two parts – funding strategies and sidewalk priorities. Staff is putting together a workplan to involve a citizen committee in looking at funding strategies for City operations and other needs as part of preparing for a potential renewal of the City’s levy lid lift. It is likely that there could be some discussion regarding funding strategies as part of this process. Also in 2016 we will be doing the City’s next Citizen Survey so we can include one or two questions. Council has already requested to have a discussion about sidewalk priority criteria, prior to the start of the Transportation Master Plan update, so this discussion will occur in mid to late 2016. The Transportation Master Plan update is included in the 2016-2021 CIP and is funded for 2016-2017. As part of this process there will be a public process to discuss sidewalks and applying the sidewalk priority criteria recommend a prioritized list of sidewalks. Given the timing of the Transportation Master Plan update, it would be staff’s recommendation to utilize this opportunity to incorporate a public process regarding sidewalk priorities – including the sidewalk maintenance program.</p> <p>If Council wants to do a public process outside of the processes mentioned above then, staff first would need to review the current workplan and identify impacts and changes to the 2016 workplan to perform this additional/new work. A public outreach effort could include a variety of options including a developing a citizens advisory committee, conducting open houses or workshops, utilizing a consultant to help/support the outreach and collecting and assimilating information, etc.</p>
PW	11/18	59. Last year, the budget matrix suggested that the percentage of costs for administration would go down as curb, ramp, and sidewalk maintenance programs got larger. Is that still the case? Also, what was meant that it would	<p>Yes. In general as a percentage, the time it takes to manage a program decreases if the size of the program increases. However, programs such as curb, ramp and sidewalk maintenance will always be a bit more costly because we are trying retrofit existing conditions, work around/protect trees, etc. that require more time to address/customize the best fix.</p> <p>The issue isn’t so much programming revenues – but it is programming the project</p>

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		take time to program additional revenues into the CIP? (ROBERTS)	work that corresponds with the new revenue. There are a couple of items that impact the time to program such changes: <ul style="list-style-type: none"> • Current staffing is very limited, so additional funding for any new project or program in 2016 would either require adjusting schedules/priorities of existing projects and moving items into 2017 or adding resources (staff or contracted services) to manage and design new projects/programs. • Increased revenue would require staff to identify what additional work could be added to the program and then begin design work. Very few projects are designed and constructed in the same year; most have a design element in one year with construction the following year.
CA	11/18	58. In order to receive a full year of revenue from any increase in vehicle license fees, when would that increase need to be adopted by Council? (ROBERTS)	RCW 82.80.140(4) states that no TBD vehicle fee may be collected until six months after approval. Thus, for example, if the vehicle fee was increased from \$20 to \$40 on January 1, 2016, then DOL could start collecting the \$40 fee for renewals occurring on/after July 1, 2016.
ASD	11/18	57. Under the 10 year financial sustainability interactive charts shown to Council earlier this year, in what year was the B&O tax scheduled for implementation? (ROBERTS)	The option presented in the 10 Year Financial Sustainability Model assumes that: (i) in 2016, staff will be able to engage the business community in a discussion regarding the possible implementation of a Business and Occupation (B&O) Tax, and (ii) Council, in 2016 or 2017, will adopt a B&O Tax to become effective in 2018.
ASD	11/18	56. Looking ahead, what challenges does the Council face in the 2017 budget (recognizing that the levy lid lift must be adopted by voters)? Are there studies or maintenance that was not recommended for funding this year that will likely be considered in 2017 or 2018? (ROBERTS)	The 10 YFSP Model currently projects revenues greater than expenditures by \$307K in 2017 and \$144K in 2018. This includes adjustments related to the implementation of the Compensation and Classification study. The model also assumes that the City is able to lower its jail costs by \$200,000 annually from the current level starting in 2017. The gap between revenues and expenses is projected to occur in 2019 if the strategies identified in the 10YFSP are not implemented. There was one maintenance item (Cleaning of the Aurora Bridge at \$82K) and one study (North City District Planned Action Ordinance Update\$10.5K) that were proposed but not included in the City Manager's proposed budget. These items will most likely be

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			<p>included in the City Managers proposed 2017 budget.</p> <p>Additionally the City's CIP funds all have projects that are currently underfunded as follows:</p> <p>General Capital (pg. 317):</p> <ul style="list-style-type: none"> • Police Station at City Hall • North Maintenance Facility • Turf and Lighting Repair and Replacement <p>Facilities (pg. 345):</p> <ul style="list-style-type: none"> • Park Restrooms • Richmond Highlands Recreation Center lighting and floor <p>Roads Fund (pg. 363):</p> <ul style="list-style-type: none"> • Annual Road Surface Maintenance • Pedestrian Improvements • Annual Sidewalk Maintenance <p>Surface Water (pg. 397):</p> <ul style="list-style-type: none"> • Hidden Lake Dam Removal
ASD	11/18	55. Since the budget was presented to Council, a number of things have changed (before any changes made by the Council) notably increases due to the compensation studies. What are the total costs of those increases and how are those increases paid for (Property Tax Equalization fund)? At this moment, what would be the	<p>The following response expands on the summary presented in the November 16 staff report of the reasons for and costs of the changes from the 2016 Proposed Budget as presented to the City Council on October 12. The total appropriations for the 2016 Proposed Budget increased \$1,510,770 as a result of these changes.</p> <p>The largest of the changes is the recognition in the City's budget of the resources and appropriations for the Shoreline Transportation Benefit District, totaling \$1,035,644 as a result of the City Council's decision to assume the TBD. In the past the TBD budget would have been adopted by a separate action of the TBD Board but will now</p>

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		ending balance of that fund? (ROBERTS)	<p>be adopted by the City Council.</p> <p>The full implementation of the Compensation and Classification Study as recommended by the City's consultant, Ralph Andersen and Associates, on November 2 during the Dinner Meeting resulted in a \$442,091 increase in the salaries and benefits budgeted in the City's General Fund. This is proposed to be funded by a \$232,362 contingency placed in the City Managers Proposed Budget in anticipation of the outcome of the Study and an additional transfer of \$209,729 from the Property Tax Equalization Fund to the General Fund. Staff was able to balance all of the other funds with the resources provided in the 2016 Proposed Budget as presented on October 12 with the only exception being a slight reduction of \$1,533 in the Street Fund. The increase in the General Fund, slight reduction in the Street Fund, and balancing of all other funds resulted in a \$208,196 increase to the Operating Budget (General and Street Funds) and \$209,729 increase in the Property Tax Equalization Fund for a net increase to the total appropriations of \$417,925. The projected ending balance in the Property Tax Equalization Fund to \$498,682.</p> <p>The remaining increases resulted from notification that the City will receive three grants in 2016. As a result of receiving a Department of Ecology Waste 2 Resources Coordinated Prevention Grant (CPG) the General Fund appropriation has been increased \$20,878 for the Environmental Services Division of Public Works. This funding will cover residential recycling events to collect hard to recycle items from single- and multi-family residents. As a result of receiving two King Conservation District grants the General Capital Fund appropriation has been increased \$36,323 for a new Park Ecological Restoration project that will help implement the City of Shoreline's Urban Forestry Strategic Plan. One grant will support performing a vegetation study at Twin Ponds Park and the other will support restoration efforts at Richmond Beach Saltwater Park.</p>
ASD	11/10	54. Were there 2015 Departmental	A list of Ongoing and One-Time department requests that are not included in the 2016

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		requests not recommended for funding? (ROBERTS)	Proposed Budget is provided in a table at the end of this document.
PCD	11/10	53. Last year, with the addition of the new Associate Planner position, permit turnaround times were expected to decrease. On the metrics of efficiency, there was no decrease in the number of days to approve additions/remodels and an increase in the number of days to approve new construction. The projected efficiency measures for 2016 (with a new Technical Assistant) does not suggest a decrease in the ability of the Department to make improvements. What is happening? (ROBERTS)	<p>Factors that contribute to no marked improvement yet in review times with the addition of the Assistant Planner position include: the approximate 6-month, proficiency training of the new Assistant Planner which started in Spring 2015; utilization of the Assistant Planner position to temporarily cover many of the duties normally assigned to Associate Planner Juniper Nammi (planner assigned to a large # of single family permits) while she served as the Project Manager for the completion of the State mandated update of the Critical Areas Ordinance (Note: Ms. Nammi was selected for this project due to her extensive knowledge of the City's Critical Areas regulations since she has performed the vast majority of critical area reviews for the City); and PCD staff covering for extended medical leave for positions in City Planning and Permit Services this year.</p> <p>The new Technical Assistant position is a service improvement related directly to front line customer service is intended to reduce the wait time for walk-in and phone-in customers to submit their applications. At peak periods, and complicated by upcoming future Sound Transit permit submittals, customers may have extended wait periods to submit their permit applications. These wait times also impact the minor permit applications (mechanical, plumbing, etc.) that Technical Assistants process. As previously stated with only two Technical Assistants, customer service is cut in half or more during lunch hours, staff meetings, trainings, sick leave and vacations. The addition of the new Technical Assistant will reduce customer wait times to submit permit applications and reduce the wait time for processing of minor permit applications. These service improvements are separate and unique from the Assistant Planner position.</p> <p>We also acknowledge our ability to pinpoint efficiencies is limited by the lack of data collected through the existing permit system. It has only been within the last six</p>

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			months the City developed the capability to track in detail permits through intake, individual reviews and issuance. The City's ability to collect, track and manage the permitting work flow will be even further enhanced with the new permit tracking system.
PCD	11/10	52. What is the overlap between the Council's Critical Area steep slope discussion and the proposed vegetation management plan work? (ROBERTS)	There really is no overlap between the two bodies of work. The VMP work requested in the 2016 budget entails hiring a qualified consultant(s) to research and write code to define and allow the use of vegetation management plans as a means to permit ongoing maintenance of areas such as reserves and golf courses, which may or may not be encumbered with critical areas. The Critical Areas regulations that the City is currently working on will determine what types of development can occur under what conditions within a particular critical area. Since we don't know yet what the standards are it cannot be determined if it will conflict, overlap or duplicate the amendments proposed in the CAO. The assumption is that the VMP regulations will be developed to complement the adopted CAO without duplicating or conflicting amendments. Even if for example, the Council adopts an alternative to the Planning Commission's recommendation, that would prohibit development within very high risk landslide hazard areas; implementation of approved vegetative management plans could be added as an allowed activity in 2016. It is not appropriate however, to add implementation of vegetation management plans as allowed activity now without the completion of the research and development of regulations. It is not necessary or recommended to delay the adoption of the CAO in order to consider VMP regulations.
CMO	11/10	51. What other cities or counties have jails in Snohomish or King counties? Are any of these facilities open to a discussion about housing Shoreline inmates? What is the likelihood of Snohomish County opening its doors? (ROBERTS)	<p>In King County, there are six jails, which include the King County Corrections Facility in Downtown Seattle and the King County Regional Justice Center in Kent. The King County cities of Kirkland, Issaquah, and Lynnwood operate their own jails. Snohomish County also operates its own jail. The City's primary booking facility is SCORE in Des Moines.</p> <p>The City of Kirkland's Jail (the newly-constructed Kirkland Justice Center) has a capacity of 53 and is almost at capacity. Kirkland currently accommodates the cities of Medina</p>

