



AGENDA

SHORELINE CITY COUNCIL WORKSHOP DINNER MEETING

Monday, April 11, 2016
5:45 p.m.

Conference Room 104 · Shoreline City Hall
17500 Midvale Avenue North

TOPIC/GUESTS: Citizen Satisfaction Survey Review

SHORELINE CITY COUNCIL REGULAR MEETING

Monday, April 11, 2016
7:00 p.m.

Council Chamber · Shoreline City Hall
17500 Midvale Avenue North

	<u>Page</u>	<u>Estimated Time</u>
1. CALL TO ORDER		7:00
2. FLAG SALUTE/ROLL CALL		
(a) Proclamation of Volunteer Week	<u>2a-1</u>	
3. REPORT OF THE CITY MANAGER		
4. COUNCIL REPORTS		
5. PUBLIC COMMENT		
<i>Members of the public may address the City Council on agenda items or any other topic for three minutes or less, depending on the number of people wishing to speak. The total public comment period will be no more than 30 minutes. If more than 10 people are signed up to speak, each speaker will be allocated 2 minutes. Please be advised that each speaker's testimony is being recorded. Speakers are asked to sign up prior to the start of the Public Comment period. Individuals wishing to speak to agenda items will be called to speak first, generally in the order in which they have signed. If time remains, the Presiding Officer will call individuals wishing to speak to topics not listed on the agenda generally in the order in which they have signed. If time is available, the Presiding Officer may call for additional unsigned speakers.</i>		
6. APPROVAL OF THE AGENDA		7:20
7. CONSENT CALENDAR		7:20
(a) Minutes of Regular Meeting of March 14, 2016	<u>7a1-1</u>	
(b) Approval of expenses and payroll as of March 25, 2016 in the amount of \$1,373,994.55	<u>7b-1</u>	
8. ACTION ITEMS		
(a) Appointment of the Parks, Recreation and Cultural Services Board Member	<u>8a-1</u>	7:20
(b) Appointment of Library Board Members	<u>8b-1</u>	7:30
(c) Adoption of the 145 th Multimodal Corridor Study Preferred Design Concept	<u>8c-1</u>	7:40
9. STUDY ITEMS		
(a) Discussion of Ord. No. 743 - 2015 Budget Carryover	<u>9a-1</u>	8:20

(b) Discussion of Ord. No. 744 - 2016 Budget Amendment

9b-1

8:40

10. ADJOURNMENT

9:20

The Council meeting is wheelchair accessible. Any person requiring a disability accommodation should contact the City Clerk's Office at 801-2231 in advance for more information. For TTY service, call 546-0457. For up-to-date information on future agendas, call 801-2236 or see the web page at www.shorelinewa.gov. Council meetings are shown on Comcast Cable Services Channel 21 and Verizon Cable Services Channel 37 on Tuesdays at 12 noon and 8 p.m., and Wednesday through Sunday at 6 a.m., 12 noon and 8 p.m. Online Council meetings can also be viewed on the City's Web site at <http://shorelinewa.gov>.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Proclamation of 2016 National Volunteer Week
DEPARTMENT:	Community Services Division
PRESENTED BY:	Constance Perenyi, Volunteer Management Programs Coordinator
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing <input checked="" type="checkbox"/> Proclamation

PROBLEM/ISSUE STATEMENT:

This proclamation recognizes April 10 through 16, 2016, as National Volunteer Appreciation Week in Shoreline and across the nation. This recognition calls upon all community members to celebrate and appreciate the many ways a community benefits from the volunteer services so generously donated by local Shoreline residents each year.

Concrete examples of volunteer contributions can be witnessed daily throughout our City in the form of produce grown in our community gardens to be shared with neighbors in need, cleaner parks, trails and roads, ongoing protection of Puget Sound's clean water, safer neighborhoods through collective crime watch efforts, and enhanced public safety through continuous emergency preparedness training, among many other volunteer activities.

During this past year, Shoreline residents have given countless hours connecting with neighbors and friends to identify projects and issues about which they are passionate. By dedicating personal time, energy and expertise to improve our City, their immediate neighborhoods and the broader surrounding community simultaneously benefit. Through the sharing of these talents, residents help maintain a quality of life that a city our size could not otherwise afford to sustain.

Today and this entire week, the City would like to take this opportunity to acknowledge the quality contributions of every day Shoreline citizens, to thank them, and to invite our fellow citizens to celebrate their volunteer services so graciously given on our behalf. City staff and two Shoreline volunteers, Nancy Short and Jeanne Powell, who have invested countless hours in the City's community gardens, will be accepting this proclamation on behalf of all volunteers providing service to Shoreline.

RECOMMENDATION

Staff recommends that the Mayor read the proclamation.

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



PROCLAMATION

WHEREAS, April 10 through April 16 is Volunteer Week across the country; and

WHEREAS, in 2015, City of Shoreline volunteers provided more than 9,000 hours of service to the community; and

WHEREAS, volunteers assist City departments and the community by contributing their time and talents by serving on boards, commissions, task forces and advisory committees; organizing local neighborhood associations; providing emergency communication capability; cleaning up local parks and streets; growing food for neighbors in need; and providing recreational opportunities for their Shoreline neighbors; among other volunteer service; and

WHEREAS, through their many and varied efforts, volunteers enhance the quality of life in Shoreline; and

WHEREAS, City of Shoreline volunteers will be honored at a Volunteer Appreciation Soiree celebrating their service and provided free admission to local cultural and recreational opportunities in the Shoreline/Seattle area through a reciprocal free admission arrangement during Volunteer Week;

NOW, THEREFORE, I, Christopher Roberts, Mayor of the City of Shoreline, on behalf of the Shoreline City Council, do hereby proclaim the week of April 10 through April 16, 2016 as

VOLUNTEER WEEK

in the City of Shoreline, and encourage all citizens to seek volunteer opportunities and express appreciation to those who have engaged as such.

Christopher Roberts, Mayor

CITY OF SHORELINE
SHORELINE CITY COUNCIL
SUMMARY MINUTES OF REGULAR MEETING

Monday, March 14, 2016
7:00 p.m.

Council Chambers - Shoreline City Hall
17500 Midvale Avenue North

PRESENT: Mayor Roberts, Deputy Mayor Winstead, Councilmembers McGlashan, Scully, Hall, McConnell, and Salomon

ABSENT: None

1. CALL TO ORDER

At 7:00 p.m., the meeting was called to order by Mayor Roberts who presided.

2. FLAG SALUTE/ROLL CALL

Mayor Roberts introduced Boy Scout Troup 853 who presented the flags and lead Councilmembers in the Pledge of Allegiance.

Upon roll call by the City Clerk, all Councilmembers were present.

3. REPORT OF CITY MANAGER

Debbie Tarry, City Manager, provided reports and updates on various City meetings, projects and events.

4. COUNCIL REPORTS

Councilmember Scully reported on attending the Convening of Cities Meeting on homelessness, along with Debbie Tarry, City Manager; Robert Beem, Community Services Manager; and Troy Olmstead, Police Operations Captain. He shared that there is agreement that homelessness requires a regional solution and suggested that Shoreline may need to take a leading role in the process.

Mayor Roberts reported attending the National League of Cities Conference in Washington D.C., along with Councilmembers McConnell, Hall, and McGlashan, Debbie Tarry, City Manager and Scott MacColl, Intergovernmental Relations Manager. He shared that they met with Shoreline's Federal Delegation and received a great response regarding the inclusion of the 145th Street Corridor in ST3. He reported that he participated in a Community Development Block Grant discussion, and attended a presentation on the legal climate for local governments and a panel discussion on Vision Zero on reducing traffic fatalities to zero.

Mayor Roberts, on behalf of the Shoreline City Council, extended congratulations to the King's School Varsity Basketball Team for winning the 1A Division State Basketball Championship, and to the Shorecrest Girls Basketball Team for winning the 2A Division State Basketball Championship.

5. PUBLIC COMMENT

Kevin Osborn, Hopelink, explained that the need for social services continues to increase. He shared that providing help with rising rent, increased utilities, program costs, and contract services will help to combat the increases. He stated that Hopelink supports increasing Human Services funding until it reaches 1% of General Fund Revenue.

Tanya Laskelle, Center for Human Services, stated that their Clinical and Family Support programs served 702 Shoreline residents and 101 of those residents were homeless. She reported 109 youth participated in out-of-school youth programs, and 4,910 hours of behavioral health counselling was provided to Shoreline residents. She urged Councilmembers to support increasing Human Services funding by .75% of General Fund Revenue in 2017 and 1% in 2022.

Bob Lohmeyer, Director of Shoreline/Lake Forest Park Senior Center, commented that it was informative to see how the City of Shoreline's funding compares to other cities and encouraged Council to adopt staff's funding recommendations. He commented that the Senior Center is seeing an increase in homeless seniors, and then shared stories about a homeless woman and a homeless youth from Shoreline.

Megan Kogut, Shoreline resident, explained that Shoreline might lose business if business owners are unable to pay a Transportation Impact Fee (TIF). She commented that letters have been sent to Council from other business owners regarding the proposed TIF Ordinance.

Michael Ernst, Hemlock State Brewing Company, commented that they would not be able to pay the current TIF or a partial exemption of 50%, and would need to look at locating their business in a surrounding community.

Dan Jacoby, Shoreline resident, spoke about implementing a minimum wage increase in Shoreline. He commented that a higher minimum wage improves employee stability and will help people afford to live in Shoreline. He announced that the 32nd Legislative District Democratic Organization Members voted unanimously in favor of a resolution calling on Shoreline to raise its minimum wage. He provided a copy of his comments and the resolution for the record.

Judy Parsons, North Urban Human Service Alliance, expressed support for increasing Human Services funding to .75% percent of General Fund Revenues in 2017 and to 1% in 2022, moving the Senior Center's operational funding to the Parks, Recreation and Cultural Services' operational budget, and prioritizing "Basic Need" and "Counseling". She said the change of funding for Human Services affirms the City's support to residents in need.

Ginny Scantlebury, Shoreline resident, commented that she would like to see as much funding as possible for the Senior Center. She said she works as a volunteer at the Senior Center, is now on

the Senior Center Advisory Board, and has witnessed so many people get help there. She expressed that the new funding proposal would provide a secure funding system and noted that the Center anticipates having 1,200 members in 2016.

Rhonda Gardner, Shoreline resident, asked why citizens should vote if things are still done after the people have voted no. She commented that there are more taxes and people are being taxed out of their homes. She asked Council to consider funding options that will not lead to more homelessness, welfare, and drug users.

Laura Mork, Shoreline resident, talked about recently losing electrical power and stated she would like to see the Forever Green website updated.

Tom McCormick, Shoreline resident, commented that he strongly supports a 100% TIF exemption for all businesses. He commented that the TIF is a showstopper and that Shoreline should be bringing businesses into the City and not turning them away. He recommended that Council either bring down expenses or find other revenue sources. He made a technical point regarding the resolution and offered suggestions to correct it.

Homayoun Farange, Shoreline resident, commented that he purchased a home in Shoreline and demoed it to build a new house. He explained that there is no stormwater or surface water plan for his home or the neighborhood. He relayed that the City has informed him that it has higher priority projects to work on and he asked the City to expedite this matter.

Richard Shilling, Richmond Beach resident, commented that Smart Meters cause utility bills to increase. He said his research shows that the Meters are sensitive and record things the old meters did not. He stated they are putting smart meters in “dumb” homes. He commented that the Meters are combustible and will require a Rider on the policy or an increase in the cost of insurance.

Dave Lang, Shoreline resident, commented on the 145th Street Light Rail Station and the 145th Street Corridor. He talked about bus routes, frequency and traffic signaling. He provided recommendations for the Light Rail Station location and bus service routes.

Lisa Surowiec, Shoreline PTA Council President, commented that she supports an increase in human services funding and shared a story about a homeless high school student. She talked about the importance of Community partnerships that have evolved into networks to assist homeless students.

Debbie Tarry, City Manager explained that the City’s sustainability performance indicators are done in five year increments and shared that the next Forever Green update is scheduled for 2017. She said staff will follow up with Mr. Farange regarding his comments, and noted that the comments made by Mr. Schilling were referring to the Smart Meters being installed by Seattle City Light.

6. APPROVAL OF THE AGENDA

The agenda was approved by unanimous consent.

7. CONSENT CALENDAR

Upon motion by Deputy Mayor Winstead and seconded by Councilmember Hall and unanimously carried, 7-0, the following Consent Calendar items were approved:

(a) Minutes of Business Meeting of February 8, 2016 and Minutes of Special Meeting of February 22, 2016

(b) Approval of expenses and payroll as of February 26, 2016 in the amount of \$2,071,577.90

***Payroll and Benefits:**

Payroll Period	Payment Date	EFT Numbers (EF)	Payroll Checks (PR)	Benefit Checks (AP)	Amount Paid
1/17/16-1/30/16	2/5/2016	64940-65136	14256-14274	62563-62568	\$478,501.97
1/31/16-2/13/16	2/19/2016	65137-65335	14275-14295	62730-62737	\$622,375.03
					\$1,100,877.00

***Wire Transfers:**

Expense Register Dated	Wire Transfer Number	Amount Paid
2/26/2016	1105	\$5,715.10
		\$5,715.10

***Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
2/10/2016	62569	62571	\$21,360.76
2/10/2016	62572	62573	\$15,203.70
2/10/2016	62574	62585	\$33,828.66
2/11/2016	62586	62593	\$14,264.59
2/11/2016	62594	62620	\$81,143.77
2/16/2016	62621	62621	\$117.26
2/16/2016	62622	62623	\$48,850.23
2/18/2016	62624	62624	\$1,767.15
2/18/2016	62625	62644	\$423,790.13
2/18/2016	62645	62655	\$24,686.49
2/18/2016	62656	62675	\$32,065.55
2/18/2016	62676	62676	\$74.00
2/23/2016	62577	62577	(\$80.00)
2/23/2016	62008	62008	(\$40.00)
2/23/2016	62677	62677	\$40.00
2/24/2016	62678	62678	\$125,108.47
2/25/2016	62679	62695	\$63,425.58
2/25/2016	62696	62702	\$6,212.80
2/25/2016	62703	62727	\$70,615.19

2/25/2016	62728	62729	\$2,551.47
			\$964,985.80

8. ACTION ITEMS

(a) Adoption of Ord. No. 717 - Traffic Impact Fee Amendment for Certain Businesses

Dan Eernisse, Economic Development Manager, recapped Council’s discussion regarding Ordinance No. 717 Transportation Impact Fees (TIF). He explained that Ordinance No. 717 provides a 50% exemption of TIF for businesses, removes disincentives for start-ups, and designates eligibility by the Institute of Transportation Engineers (ITE) Code.

Deputy Mayor Winstead asked if bars would be considered under the Services and Restaurants category. Kendra Dedinsky, Traffic Engineer, responded that they would.

Councilmember Scully questioned why an extra application is needed if all businesses are exempt. Mayor Robert responded that the City needs to know how many trips are being generated in the City. Ms. Dedinsky concurred that all trips need to be tracked and incorporated in the Concurrency Model.

Councilmember Scully moved adoption of Ordinance No. 717 as proposed by staff. The motion was seconded by Deputy Mayor Winstead.

Councilmember Salomon moved that Ordinance No. 717 be amended to increase the partial 50% TIF exemption to a 100% TIF exemption. The motion was seconded by Councilmember Scully.

Councilmember Salomon commented that he believes a 50% TIF would have a negative impact and create barriers for new businesses wanting to come to Shoreline.

Councilmember Hall and Mayor Roberts stated they oppose a 100% exemption. Councilmember Hall expressed concern that a replacement revenue source has not been identified. He stated that he wants to focus on traffic improvements, addressing congestion, and shared that the TIF Program was created to have growth pay for transportation improvements. Mayor Roberts agreed with Councilmember Hall and said the City needs to be fair in applying exemptions. He stated his preference is to provide a 100% exemption to restaurants.

Deputy Mayor Winstead, and Councilmembers McGlashan, Scully, McConnell and Salomon stated support for a 100% exemption.

Councilmember Salomon commented that although a revenue source has not been identified, that Council will be considering a Business & Occupancy (B&O) tax, a levy lid lift, and commented that the City has been successful in getting regional grants for transportation projects. He added that not all TIFs are being exempted and he is confident that there are other funding options to support the motion. Deputy Mayor Winstead commented that TIF money is required to be spent only on TIF projects and pointed out that the City routinely shifts funding. She shared that economic development and bringing in new small businesses/restaurants has been a long term

Council Goal. She expressed that the B&O Tax is a fairer way to raise revenue. She reminded Council of the sunset clause and said the TIF would still be in place for residential development.

Councilmember Scully commented that the difference between a 50% and 100% exemption is not great and it would not be a huge impact on the City, however, the impact to a new business would be substantial. He said the last thing the City wants to do is discourage new businesses from opening in Shoreline. He said replacement revenue sources can be explored and in the long run he supports a B&O tax. Councilmember McGlashan commented that with the sunset clause, he is supportive of a 100% exemption. Councilmember McConnell concurred and said the City has to make it affordable for small businesses to open in Shoreline.

The vote on the amendment passed 5-2, with Mayor Roberts and Councilmember Hall voting no.

Councilmember Scully moved to amend Section 1 SMC 12.40.070(i) by striking the word “may” and inserting “shall”; and striking Section 1, 2a, 2b, 3, and 4 in their entirety. The motion was seconded by Councilmember Salomon.

Councilmember Hall moved to postpone adoption of Ordinance No. 717 and amendment to next week’s meeting on March 21, 2016. The motion was seconded by Councilmember McConnell. The motion passed 6-1 with Councilmember Salomon voting no.

At 8:24 p.m., Mayor Roberts called for a recess and at 8:31 p.m. the meeting was reconvened.

(a) Discussion and Adoption of 2016-2018 Council Goals and Workplan

John Norris, Assistant City Manager, recalled Council discussion of the 2016-2018 Goals at the Council Strategic Planning Workshop held on February 19 and 20, 2016. The 2016-2018 Council Goals are as follows:

- Goal 1: Strengthen Shoreline’s economic base to maintain the public services that the community expects
- Goal 2: Improve Shoreline’s utility, transportation, and environmental infrastructure
- Goal 3: Prepare for two Shoreline light rail stations
- Goal 4: Expand the City’s focus on equity and inclusion to enhance opportunities for community engagement
- Goal 5: Promote and enhance the City’s safe community and neighborhood programs and initiatives

Councilmember Hall moved adoption of the 2016-2018 Council Goals and Workplan as presented by staff. The motion was seconded by Councilmember McConnell and passed unanimously.

9. STUDY ITEMS

(a) Discussion of Human Service Funding Polices

Rob Beem, Community Service Manager, presenting the following questions regarding Human Service (HS) Policy:

- Should operational funding for the Senior Center be moved to the Parks, Recreation and Cultural Services (PRCS) Department
- Should the City establish a formula to set the level of HS funding
- What are HS priorities going forward

Mr. Beem provided an overview of HS competitive and adjusted funding. He reviewed current funding levels, service allocations, and funding practices of 19 cities in King County. He stated staff recommends use of a percentage of General Fund Revenues formula, with a base HS funding of General Fund Revenue of .75% in 2017 and setting a target of 1% by 2022, and the prioritization of Basic Needs and Counseling Services.

Councilmembers expressed support for establishing a HS funding formula and thought that a Levy Lid Lift would be a reasonable funding source. They noted that funding to HS would decrease if General Fund Revenue decreased and asked about HS grant allocations. Ms. Tarry responded that General Fund Revenue would be reviewed during the Budget Process and will focus on a 2 year budget allocation. Mr. Beem answered that there are Community Development Block Grants and shared that the City has not sought out other grant funding. He explained that the 10-year HS grant projection would lead to an increase in funding.

Councilmembers expressed support for funding allocations by prioritization of Basic Needs and Counseling Services. They asked if moving the Senior Center to Parks, Recreation, and Cultural Services will increase the agencies that compete for grants. Mr. Beem responded that the balance of funding allocated through the competitive process will stay relatively static and that selecting two out of the five areas with the special emphasis to fund could be a challenge.

Mayor Roberts asked what the next steps are to prepare for the 2017 budget. Mr. Beem answered that staff will proceed with staff's recommendations as presented and incorporate them in the 2017 budget process.

10. ADJOURNMENT

At 8:57 p.m., Mayor Roberts declared the meeting adjourned.

Jessica Simulcik Smith, City Clerk

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Approval of Expenses and Payroll as of March 25, 2016
DEPARTMENT:	Administrative Services
PRESENTED BY:	Sara S. Lane, Administrative Services Director

EXECUTIVE / COUNCIL SUMMARY

It is necessary for the Council to formally approve expenses at the City Council meetings. The following claims/expenses have been reviewed pursuant to Chapter 42.24 RCW (Revised Code of Washington) "Payment of claims for expenses, material, purchases-advancements."

RECOMMENDATION

Motion: I move to approve Payroll and Claims in the amount of \$1,373,994.55 specified in the following detail:

***Payroll and Benefits:**

Payroll Period	Payment Date	EFT Numbers (EF)	Payroll Checks (PR)	Benefit Checks (AP)	Amount Paid
2/28/16-3/12/16	3/18/2016	65537-65717	14316-14325	62937-62944	\$609,099.16
					<u>\$609,099.16</u>

***Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
3/17/2016	62877	62898	\$441,557.64
3/17/2016	62899	62905	\$10,425.72
3/17/2016	62906	62927	\$13,176.10
3/17/2016	62928	62933	\$1,881.57
3/22/2016	62934	62934	\$5,087.09
3/22/2016	62935	62936	\$65,022.92
3/24/2016	62945	62962	\$72,982.31
3/24/2016	62963	62971	\$77,381.33
3/24/2016	62972	62988	\$77,380.71
3/24/2016	62812	62812	(\$200.00)
3/24/2016	62989	62989	\$200.00
			<u>\$764,895.39</u>

Approved By: City Manager **DT**

City Attorney **MK**

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Appointment of the Parks, Recreation, and Cultural Services / Tree Board Member		
DEPARTMENT:	Parks, Recreation, and Cultural Services Department		
PRESENTED BY:	Eric Friedli, PRCS Director		
ACTION:	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input checked="" type="checkbox"/> Motion
	<input type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

PROBLEM/ISSUE STATEMENT:

On March 12, 2016 Park Board Chair, Jesse Sycuro, submitted his resignation from the Board effective April 30, 2016. Mr. Sycuro has been a faithful and valuable member of the Board since 2009, serving as Vice-Chair from 2010 until his appointment as Board Chair in 2014. Mr. Sycuro's term was scheduled to expire March 31, 2017. His resignation leaves the Board with one unexpired term.

The PRCS Board is playing a very important role in the update of the Parks, Recreation and Open Space Plan currently in process. Given this important work item and the need for full PRCS Board, staff requests that Council appoint one individual to fill Mr. Sycuro's unexpired term followed by one four-year term beginning upon appointment in April 2016 and ending March 31, 2021.

The City advertised this PRCS Board vacancy in *Currents* and on the City's website, and received two applications. A City Council Subcommittee comprised of Deputy Mayor Winstead, and Councilmembers Hall and McGlashan were appointed by the Mayor to review qualifications and interview candidates. The City Council Subcommittee interviewed both candidates on March 26; interviews were advertised and open to the public.

Both applicants that applied to serve on the PRCS Board were selected to be interviewed. They are:

1. Christina Arcidy
2. Nicole Burdsall

Following the interview process, the Council Subcommittee is recommending that the Council appoint Christina Arcidy to the PRCS/Tree Board. A short biography for Ms. Arcidy is included as Attachment A.

FINANCIAL IMPACT:

There is no financial impact created as a result of this Council action.

RECOMMENDATION

Staff recommends that the City Council move to appoint Christina Arcidy for membership on the Parks, Recreation, and Cultural Services/Tree Board for a term beginning upon appointment and ending March 31, 2021.

ATTACHMENTS:

Attachment A – Biography of Selected PRCS/Tree Board Candidate

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

Parks, Recreation, and Cultural Services/Tree Board
Applicant Biography

Christina Arcidy

Ms. Arcidy has 15 years' experience in the non-profit sector and 10 years in the Parks and Recreation field at the Associated Recreation Council, a non-profit organization that partners with Seattle Parks and Recreation to offer recreation programs, classes, and activities, where she is currently employed as the Deputy Director. She served for two years at Rainier Valley Corps, a non-profit that nurtures leaders within communities of color. She is committed to civic engagement, community advocacy, and race and social justice initiatives. Christina and her family moved to Shoreline in 2012 because of its reputation for being a great place to live, work and play.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Appointment of Shoreline Library Board Members
DEPARTMENT:	Parks, Recreation, and Cultural Services Department
PRESENTED BY:	Eric Friedli, PRCS Director
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

On March 31, 2016 the terms of four Library Board members expired. The regular members whose terms expired include Mark Hulak, Sara Lorimer, Lisa Oberg and Karen Thielke. Mr. Hulak and Ms. Lorimer did not apply for reappointment. Ms. Oberg and Ms. Thielke have applied for reappointment.

The City advertised the four Library Board position vacancies in *Currents* and on the City website, Shoreline Area News, and Facebook, and subsequently received applications from nine (9) residents. A City Council Subcommittee comprised of Deputy Mayor Winstead, and Councilmembers Hall and McGlashan were appointed by the Mayor to review qualifications and interview candidates. The City Council Subcommittee chose to interview five candidates on March 26 and the remaining two on March 28. The interviews were advertised and open to the public.

The names of the residents who applied for appointment to the Library Board and were subsequently interviewed are as follows.

1. Lauren Valentino Bryant
2. Chloe Anne Horning
3. Lisa Oberg
4. Kaare Otnes
5. Karen Thielke
6. Steven Watson
7. Wendy Zieve

Based on their deliberations, the Council Subcommittee is recommending that the Council appoint the following four candidates to the Library Board. Short biographies for these candidates are included as Attachment A.

1. Chloe Anne Horning
2. Lisa Oberg
3. Karen Thielke
4. Steven Watson

FINANCIAL IMPACT:

There is no financial impact created as a result of this Council action.

RECOMMENDATION

Staff recommends that the City Council move to appoint Chloe Anne Horning, Lisa Oberg, Karen Thielke, and Steven Watson to the Shoreline Library Board for four-year terms that will run from Council appointment to March 31, 2020.

ATTACHMENTS:

Attachment A – Biographies of Recommended Library Board Candidates

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

Library Board
Council Subcommittee
Applicants Recommended for Appointment

Chloe Anne Horning

Chloe has earned a masters degree in Library and Information Science at the University of Washington. She is employed as a Librarian at Shoreline Community College and is fairly new in town and recently bought her first house in Shoreline. She has enjoyed working in the same community where she lives and getting to know the local college students. Working at SCC reaffirms her belief that this is a fantastic community. She has been a volunteer reader/judge for the local History Day competition and has volunteered for the nonprofit organization Books to Prisoners over the last several years. She is interested in promoting the free flow of information about programs and services offered in the Shoreline community and promoting, improving and supporting our public library in any way she can.

Lisa Oberg

Lisa has completed one four-year term on the Library Board and is recommended for re-appointment. She has earned a B.S. in Microbiology from Oregon State University and a Master of Librarianship from University of Washington. Currently she is a librarian with the University of Washington Libraries where she has been employed for nearly 25 years. Lisa has been coordinating paper judging for the North Puget Sound History Day contest for the past 15 years and also volunteers for the Shoreline Farmers Market. She is a frequent user of the Shoreline Library and is always amazed and impressed by the diversity of users and activities taking place in the library. Lisa feels libraries are the heart of the community.

Karen Thielke

Karen has completed one four-year term on the Library Board and is recommended for re-appointment. She is very active in the community serving on the Shoreline-Lake Forest Park Arts Council Board. Through the Power of Once program with Shoreline School District she volunteers once a week in a first grade class room and also tutors adults at the Shoreline Library. Previously she served on the Richmond Beach Community Association Board and on the board of the Friends of Richmond Beach Library. As a current board member, she has had the opportunity to learn more about the “inner workings” of both the King County Library System and the City of Shoreline. She has been pleased to convey that knowledge to her community at large and to look for opportunities to report community needs back to the institutions.

Steven Watson

Steven has earned a B.A. in English at the University of Delaware. He is currently working at United Way of King County as an Account Executive. Having moved to Shoreline, in the North City neighborhood, two years ago, he has been looking to get more involved in the local community. He has been searching for an opportunity that would be match his community building experience and his love for libraries. He has two young children and is a heavy user of the Shoreline library, City of Shoreline Parks & Rec, the Shoreline Farmers Market and other Shoreline programs, and soon the Shoreline School District. He has a real passion for libraries, reading, and the library's universal free access to information and literature for everyone in our community.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adoption of the 145 th Street Multimodal Corridor Study Preferred Design Concept
DEPARTMENT:	Public Works Department
PRESENTED BY:	Kurt Seemann, Senior Transportation Planner Nytasha Sowers, Transportation Services Manager
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

Tonight, Council will be asked to adopt the Preferred Design Concept for the 145th Street Multimodal Corridor Study. Council last discussed the 145th Street corridor study at their March 21, 2016 Council meeting. That discussion included an overview of the Preferred Design Concept and feedback from the public on the Preferred Design Concept received at the third corridor study open house held in February 2016.

During the Council's discussion on March 21, Council requested staff to re-evaluate the proposed concept for the Interstate-5 interchange, especially given the public feedback that more could be done in this area. This report enhances the proposed I-5 interchange concept as directed by Council and includes this concept in the Preferred Design Concept for the corridor. The Preferred Design Concept is included as Attachment A to this staff report.

RESOURCE/FINANCIAL IMPACT:

The 145th Street Multimodal Corridor Study has a total budget of \$596,000, with revenues of \$246,000 from the US Department of Transportation's Surface Transportation Program (STP) and the balance from the City of Shoreline Roads Capital Fund. There is no immediate financial impact associated with the continued design work on 145th Street.

RECOMMENDATION

Staff recommends that Council move to adopt the Preferred Design Concept for the 145th Street Multimodal Corridor Study.

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

BACKGROUND

As Council has discussed several times over the past few years, the 145th Street corridor is in need of significant upgrades in order to improve pedestrian and bicycle mobility, safety and operations, transit speed and reliability, and freight mobility. 145th Street also lacks a sidewalk system that complies with the Americans with Disabilities Act (ADA). Traffic volumes are anticipated to increase with regional growth and the future light rail station at 145th Street and Interstate-5. Upgrades are needed to accommodate future development of the corridor as well as to improve safety for bicycles and pedestrians and to provide adequate speed and reliability for transit.

The 145th Street Multimodal Corridor Study began in early 2015 by defining project goals and evaluation criteria. The project team then began analyzing existing conditions and developing study concepts to “bookend” the range of concepts that would improve how the corridor addresses pedestrian, bicycle, transit, and vehicular mobility, while considering and balancing impacts to right-of-way and potential project costs.

Staff has engaged in ongoing robust community outreach, including holding three open houses, meeting with numerous neighborhood groups and property owners, and conducting regular meetings with a Citizen Advisory Task Force (CATF) as well as ongoing local agency coordination with the Inter-jurisdictional Technical Team (ITT). Information and materials from all three open houses can be found on the City’s 145th Street Multimodal Corridor Study Project Webpage:

<http://www.shorelinewa.gov/government/departments/145th-street-corridor>.

Council last discussed the 145th Street corridor study at their March 21, 2016 Council meeting. That discussion included an overview of the Preferred Design Concept and feedback from the public on the Preferred Design Concept received at the third corridor study open house held in February 2016. The staff report for this discussion can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2016/staffreport032116-9b.pdf>.