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			<p>and Clyde Hill and has been approached by “a number of other cities” regarding inmate booking and housing. Kirkland staff state that the City is not accepting other contract cities at this time. Kirkland’s 2016 daily rate, which is still undergoing final calculations, will be approximately \$100.</p> <p>The City of Issaquah’s Jail has a total capacity of 72 of which there is remaining capacity for approximately 5-10 inmates. The facility is nearly at capacity due to housing several other cities’ inmates including the Cities of Bellevue, Redmond, and Snoqualmie. The Issaquah Jail’s daily rate for 2016 is \$97.</p> <p>The City of Lynnwood’s jail has a capacity of 50 of which there is remaining capacity for approximately 8 inmates per day. The Lynnwood jail contracts with the cities of Edmonds, Mount Lake Terrace, Brier, Woodway, and Mill Creek. The 2015 daily rate at the Lynnwood Jail is \$85, but is expected to increase in 2016 though final calculations are not yet available.</p> <p>Snohomish County Jail (SCJ) has recently begun to work with contract agencies to offer jail housing services again. SCJ’s video court is at full capacity serving other Snohomish County cities and thus cannot offer that service to contract cities. As such, booking and jailing inmates in pre-disposition is not feasible. Housing sentenced inmates is a possibility though the 2016 daily rate of \$88.50 is \$16.50 less than SCORE’s 2016 daily rate of \$105. SCJ states there is enough capacity for Shoreline’s 25 estimated average daily population of sentenced inmates.</p> <p>Comparatively, Yakima County Jail’s most expensive 2016 daily rate on their tiered pricing structure is \$54.75. Yakima has enough capacity to accommodate Shoreline’s estimated average daily population of 25.</p> <p>The daily rates for jail facilities in the immediate Puget Sound Region are below. Please</p>

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			<p>note that some facilities have additional charges for medical, booking, and transport services while other facilities include these costs in their daily rates.</p> <table border="1"> <thead> <tr> <th>Facility</th> <th>2016 Daily Rate</th> </tr> </thead> <tbody> <tr> <td>King County</td> <td>*\$147</td> </tr> <tr> <td>SCORE</td> <td>\$105</td> </tr> <tr> <td>City of Kirkland</td> <td>\$100 (approx.)</td> </tr> <tr> <td>City of Issaquah Jail</td> <td>\$97</td> </tr> <tr> <td>Snohomish County Jail</td> <td>\$88.50</td> </tr> <tr> <td>City of Lynnwood</td> <td>*\$85</td> </tr> <tr> <td>Yakima County Jail</td> <td>\$54.75</td> </tr> </tbody> </table> <p>*2015 daily rate; 2016 rate not yet available.</p>	Facility	2016 Daily Rate	King County	*\$147	SCORE	\$105	City of Kirkland	\$100 (approx.)	City of Issaquah Jail	\$97	Snohomish County Jail	\$88.50	City of Lynnwood	*\$85	Yakima County Jail	\$54.75
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CMO	11/10	50. What fees and charges does the Yakima jail charge (or pass along to) its inmates? (ROBERTS)	<p>Yakima County Jail (as with other jails) has certain fees and costs for which inmates are responsible, based on use. For example, Yakima County Jail has a \$10 medical co-payment assessed in some cases if the inmate has funds. If an inmate is indigent, no fees are assessed and medical care is provided at no cost to inmates that cannot pay. Yakima County Jail does not assess contracted inmates any other type of fees or charges other than the medical co-payment, though the Jail assesses local inmates a \$50 booking fee after conviction. This booking fee applies to local Yakima County inmates only. Inmates also have the opportunity to buy commissary if they choose. They can buy different food items and general goods.</p> <p>Commissary is something commonly found in jails as is a medical co-payment. SCORE, the City's primary booking and jailing facility, for instance, has a similar fee and commissary model. As with Yakima, some medical charges are passed on to inmates if they can pay for them. SCORE assesses a \$5 co-pay for medical visits, \$8 per month for prescriptions, and \$20 for dentist visits. Again, no one is denied care if they cannot afford it. At SCORE, most inmates do not pay for medical services because they either have mental health issues, or they don't have funds to do so. Inmates can also purchase items from commissary. A third-party company manages commissary for SCORE. Most items are food and the individual prices are similar to convenience store prices.</p>																

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PW	11/9	49. Can staff explain to me the pros and cons of restriping RB road as it relates to vehicular traffic? How does it improve or impede vehicular flow? Are the results generally clearcut and predictable or does it vary? (SALOMON)	<p>The benefits for the existing roadway use/volumes (~18000) are very clear cut and predictable, yes. Some key points are outlined below and are mostly taken from FHWA's 2014 Road Diet Informational Guide.</p> <ul style="list-style-type: none"> • An overall crash reduction of 19-47% - reduction in rear end and left turn related crashes. This would be particularly effective for 3rd Ave NW and would allow the intersection to operate more efficiently. • Fewer lanes for pedestrians to cross - we don't want peds crossing mid-block, but they do (particularly near QFC) and this treatment makes it safer. It also provides space for pedestrian refuge islands. • Extra width can be used to provide bike lanes – bike facilities along the corridor is consistent with our TMP. • Decreased delays - turning traffic is removed from through traffic, decreasing friction and weaving and improving operations. Current volumes on Richmond Beach Rd in the busiest section are under 20,000 ADT and therefore at an ideal level of traffic for this treatment. There are significant turning movements to and from commercial driveways – those movements, as well as through movements would benefit from the addition of turn lanes. • Decrease in speed differentials – since there is essentially no passing lane as compared to the 4 lane, this configuration decreases the differential in speed which is a major contributor to collisions. • Highest hourly volume on Richmond Beach Rd is 900 veh/hour which can be easily accommodated with one lane. <p>Staff does not believe there are any cons to a restripe of RB Rd for current conditions – as future growth is added, development may need to address capacity issues with mitigation.</p> <p>This is a pretty good video summarizing the benefits and provides some visuals:</p>

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			http://www.streetfilms.org/mba-road-diet/																
PRCS/ ASD / Com m Servic e	11/7	48. In considering how much we funding we may want to allocate to the senior center, I'm wondering if we can come up with a dollar amount of what we spend on kids/teen programs. I'm attending an interesting session on preparing our community for the golden generation. And just thinking how we can find something comparable to help us come up with an appropriate number. (WINSTEAD)	<p>Currently, the City budgets about \$529K for senior and adult services. Of that, \$107K is from the Human Services budget, which funds activities designed specifically for seniors. The Shoreline/Lake Forest Park Senior Center receives \$95,708 from the City of Shoreline with \$30,028 coming from CDBG Public Services funds (10% of the City's CDBG funds) and the balance of \$65,680 is from the City's General Fund. Additional funding allocated to Senior Services totals \$11,661.</p> <p>The funding is summarized below: Senior Services – Community Dining: \$2,975 Senior Services – Meals on Wheels: \$4,958 Senior Services – Shoreline/LFP Senior Center: \$95,708 (General Fund Support: \$65,680 ; CDBG Support: \$30,028) Senior Services – Volunteer Transportation: \$3,728</p> <p>Parks, Recreation, and Cultural Services (PRCS) provides about \$422K for adult and senior in the adult aquatic programs and adult general programs. This is offset by about \$332K in revenue.</p> <table border="1"> <thead> <tr> <th></th> <th>Senior Services</th> <th>Approx Expenditures</th> <th>Revenue</th> </tr> </thead> <tbody> <tr> <td>Human Services</td> <td></td> <td>\$ 107,000</td> <td>\$ 30,000</td> </tr> <tr> <td>PRCS</td> <td></td> <td>\$ 422,000</td> <td>\$ 332,000</td> </tr> <tr> <td>TOTAL</td> <td></td> <td>\$ 529,000</td> <td>\$ 362,000</td> </tr> </tbody> </table> <p>The City currently budgets approximately \$532K for teen services. Of that, \$10,000 is provided by Human Services. Human Services funding includes: Teen Services – Crisis Clinic – Teen Link: \$4,958 Teen Services – Wonderland Development Center: \$4,958</p>		Senior Services	Approx Expenditures	Revenue	Human Services		\$ 107,000	\$ 30,000	PRCS		\$ 422,000	\$ 332,000	TOTAL		\$ 529,000	\$ 362,000
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			<p>PRCS provides \$522K through its Teen and Youth Development Program, which is backed by \$41K of revenues.</p> <table border="1"> <thead> <tr> <th></th> <th>Teen Services</th> <th>Approx Expenditures</th> <th>Revenue</th> </tr> </thead> <tbody> <tr> <td>Human Services</td> <td></td> <td>\$ 10,000</td> <td>\$ -</td> </tr> <tr> <td>PRCS</td> <td></td> <td>\$ 522,000</td> <td>\$ 41,000</td> </tr> <tr> <td>TOTAL</td> <td></td> <td>\$ 532,000</td> <td>\$ 41,000</td> </tr> </tbody> </table>		Teen Services	Approx Expenditures	Revenue	Human Services		\$ 10,000	\$ -	PRCS		\$ 522,000	\$ 41,000	TOTAL		\$ 532,000	\$ 41,000
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ASD	11/2	<p>47. Why are General Fund Revenues reflected as \$37M and expenditures as \$41M? Shouldn't revenues be the same as expenditures?</p> <p>(Public Comment)</p>	<p>Revised draft response for the matrix below:</p> <p>During the Public Hearing on November 2nd, Janet Way asked why General Fund expenditures were reflected as being greater than General Fund revenues. The 2016 Proposed Budget allocates ongoing revenues to fund ongoing operating expenditures and allocates fund balance to fund one-time items and the Operating Contingency and Insurance Reserve, as follows:</p>																

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			<u>Item</u>	<u>Amount</u>	<u>Totals</u>
			General Fund Resources:		
			Ongoing revenues		
			Ongoing revenues	\$35,531,686	
			Transfers in from other funds	\$1,502,345	
			Subtotal ongoing revenues		\$37,034,031
			Use of fund balance		\$4,844,476
			Total General Fund Resources		\$41,878,507
			General Fund Appropriations:		
			Ongoing operating expenditures		\$37,034,031
			One-time expenditures		
			One-time operating supplemental requests	\$1,228,842	
			One-time General Fund contributions to support	\$2,650,000	
			the Capital Improvement Plan		
			Subtotal one-time expenditures		\$3,878,842
			Operating Contingency and Insurance Reserve		\$965,634
			Total 2016 Appropriations		\$41,878,507
			<p>For more details you can review our recent discussions with council and the budget document. The table in the November 2 staff report (available here: http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2015/staffreport110215-8a.pdf) exhibits the projected revenues and expenditures for each of the City’s twenty funds. This table is presented on page 59 of the 2016 Proposed Budget and 2016-2021 CIP book (available here: http://cityofshoreline.com/home/showdocument?id=22237). This table shows the revenues, expenditures, and change in fund balance for each fund. With regard to the General Fund, the 2016 All Funds Resources/Expenditures Summary on page 71 of the budget book shows projected revenue collections totaling \$35,531,686 and transfers in</p>		

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			<p>from other funds totaling \$1,502,345 for total revenues of \$37,034,031. It also shows total 2016 appropriations of \$41,878,507. This ties to the aggregate amounts in the table in the staff report and page 59 of the budget book.</p> <p>All appropriations of an ongoing nature total \$37,034,031 and are funded with ongoing revenue sources. The difference between projected revenues and appropriations of \$4,844,476 represent appropriations for one-time supplemental requests totaling \$3,878,842 and the operating contingency and insurance reserve totaling \$965,634. The City Manager's Transmittal Letter on page 42 of the budget book states, "...one-time supplemental requests are funded from use of 2015 ending fund balance." The operating contingency and insurance reserve are budgeted each year and funded with fund balance per policy. This is also exhibited in the table in the staff report and the tables on the aforementioned pages by comparing the Beginning Fund Balance of \$9,645,545 to the Ending Fund Balance of \$4,801,069 with the difference being \$4,844,476. Page 42 of the budget book includes a table identifying one-time operating supplemental requests totaling \$1,228,842. The Transmittal Letter goes on to state, "In addition to the items listed above (referring to the one-time operating supplemental requests), the Proposed Budget includes transfers of \$2,650,000 from the General Fund to support the Capital Improvement Plan." Details for these one-time transfers from the General Fund to the capital funds can be found on page 61 of the budget book. The Transmittal Letter goes on to state, "Ongoing items are funded from ongoing revenues." The \$4,844,476 General Fund ending fund balance in the 2016 Proposed Budget is 121% of the City Council's minimum policy requirement.</p>
PW	11/2	47. Is the Richmond Beach Road Re-channelization going to run all the way to Dayton or just to 8th Ave NW? If it is going all the way to Dayton is there phasing planned?	<p>Page 383 of budget book identifies the project limits as Richmond Beach Rd. / NW 196th St. from 24th Ave NW to Dayton Ave. N as a 2017 project.</p> <p>Assuming adequate funding is available in 2017; staff recommends that the entire project be implemented in 2017. The section from 3rd to 8th would benefit from the three lane section and is a minimal segment in terms of the overall length. There</p>

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		(Public Comment)	would be no financial benefit in splitting the project, probably the opposite. In fact, the 3rd Ave, N intersection area is where we have a lot of collisions and restriping to three lanes would allow for a more efficient and safer signal operations.
PW	11/2	46. Is there is funding for Tolling Study for Richmond Beach Road in the 2016 budget? (Public Comment)	<p>The issue of tolling a city street has been consider by the City Council on Richmond Beach Drive NW, most recently on January 12, 2015. At that time, Council gave staff direction that it was not the appropriate time to do a more in-depth tolling study. The City Manager did not include funding for a more in-depth tolling study in the Proposed 2016 budget or the 2016-2021 CIP for this work. There are a variety of policy and practical variables to be considered in developing and implementing a tolling system. In response to the question, if the council desires to move forward on studying a tolling system, staff suggests a effort that examines the possibility of tolling on Richmond Beach Drive NW and establishes a framework for a more robust conversation. The deliverables could include:</p> <ul style="list-style-type: none"> • Identify the policy questions related to implementing a tolling system, • Gain council concurrence on the policy questions necessary to “frame” development of a tolling system and move forward with next steps • Provide rough “order of magnitude” continued planning, design, construction and operation costs • Provide rough “order of magnitude” estimate of anticipated revenue • Develop a scope of work for a future consultant to prepare preliminary plans (not full design) of a tolling system alternative, refine the revenue and cost estimates, legislative and policy actions, public outreach, etc., that can lead to a tolling product to design, implement and operate. <p>Staff recommends a budget allocation of \$25,000 - \$30,000 for this initial effort. This work is not included in current work planning and staff will need to reassigned from current work (likely 145th St. corridor project or Sound Transit activities) to do this work if Council desires to move forward in 2016. The study would likely be conducted inQ4 on 2016. Additional funding will be necessary for future activity beyond the study.</p>

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PW	11/2	45. On Page 413 and 414, are we coordinating work in McAleer and Lyons Creek Basins with LFP and MLT? (Eggen)	Mountlake Terrace and Lake Forest Park were both included in the early stages to coordinate and review work including modeling in the basins. Additionally, there were discussions with LFP regarding their work efforts downstream and how some of our problems/projects align with their efforts. Moving forward they will be involved on a project by project basis.
PW	11/2	44. On Page 369, Administration appears to take 25% of the cost for Curb, Ramp, Gutter, and Sidewalk Maintenance? Why so high? (Eggen)	Small projects often have higher than expected administration/management costs because many costs/activities are the same or don't get the same "economy of scale" as larger projects. This program still often requires survey, design, project management, and public outreach but for a relatively smaller area. The breakdown identified in the CIP is an estimate and staff continues to look for methods to manage this program in an effective and efficient manner that allows more improvements.
PW	11/2	43. On Page 363, Why is street tree maintenance not identified in the unfunded or underfunded projects for either parks or roads? (Eggen)	Street Tree Maintenance would fall under operating budget therefore it is not included as unfunded or underfunded in the CIP
PW	11/2	42. On Page 361, <p>a. What is the difference between general fund contribution and general fund support?</p> <p>b. There is something called "CMAQ". Is this air pollution reduction money. In PSRC Grants, I thought they determined where the money came from?</p>	<p>a. General Fund contribution is typically one-time funding approved through the supplemental process for specific projects; compared to general fund support is typically on-going funding provided either annually for a given program, such as the curb, ramp and sidewalks repairs, grant matching dollars and gambling tax.</p> <p>b. Mitigation Air Quality and is a grant distributed through PSRC (Puget Sound Regional Council). You are correct that PSRC determines which funding source we receive on several projects.</p>

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		(Eggen)																			
PW	11/2	41. On Page 327, the description of the project appears dated. (Eggen)	That is correct. Staff will include the updated description in the adopted version of the budget book.																		
PW	11/2	40. On page 315, a. The total cost of the police station at city hall appears to be about \$7M. Does that include acquisition of Grease Monkey? I see a maximum of \$3M in seizure funds. Where is the rest coming from. b. There is something called potential seizure funds. Why are they potential? (Eggen)	<p>a. Yes it does include approximately \$1.25 million for the Grease Monkey acquisition. The recently updated appraisal for the property gave a value of \$875,000, giving us confidence that we've budgeted adequate funds for the acquisition. Below is a table summarizing the revenue sources for the entire project, which is also available on page 329 of the budget book.</p> <table border="1"> <thead> <tr> <th><u>Revenue Source</u></th> <th><u>Total Project</u></th> </tr> </thead> <tbody> <tr> <td>Sale of Current Police Station</td> <td>\$1,065,000</td> </tr> <tr> <td>Treasury Seizure Fund</td> <td>\$2,009,558</td> </tr> <tr> <td>General Fund Contribution</td> <td>\$1,000,000</td> </tr> <tr> <td>Treasury Seizure Fund – Potential</td> <td>\$980,000</td> </tr> <tr> <td>State and Federal Drug Forfeiture Fund</td> <td>\$400,000</td> </tr> <tr> <td>Future Funding</td> <td>\$1,471,317</td> </tr> <tr> <td>General Capital Fund</td> <td>\$306,078</td> </tr> <tr> <td>Total Project Revenue</td> <td>\$7,231,953</td> </tr> </tbody> </table> <p>b. Chief Ledford has informed us that the City is likely to receive additional seizure funds from cases that are already in the pipeline, but these seizure funds have yet to be guaranteed or quantified. We anticipate that these seizure funds will be significant, but not enough to cover the entire remainder of the police station budget.</p>	<u>Revenue Source</u>	<u>Total Project</u>	Sale of Current Police Station	\$1,065,000	Treasury Seizure Fund	\$2,009,558	General Fund Contribution	\$1,000,000	Treasury Seizure Fund – Potential	\$980,000	State and Federal Drug Forfeiture Fund	\$400,000	Future Funding	\$1,471,317	General Capital Fund	\$306,078	Total Project Revenue	\$7,231,953
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PW	11/2	39. On Page 304,	The \$567k in the proposed CIP is the revenue remaining from the bonds sold for the																		

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		The total cost of the N. Maintenance Facility in 2016 is ~\$567k. On page 315 I notice we have already expended \$3M, I believe from a bond issue. Is this the total cost? Will Ronald facilities be used to pay down the bond? (Eggen)	acquisition. This amount is not anticipated to be enough to complete the construction of improvements. Staff will bring back more detailed information on the project including schedule and budget once the consultant has completed a needs assessment and some preliminary design work. The revenues from the sale of the Roland Wastewater facilities have not been allocated to any particular purpose at this time.
PW	11/2	38. On Page 303, a. The Transportation Impact Fees seem fairly small. Do we expect this to increase. b. Can you explain "future financing"? (Eggen)	a. Yes – 2015 is the first year of receiving Transportation Impact Fees so the amount of fees collected will increase. Also, as the growth projects are added and progress in the CIP we expect this to increase. b. Future financing is included on projects that are not fully funded and anticipate/expect to use bonding for the remaining revenues. Examples include the Police Station and SW Pipe Repair and Replacement.
PW	10/26	37. Asked how much debt we could issue to pay for sidewalks with a \$5 increase in the Transportation Benefit District Fee.	A \$5 increase in vehicle licensing fee would raise \$195,000 per year, which would support about \$1.6million in debt (10 years) which could construct approximately 14 blocks of sidewalks. Recognizing the Council has expressed strong interest in revisiting the prioritization the following table is based on the current priorities established within the TMP. Please see table at bottom of the Matrix
PW / ASD	10/26	36. Asked how much revenue a \$5 increase in the Transportation Benefit District Fee would generate and if that funding can be dedicated to additional sidewalk maintenance in the Roads	A \$5 increase in vehicle licensing fee would raise \$195,000 per year. Staff would wait until the funding accumulated and then begin a project. Based on the cost estimates and projects below, if the \$195k started in 2017, staff would anticipate the following schedule:

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		Capital CIP. (Roberts)	<p>Ashworth – 2021/2022 195th – 2022/2023 20th Ave NW- 2027</p> <p>However, there is a caveat with these schedules and the estimates behind them. The cost to build the project will escalate over this 10 year window and will not go as far as if they are bonded and completed early in the 10 year timeframe.</p>												
ASD	10/26	35. Asked for clarification with regard to funding from the Federal Criminal Forfeiture Fund for the Police Station at City Hall project. The project narrative in the CIP notes a portion will be coming from potential funding. (Eggen)	<p>The Police Station at City Hall project narrative on page 328 of the 2016 Proposed Budget and 2016-2021 CIP book reflects revenue sources as transfers in from the Federal Criminal Forfeiture Fund (commonly referred to as Treasury Seizure Fund, as these monies are provided by the U.S. Department of the Treasury) totaling \$1,823,405 in 2015 and \$1,156,101 in 2016. The 2015 transfer from the Treasury Seizure Fund will leave \$176,101 in fund balance at the end of 2015. This is reflected as “TREASURY SEIZURE FUND” under the revenue sources on the project narrative. The revenue source for the balance of the 2016 transfer totaling \$980,000, reflected as “TREASURY SEIZURE FUND – POTENTIAL” on the project narrative, is revenue that the City anticipates receiving in 2016 as cases are processed and payment is approved by the U.S. Department of the Treasury.</p>												
PW	10/26	34. Asked for clarification as to what the Commercial Fee Credit is and what impact its expiration will have on businesses. (Eggen)	<p>The City’s current non-residential SWM fee rates are determined on an incremental scale based on the amount of impervious surfaces and the parcel size for each specific property (See Table 1). These rates are then applied (multiplied) to the total acreage of the parcel to result in the annual fee per parcel. Those parcels with a higher percentage of impervious surface are charged a higher rate per acre than those with little impervious surface on the property.</p> <p>Table 1. Surface Water Utility Fee and Impervious Surface Categories</p> <table border="1"> <thead> <tr> <th>Rate Category Name</th> <th>Rate Category</th> <th>% Impervious</th> <th>2015 Service Charge (SWM Rate)</th> <th>Per Unit</th> <th>Rate reduction for approved facility (Reduction of one rate category)</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Rate Category Name	Rate Category	% Impervious	2015 Service Charge (SWM Rate)	Per Unit	Rate reduction for approved facility (Reduction of one rate category)						
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						+ Utility Tax			
			Residential	1		\$154.59	Parcel	50.0%	
			Very Light	2	< /=10%	\$154.59	Parcel	50.0%	
			Light	3	11% to 20%	\$359.04	Acre	50.0%	
			Moderate	4	21% to 45%	\$741.74	Acre	51.6%	
			Moderately Heavy	5	46% to 65%	\$1,438.59	Acre	48.4%	
			Heavy	6	66% to 85%	\$1,822.54	Acre	21.1%	
			Very Heavy	7	86% to 100%	\$2,387.26	Acre	23.7%	
			<p>The City inherited a commercial / private stormwater facility inspection program from King County at incorporation and its associated fee credit for those facilities that pass a maintenance inspection. The commercial facility credit provides a one-rate category fee reduction for those facilities. The City inspects those facilities that were inherited in the incorporation from King County, and newer facilities that have approved stormwater maintenance and access covenants. The covenants require the property owner to maintain the private stormwater facilities to accepted maintenance standards and provide an enforcement mechanism for the City to ensure the facilities are maintained and operational per the City’s approved stormwater manual.</p> <p>The commercial credit programs represent a significant financial impact to the SWU – approximately \$284,713 annually.</p> <p>Cost Impacts to Sample Private Stormwater Facility Accounts</p>						