DISCUSSION

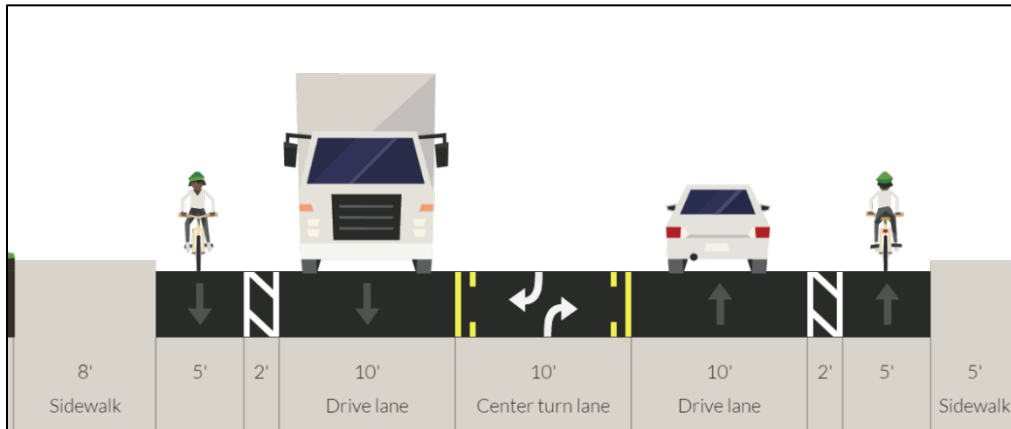
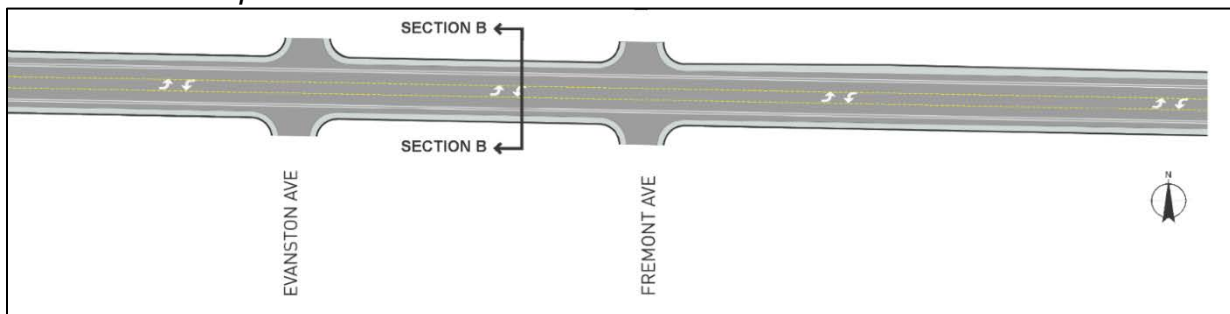
The Preferred Design Concept (Attachment A) is described in below by corridor section. In summary, the Preferred Design Concept reflects a strategy to maximize benefits in terms of meeting project goals, while minimizing cost impacts and effects on properties. The Preferred Design Concept is a vision for multimodal transportation improvements that reflects input from the community, the ITT and the CATF.

In developing the Preferred Design Concept, four unique context areas, or sections, were considered: 3rd Avenue NW to Aurora Avenue N, Aurora Avenue N to Interstate-5, the Interstate-5 Interchange, and Interstate-5 to SR522 (Lake City Way). While the corridor varies throughout, these areas were identified because of their similar context in terms of traffic volumes, collision records, and land use. In the Preferred Design Concept, these sections are further refined into subsections. The subsections associated with each section are noted below.

Section 1. 3rd Avenue NW to Aurora Avenue N (Subsections A and B)

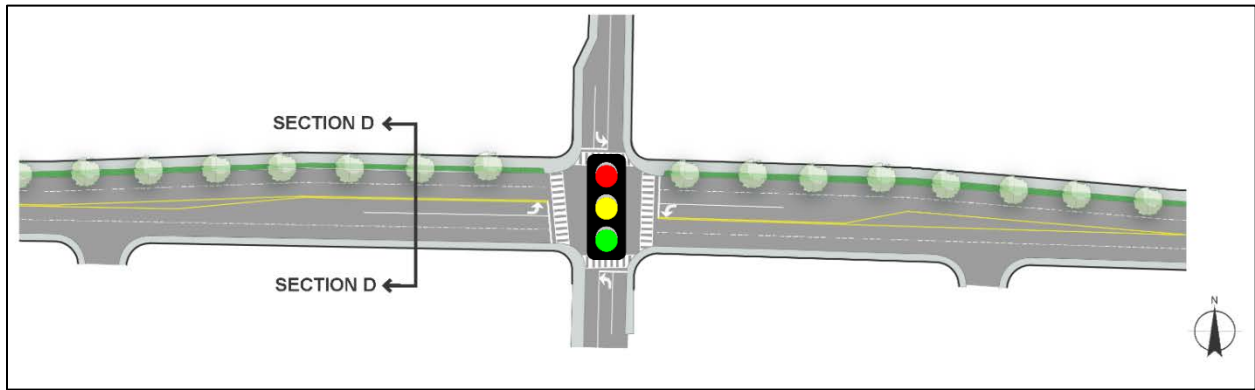
The Preferred Design Concept in this section will improve signalized intersections by adding left-turn and right turn capacity, improving signal timing, and rebuilding sidewalks to City standards. This includes the intersections of Aurora Avenue, Linden Avenue, and Greenwood Avenue. For the area between Linden Avenue and Greenwood Avenue (see below), traffic volumes in this area are low enough that a three lane section will function better than the existing four lanes. This concept provides a center turn lane to allow turning vehicles to get out of the through lanes, which reduces friction and improves traffic flow in the through lanes. A three lane section improves safety for pedestrians because it moves cars further away from the sidewalks and three lanes are safer to cross than four traffic lanes. In addition, three lanes provide room to include buffered bike lanes on the street from Greenwood Avenue to Linden Avenue which connect to the Interurban Trail.

Preferred Concept Overview: Linden Avenue to Greenwood Avenue

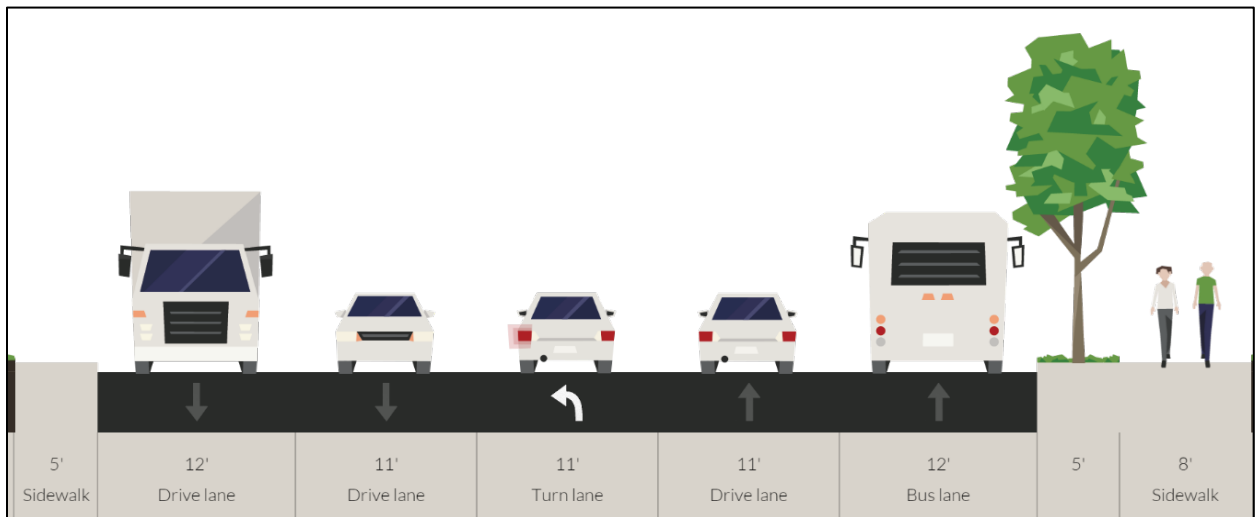


Section 2. Aurora Avenue N to Interstate-5 (Subsections C and D)

In this section, the focus is on improving intersection safety and operations. By improving signalized intersections, including adding left turns and signal timing changes, traffic flow will improve which will reduce delay for buses and improve air quality. A new traffic signal is proposed at Ashworth Avenue, which has the benefit of providing another crossing location for pedestrians.



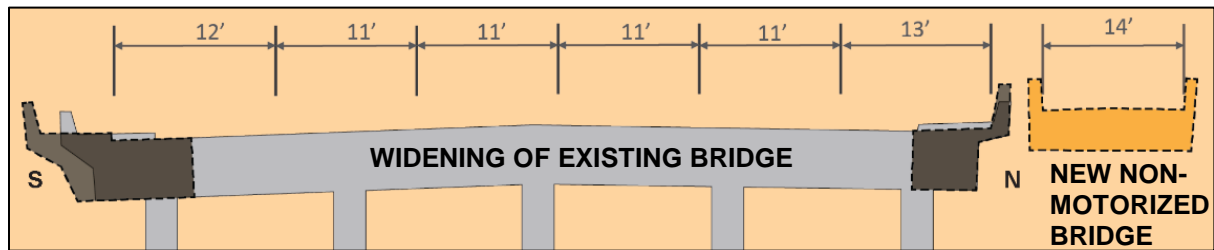
At the intersections where improvements are proposed – 1st Avenue, Meridian Avenue, Ashworth Avenue, and Aurora Avenue - new sidewalks will be implemented that meet City standards. This section will include new ADA accessible curb ramps, improved crosswalks and pedestrian countdown signals. It will be supportive of transit through a combination of capacity improvements, transit signal priority (TSP), new wheelchair accessible bus stops, and ADA accessible sidewalks to support pedestrian connections. Bicycle connections will be strengthened on the off-corridor network from the Interurban Trail to the future light rail station.



Section 3. Interstate-5 Interchange (Subsection E)

Within the Interstate-5 interchange area, staff worked with the Washington State Department of Transportation (WSDOT) and Sound Transit (ST) to develop a Preferred Design Concept that will improve mobility and safety for all transportation modes and improve non-motorized access to the future light rail station.

The 145th Street bridge over Interstate-5 is currently five (5) lanes. The concept proposes to modify the bridge to provide for six (6) lanes. This allows more left-turn storage, which will improve the east-west traffic flow.



In addition, the Preferred Design Concept for the interchange proposes an eastbound 145th Street to northbound Interstate-5 button-hook ramp so that vehicles will be able to turn right and loop under the bridge to access Interstate-5 northbound, which will help traffic flow considerably. Traffic signal timing and transit signal priority enhancements will also improve the bus travel through the interchange area.

The existing sidewalk on the north side of the bridge will be replaced with a new, separate but adjacent non-motorized bridge that will tie into the off-corridor bike network and will connect to the future light rail station. Walkways and crosswalks will be fully upgraded to provide ADA accessibility.

Since the March 21 City Council meeting, staff have refined the traffic modeling for the interchange area and have developed a more detailed description of the improvement concepts at the interchange. The improvement concepts are depicted as Figure 2 in the Preferred Design Concept (Attachment A).

This refined concept best supports the light rail station design including connections to the pedestrian plaza/gateway entrance at the northwest corner of 145th Street and 5th Avenue. Significant operational, safety, and non-motorized improvements are the outcome with this concept that is most feasible and fundable. Benefits of this refined concept include:

Non-motorized Features

- Pedestrian and bike facilities are shown mainly on the north side of 145th Street because it provides the most direct connection to the future light rail station as well as a connection to higher density residential neighborhoods.
- Design provides a grade-separated crossing for non-motorized traffic over the southbound I-5 off-ramp and I-5 mainline. The off-corridor bike network feeds directly into this facility.
- Non-motorized crossing of I-5 provides at-grade connection to the future light rail plaza. This is the area of the light rail station that provides for ticketing and access to the center boarding platform.
- At grade crossings and pedestrian connections are proposed to the station entrance plaza in the vicinity of the 5th Avenue/145th Street intersection. This is the gateway to the transit station and will look and function very differently from how it does today. Safe and pedestrian-supportive design will be consistently applied and implemented both in design of the station entrance and adjacent streets and intersection.

Roadway Operations Features

- New button-hook on-ramp allows eastbound 145th Street to northbound I-5 traffic to turn right on 5th Avenue and loop under the bridge. This improves signal operations by removing those left turns from the 5th Avenue intersection.
- As noted previously, the existing 5-lane bridge will be widened to six lanes, providing additional storage for left-turns. This improves traffic flow in the through lanes across the 145th Street bridge and improves signal operations.
- Additional intersection operations improvements include:
 1. New eastbound right turn lane to southbound I-5.
 2. New southbound off-ramp right turn lane.
 3. New westbound right turn lane at 5th Avenue.
- Traffic signal level of service standards (LOS) for Shoreline and WSDOT are met or exceeded by this design for the design year 2035 –with intersection and ramps operating at a Level of Service C and D.

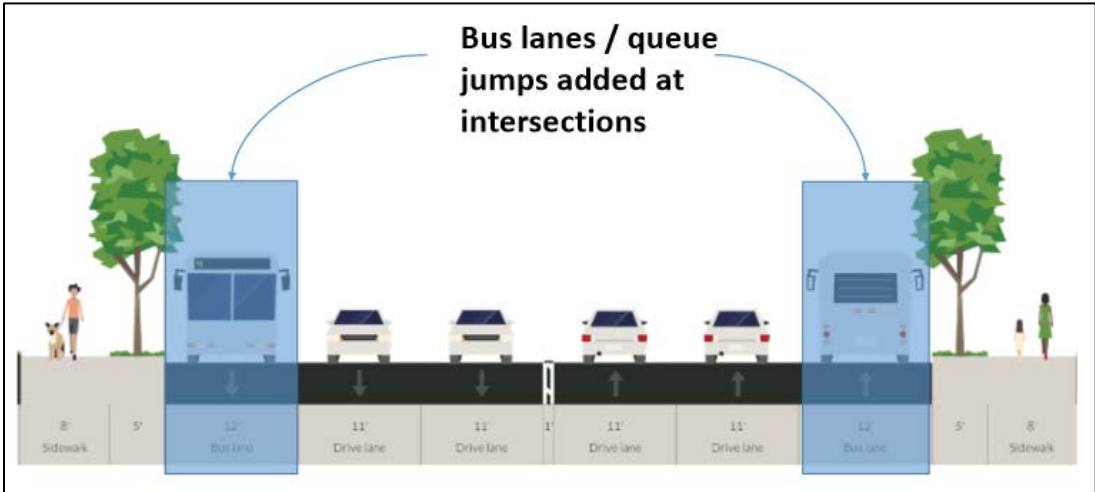
Transit Operations at and Adjacent to the New Light Rail Station

- Direct connections to and circulation within the light rail station is strongly preferred by both King County Metro and ST. This is the safest, most convenient, and most efficient approach for transit users under the proposed future service scenarios.
- The proposed concept provides flexibility for future east-west transit service. Right turn lanes in both directions allows for transit signal priority and queue jumps. There is also adequate space on the corridor east and west of NE 5th Street to place transit stops and passenger waiting areas to support potential, future expanded transit service.

Section 4. Interstate-5 to Lake City Way (SR-522) (Sections F through K)

In the Preferred Design Concept, the majority of this section will include two through lanes in both directions with intermittent Bus And Turn (BAT) lanes, and widening for left turns at intersections (see cross section below). There will be capacity improvements at intersections with left-turn and right turn lanes, and improved signal timing. In addition, the traffic signals will recognize on-coming buses and adjust signal timing to prioritize the bus movement.