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			Type of Business	Location	Rate without Credit	Rate with Credit	Potential Cost Increase
			Office Building	Ballinger Way NE	\$152	\$75	\$77
			Church	NE 175th Street	\$3,855	\$1,988	\$1,867
			Church	2nd Avenue NW	\$5,804	\$4,581	\$1,223
			Shopping Center	Richmond Beach Road	\$10,522	\$8,033	\$2,489
			<p>The item regarding the phasing out of the commercial credit was discussed during the November 17, 2014 City Council meeting. The staff report for this item may be viewed at:</p> <p>http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2014/staffreport111714-8b.pdf</p>				
PW	10/26	33. Asked if Public Works can continue to find ways to fulfill the needs that will be addressed by the Administrative Assistant position until the staff from Ronald Wastewater District joins the City. (Eggen)	<p>The AAll is needed to support the entire division and is proposed to be funded through a combination of General, Surface Water Utility and Capital Funds. During the economic downturn, and other organizational changes, Public Works lost administrative support. The workload has continued to increase and exceeds the capacity of our current administrative support. As a result we are not able to best utilize other professional staff because they either need to perform administrative functions themselves and/or they don't have the administrative support needed. Assuming RWD has appropriate administrative staff available to support the PWKs Department (and not needed for RWD work), the delay of approximately 2 years would hamper the Department's ability to maintain existing service levels or deliver projects/programs in a timely manner.</p>				
PRCS	10/19	32. Referring to the "Number of soccer fields" performance measure on page 213 of the 2016 Proposed Budget and	<p>We have funding to renovate the soccer field at Twin Ponds Park and do minor repairs the soccer fields at Shoreline Park. They will not be available for scheduled play for portions of the year. We have reflected that in the table showing the number of soccer</p>				

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		2016-2021 CIP book, asked why the number of soccer fields will decrease from ten to nine between 2015 and 2016. (McGlashan)	fields.																														
PCD/ ASD	10/19	31. Asked if the new 1.0 FTE Technical Assistant position will be offset by increased revenue. (Eggen)	The 1.0 FTE Technical Assistant position will be offset by increased revenue. The 2016 budgeted revenue increased 14.54 % or \$163,175 over budgeted PCD revenues for 2015. Fees are not proposed to be increased beyond CPI (this discussion may happen as part of the upcoming Cost Recovery & Fee Study in 2016). It is the volume of permits and associated value of these permits that is producing the increased revenue. The same increase in the number of permits is also driving the need for this requested position.																														
ASD	10/19	30. Asked what the daily rate is at each jail. (Eggen)	<table border="1"> <thead> <tr> <th>Jail</th> <th>2011 Rate</th> <th>2012 Rate</th> <th>2013 Rate</th> <th>2014 Rate</th> <th>2015 Rate</th> </tr> </thead> <tbody> <tr> <td>King County</td> <td>\$119.62</td> <td>\$132.01</td> <td>\$138.83</td> <td>\$141.88</td> <td>\$146.65</td> </tr> <tr> <td>Snohomish</td> <td>\$62.50</td> <td>\$64.38</td> <td>\$65.94</td> <td>\$66.63</td> <td>N/A</td> </tr> <tr> <td>SCORE</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> <td>\$90.00</td> <td>\$97.00</td> </tr> <tr> <td>Yakima</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> <td>\$54.75</td> </tr> </tbody> </table>	Jail	2011 Rate	2012 Rate	2013 Rate	2014 Rate	2015 Rate	King County	\$119.62	\$132.01	\$138.83	\$141.88	\$146.65	Snohomish	\$62.50	\$64.38	\$65.94	\$66.63	N/A	SCORE	N/A	N/A	N/A	\$90.00	\$97.00	Yakima	N/A	N/A	N/A	N/A	\$54.75
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SCORE	N/A	N/A	N/A	\$90.00	\$97.00																												
Yakima	N/A	N/A	N/A	N/A	\$54.75																												
ASD	10/19	29. Asked for clarification about the composition of the reduction from the 2015 budget to the 2016 budget for City Attorney. (Roberts)	<p>The decrease of \$24,063 in the City Attorney’s office from the 2015 Current Budget to the 2016 Proposed Budget was due to changes in salary & benefits, professional services, travel, and dues & subscriptions for legal research.</p> <table border="1"> <thead> <tr> <th colspan="3">City Attorney & Prosecuting Attorney Budget Changes</th> </tr> <tr> <th>Object</th> <th>Description</th> <th>Amount</th> </tr> </thead> <tbody> <tr> <td>2015 Amount</td> <td>Current Budget</td> <td>\$671,384</td> </tr> </tbody> </table>	City Attorney & Prosecuting Attorney Budget Changes			Object	Description	Amount	2015 Amount	Current Budget	\$671,384																					
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			Salary	Change in Salary	\$8,268
			Benefits	Change in Benefits	\$6,477
			Prof Services	Removed 2015 Budget Transfer	-\$60,000
			Prof Services	Base Budget Adjustment for outside legal services	\$15,000
			Prof Services	Increase in Prosecuting Atty services per contract by 90% of CPI	\$2,318
			Travel	Base Budget Adjustment to enable staff to attend needed training and conferences	\$700
			Dues & Subscriptions	Base Budget adjustment for increased cost to switch from LexisNexis to Westlaw for legal research. Westlaw is a more robust tool.	\$3,174
				2016 TOTAL	\$647,321
CMO	10/19	28. Asked for the City Manager to share her policy on when to add a temporary (term-limited) FTE versus an ongoing regular FTE. (Roberts)	When the position is focused on a specific time limited project that is expected to be completed in within a relative short period of time (3 years or less) then the City Manager would focus on a limited-term employee (or potentially contract services) to complete the work. This could also apply when a position is grant funded for a specific purpose – such as what may occur with the most recent Department of Justice RADAR grant. The City also used a limited-term position when it installed the current permitting and customer service software and brought payroll services in-house in 2001-2003. The City has used limited-term employees previously in these types of positions. When the work is to address an on-going need, or for a project that is expected to take longer than 3 years enhancing the possibility that other projects or work may follow that maintains a demand for the employee’s services then the City Manager would focus on a regular FTE.		
PD	10/19	27. On page 181 of the budget: Federal forfeiture funds have gone to buy	It appears Councilmember Salomon is referring to the following statement on page 181 of the 2016 Proposed Budget and 2016-2021 CIP book, “Federal Drug Enforcement		

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		(police) equipment. Can you tell me what equipment and how much \$? (Salomon)	<p>Forfeiture Program: Funds have been budgeted for the purchase of equipment..." The 2016 Proposed Budget includes \$10,000 to purchase tactical and operational equipment for Shoreline officers. Some examples include: heavy Active Shooter And Patrol (ASAP) vests and plates for patrol officers, equipment for the Special Emphasis Team that will identify them as police when necessary, spike strips for use by patrol officers during pursuits, and lock out kits for officers that need to open a vehicle without causing damage (e.g., to rescue a child locked in a car), or other emergent situations.</p> <p>It is important to note that these funds must be used for public safety purposes and cannot be used for other general purposes. The City uses these funds to purchase equipment that would not otherwise be provided through the contract for police services with King County. Since the City is purchasing the equipment, it will become an asset of the City.</p>
PW	10/12	26. How much Storm water runoff from right-of-way is currently being treated using natural filtration methods? How much retrofitting could we do within the 2016 budget? (Salomon)	<p>Projects completed by the City provide water quality treatment to approximately 56.4 acres of right of way. The biofiltration (i.e natural filtration) projects completed by the Surface Water Utility total 4.4 acres and include the Greenworks, North Fork LID, and the Green Street projects. The Aurora project provides water quality treatment to about 52 acres of right of way of which approximately 20 acres receive biofiltration treatment.</p> <p>Of the projects in the 2016-2021 CIP, the 148th Ave Infiltration project is the only funded project in 2016 with a biofiltration component. No additional funds have been budgeted for retrofit projects in 2016. On June 5, 2015 the City Council discussed the Surface Water Utility projects and agreed to focus on failing infrastructure and suspend construction of new low impact development projects. The link to the corresponding staff report is located below.</p> <p>http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2015/staffrep</p>

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PCD	10/12	25. How was the new retail space calculated and what is the make-up of new vs redevelopment? (Roberts)	<p>The calculation was identified during plan review per the valuation type. Here are the applicable permits finalized during 2014 and 2015.</p> <table border="0"> <thead> <tr> <th>2014 ADDITION/ REMODEL</th> <th>Square Ft.</th> <th>Address</th> </tr> </thead> <tbody> <tr> <td>SALVATION ARMY</td> <td>23538</td> <td>15403 WESTMINSTER WAY N</td> </tr> <tr> <td>KYOTO</td> <td>1575</td> <td>15823 WESTMINSTER WAY N</td> </tr> <tr> <td>SKY NURSERY</td> <td>165</td> <td>18528 AURORA AVE N</td> </tr> <tr> <td>FIL-AM FOOD & GIFTS</td> <td>1600</td> <td>15206 AURORA AVE N</td> </tr> <tr> <td style="text-align: right;">Total</td> <td>26878</td> <td></td> </tr> </tbody> </table> <table border="0"> <thead> <tr> <th>2015 ADDITION/ REMODEL</th> <th></th> <th></th> </tr> </thead> <tbody> <tr> <td>PACIFIC NORTHWEST MEDICAL</td> <td>1114</td> <td>19926 AURORA AVE N</td> </tr> <tr> <td>SYLVIA'S SWIMWEAR</td> <td>1688</td> <td>20030 BALLINGER WAY NE</td> </tr> </tbody> </table> <table border="0"> <thead> <tr> <th>2015 NEW CONSTRUCTION</th> <th></th> <th></th> </tr> </thead> <tbody> <tr> <td>BALLINGER RETAIL</td> <td>7154</td> <td>20030 BALLINGER WAYNE</td> </tr> <tr> <td style="text-align: right;">Total</td> <td>9956</td> <td></td> </tr> </tbody> </table>	2014 ADDITION/ REMODEL	Square Ft.	Address	SALVATION ARMY	23538	15403 WESTMINSTER WAY N	KYOTO	1575	15823 WESTMINSTER WAY N	SKY NURSERY	165	18528 AURORA AVE N	FIL-AM FOOD & GIFTS	1600	15206 AURORA AVE N	Total	26878		2015 ADDITION/ REMODEL			PACIFIC NORTHWEST MEDICAL	1114	19926 AURORA AVE N	SYLVIA'S SWIMWEAR	1688	20030 BALLINGER WAY NE	2015 NEW CONSTRUCTION			BALLINGER RETAIL	7154	20030 BALLINGER WAYNE	Total	9956	
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PW	10/11	24. Will the basin studies include ways we can retrofit right of way for improved on site facilities that purify stormwater and slow its release during heavy rains? (Salomon)	No, the basin plan scopes of work did not include developing right of way water quality treatment retrofits. The objective of the basin plans was to evaluate infrastructure condition, identify problem areas, and recommend project priorities.																																				
PW	10/11	23. Can you describe these projects listed below? What other on-site water retention/ cleaning/ detention facilities are we enacting?	<p><u>10Th Ave Ne Drainage Improvements</u></p> <p>This project will reduce flooding and improve water quality along 10th Ave NE between NE 165th St and NE 175th St. Improvements will include installation of bio-retention and infiltration facilities to provide flow retention and water quality treatment. Additionally, conveyance system capacity will be increased by pipe and culvert</p>																																				

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2016 Budget Questions Matrix for November 23, 2015

<u>Dept</u>	<u>Date of Request</u>	<u>Items</u>	<u>Response or Scheduled Follow Up</u>
		<p>10Th Ave Ne Drainage Improvements 25th Ave. NE Flood Reduction Improvements Boeing Creek Regional Stormwater Facility Study NE 148th Infiltration Facilities (Salomon)</p>	<p>replacements.</p> <p><u>25th Ave. NE Flood Reduction Improvements</u> This project will address recurring flooding of Ballinger Creek and aging culverts along 25th Ave NE between Brugger’s Bog Park and NE 195th St. Due to insufficient system capacity, regular flooding occurs along 25th Ave NE and within adjacent private and public properties – including the future North Maintenance Facility. Pipe inspection videos have revealed that the existing culverts exhibit structural flaws. The project will replace approximately 550 linear feet of culvert along 25th Ave NE downstream of Brugger’s Bog Park as well as the 74-foot culvert crossing at NE 195th St, which is also undersized.</p> <p><u>Boeing Creek Regional Stormwater Facility Study</u> The initial effort for the project will be to conduct a feasibility assessment to construct a regional surface water detention facility to support redevelopment of the Aurora Square. The feasibility study would include alternatives or mechanisms for development to pay for the facility.</p> <p><u>NE 148th Infiltration Facilities</u> This project will install multiple below-ground infiltration facilities along the NE 148th St roadside between 12th Ave NE and 15th Ave NE. The infiltration facilities will reduce flooding and improve water quality. The infiltration facility technology allows for various surface treatments, including hard surfaces for locations requiring parking and other vehicle access usage, and bioretention surfacing at other locations. This is a new type of facility for the City with broad potential future implementation.</p> <p>What other on-site water retention/ cleaning/ detention facilities are we enacting? No others than the ones described in the 2016 CIP.</p>
PW	10/11	22. Why does signal improvement cost	The signal improvements at Meridian and 155 th is another grant project specifically

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		300k? What kind of work goes into that? How many staff/consultant hours? What is the expected benefit? (Salomon)	targeting safety improvements. The intersection has a history of at angle collisions; this project will improve the safety of left turns and will allow us to operate the signal with a protected (solid green arrow) permissive (flashing yellow arrow) phasing in the future if needed. In general, the work being done at the intersection is in order to add a flashing yellow arrow phase for the northbound/southbound left turns. The cost is over 300k because the current signal infrastructure won't support adding any additional conductor. This means new conduit and wire needs to be added for the entire intersection. The signal mast arms also need to be retrofitted or replaced in order to house another signal head (which is required). The scope of work also includes bringing the intersection up to ADA standards including sidewalks and curb ramps. The expected benefit is a decrease in the number and severity of at angle collisions. Flashing yellow arrow has also been shown to provide pedestrian safety benefits. The estimate provided in the CIP does not include a breakdown by hours; however design is estimated at approximately \$55k with an additional \$11k for Right-of-Way/easements and \$294k in construction. Of the total project cost of \$359k, \$352k is paid by the grant and only \$7k by the City.
PW	10/11	21. Why do we need more radar speed signs for 120k? What is its efficacy? Has it been shown to reduce major accidents and fatalities? (Salomon)	The Radar Speed Sign project included in the CIP is a grant project that will provide permanent radar speeds signs at 6 locations. The locations selected are based on historical speed limit violations and neighborhoods that have expressed an interest in permanent Radar Speed Signs. Some of these locations were listed in the Neighborhood Traffic Action plan. The Federal Highway Administration statistics on radar speed signs show a 12% decrease in measured speeds. Lower speeds inherently mean less severe collisions though I haven't run across any studies that directly link the radar speeds signs to a decrease in injury collisions. The grant covers most of the project costs with less than \$1000 coming from the grant match program.
CMO	10/7	20. Is there prioritization of the list of new and one time expenditures from our initial budget discussions in	Please see chart at bottom of Matrix.

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		September? (ROBERTS)													
CMO	10/7	19. Does the proposed budget include COLAs for extra help employees? (ROBERTS)	The proposed budget includes a COLA for extra-help as the table for extra-help is increased by the same COLA as regular employees (1.45%).												
ASD	10/7	18. Over the past five years, how many consultants have been hired by the City per year and in aggregate, how much has the City spent on consulting services per year? If it makes sense, I would appreciate a breakdown between the operating budget and other budgets on those costs. (ROBERTS)	<p>Please see the chart below for the total number of professional services vendors for all funds for 2011-2014.</p> <table border="1"> <thead> <tr> <th></th> <th><u>2011</u></th> <th><u>2012</u></th> <th><u>2013</u></th> <th><u>2014</u></th> <th><u>2015YTD</u></th> </tr> </thead> <tbody> <tr> <td><u>Number of Vendors</u></td> <td>219</td> <td>244</td> <td>267</td> <td>249</td> <td>218</td> </tr> </tbody> </table> <p>The City has seen an increase of the cost of professional services over the last five years. Please see the graphs below.</p>		<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015YTD</u>	<u>Number of Vendors</u>	219	244	267	249	218
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			<p>support, and \$44,476 for expenditures supported by the Emergency Management Planning Grant. The 2015 professional services, also includes \$60,000 for legal support related to the negotiation and drafting of the development agreement with Sound Transit in relation to the incoming light rail stations.</p> <p>The 2016 Proposed Operating budget includes \$1.0 Million of one-time professional services. This includes, among other things, \$75,000 for the assessment of the finance & utility billing system, \$500,000 for the replacement of the permit and customer service system, \$50,000 for PRCS asset inventory, \$65,000 to advance the City's sustainability initiatives, and \$50,000 in Public Works for consultant services.</p> <p>The CIP and SWM funds use of professional services varies from year-to-year. This is due to the type of projects and the phase those projects are in from year-to-year.</p>
ASD	10/7	17. Over the past five years, how much of the growth in operating expenditures has been due to step increases, health care costs, Cola, etc., versus one-time expenses versus new programs and new personnel? What are the breakdowns per year? (ROBERTS)	Please see response at bottom of Matrix.
ASD	10/7	16. What I would like to see is a chart of the past five years or so of the (for operating expenses): Beginning fund balance Budgeted ending fund balance Actual ending fund balance Budgeted Percentage change of budget expenditures Actual percentage change of budget	<p>The Change in Operating Budget Fund Balance chart below shows the beginning fund balance (bar with a dashed black border), the amount of fund balance we projected would remain after budgeting for one-time expenditures and operational contingencies (line with green slashes), and actual ending fund balance (bar with a solid black border and green fill). Each budget typically allocates all new revenues to be received in the upcoming year to expenditures of an ongoing nature for that year.</p> <p>Fund balance is typically allocated to cover one-time expenditures (e.g., one-time investments in operating items and additional contributions to capital projects), as well as the operational contingency and insurance reserve.</p>

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		expenditures (ROBERTS)	<p>Underspending in 2012 and 2013, which resulted in expenditures levels lower than the annual 98% of budget average that we've seen in the past, and the economy began to recover, which resulted in revenue levels higher than the 101% of budget average that we've seen in the past. This trend continued through 2014 and ultimately resulted in the addition to fund balance in all of those years (please note the bar with a solid black border and green fill is higher than the bar with a dashed black border). The projections for 2015 and 2016 anticipate the use of fund balance as budgeted (to end at the point where the line with green slashes is lower than the bar with a dashed black border), although staff does not anticipate that the City will spend its operational contingency or insurance reserve.</p> <p>For future reference, questions about beginning and ending fund balance may be answered by referring to the following sections (pages):</p> <ul style="list-style-type: none"> • Ending Fund Balances and Change in Ending Fund Balance (pp. 88-90) • Budget by Fund (pp. 260-280; General Fund Summary is on pg. 261, Street Fund Summary is on pg. 262, Property Tax Equalization Fund Summary is on pg. 267 Revenue Stabilization Fund Summary is on pg. 270) • General Capital Fund Program Summary (pg. 315) • Roads Capital Fund Program Summary (pg. 361) • Surface Water Utility Fund Program Summary (pg. 395)

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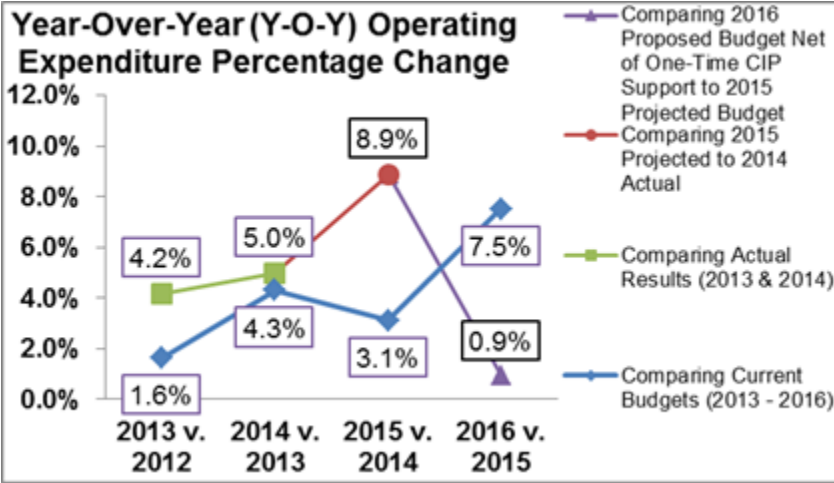
2016 Budget Questions Matrix for November 23, 2015

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			<div data-bbox="930 289 1759 748"> <p style="text-align: center;">Change in Operating Budget Fund Balance</p> <p>The chart displays the following data points (in millions of dollars):</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Beginning Fund Balance</th> <th>Budgeted Ending Fund Balance</th> <th>Ending Fund Balance</th> </tr> </thead> <tbody> <tr> <td>2012A</td> <td>\$13,483,800</td> <td>\$5,028,466</td> <td>\$16,964,174</td> </tr> <tr> <td>2013A</td> <td>\$16,964,174</td> <td>\$6,639,631</td> <td>\$18,517,747</td> </tr> <tr> <td>2014A</td> <td>\$18,517,747</td> <td>\$8,537,048</td> <td>\$19,196,587</td> </tr> <tr> <td>2015CB</td> <td>\$19,196,587</td> <td>\$10,534,522</td> <td>N/A</td> </tr> <tr> <td>2016PB</td> <td>\$16,875,294</td> <td>\$5,499,570</td> <td>N/A</td> </tr> </tbody> </table> </div> <p>The following table correlates to the points on the above chart.</p> <table border="1"> <thead> <tr> <th></th> <th>2012A</th> <th>2013A</th> <th>2014A</th> <th>2015P</th> <th>2016B</th> </tr> </thead> <tbody> <tr> <td>Total Operating Budget Beginning Fund Balance</td> <td>\$13,483,800</td> <td>\$16,964,174</td> <td>\$18,517,747</td> <td>\$19,196,587</td> <td>\$16,875,294</td> </tr> <tr> <td>Total Operating Budget Budgeted Ending Fund Balance</td> <td>\$5,028,466</td> <td>\$6,639,631</td> <td>\$8,537,048</td> <td>\$10,534,522</td> <td>\$5,499,570</td> </tr> <tr> <td>Total Operating Budget Actual Ending Fund Balance</td> <td>\$16,964,174</td> <td>\$18,517,747</td> <td>\$19,196,587</td> <td>N/A</td> <td>N/A</td> </tr> </tbody> </table> <p>The Year-Over-Year (Y-O-Y) Operating Expenditure Percentage Change chart below shows the percentage change of expenditures in the Operating Budget by comparing the following:</p> <ul style="list-style-type: none"> • Blue line with diamonds: Current Budgets as adopted • Green line with squares: Actual results for 2013 and 2014 • Red line with circle: 2015 Projected results v. 2014 Actual results • Purple line with triangles: 2016 Proposed Budget less additional \$2.65 million in 	Year	Beginning Fund Balance	Budgeted Ending Fund Balance	Ending Fund Balance	2012A	\$13,483,800	\$5,028,466	\$16,964,174	2013A	\$16,964,174	\$6,639,631	\$18,517,747	2014A	\$18,517,747	\$8,537,048	\$19,196,587	2015CB	\$19,196,587	\$10,534,522	N/A	2016PB	\$16,875,294	\$5,499,570	N/A		2012A	2013A	2014A	2015P	2016B	Total Operating Budget Beginning Fund Balance	\$13,483,800	\$16,964,174	\$18,517,747	\$19,196,587	\$16,875,294	Total Operating Budget Budgeted Ending Fund Balance	\$5,028,466	\$6,639,631	\$8,537,048	\$10,534,522	\$5,499,570	Total Operating Budget Actual Ending Fund Balance	\$16,964,174	\$18,517,747	\$19,196,587	N/A	N/A
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2016 Budget Questions Matrix for November 23, 2015