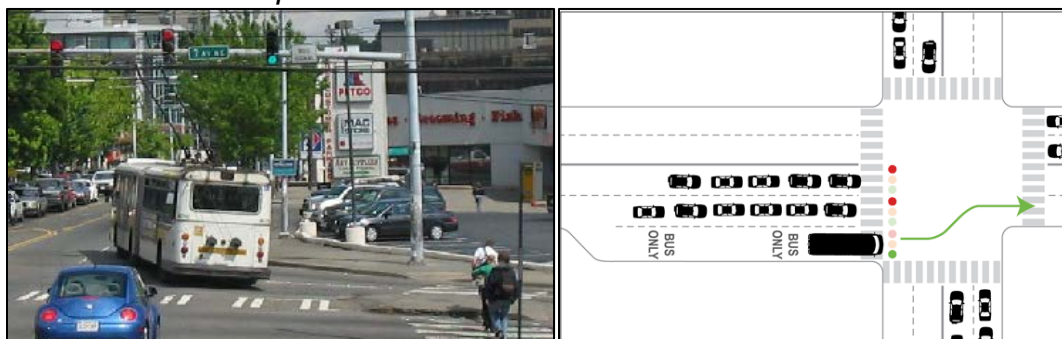
Preferred Concept Overview: Interstate-5 to Lake City Way



For safety, left-turn access will be restricted mid-block west of 30th Avenue NE. New sidewalks with a landscape buffer will greatly improve pedestrian safety and mobility on 145th Street. This section will include City standard sidewalks, new ADA accessible curb ramps, improved crosswalks and pedestrian countdown signals, and a new mid-block crosswalk and pedestrian refuge at 17th Avenue NE.

The corridor will be supportive of High Capacity Transit (HCT) through a combination of traffic signal queue-jumps, intermittent BAT lanes, transit signal priority (TSP), new wheelchair accessible bus stops, and continuous sidewalks to support pedestrian connections. Transit queue jumps (illustration follows) allow a bus to get around and jump ahead of backed up through traffic at a signalized intersection.

Transit Queue Jump Illustration



Bicycle connections will be strengthened on an off-corridor bike network from the Burke-Gilman Trail to the Interurban Trail, which will provide a parallel route to connect the future light rail station. Enhancing the bike network off the 145th Street corridor allows for safe bike use and minimizes impacts to properties. The off-corridor bike network is depicted as Figure 1 in the Preferred Design Concept (Attachment A).

Possible Property Impacts and Costs

The following tables lists the possible property impacts of the Preferred Design Concept for three of the corridor sections (the Interstate-5 Interchange is not included). The possible impacts include:

- **Right-of-way (ROW) Impacts** indicate the total area of new ROW acquisition required in addition to full parcel acquisition.
- **Total Acquisitions** indicate the number of parcels that will need to be completely acquired to construct the design concept
- **Parcel Impacts** indicate the number of parcels that will be affected by ROW acquisition, both partial and full.
- **Total Number of Parcels** indicates the total number of parcels adjacent to that section of the corridor.

3 rd Avenue NW to Aurora Avenue N	
ROW Impacts (ft ²)	10,000
Total Acquisitions	0 (0%)
Parcel Impacts	11 (22%)
Total Number of Parcels	51

Aurora Avenue N to Interstate-5	
ROW Impacts (ft ²)	15,000
Total Acquisitions	22 (23%)
Parcel Impacts	44 (46%)
Total Number of Parcels	96

Interstate-5 to Lake City Way (SR522)	
ROW Impacts (ft ²)	130,000
Total Acquisitions	21 (17%)
Parcel Impacts	100 (83%)
Total Number of Parcels	120

The table below provides rough cost estimates for the Preferred Design Concept:

Cost Opinion Estimate	
Interstate-5 to Lake City Way	\$82,000,000
Interstate-5 Interchange	\$21,000,000
Aurora Avenue N to Interstate-5	\$38,000,000
3 rd Avenue NW to Aurora Avenue N	\$9,200,000
Total	\$150,200,000

Next Steps

With Council adoption of the Preferred Design Concept, staff will advance project development for improvements on the 145th Street corridor. These actions will include the following:

- **3rd Avenue NW to Aurora Avenue N:** staff will work with SDOT and the City of Seattle to develop this project.
- **Aurora Avenue N to Interstate-5:** staff will advance this section through final design funded by a Puget Sound Regional Council Countywide grant. Staff will continue to pursue funding for ROW acquisition and construction of this section with granting agencies.
- **Interstate-5 Interchange:** staff will continue partnerships with WSDOT, Sound Transit, and the Seattle Department of Transportation (SDOT) to capitalize on the momentum for this project. Staff will pursue funding for this project with the goal of having the improvements completed before the opening of the light rail station. The City is requesting funds for the interchange work.
- **Interstate-5 to Lake City Way:** staff will continue to work with Sound Transit and partner agencies to advocate for this project to be funded through ST3. This section of the corridor was included in the draft ST3 plan that was released on March 24. The final project list to be included in the ST3 ballot measure will be approved by the Sound Transit Board in June 2016.
- **Off-corridor Bike Network:** staff will work closely with SDOT to develop this project.

STAKEHOLDER OUTREACH

The City held three very well-attended and successful open houses on the 145th Street Corridor Study. At the second Open House on September 30, 2015, the draft study concepts that had been developed with input from the community and project stakeholders were presented as “bookends” to illustrate the range of possible improvements along the corridor. Many of the attendees, while supportive of the overall improvements, expressed concern over impacts to individual properties along the corridor, where many houses, buildings, and other structures are very close to the existing right-of-way.

At the third and final open house on February 24, staff presented the Preferred Design Concept. As was noted at the March 21 Council meeting, participants attending this open house were overwhelmingly in support of the Preferred Design Concept.

In addition to the open houses, staff has worked closely and held 12 meetings with the ITT and worked closely and held nine (9) meetings with the CATF throughout this process. Staff also met with 10 neighborhood groups last fall and in early 2016 and hosted three (3) property owner meetings before the third open house.

RESOURCE/FINANCIAL IMPACT

The 145th Street Multimodal Corridor Study has a total budget of \$596,000, with revenues of \$246,000 from the US Department of Transportation’s Surface Transportation Program (STP) and the balance from the City of Shoreline Roads Capital Fund. There is no immediate financial impact associated with the continued design work on 145th Street.

RECOMMENDATION

Staff recommends that Council move to adopt the Preferred Design Concept for the 145th Street Multimodal Corridor Study.

ATTACHMENTS

Attachment A – 145th Street Multimodal Corridor Study Preferred Design Concept



145th Street Multimodal Corridor Study Preferred Design Concept



Introduction to the Preferred Design Concept

The preferred design concept for the 145th Multimodal Corridor Study reflects a strategy to maximize benefits in terms of meeting project goals while minimizing impacts, such as costs and affects on properties. The preferred concept is a vision for multimodal transportation improvements that reflects input from the community, the Citizen Advisory Team, and the project Inter-agency Technical Team.

The following pages provide a description of the Preferred Concept by walking through the sections of the 145th Street corridor from west to east. In addition to the Preferred Concept cross section descriptions, the proposed Off-Corridor Bike Network is also depicted.

Attachment A

In developing the Preferred Concept, four unique context areas were considered – 3rd Avenue NW to Aurora, Aurora to I-5 Interchange, the I-5 Interchange area, and from I-5 to SR522 (Lake City Way). While the corridor varies throughout, these areas were identified because of similar context in terms of traffic volumes, collision records, and land use. The corridor cross sections are color coded to reflect the context areas along the corridor. Cross sections between 3rd Avenue and Aurora Avenue are green; Cross sections between Aurora Avenue and I-5 are maroon; Cross sections in the I-5 area are gold; Cross sections between I-5 and SR522 are colored blue.

The 145th Corridor Sections are as follows:

Third Avenue NW to Aurora Avenue Cross Sections

- Section A: 3rd to Greenwood Avenue
- Section B: Linden to Greenwood Avenue

Aurora Avenue to I-5 Cross Sections

- Section C: Aurora Avenue Area
- Section D: Aurora Avenue to Interstate-5

I-5 Interchange Area Cross Sections

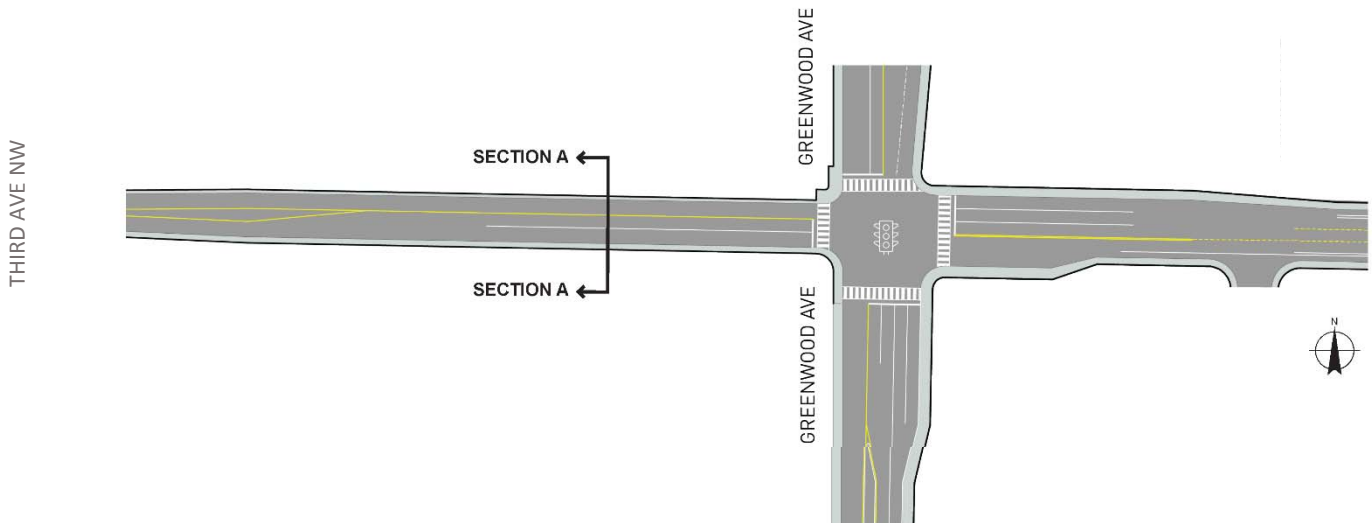
- Section E: Interstate-5 Interchange

I-5 Interchange to Lake City Way (SR522)

- Section F: Between 5th Avenue and 10th Avenue
- Section G: Near 15th Avenue
- Section H: Near 20th Avenue
- Section I: Near 25th Avenue
- Section J: Near 30th Avenue
- Section K: Near Lake City Way

Figures

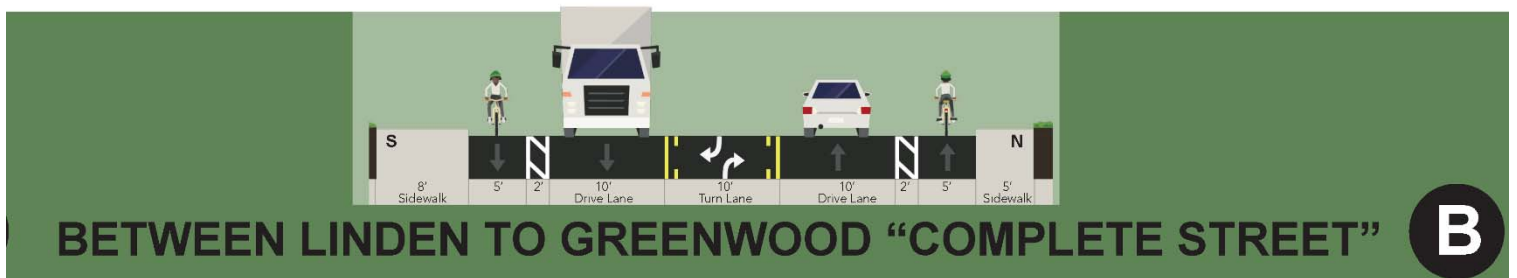
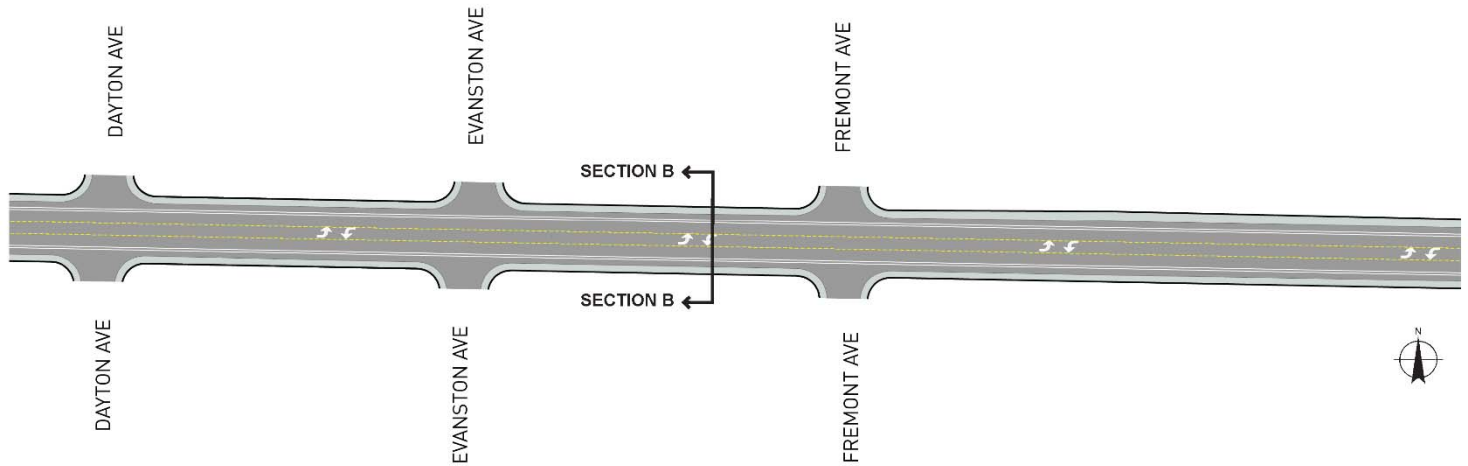
- Figure 1: Off Corridor Bike Network
- Figure 2: Interstate-5 Interchange Concept
- Figure 3: Sound Transit Elevation and Plan



A **3RD AVE TO GREENWOOD AVE AREA**

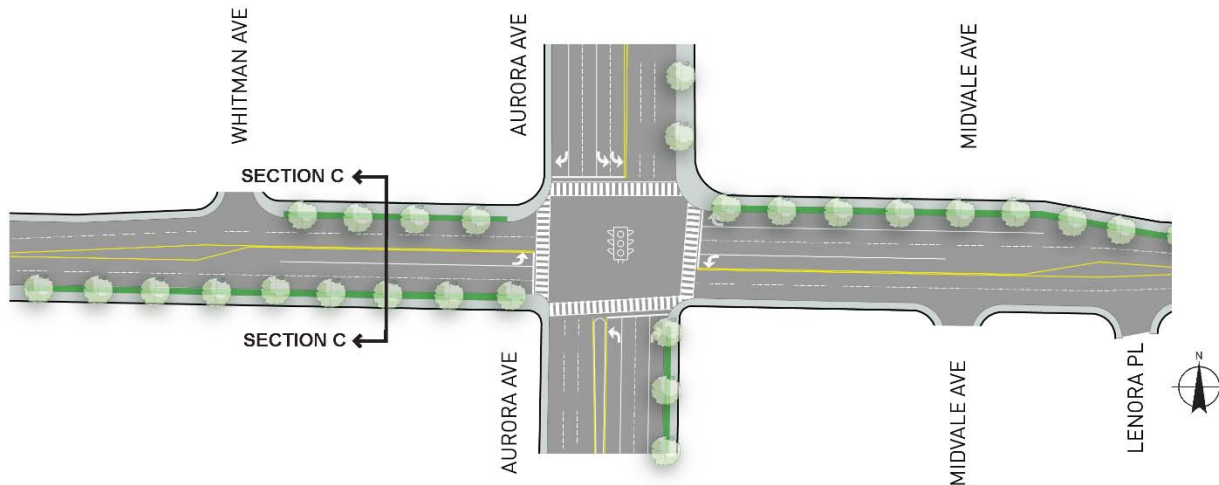
3rd Ave NW to Greenwood Avenue area improvement characteristics:

- Improved signalized intersections which include lengthened turn lanes, right turn lanes, and traffic signal timing changes. Improvements will minimize delays and congestion, benefiting buses, vehicles, and air quality
- Transit signal priority enhancements
- New wheelchair accessible bus stops
- No left-turn access restrictions proposed
- Sidewalks upgraded to meet ADA requirements and to support pedestrian connections to bus stops



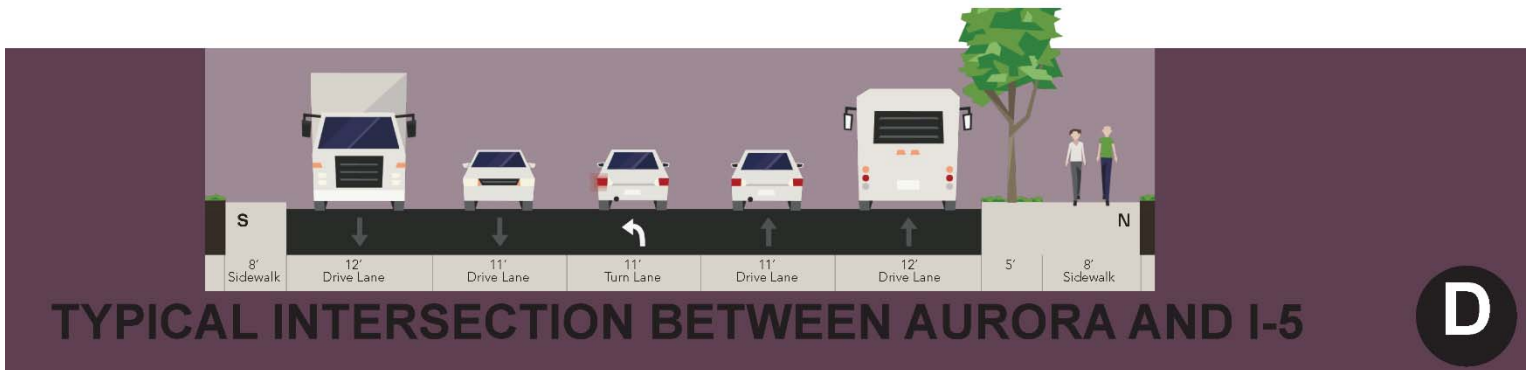
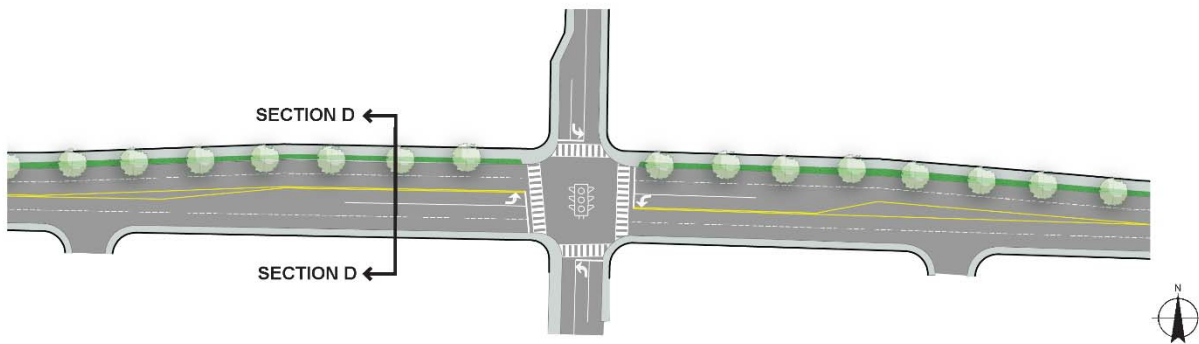
Linden to Greenwood Avenue area improvement characteristics:

- Improved signalized intersections operations/efficiency by lengthened turn lanes and traffic signal timing changes. Improvements will minimize delays and congestion, benefiting buses, vehicles, and air quality
- Restriping to provide center turn lane. This allows turning vehicles to get out of the through lanes, reducing friction and improving traffic flow in the through lanes.
- A three lane section improves safety for pedestrians because it moves cars further away from the sidewalks and three lanes are safer to cross than four traffic lanes
- A three lane section improves safety for drivers by reducing friction and differential speed and by minimizing conflict points for turning vehicles.
- Sidewalks upgraded to meet ADA requirements and to support pedestrian connections to bus stops
- New wheelchair accessible bus stops
- Buffered bike lanes, Greenwood Ave to Linden
- Strengthened connection from Interurban Trail to future light rail station



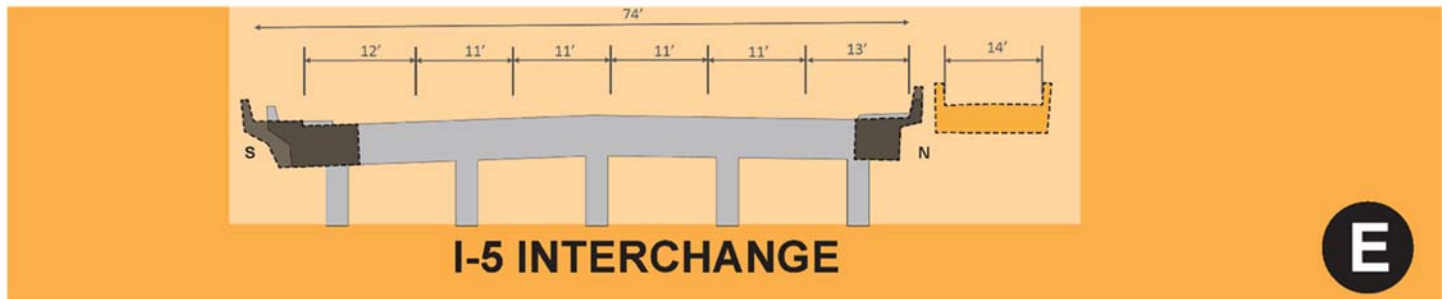
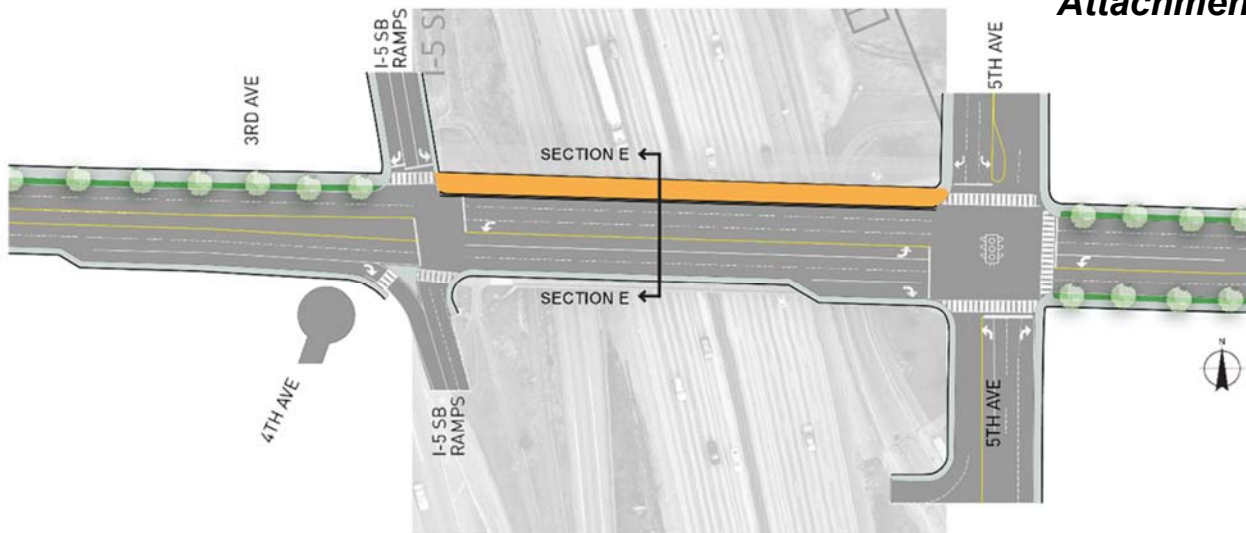
Aurora Avenue area improvement characteristics:

- Improved signalized intersections which include lengthened turn lanes, adding a left-turn lane, and traffic signal timing changes. Improvements will minimize delays and congestion, benefiting buses, vehicles, and air quality
- Transit signal priority to improve bus travel time
- Sidewalks upgraded to meet City Standards to create a safer pedestrian environment and to support pedestrian connections to bus stops
- New wheelchair accessible bus stops
- Mid-block left-turn access will be further evaluated during the design phase
- Off-corridor bike network will strengthen bike connection from Interurban Trail to future light rail station



Between Aurora Avenue and I-5 improvement characteristics:

- New traffic signal at Ashworth Avenue and traffic signal improvements at Meridian Avenue and 1st Avenue.
- Improved signalized intersections which include adding new left turn lanes on 145th Street, lengthened storage for turn lanes, right turn lanes, and traffic signal timing changes. Improvements will minimize delays and congestion, benefiting buses, vehicles, and air quality
- Transit signal priority to improve bus travel time
- Sidewalks upgraded to meet City Standards to create a safer pedestrian environment and to support pedestrian connections to bus stops
- New wheelchair accessible bus stops
- Mid-block left-turn access will be further evaluated during the design phase
- Off-corridor bike network will strengthen bike connection from Interurban Trail to future light rail station



For more detailed graphic of the interchange improvements, see Figure 2 attached.

I-5 Interchange improvement characteristics:

Non-motorized features:

- Pedestrian and bike facilities are shown mainly on the north side of 145th Street because it provides the most direct connection to the future light rail station as well as connection to higher density residential neighborhoods.
- Design provides for a grade-separated crossing of the non-motorized traffic over the SB I-5 off-ramp.
- Non-motorized crossing of I-5 provides at-grade connection to the future light rail plaza. This is the area of the light rail station that provides for tickets and access to the center boarding platform (see Figure 3).
- At grade crossings/pedestrian connections are proposed at station entrance plaza in vicinity of 5th Avenue/145th intersection. This is the gateway to the transit station and will look and function very differently from how it does today. Safe and pedestrian-supportive design will be consistently applied and implemented both in design of station entrance and adjacent streets and intersection.

I-5 Interchange improvement characteristics:

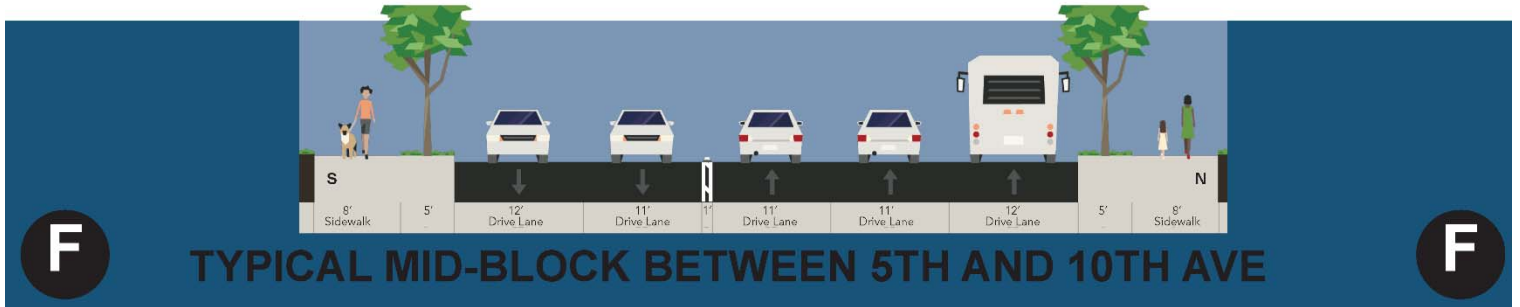
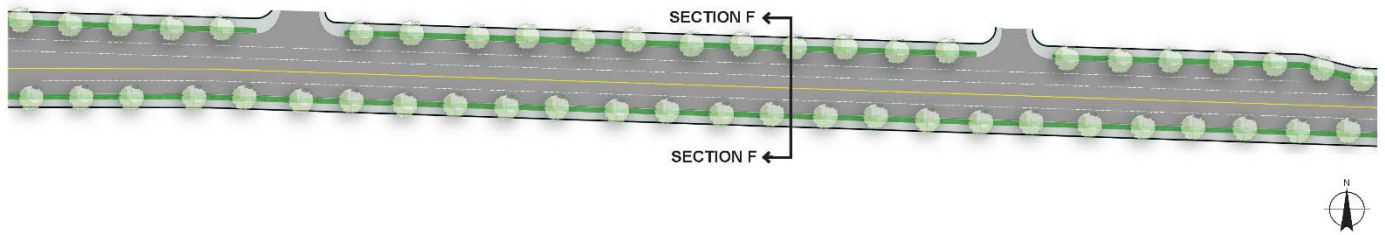
Roadway operations features:

- New button button-hook on-ramp allows eastbound 145th to northbound I-5 traffic to turn right on 5th Avenue and loop under the bridge. This improves signal operations by removing left turns from 5th Avenue intersection.
- Existing 5-lane bridge will be widened to 6 lanes, providing additional storage for left-turns. This improves traffic flow in the through lanes across the 145th Street bridge and improves signal operations.
- Additional intersection operations improvements include:
 1. New eastbound right turn lane to SB I-5.
 2. New southbound off-ramp right turn lane.
 3. New westbound right turn lane at 5th.
- Traffic signal level of service standards (LOS) for Shoreline and WSDOT are met or exceeded by this design for the design year 2035.

Intersection	No-Build 2035	Preferred Concept 2035
5th Ave	AM: LOS E	AM: LOS D
	PM: LOS E	PM: LOS D
SB Ramps	AM: LOS E	AM: LOS D
	PM: LOS E	PM: LOS D

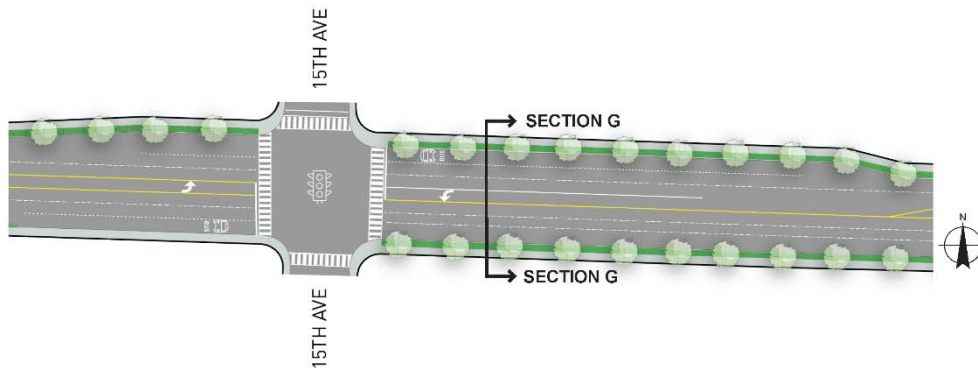
Transit operations at and adjacent to new light rail station:

- Direct connection to front of light rail station (off of 5th Avenue) is strongly preferred by both Metro and Sound Transit. This is the safest and most convenient design approach for light rail users. The average travel time for buses to pull into the light rail station is less than one minute, which is less time than it would be for a pedestrian to cross 145th if the bus stop was on 145th Street.