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			<p>one-time CIP support (described on page 61 of the 2016 Proposed Budget book) v. 2015 Projected results</p> <p>The chart shows the percentage change for actual results for 2013 and 2014 (green line with squares) and projected results for 2015 (red line with circle) are higher than those comparing the current budgets (blue line with diamonds). As noted above, this is mostly due to underspending in 2012 and 2013. Expenditure levels in those years were lower than the annual 98% of budget average that we've seen in the past. The 2016 proposed budget, net of one-time CIP support and operational contingencies, is 0.9% higher than the 2015 current budget net of operational contingencies (purple line with triangle).</p>  <table border="1" data-bbox="932 699 1761 1179"> <caption>Year-Over-Year (Y-O-Y) Operating Expenditure Percentage Change</caption> <thead> <tr> <th>Year Comparison</th> <th>Comparing 2016 Proposed Budget Net of One-Time CIP Support to 2015 Projected Budget</th> <th>Comparing 2015 Projected to 2014 Actual</th> <th>Comparing Actual Results (2013 & 2014)</th> <th>Comparing Current Budgets (2013 - 2016)</th> </tr> </thead> <tbody> <tr> <td>2013 v. 2012</td> <td>1.6%</td> <td></td> <td>4.2%</td> <td></td> </tr> <tr> <td>2014 v. 2013</td> <td>4.3%</td> <td>5.0%</td> <td></td> <td></td> </tr> <tr> <td>2015 v. 2014</td> <td>3.1%</td> <td>8.9%</td> <td></td> <td></td> </tr> <tr> <td>2016 v. 2015</td> <td>0.9%</td> <td></td> <td></td> <td>7.5%</td> </tr> </tbody> </table>	Year Comparison	Comparing 2016 Proposed Budget Net of One-Time CIP Support to 2015 Projected Budget	Comparing 2015 Projected to 2014 Actual	Comparing Actual Results (2013 & 2014)	Comparing Current Budgets (2013 - 2016)	2013 v. 2012	1.6%		4.2%		2014 v. 2013	4.3%	5.0%			2015 v. 2014	3.1%	8.9%			2016 v. 2015	0.9%			7.5%
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PW	9/21	15. Can we install permanent speed signs at Meridian Park School and along 8 th NW?	Permanent speed signs are approximately \$20k. Traffic Services has worked with residents around Meridian Park School and agrees a permanent speed sign is appropriate and beneficial at this location. These signs are programmed in the 2016 Budget. As for 8th Ave NW, Traffic Services would like to work with the neighborhood to make sure this is the appropriate/best solution for this location. After that process,																									

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			the project can be prioritized within the other needs.
ASD	9/21	14. Why are we using a consultant to study a potential B&O Tax? (Roberts)	The Council adopted the 10 Year Financial Sustainability Plan in 2014. One strategy identified in the plan was to engage the Business Community in a discussion regarding the possible implementation of a business and occupation tax. This request supports consulting services to facilitate those discussions.
ASD	9/21	13. Why are GIS and Computer Support being requested as extra help if the work is ongoing? Should they be included as .5 FTE? (Roberts)	Staff recognizes that the GIS and Computer Support services supported by the Extra Help budget are ongoing services to meet current workload requirements; however, we recognize that some of the staff currently employed by Ronald Wastewater District might be able to fill these roles, particularly GIS, and are hesitant to add new regular FTE positions until we have fully evaluated the opportunities that the assumption might provide and are comfortable with the impact to the City's 10 Year Financial Sustainability Plan.
Parks	9/21	12. How much is the net revenue loss and replacement for pool closures? We should track this as a cost of operation. (SALOMON)	Historically, the annual pool revenue assumptions have accounted for the annual pool maintenance closure and are considered a part of the cost of pool operations. The pool maintenance closure is typically 2 weeks in mid-February. For 2016 the pool closure will be much longer (February 22 – June 6). We have estimated a 2016 revenue loss of \$167,000 and decrease in expenditures of \$77,000 for a net loss of \$90,000. These decreases were reflected in the preliminary budget revenues and expenditures presented to Council on 9/21, and will be reflected in the proposed budget.
ASD/ HR	9/21	11. Why are health benefits increasing at 9.7%? What can we do to reduce this cost? Can you provide dollar amounts for the 9.7 percent increase? Health Benefits: Costs are projected with an annual escalator of 6.5% for all health benefits which includes medical, dental, life and long term disability	The year-over-year increase of 9.7% reported on the presentation is calculated by comparing the budgeted costs in the operating budget for health insurance premiums for 2016 of \$1,981,864 to 2015 of \$1,807,063. This is not directly driven by an increase in the medical rates as discussed below. Other major factors consist of the final results of: <ul style="list-style-type: none"> • Employees' benefit selections; • Turnover in staff, which can result in a change in the amount budgeted for benefits (e.g., When the City developed its 2015 budget, Employee A waived medical insurance coverage so the City budgeted the lowest allotment of

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		coverage for 2017 through 2025. The projected increase for 2016 is 9.7%. (SALOMON)	<p>\$957/month. Employee A terminated employment with the City at some point in 2015 and the position was filled Employee B. Employee B is now receiving full family coverage so in 2016 the City will be budgeting the highest allotment of \$1,848/month.); and,</p> <ul style="list-style-type: none"> Additions/deletions from the personnel complement (e.g., in 2016 budgeted costs for health insurance premiums in the operating budget increased due to the addition of 3.00 regular FTES, 1.00 term-limited FTE, 0.50 FTE Administrative Assistant 2 in Emergency Management, and one-time 0.20 FTE Capital Projects Manager 2 shifted from capital to the General Fund). <p>Although actual rate increases won't be announced until early October, the AWC Employee Benefits Trust provided early projections for 2016 as follows. We have every reason to believe actual rate increases will be consistent with these projections. Medical: Regence medical is expected to increase 5 – 5.5 %. 58% of regular employees are enrolled in this plan. Group Health claims have been higher than trend and therefore are expected increase is 9-10%. 18% of regular employees are enrolled in this plan. Note that 23% of regular employees waive medical insurance.</p> <p>Dental: Willamette Dental is expected to increase 5%. 13% of city employees are enrolled in this plan. No increase is expected for Delta Dental.</p> <p>Vision: No increase is expected.</p> <p>Current cost containment measures include Wellness, Consumerism Awareness and achievement of the WellCity award which provides a 2% premium discount.</p>
ASD/ PD	9/21	10. If police had a 2 percent cola why is there an additional 1.3 percent increase in contract amount for a total increase of 3.3 percent?	Updated 10/2/2015: The projected 2016 contract with King County Sheriff's Office (KCSO) for police services is \$11.4 million, which is an increase of 4.2% as compared to the 2015 contract. The cost of dedicated personnel will increase 2.9% largely due to the 2.0% COLA for captains, sergeants, and officers, 2.25% COLA for the Police Chief

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		(SALOMON)	and civilian staff, as well as a 3.5% increase in benefit costs and 2.4% increase in overtime costs. The cost of shared police services (e.g., Communications, Hostage Negotiation Team, SWAT) will increase 7.6%. Most of this increase is due to a 13.2% increase in Shoreline's dispatched calls for service from 2013 to 2014, which is 23.2% of the overall increase for all agencies. The City's allocation of cost for the 911 Call Center is based on this single year percentage change of calls for service and Shoreline's share of the calls going through the Call Center has increased. King County overhead will increase 10.3%. Prior to 2015 KCSO did not pass along any training costs to its contract partners for normal attrition. In 2015, KCSO began sharing the cost of three officer adds, with the intent of increasing the shared amount each year until the appropriate number (yet to be determined) has been reached. In 2016, the chargeable pool size was increased from three to nine officers. Cities are also sharing in the cost of adding six positions to implement the National Incident-Based Reporting System. Another item that increased in 2015 is legal costs. In 2016 the amount of shared legal costs has been increased to more closely approximate the KCSO's actual legal expenses incurred.
PW	9/21	<p>9. I am concerned about increasing the TIF fee after we just implemented it. It's already quite a cost for some. What does per trip mean in this context? (SALOMON)</p> <p>Transportation Impact Fees: When adopted in November 2014, the Ordinance included an escalator for transportation impact fees using the Washington State Department of Transportation's Construction Cost Index (WSDOT CCI). The current WSDOT CCI has the fees increasing by 34.98%</p>	As mentioned in the 2016 Preliminary Budget staff report, the ordinance was written with an automatic escalator. Per the current ordinance this would result in a 34.98% increase or the cost per trip would increase from \$6,124.77 to \$8,267.18. Recognizing this is a steep increase, particularly in the first year of implementation, staff reviewed other alternatives and has recommended using a 3-year average of WSDOT CCI. This results in a per trip cost of \$6,804.62. A code amendment will be needed for this proposed method. Council provided consensus that this is a more appropriate method to implement increases for Traffic Impact Fees.

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		from \$6,124.77 per trip to \$8,267.18 per trip. (SALOMON)	
PW	9/21	<p>8. Please breakdown the following design costs. I don't understand why design is so expensive.</p> <p>Roads Capital Fund:</p> <ul style="list-style-type: none"> o 185 Street Corridor Study (\$0.6 million) o Design of Westminster Way and N 155th Street Improvements (\$0.3 million) (SALOMON) 	<p>Design is a critical component to the development and implementation of projects. At this point, detailed estimates have not been developed on either project but based on other projects and past experience we believe that these are good professional cost estimates. Here are a few other details:</p> <ul style="list-style-type: none"> • 185th Corridor Study budget is based on the similarity to the 145th Corridor Plan in that it will create a vision for the Corridor based on the subarea plan and Sound Transit. Extensive Public Involvement will be needed along with detailed traffic analysis and other engineering activities. • Westminster and 155th is needed to support future development and future grant opportunities. In order to provide accurate and valuable information this design will include survey, traffic modeling, establishment of curb lines, access points, etc. The intersection at 155th will be reconfigured as will the entrance to Westminster and the non-motorized use of the bridges. In addition, there will be public outreach and involvement on the alignment options and/or possibilities. The \$300,000 proposed in the budget will start the design process and enable staff to be in a better position to assess grant opportunities and inform potential developers of required improvements.
Parks	9/21	<p>7. Re: tree maintenance: Would this go funding to tree removal? What exactly does maintenance mean in this context? I previously stated my concern with removing trees on 155th because it creates a nice boulevard feel and suggested we find alternative to removal in addressing sidewalk buckling. Would this fund tree removal on 155th? (SALOMON)</p>	<p>This funding would be used for tree removal only after the tree is deemed hazardous by a certified arborist. Hazardous trees are those that are damaged, diseased, or otherwise unhealthy and have a significant likelihood of falling or losing branches that would harm people or property. Maintenance in this context means removing the tree or trimming branches to remove the hazard. This funding would not be used to remove trees to address sidewalk buckling. This funding would not be for tree removal on 155th unless a tree fit the hazardous tree definition.</p>
ASD	9/21	6. Re: Computerized Permit and	The current Computerized Permit and Customer Service System (Infor's Hansen

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		<p>Customer Service System Replacement (\$500,000): This is a huge cost. Can you itemize the costs and explain the problems with the current system? I feel the council needs to discuss this in more detail given the cost. (SALOMON)</p>	<p>system) was installed in 2000, and does not meet current business needs. Through the years, many manual process adjustments were made in order to compensate for system deficiencies. Listed below are some of the issues that staff has encountered with the current system that affect both customer service and staff efficiency:</p> <ol style="list-style-type: none"> 1. No ability for customers to submit permit applications or plans for review electronically. 2. Is very cumbersome to use and training new staff is difficult. Some examples of system inefficiencies that add time and effort to everyday tasks include: <ol style="list-style-type: none"> a. Inability to quickly find properties and permits. b. Screens with too many fields that are not needed or fields that are needed but not displayed. c. Inefficient methods for entering contractors. d. Lack of integration with GIS – staff is required to move back and forth between the permit system and GIS maps. e. Excessive steps to track review time and log permit activity. f. No easy mechanism to add standard notes to a permit card or comment letter. g. Does not provide a way to produce a comment letter, and a separate system is used for this purpose. 3. Does not support long range planning activities such as code amendments, subarea planning and CRA planning. 4. Does not provide the flexibility for fees that are needed by the City. 5. Is very difficult to pull information out of the system to satisfy public disclosure requests. <p>The current system is becoming obsolete from a technology perspective.</p> <ol style="list-style-type: none"> 1. The City will not be able to move to new versions of the workstation operating system. 2. The City will be unable to adopt new versions of other supporting software.