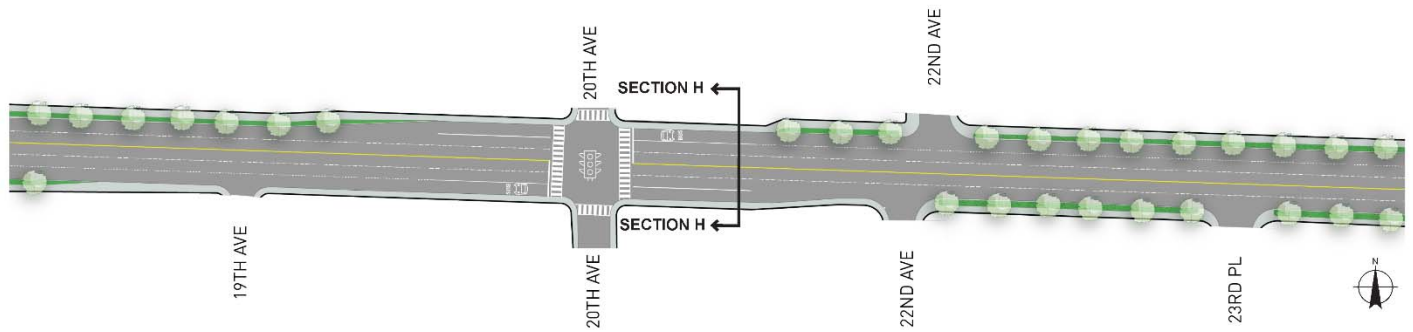
Mid-block between 5th Avenue and 10th Avenue improvement characteristics:

- Sidewalks upgraded to meet City Standards to create a safer pedestrian environment and to support pedestrian connections to bus stops
- Westbound BAT lane/queue jump lane to improve transit travel time
- Restricted left-turn access mid-block to improve traffic safety
- New wheelchair accessible bus stops
- Off-corridor bike network will strengthen bike connection through the corridor and to future light rail station



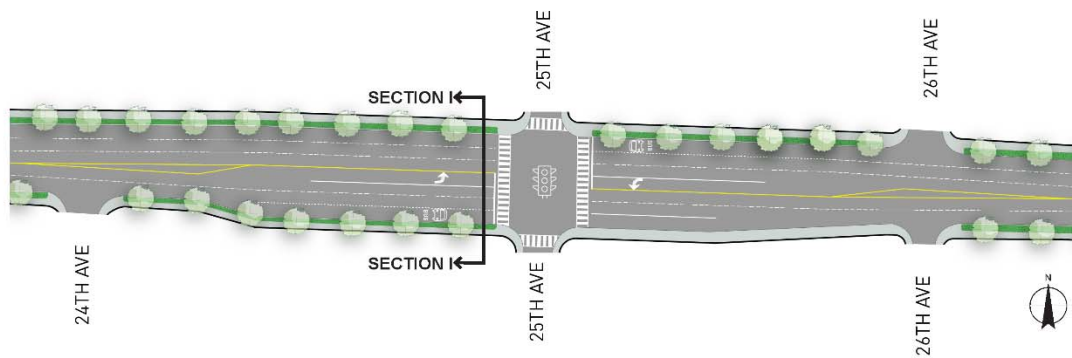
15th Avenue intersection improvement characteristics:

- Sidewalks upgraded to meet City Standards to create a safer pedestrian environment and to support pedestrian connections to bus stops
- Improved signalized intersections which include lengthened turn lanes, right turn lanes, and traffic signal timing changes. Improvements will minimize delays and congestion, benefiting buses, vehicles, and air quality
- Transit signal priority to improve bus travel time
- Westbound BAT lane/queue jump lane to improve transit travel time
- Eastbound BAT lane to improve transit travel time
- Restricted left-turn access mid-block to improve traffic safety
- New wheelchair accessible bus stops
- Off-corridor bike network will strengthen bike connection through the corridor and to future light rail station



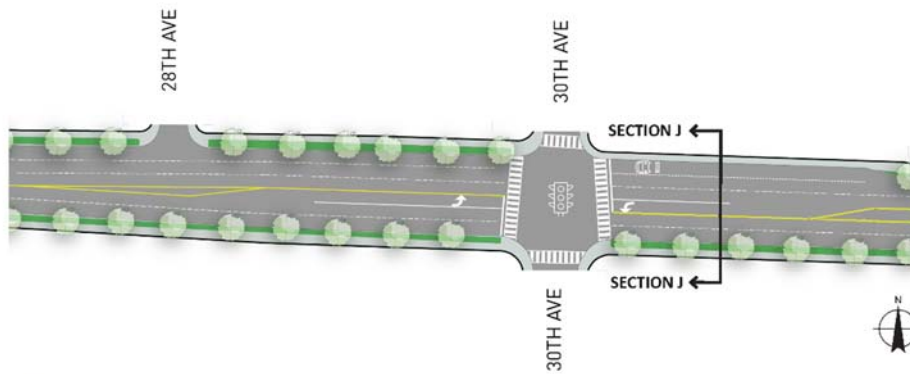
20th Avenue intersection improvement characteristics:

- Sidewalks upgraded to meet City Standards to create a safer pedestrian environment and to support pedestrian connections to bus stops. Interim sidewalks allowed to minimize impacts to buildings.
- Improved signalized intersections which include right turn/bus lanes and traffic signal timing changes. Improvements will minimize delays and congestion, benefiting buses, vehicles, and air quality
- Transit signal priority to improve bus travel time
- Westbound BAT lane/queue jump lane to improve transit travel time
- Eastbound BAT lane/queue jump lane to improve transit travel time
- Restricted left-turn access mid-block to improve traffic safety
- New wheelchair accessible bus stops
- Off-corridor bike network will strengthen bike connection through the corridor and to future light rail station



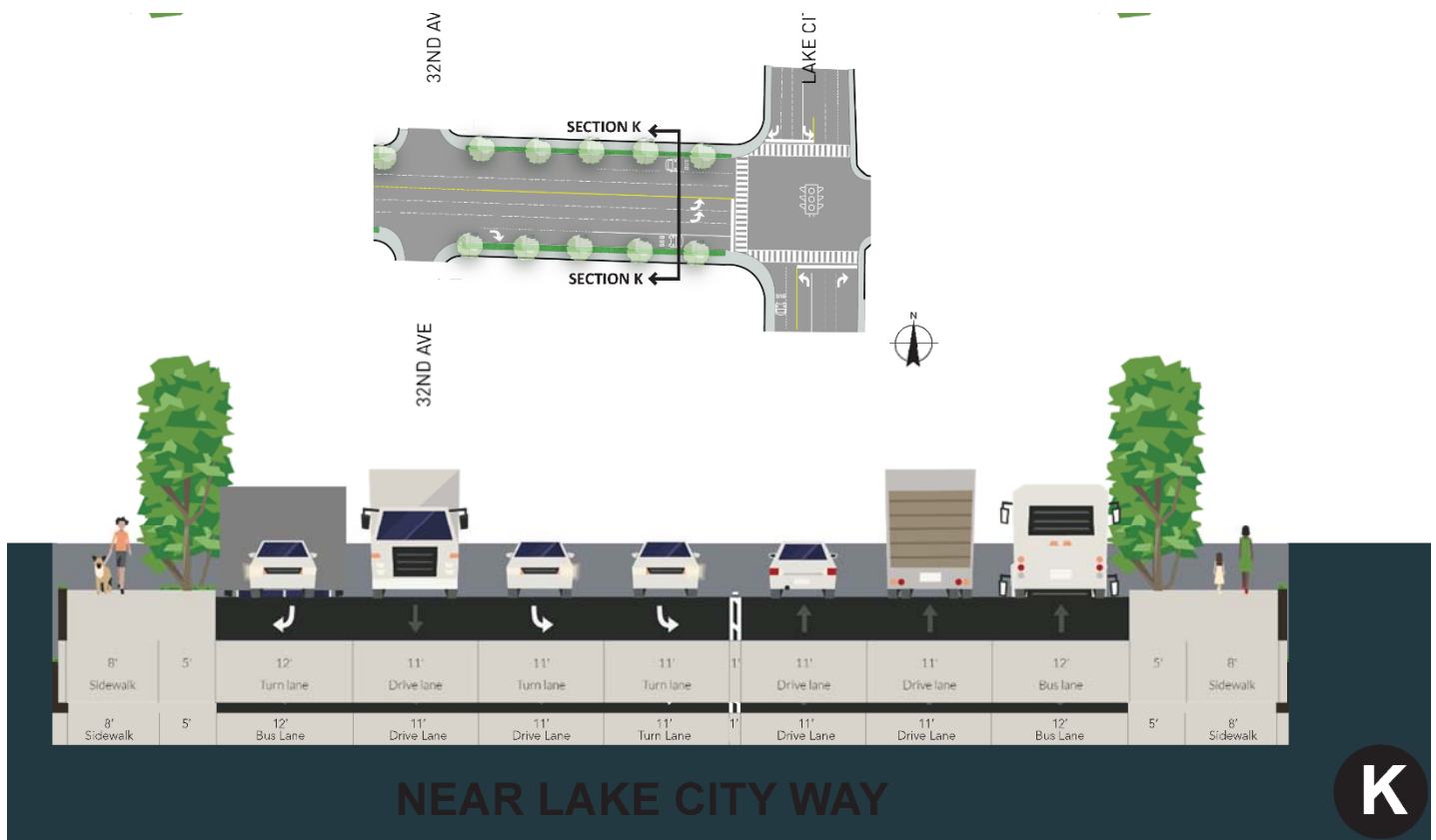
25th Avenue intersection improvement characteristics:

- Sidewalks upgraded to meet City Standards to create a safer pedestrian environment and to support pedestrian connections to bus stops. Interim sidewalks allowed to minimize impacts to buildings.
- Improved signalized intersections which include lengthened turn lanes, new left-turn lanes, and traffic signal timing changes. Improvements will minimize delays and congestion, benefiting buses, vehicles, and air quality
- Transit signal priority to improve bus travel time
- Westbound BAT lane to improve transit travel time
- Eastbound transit queue jump lane to improve transit travel time
- Restricted left-turn access mid-block to improve traffic safety
- New wheelchair accessible bus stops
- Off-corridor bike network will strengthen bike connection through the corridor and to future light rail station



30th Avenue intersection improvement characteristics:

- Sidewalks upgraded to meet City Standards to create a safer pedestrian environment and to support pedestrian connections to bus stops. Interim sidewalks allowed to minimize impacts to buildings.
- Improved signalized intersections which include new left turn lanes, new right turn/bus lane, and traffic signal timing changes. Improvements will minimize delays and congestion, benefiting buses, vehicles, and air quality
- Transit signal priority to improve bus travel time
- Westbound BAT lane/queue jump lane to improve transit travel time
- Restricted left-turn access mid-block to improve traffic safety
- New wheelchair accessible bus stops
- Off-corridor bike network will strengthen bike connection through the corridor and to future light rail station



SR522 intersection area improvement characteristics:

- Sidewalks upgraded to meet City Standards to create a safer pedestrian environment and to support pedestrian connections to bus stops.
- Improved signalized intersections which include lengthened turn lanes, new right turn lane, and traffic signal timing changes. Improvements will minimize delays and congestion, benefiting buses, vehicles, and air quality
- Transit signal priority to improve bus travel time
- Westbound BAT lane to improve transit travel time
- Restricted left-turn access mid-block to improve traffic safety
- Off-corridor bike network will strengthen bike connection through the corridor and to future light rail station

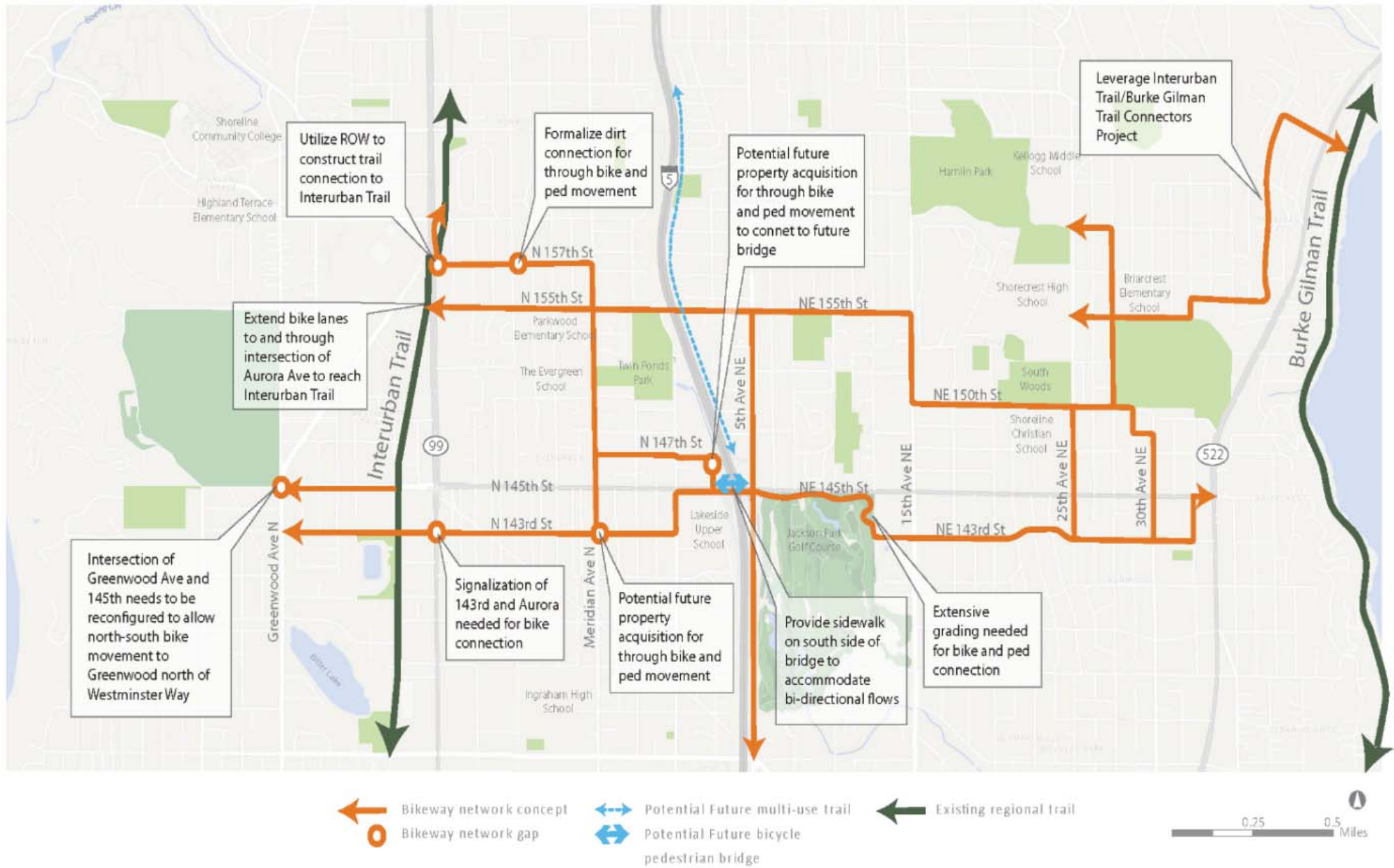


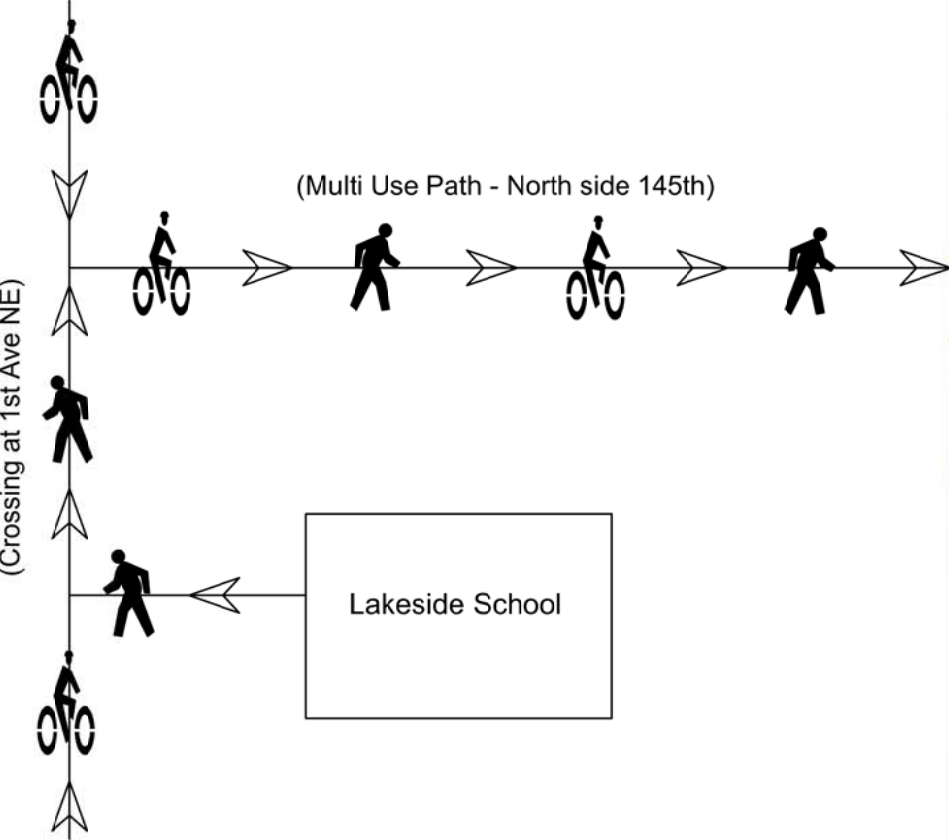
FIGURE 1
8c-24

FIGURE 2.
N 145th Street Corridor Study / I-5 Interchange Concept

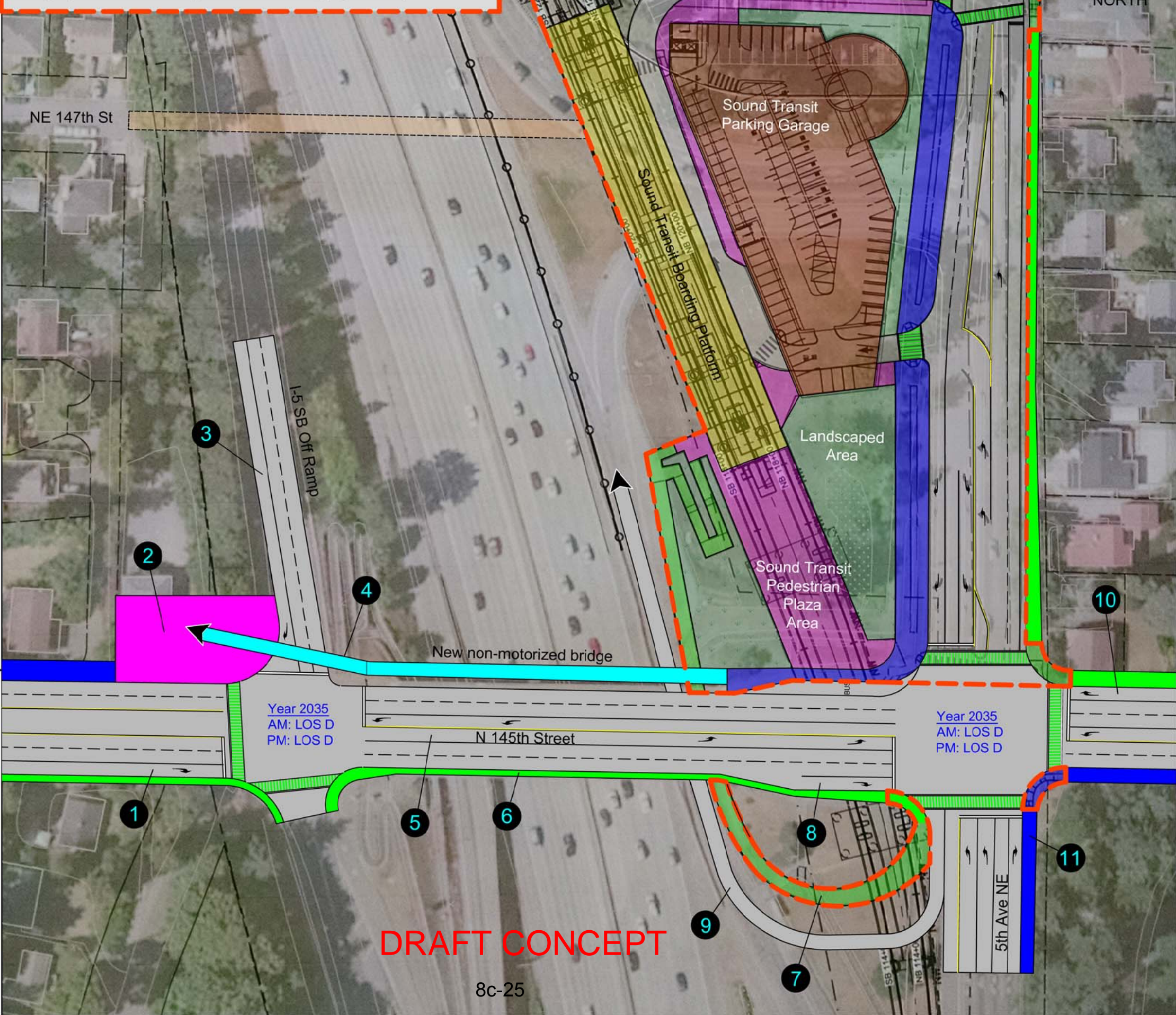
- Non-motorized connections
- Multi use path (includes bikes)
- Elevated non-motorized facility
- Pedestrian plaza areas
- Future potential non-motorized crossing
- Sound Transit Station design elements - subject to change

1. Added right turn lane - improves intersection operation.
2. Pedestrian plaza/ADA transition area for elevated crossing.
3. Added lane on I-5 southbound off ramp - improves intersection operation.
4. Elevated non-motorized crossing of I-5 southbound off ramp.
5. Additional lane across bridge for increased capacity and improved intersection operation.
6. Minor sidewalk improvements along the south side of the bridge.
7. Pedestrian undercrossing (as part of Sound Transit design).
8. Right turn and transit signal queue jump for potential future E-W bus service.
9. Added northbound onramp option for improved intersection operation at 5th/145th.
10. Added right turn lane for improved intersection operation and transit signal queue jump for potential future E-W bus service.
11. Future multi use path effort to be coordinated by SDOT/WSDOT.

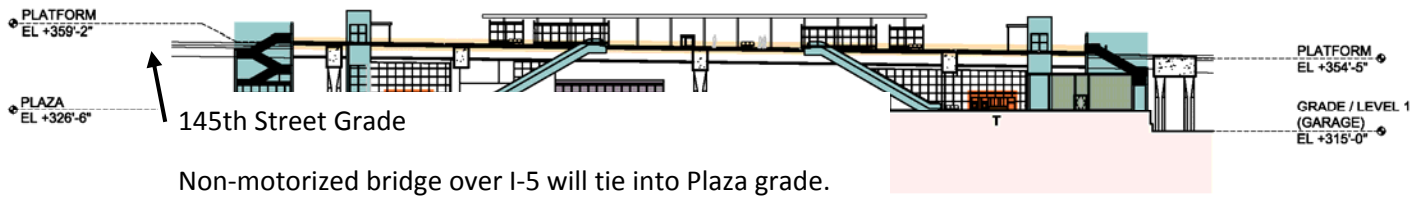
(147th Off Corridor Bike Facilities)



This is a City of Shoreline produced graphic. Sound Transit light rail elements shown are a conceptual depiction based on August 2015 Architectural Station Area Plans which are subject to change during Lynnwood Link Light Rail final design process.



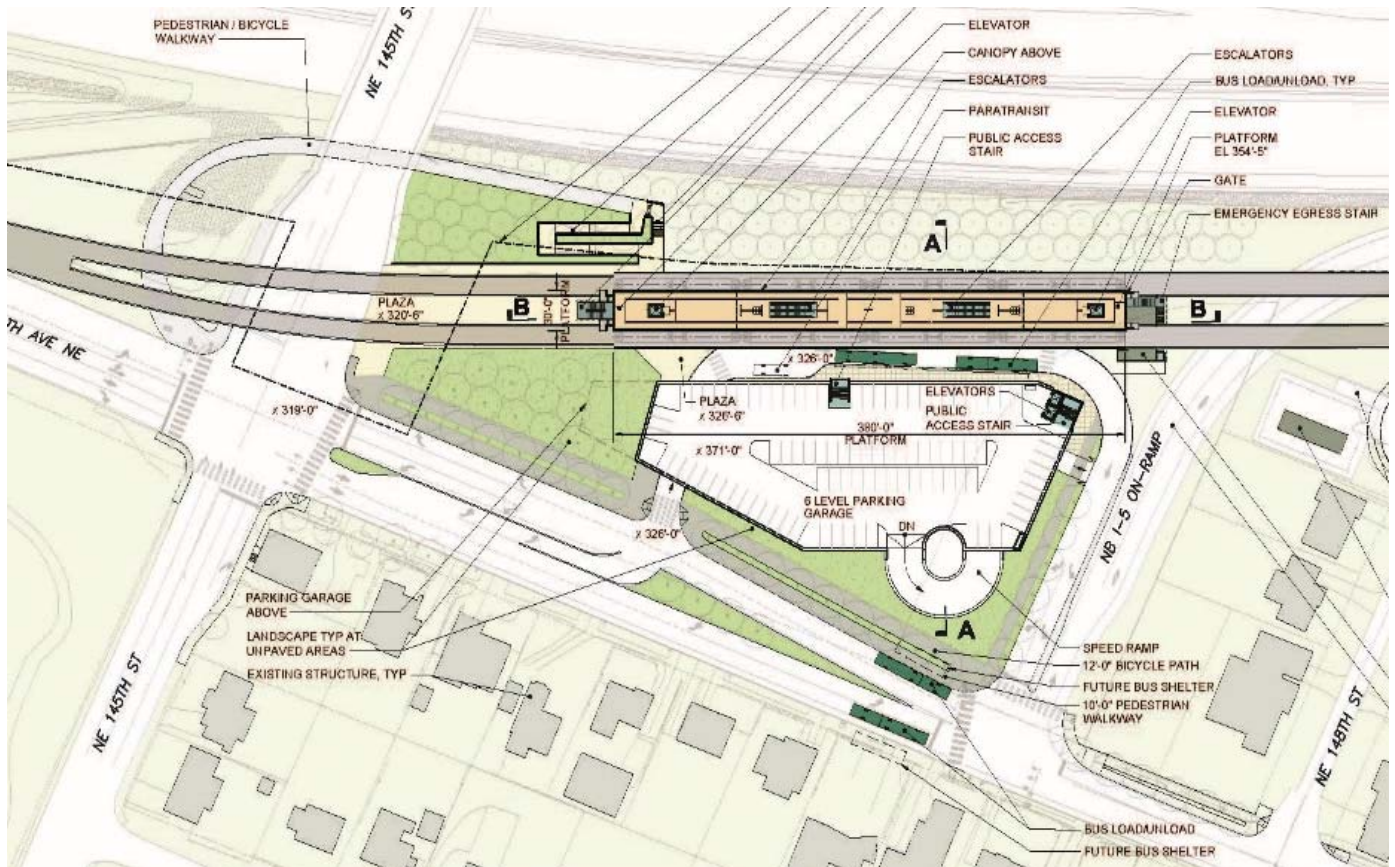
DRAFT CONCEPT



SECTION B-B

PROFILE

Note: Sound Transit light rail elements depicted are based on August 2015 Station area plans which are subject to changes during the Lynnwood Link Light Rail final design



PLAN

Note: Sound Transit light rail elements depicted are based on August 2015 Station area plans which are subject to changes during the Lynnwood Link Light Rail final design

FIGURE 3

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussion of Ordinance No. 743, Amending the 2016 Budget for Uncompleted 2015 Operating and Capital Projects
DEPARTMENT:	Administrative Services
PRESENTED BY:	Sara Lane, Administrative Services Director Rick Kirkwood, Budget Supervisor
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

Shoreline’s budget is adopted on a calendar year basis. Any appropriations that are not expended lapse at the end of each year. Some operating programs and capital projects that were in progress in 2015 will actually be completed in 2016 due to delays and other unanticipated issues. This results in 2015 expenditures being less than projected and the 2015 ending fund balances being greater than projected. In order to provide adequate budget resources in 2016 to pay expenditures incurred or complete projects initiated in 2015, additional budget authorization is needed. This is accomplished by re-appropriating a portion of the 2015 ending fund balance for expenditures in 2016, commonly referred to as a carryover. In some cases there may be a grant or other dedicated revenue source associated with expenditures. In those instances the revenue source(s) will be identified and added to the 2016 budget. Proposed Ordinance No. 743, which is attached to this staff report as Attachment A, re-appropriates \$9,316,210.

FINANCIAL IMPACT:

In total, proposed Ordinance No. 743 will amend the City’s budget by increasing it \$9,316,210, which will bring the total 2016 budget to \$88,766,646. The amendment includes \$3,960,212 of revenue from grants and other funding sources, the transfer of \$2,146,343 between funds, and the use of \$3,209,655 in available fund balance. After including the preliminary results of 2015 and the proposed use of fund balance, the City’s available 2016 fund balance for the affected funds is \$4.995 million higher than that projected in the 2016 budget book.

RECOMMENDATION

No action is required by the City Council. This meeting will provide an opportunity for Council to ask specific questions and provide staff direction. Adoption of proposed Ordinance No. 743 is scheduled for April 25, 2016.

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

BACKGROUND

Shoreline's budget is adopted on a calendar year basis. Any appropriations that are not expended lapse at the end of each year. In some cases, projects are initiated in one year, but do not get completed until the following year. This is not always known when planning the next budget cycle and therefore the unexpended funds from one year become part of the fund balance carried into the next year. It is necessary to take the portion of the fund balance actually needed to complete the projects and re-appropriate those dollars for expenditure in the current year.

DISCUSSION

Proposed Ordinance No. 743 would re-appropriate \$9,316,210 from 2015 to 2016 for several operating programs and capital projects. Among other reasons, re-appropriations often happen for very large projects, projects started later in a calendar year, and projects that experience unforeseen delays. Only the amount necessary to complete the project is actually re-appropriated into the succeeding year. Although most projects are capital in nature, some of these expenditures relate to operations. Attachment B to this staff report provides a table that summarizes the re-appropriation requests by fund.

ALTERNATIVES ANALYZED

Alternative 1: Take no action

If the Council chooses to not approve this amendment either the expenditures incurred or complete projects initiated in 2015 would not be paid or completed without adversely impacting existing 2016 appropriations that would need to be redirected for the completion of projects already in progress. In the case of capital projects, there would not be sufficient budget authority to complete ongoing projects.

Alternative 2: Approve Ordinance No. 743 (Recommended)

Approval of proposed Ordinance No. 743 will provide the budget authority for the payment of expenditures incurred or completion of projects initiated in 2015 without negatively impacting existing 2016 appropriations. In addition, this amendment will result in accurately reflecting the anticipated expenditures in the City's operating and capital funds.

FINANCIAL IMPACT

Proposed Ordinance No. 743 totals \$9,316,210 and increases both revenues and expenditures. Resources for the amendment include \$3,960,212 of revenue from grants and other funding sources, the transfer of \$2,146,343 between funds, and the use of \$3,209,655 in available fund balance. The following table summarizes the impact of this budget amendment and the resulting 2016 appropriation for each of the affected funds.