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			<p>In response to the above issues, as well as the 2014 – 2016 Council Goal – Goal 1, Action step 2 (‘Implement efforts to make the permit process predictable, timely and competitive including the implementation of a new permit software system and enhancing the partnership with other permitting agencies’), a replacement of the permitting system was included in the 2014 – 2016 Strategic Technology Plan. The City requested a quotation from Infor to upgrade the current software to a version with the added functionality to address the issues listed above.</p> <ol style="list-style-type: none"> 1. The cost quoted was \$417,173.10 2. The software did not meet all of the City’s required functional elements. <p>In 2015, staff initiated a full RFP process to identify a replacement for the Hansen system. Infor chose not to respond. Staff has just completed on-site demonstrations with three vendors who were identified as the best fit for replacing this aging system.</p> <ol style="list-style-type: none"> 1. Costs for the three systems ranged from \$284K (with a total 5 year cost of \$743K) to \$617K (with a total 5 year cost of \$737K) 2. The system that best meets the needs of the City is \$407K (with a total 5 year cost of \$580K). The following is a breakdown of costs (note that staff has not finalized project scope, so these costs are subject to change when scope is finalized and the vendor submits their ‘best and final offer’): <ul style="list-style-type: none"> o Licenses - \$197K o Implementation \$170K o Maintenance - \$40K <p>The replacement cost was anticipated and included in the IT Strategic Technology Plan. An estimate of \$450K for the Computerized Permit System and \$75K for the Customer Service System was included in the plan for a total budget of \$525K. The 2016 budget request includes a portion of the term limited IT Project Manager. Based on the current status of the project, staff believes that the project will be completed</p>

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			well within that estimate.
ASD	9/21	5. Regarding LiDAR: Doesn't FEMA do this? Would this be done for Point Wells if we spend this money? (SALOMON)	FEMA does not perform its own data collection. The United States Geological Survey (USGS) leads the GIS data collection effort for FEMA. The LiDAR assessment for which 2016 funding is requested is organized by the Puget Sound LiDAR Consortium, which coordinates the LiDAR efforts for local, state and federal organizations in our region. USGS is a member of this consortium. Point Wells will be included in the proposed data collection effort.
ASD	9/21	4. Is our intent with the LiDAR request to join in the regional collaboration to bring our costs down? What is the schedule for that? And what other sources might there be, perhaps even free to the city, for LiDAR, perhaps through the state landslide hazard assessment project, King County, or others? (HALL)	The City is joining 28 other cities and special purpose districts in sharing the cost of this project. King County is leading this project. The total cost of this assessment is \$500,000. The City of Shoreline has been asked to contribute \$5,033 (1%) to this effort. It is anticipated that this work will be completed by the end of 2016. We will use the data collected through this assessment to assist the City with several core business processes, including: <ul style="list-style-type: none"> • Mapping historic landslides • 3D modeling of the urban landscape • Flood modeling • Tree canopy analysis
CMO	9/21	3. I would like to learn how other farmers markets are funded, and in particular, which ones in our area are funded at what levels by local governments. (HALL)	We evaluated two comparable cities for Farmers Market funding, Renton and Auburn. They have different models than the City of Shoreline which is directly funding an outside organization, the Shoreline Farmers Market Association. Both Auburn and Renton now run the Farmers Market themselves. According to Julie Krueger, the Arts and Events Manager at the City of Auburn, the City runs the Farmers Market directly with expenses of about \$45,500 and revenues of

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			<p>about \$22,500, meaning that the City is subsidizing the market for \$23,000 each year.</p> <p>Renton, on the other hand, started out with a similar model to ours a decade ago, but in a multi-year process slowly brought the operation completely into City Hall. They now operate the Market as a self-sufficient separate budget category with a fund account to be used in case of a rainy day. The City devotes 0.75 of a full time employee to the Market (0.75 x \$64,000 all-in cost), plus hires seasonal help and pays for supplies. All in all, Renton spends about \$80,000/year on the market, but this year will bring in over that amount in revenues. That level of revenue was surprising to me, but I discovered that the revenue is significantly bolstered by three grants of \$15,000 each plus other smaller grants and sponsorships that amount to approximately \$60,000/year.</p> <p>Both the City of Renton and the City of Auburn, then, received between \$22,000 - 25,000 in vendors fees for the year.</p> <p>According to Brendan Lemkin, our Shoreline market director, Seattle Farmers Markets are operated by 3 different non-profit umbrella organizations including the Neighborhood Farmers Market Alliance, Seattle Farmers Market Association and the Pike Place Market Foundation. These have been around for decades and don't quite scale with the independent model we are operating but we frequently look to them for advice and best practices for business operations.</p>
ASD/ PW	9/14	<p>2. Right of Way Maintenance Contract - (SALOMON)</p> <ul style="list-style-type: none"> • Could we look at alternatives to landscape in these areas to reduce costs? Highlight the alternatives being considered • Why did we only have two 	<p>Yes, staff could look at alternatives to reduce right of way landscaping maintenance costs. Converting landscaped areas to hardscape is one lower cost option staff is considering. Types of hardscaping include stamped concrete, colored asphalt, decorative pavers and they come in pervious and impervious varieties. In addition, there may be other lower cost options to consider such as using chemicals, modifying the contract work tasks, and/or using City staff to complete all or part of the work. The City Manager has already requested Park and Public Works staff to prepare a</p>

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		responses to the Landscape contract?	<p>comparative analysis of the above options and bring it to the City Council as part of a larger policy discussion around City landscape maintenance. This will take a few months to complete.</p> <p>In the last bidding process we had to rebid. In the initial bidding process we received four responses. Staff rejected all four bids because two low bids were deemed as non-responsive and the other two bids were too high. In the second process only the two lowest bidders from the initial bid responded. A reduction in the number of bidders is not unusual in a rebid situation. Additionally, the work is complex; it requires traffic control in one of the most used roadways in Shoreline, Aurora Avenue North. The fact that there is complex traffic control required further reduces the likelihood that smaller business will respond to the bid.</p>
ASD	9/14	1. Can REET be used as grant match? Does it help the general fund or is it a net zero impact? (HALL)	<p>REET 1 and 2 funds may only be used for capital purposes and for projects that are in the City's capital improvement plan. Therefore REET funds may be used for a matching portion of a grant as long as the project meets the requirements of RCW 82.46.010 (REET 1. See below.) and RCW 82.46.035 (REET 2. See below.).</p> <p>There are several transfers from the General Fund to support the CIP in both the Gen Cap and Roads Funds (where REET revenues are located). However, currently all REET revenues are allocated to CIP projects, as the proposed 2016-2021 CIP was developed with forecasted increase in REET collections. If there is a positive variance in 2015 actual receipts, we can do a one-time reduction in General Fund transfers out for scheduled projects.</p> <p>REET 1 has two components which must be met:</p> <ul style="list-style-type: none"> • RCW 82.46.010 (2) requires that the capital projects be included in the capital improvement plan. And... • That it is one of the projects listed in RCW 82.46.010 (6) which states:

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			<p>Those public works projects of a local government for planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation, or improvement of streets; roads; highways; sidewalks; street and road lighting systems; traffic signals; bridges; domestic water systems; storm and sanitary sewer systems; parks; recreational facilities; law enforcement facilities; fire protection facilities; trails; libraries; administrative and judicial facilities...</p> <p>REET 2 defines the projects allowed in RCW 82.46.035 (5), which states:</p> <p>"capital project" means those public works projects of a local government for planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation, or improvement of streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, bridges, domestic water systems, storm and sanitary sewer systems, and planning, construction, reconstruction, repair, rehabilitation, or improvement of parks.</p>

#17 Above

The individual impacts of step increases, health care costs, COLA, etc. on the total operating budget are difficult to isolate. Personnel costs have been impacted by significant changes in the City's personnel complement over the last five years (e.g., elimination of FTEs, addition of FTEs, reclassification of several positions, and reallocation of certain positions between operating, utility and capital funds). During this time turnover ranged between 7.1% (2012) and 9.7% (2014) with a projection of 13.0% in 2015 (refer to HR's performance measures on pg. 171 of the 2016 Proposed Budget and 2016-2021 CIP book). This turnover causes increases and decreases to the upcoming personnel budget. For instance, new employees are typically hired at lower steps than those used to project the budget for their predecessors; however, in recent history new employees have been hired at the same or higher step.

The City has recognized and budgeted for items of a truly one-time nature that address a specific need and/or Council Goal at a specific period in time. These expenditures do not directly result in ongoing impacts; therefore, it is assumed one-time expenses do not directly cause growth in ongoing operating expenditures.

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With regard to the question of costs increases related to new programs, the short answer is the City has not added new programs over the last five years as it has been addressing needs in the area of non-personnel costs that have also seen significant changes in several areas with the most substantial related to the police services and jail contracts. In addition, the process undertaken by the City during the development of the 10 Year Financial Sustainability Plan (10 YFSP) highlighted the complexity of the services the City provides based on 2013 allocations. The City budgets at the object level within divisions of departments. Departments use their budget to provide a multitude of programs and services. As noted above, some departments may be allocated one-time resources to address a specific need, and some programs may be expanded by reallocating budget from other programs; however, very few programs are tracked in a way that would allow easy identification of the type and scope of costs that support them.

With that being said, we will discuss below the impact personnel and operating expenditure costs have had since 2011 on the Operating Budget net of budgeted amounts for one-time CIP support, the operational contingency, and the insurance reserve. At a high level, increases in personnel costs have resulted in growth of \$2.65 million with average annual growth of 1.4% and increases in the operating expenditure portion have resulted in growth of \$1.48 million with average annual growth of 0.8% since 2011. The individual components contributing to the combined 2.2% average annual growth rate in the Operating Budget are summarized in the following table and are discussed below.

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Summary of Operating Budget Cost Growth	2012	2013	2014	2015	2016	5-Year Total
Total Current Budget	\$37,025,165	\$37,632,065	\$39,249,868	\$40,471,441	\$43,511,451	Avg. Growth
Less: One-Time CIP Support					\$2,650,000	
Less: Operational Contingency & Insurance Reserve	\$805,000	\$897,208	\$918,459	\$943,594	\$965,634	
Total Current Budget Net of One-Time CIP Support and Operational Contingency & Insurance Reserve	\$36,220,165	\$36,734,857	\$38,331,409	\$39,527,847	\$39,895,817	
\$ Change in Current Budget from Prior Year	\$451,320	\$514,692	\$1,596,552	\$1,196,438	\$367,970	\$4,126,972
% Change from Prior Year	1.3%	1.4%	4.3%	3.1%	0.9%	2.2%
Components of \$ Change in Operating Budget Expenditures						
Regular Salaries \$ Change from Turnover, Step Increases, and COLAs	\$292,517	\$277,527	\$292,802	\$158,591	\$147,578	\$1,169,015
% of \$ Change in Personnel Costs	0.8%	0.8%	0.8%	0.4%	0.4%	0.6%
Regular Salaries \$ Change from New Positions / Reclassifications / Eliminations	(\$138,375)	(\$12,327)	\$118,928	\$99,913	\$193,207	\$261,346
% of \$ Change in Personnel Costs	-0.4%	0.0%	0.3%	0.3%	0.5%	0.1%
Other Regular Salary Items (Overtime, Standby Pay, Callback Pay, etc.)	(\$4,446)	(\$904)	\$20,011	\$4,620	(\$50)	\$19,231
% of \$ Change in Personnel Costs	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%
Benefits \$ Change from PERS, Health Premiums, Social Security Replacement, Medicare, and L&I	\$186,701	\$286,918	\$187,576	\$79,756	\$341,169	\$1,082,120
% of \$ Change in Personnel Costs	0.5%	0.8%	0.5%	0.2%	0.9%	0.6%
Extra Help Salaries & Benefits (Net of One-Time Supplementals)	\$17,358	\$16,134	\$20,019	(\$36,888)	\$98,528	\$115,151
% of \$ Change in Personnel Costs	0.0%	0.0%	0.1%	-0.1%	0.2%	0.1%
Operating Expenditures (e.g., Supplies, Utilities, Contracted Services, etc.) \$ Change	\$97,565	(\$52,656)	\$957,216	\$890,446	(\$412,462)	\$1,480,109
% of \$ Change in Personnel Costs	0.3%	-0.1%	2.6%	2.3%	-1.0%	0.8%
Total \$ Change of Components	\$451,320	\$514,692	\$1,596,552	\$1,196,438	\$367,970	\$4,126,972
Total % Change of Components	1.3%	1.4%	4.3%	3.1%	0.9%	2.2%

Increases in regular salaries due to turnover, step increases, and COLAs have resulted in growth of \$1.17 million with an average annual growth rate of 0.6%. The number of employees eligible for step increases fluctuates from year-to-year. In 2012, 27% of employees were eligible and 33% are eligible in 2016. The COLA has ranged from a low of 1.00% in 2012 to the highest of 2.43% in 2013 and is proposed at 1.45% in 2016. This area is also impacted by the addition, elimination, and reclassification of positions, which have resulted in growth of \$261,000 with an average annual growth rate of 0.1%. In many cases this growth is offset by revenue increases or expenditure reductions. For example, in 2016 the addition of the Administrative Assistant I position at Spartan

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2016 Budget Questions Matrix for November 23, 2015

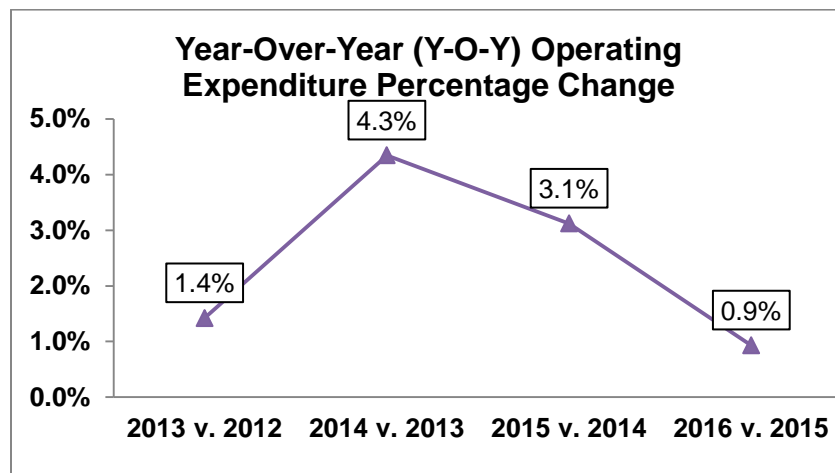
Recreation Center is offset by a reduction in extra help budget and increase in revenue in order to keep pace with increased cost of services and maintain the current level of cost recovery (See pp. 39-40 of the 2016 Proposed Budget and 2016-2021 CIP book).

Increases in benefits can be caused by a myriad of factors. These range from increases in salaries (impacts the amount budgeted for PERS, Social Security, and Medicare), employee benefit selections and health premium rate increases (impacts the amount budgeted for health premiums), and the addition/elimination of positions (impacts the amount budgeted for L&I). Increases in this portion of the budget due to these items have resulted in growth of \$1.08 million with an average annual growth rate of 0.6%.

Changes to other regular salary items (e.g., overtime, standby pay, etc.) and extra help salaries and benefits have resulted in growth of \$134,000 with an annual average growth rate of 0.1%.

Changes to the operating expenditures portion of the Operating Budget have resulted in growth of \$1.48 million with an annual growth rate of 0.8%.

The Year-Over-Year (Y-O-Y) Operating Expenditure Percentage Change chart below shows the percentage change of expenditures in the Operating Budget by comparing the Current Budget less additional one-time CIP support (for 2016 this is described on page 61 of the 2016 Proposed Budget book), as well as the amounts budgeted for the operational contingency and insurance reserve. As was noted above, the average annual growth rate was 2.2%. The 2016 proposed budget is 0.9% higher than the 2015 current budget.



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2016 Budget Questions Matrix for November 23, 2015

#20 Above

Dept #	Department	Fund	Item	One-Time Cost	On-Going Cost	Dept Priority	LT Priority	CM Priority
20	Police	001	Nurturing Trust Workshop		\$7,500	1	7	1
11	CMO	001	Support Services for Levy Lid Lift	\$40,000		1	1	2
16	Admin. Services	001	Election Costs - Levy Lid Lift	\$60,000		25	2	2
24	Park, Rec, & Cultural Services	001	Spartan Recreation Center - Adjust Staffing Model 1.0 FTE		\$0	4	1	3
16	Admin. Services	001	Permit & Cust. Service Sys. Replacement	\$599,195		18	9	4
16	Admin. Services	001	Finance/Util. Billing System Assessment	\$89,879		1	6	4
25	Planning & Comm Dev.	001	City Sustainability Initiatives	\$65,000		6	20	5
25	Planning & Comm Dev.	001	Procedures for Affordable Housing Prog.	\$35,000		4	11	6
24	Park, Rec, & Cultural Services	001	Park Impact Fees Development Support	\$20,000		3	11	7
24	Park, Rec, & Cultural Services	001	Asset Inventory for Asset Management	\$50,000		2	11	8
25	Planning & Comm Dev.	001	Technical Asst. (Permit Technician) 1.0 FTE	\$1,920	\$73,650	1	7	9
27	Public Works	001	ADA Transition Plan	\$53,831		5	20	10
27	Public Works	CIP	Capital Projects Mgr (Major Corridors) 1 FTE	\$7,120	\$130,981	1	2	11
16	Admin. Services	001	2 Mobile Devices Cityworks Field Inspect.	\$1,314	\$960	12	9	12
16	Admin. Services	001	GIS Extra-Help	\$50,018		4	4	13
33	Community Services	001	Support for Comm. Div. Coordinator		\$4,000	2		14
27	Public Works	001 50%/ 330 15%/ 401	Administrative Assistant II	\$2,320	\$72,100	2	9	15

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2016 Budget Questions Matrix for November 23, 2015

		35%						
11	CMO/City Clerk	001	Public Disclosure Extra Help	\$22,545		5	2	16
11	CMO/Economic Development	001	Promoting Shoreline Phase II	\$40,000		2	5	17
16	Admin. Services	001	B&O Tax Evaluation	\$20,000		15	5	18
16	Admin. Services	001	Sharepoint Phase II	\$24,015		10	15	19
11	CMO/Economic Development	001	Shoreline Farmers Market		\$19,700	3	3	20
16	Admin. Services	001	Computer Support Extra Help	\$38,558		12	3	21
25	Planning & Comm Dev.	001	Vegetation Mgmt Plan Regulations for CA	\$48,327		7	20	22
24	Park, Rec, & Cultural Services	001	Celebrate Shoreline - Annual Concert	\$15,000		10	6	23
24	Park, Rec, & Cultural Services	109	Aurora Banners	\$29,808	\$13,509	1	9	24
16	Admin. Services	001	City Webstie & Social Media Capture/Archive		\$7,000	5	9	25
16	Admin. Services	001	Microfilming of Payroll Records	\$17,000		6	6	26
16	Admin. Services	401	Upgrade Replacement of V# 126	\$13,239			20	27
16 / 25	Admin. Services / City Planning	001	Light Detection & Ranging (LiDAR) Acq.	\$15,000		8	20	28
27	Public Works	001	Consultant Services	\$50,000		7	29	29
	Total			\$1,451,531	\$340,425			

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2016 Budget Questions Matrix for November 23, 2015

#37 Above

	Street	from	to		TIP schedule	blocks	Estimate	Cumulative	
1	Ashworth Ave N	N 195th	N 200th	one side	2016	5	890,000	890,000	
2	N 195th	Interurban	Ashworth	one side	2016	3	257,000	1,147,000	
3	20th Ave NW	Saltwater Park	NW 195th	one side	2017	5	700,000	1,847,000	\$5 TBD
4	1st Ave NE	NE 192nd Ballinger Way/NE 195th	NE 195th	both sides	2018	6	955,000	2,802,000	
5	19th Ave NE		NE 205th	one side	2019	5	330,000	3,132,000	\$10 TBD
6	Linden Ave N	N175th	N 185th	one side	2019	10	776,000	3,908,000	
7	5th Ave NE	N 175th	N 185th	both sides	2020	20	1,500,000	5,408,000	
8	N 192nd	Stone	Ashworth	one side	2020	3	130,000	5,538,000	
9	3rd NW	NW 189th	NW 195th	one side	2021	6	380,000	5,918,000	\$20 TBD
10	NW/N 195th	3rd NW	Aurora	one side	2021	7	1,400,000	7,318,000	

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2016 Budget Questions Matrix for November 23, 2015

#54 Above**ONE-TIME:** Department Request not included in the 2016 Proposed Budget

Dept #	OrgKey	Fund	Department	Item	FTE	One-Time
11	1300006	001	CMO / Communications	Usability Testing for Website	0.0	35,000
11	2506046	001	CMO / Economic Development	Community Events Sign	0.0	250,000
16	1608114	001	ASD/Fleet	Upgrade Replacement of V # 122	0.0	25,927
16	1602282	001	ASD/IT Web	Council Video Recorder Replacement	0.0	10,243
25	2506137	001	PCD	North City Dist. Planned Action Ord. Amend.	0.0	45,000
27	2709054	101	Public Works	Aurora Ave Periodic Bridge Cleaning	0.0	82,000
16	1612300	001	ASD	Consultant Support for Central Services	0.0	85,000

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2016 Budget Questions Matrix for November 23, 2015

ONGOING: Department Request not included in the 2016 Proposed Budget

Dept #	OrgKey	Fund	Department	Item	FTE	Ongoing
11	2506046	001	CMO / Economic Development	Seasonal Staff for Placemaking	0.0	3,450
16	1608114	001	ASD/Fleet	Upgrade Replacement of V # 122	0.0	8,258
16	1612300	001	ASD/Facilities	Furniture Replacement	0.0	10,000
16	1602145	001	ASD/IT Operations	Redundant Network Connection	0.0	8,340
24	2409038	001	PRCS / Operations	Maintenance Contract Monitor (Add 1.0 FTE)	1.0	86,376
24	2409038	001	PRCS / Operations	Conversion of Parks Maintenance Worker I from 0.8 to 1.0 FTE	0.2	13,557
24	2409038	001	PRCS / Operations	Kruckeberg Botanic Garden Increased Support	0.0	5,000
27	2709000	401	Public Works / SWM	Engineer 2	1.0	128,280
27	2713241	001	Public Works	Development Review Engineer II	1.0	128,280
27	CIP	Various	Public Works	Project Coordinator - Construction Services	1.0	85,000
33	2400011	001	Community Service	Hyde Shuttle	0.0	15,000

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