Fund	2016 Current Budget (A)	Carryover Amount (B)	Amended 2016 Budget (C) (A + B)
General Fund	\$42,133,114	\$1,675,103	\$43,808,217
Street Fund	\$1,631,411	\$69,771	\$1,701,182
Federal Criminal Forfeiture Fund	\$1,156,101	\$1,646,343	\$2,802,444
General Capital Fund	\$7,341,725	\$1,793,799	\$9,135,524
City Facilities-Major Maintenance Fund	\$758,500	\$18,584	\$777,084
Roads Capital Fund	\$12,758,137	\$3,716,339	\$16,474,476
Surface Water Utility Fund	\$6,835,663	\$306,807	\$7,142,470
Equipment Replacement Fund	\$210,138	\$89,464	\$299,602
All Other Funds	\$6,625,647	\$0	\$6,625,647
Total	\$79,450,436	\$9,316,210	\$88,766,646

The table below summarizes the impact on available fund balance in each of the affected funds. The actual 2016 beginning fund balance is \$8.204 million higher than that projected in the 2016 budget book. After the effect of these changes, the City's 2016 adjusted fund balance is \$4.995 million higher than that projected in the 2016 budget book.

Fund	Proj. 2016 Beg. Fund Balance (A)	Actual 2016 Beg. Fund Balance (B)	Total Carryover Request (C)	Total Resources Adjustment (D)	2016 Adj. Fund Balance (Adj. for Carryover) (E) (B - C + D)	Var. from Proj. 2016 Beg. Fund Balance (F) (E - A)
General Fund	\$9,645,545	\$12,467,360	\$1,675,103	\$667,374	\$11,459,631	\$1,814,086
Street Fund	\$888,977	\$1,064,319	\$69,771	\$0	\$994,548	\$105,571
Federal Criminal Forfeiture Fund	\$177,601	\$2,600,244	\$1,646,343	\$0	\$953,901	\$776,300
General Capital Fund	\$2,515,749	\$2,953,306	\$1,793,799	\$1,679,622	\$2,839,129	\$323,380
City Facilities-Major Maintenance Fund	\$35,944	\$84,801	\$18,584	\$0	\$66,217	\$30,273
Roads Capital Fund	\$2,993,168	\$4,185,502	\$3,716,339	\$3,759,559	\$4,228,722	\$1,235,554
Surface Water Utility Fund	\$1,510,129	\$2,418,441	\$306,807	\$0	\$2,111,634	\$601,505
Equipment Replacement Fund	\$1,988,194	\$2,185,499	\$89,464	\$0	\$2,096,035	\$107,841
Total	\$19,755,307	\$27,959,473	\$9,316,210	\$6,106,555	\$24,749,818	\$4,994,511

RECOMMENDATION

No action is required by the City Council. This meeting will provide an opportunity for Council to ask specific questions and provide staff direction. Adoption of proposed Ordinance No. 743 is scheduled for April 25, 2016.

ATTACHMENTS

- Attachment A: Proposed Ordinance No. 743
- Attachment B: 2016 Re-appropriations by Fund Detail

ORDINANCE NO. 743

AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON, AMENDING ORDINANCE NO. 728 BY INCREASING THE APPROPRIATION IN THE GENERAL FUND, STREET FUND, FEDERAL CRIMINAL FORFEITURES FUND, GENERAL CAPITAL FUND, CITY FACILITIES-MAJOR MAINTENANCE FUND, ROADS CAPITAL FUND, SURFACE WATER UTILITY FUND, AND EQUIPMENT REPLACEMENT FUND

WHEREAS, the 2016 Budget was adopted in Ordinance No. 728 and amended by Ordinance No. 740; and

WHEREAS, various projects were included in the City's 2015 operating budget and were not completed during 2015; and

WHEREAS, the 2016–2021 Capital Improvement Plan was adopted in Ordinance No. 728; and

WHEREAS, the 2015 Budget has assumed completion of specific capital improvement projects in 2015; and

WHEREAS, some of these capital projects were not completed and need to be continued and completed in 2016; and

WHEREAS, due to these 2015 projects not being completed, the 2015 ending fund balance and the 2016 beginning fund balance for the General Fund, Street Fund, Federal Criminal Forfeitures Fund, General Capital Fund, City Facilities-Major Maintenance Fund, Roads Capital Fund, Surface Water Utility Fund, and Equipment Replacement Fund is greater than budgeted; and

WHEREAS, the City wishes to appropriate a portion of these greater-than-budgeted beginning fund balances in 2016 to complete 2015 work and to include additional projects that were unknown needs when the 2016 budget was adopted; and

WHEREAS, the City of Shoreline is required by RCW 35A.33.00.075 to include all revenues and expenditures for each fund in the adopted budget; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON DO ORDAIN AS FOLLOWS:

Section 1. Amendment. The City hereby amends Section 2 of Ordinance No. 728, *Summary of Revenues and Expenditures*, by increasing the appropriation for the General Fund by \$1,675,103; for the Street Fund by \$69,771; for the Federal Criminal Forfeiture Fund by \$1,646,343; for the General Capital Fund by \$1,793,799; for the City Facilities-Major Maintenance Fund by \$18,584; for the Roads Capital Fund by \$3,716,339; for the Surface Water

Utility Fund by \$306,807; for the Equipment Replacement Fund by \$89,464; and, by increasing the Total Funds appropriation to \$88,766,646, as follows:

	Current Appropriation	Revised Appropriation
General Fund	\$42,133,114	\$43,808,217
Street Fund	1,631,411	1,701,182
Code Abatement Fund	100,000	
State Drug Enforcement Forfeiture Fund	168,243	
Public Arts Fund	84,216	
Federal Drug Enforcement Forfeiture Fund	263,000	
Transportation Benefit District Fund	1,035,644	
Property Tax Equalization Fund	691,313	
Federal Criminal Forfeiture Fund	1,156,101	2,802,444
Transportation Impact Fees Fund	359,775	
Revenue Stabilization Fund	\$0	
Unltd Tax GO Bond 2006	1,710,375	
Limited Tax GO Bond 2009	1,663,417	
Limited Tax GO Bond 2013	260,948	
General Capital Fund	7,341,725	9,135,524
City Facility-Major Maintenance Fund	758,500	777,084
Roads Capital Fund	12,758,137	16,474,476
Surface Water Capital Fund	6,835,663	7,142,470
Vehicle Operations/Maintenance Fund	271,216	
Equipment Replacement Fund	210,138	299,602
Unemployment Fund	17,500	
Total Funds	\$79,450,436	\$88,766,646

Section 2. Severability. Should any section, paragraph, sentence, clause or phrase of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 3. Effective Date. A summary of this ordinance consisting of its title shall be published in the official newspaper of the City. The ordinance shall take effect and be in full force five days after passage and publication.

PASSED BY THE CITY COUNCIL ON APRIL 25, 2016

Mayor Christopher Roberts

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik Smith
City Clerk

Margaret King
City Attorney

Publication Date: , 2016
Effective Date: , 2016

Fund	Dept / Program	Project/Item	Carryover Amount	Carryover Revenue	Justification
General Fund					
	General Fund Admin Key	Transfer to Roads Capital Fund for Grant Match	\$500,000		Transfer delayed until 2016.
	City Manager's Office	Leadership and Management Development	\$25,000		Complete project in 2016.
	ASD / Budget/Financial Plan	Cost of Service Study	\$16,432		Complete project in 2016.
	ASD / IT Strategic Plan & Advry Svc	SharePoint Phase I	\$6,000		Complete project in 2016.
	ASD / IT Strategic Plan & Advry Svc	Class Replacement	\$4,000		Complete project in 2016.
	ASD / Information Technology - GIS	Digital Aerial Photography and Mapping	\$20,000		Project delayed into 2016.
	ASD / IT-Operations	Vsphere License Upgrades	\$9,906		Payment of invoices received in 2016.
	ASD / IT-Operations	GFI Replacement (Email Archiving Software)	\$3,000		Complete project in 2016.
	ASD / Facilities	Project Management Skills Training	\$12,075		Complete project in 2016.
	ASD / Facilities	Pool HVAC Controls Replacement	\$18,000		Complete project in 2016.
	Police / Special Support	RADAR Program	\$631,380	\$631,380	Project continues in 2016.
	Community Services / Emergency	Emergency Management Performance Grant		\$1,014	EMPG Grant continues until 8/31/2016.
	PRCS / General Programs	Purchase of greenhouse supplies for gardening program	\$5,039		Use of \$5,039 donation from CHOICES program received in March 2013.
	PRCS / Teen & Youth Development Program	Raikes Foundation Teen Training	\$4,917		Use remainder of funding from the Raikes Foundation.
	CMO / Economic Development	Marketing campaign for Promoting Shoreline	\$71,673		Complete project in 2016.
	CMO / Economic Development	Promoting Shoreline	\$45,484		Complete project in 2016.
	CMO / Economic Development	Building a cohesive, unified brand for Aurora Square	\$5,000		Complete project in 2016.
	PCD / City Planning	145th St Station Subarea Plan Support	\$77,704		Continue development of 145th St Station Subarea Plan
	PW / Administration	Strategic Planning Facilitation	\$4,400		Complete project in 2016.
	PW / Environmental Services	Waste Reduction & Recycling Grant	\$34,980	\$34,980	Support Wastemobile and residential recycling programs.
	PW / Environmental Services	Solid Waste Procurement Contract	\$16,122		Consultant support during the process.
	PW / Right of Way Program	Construction Manual	\$13,014		Complete project in 2016.
	PW / Engineering	Section 504 and American Disability Act	\$50,000		Project delayed into 2016.
	PW / Engineering	Right-of-Way Inventory and Condition Assessment	\$56,000		Project delayed into 2016.
	PW / Engineering	Development of cost estimating tool	\$4,977		Complete project in 2016.
	PW / Traffic Services	145th St Route Development Plan	\$40,000		Project delayed into 2016.
		Total General Fund	\$1,675,103	\$667,374	
Street Fund					
	PW / Street Operations	Public Works Health and Safety Manual	\$19,105		Complete project in 2016.
	PW / Street Operations	Purchase of accessories for 3/4 Ton Heavy Duty Pickup (Street Operations portion of cost of VN#110)	\$6,927		Complete purchase in 2016.
	PW / Street Operations	Purchase of utility body for sign truck (Street Operations portion of cost of VN#116)	\$43,739		Complete purchase in 2016.
		Total Street Fund	\$69,771	\$0	

Fund	Dept / Program	Project/Item	Carryover Amount	Carryover Revenue	Justification
Federal Criminal Forfeiture Fund					
Federal Criminal Forfeiture		Transfer to General Capital Fund for Police Station	\$1,646,343		Project continues in 2016.
Total Federal Criminal Forfeiture Fund			\$1,646,343	\$0	
General Capital Fund					
CIP		Police Station at City Hall	\$1,646,343	\$1,646,343	Continue project in 2016.
CIP		Parks Repair & Replacement	\$13,565		Continue project in 2016.
CIP		Regional Trail Signage	\$5,906		Continue project in 2016.
CIP		Shoreline Veteran's Recognition	\$33,279	\$33,279	Complete project in 2016.
CIP		Turf and Lighting Repair & Replacement Projects	\$42,155		Continue project in 2016.
CIP		Pool & Recreation Facility Master Planning	\$15,000		Project delayed into 2016.
CIP		Parks, Recreation and Open Space Plan Update	\$37,551		Complete project in 2016.
Total General Capital Fund			\$1,793,799	\$1,679,622	
City Facilities-Major Maintenance Fund					
CIP		Pool Major Maintenance	\$18,584		Continue project in 2016.
Total City Facilities-Major Maintenance Fund			\$18,584	\$0	
Roads Capital Fund					
Roads Capital Fund Admin Key		Transfer to Roads Capital Fund for Grant Match		\$500,000	Transfer delayed until 2016.
CIP		Curb Ramps, Sidewalks, Gutters	\$83,902		Continue project in 2016.
CIP		Traffic Safety Improvements	\$17,829		Continue project in 2016.
CIP		10th Ave NW Bridge Repairs	\$13,207		Complete project in 2016.
CIP		Einstein Safe Route to School	\$39,227	\$9,263	Complete project in 2016.
CIP		195th Trail Connector 1st-5th	\$10,000		Complete project in 2016.
CIP		Interurban / Burke-Gilman	\$50,017	\$62,989	Continue project in 2016.
CIP		Bike System Implementation	\$10,000	\$8,650	Continue project in 2016.
CIP		Echo Lake Safe Route to School	\$31,124	\$33,500	Complete project in 2016.
CIP		Traffic Signal Rehab	\$52,089		Continue project in 2016.
CIP		Aurora Ave. N 145th to 192nd Safety Improvements	\$3,543		Complete project in 2016.
CIP		Annual Roads Surface Maintenance Program	\$121,336		Continue project in 2016.
CIP		Aurora Avenue N 192nd to 205th	\$3,284,065	\$3,145,157	Complete project in 2016.
Total Roads Capital Fund			\$3,716,339	\$3,759,559	
Surface Water Utility Fund					
PW / Surface Water Mgmt		Storm Sewer System Cleaning (Vactoring)	\$10,995		Work continues in 2016.
PW / Surface Water Mgmt		Purchase of accessories for 3/4 Ton Heavy Duty Pickup (SWM portion of cost of VN#110)	\$1,052		Complete purchase in 2016.
CIP		McAleer Creek - Goheen Property Revetment Repair Project	\$3,626		Continue project in 2016.
CIP		Stormwater Pipe Repair and Replacement Project	\$77,103		Continue project in 2016.
CIP		Puget Sound Drainages Basin Plan	\$171,432		Complete project in 2016.
CIP		Hidden Lake Dam Removal	\$41,213		Complete project in 2016.
CIP		NE 148th Street Infiltration Facilities	\$1,386		Complete project in 2016.
Total Surface Water Utility Fund			\$306,807	\$0	

Fund	Dept / Program	Project/Item	Carryover Amount	Carryover Revenue	Justification
Equipment Replacement Fund					
	Equipment Replacement-Vehicles/Heavy Equipment	Purchase of utility body for sign truck (Equip. Repl. portion of cost of VN#116)	\$4,069		Complete purchase in 2016.
	Equipment Replacement-Vehicles/Heavy Equipment	Purchase of accessories for 3/4 Ton Heavy Duty Pickup (Equip. Repl. portion of cost of VN#110)	\$27,781		Complete purchase in 2016.
	Equipment Replacement-Vehicles/Heavy Equipment	Additional funds to purchase VN#232 (Cracksealer)	\$57,614		Complete purchase in 2016.
Total Equipment Replacement Fund			\$89,464	\$0	
TOTAL CARRYOVER REQUESTS			\$9,316,210	\$6,106,555	

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussion of Ordinance No. 744, Budget Amendment for 2016		
DEPARTMENT:	Administrative Services		
PRESENTED BY:	Sara Lane, Administrative Services Director Rick Kirkwood, Budget Supervisor		
ACTION:	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input type="checkbox"/> Motion
	<input checked="" type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

PROBLEM/ISSUE STATEMENT:

During the first quarter of 2016 staff identified several operating programs and capital projects that require additional funding due to unanticipated needs that were unknown in November 2015 at the time the 2016 budget was adopted by Council. Staff is requesting that the 2016 budget be amended to provide funding for these programs and projects. Proposed Ordinance No. 744 provides for this amendment.

FINANCIAL IMPACT:

Proposed Ordinance No. 744 increases 2016 appropriations for various operating programs and capital projects by \$1,112,712, increases revenues by \$157,529, increases transfers between funds by \$58,303, and uses available fund balance totaling \$955,183. Proposed Ordinance No. 744 also zeroes out the \$1,035,644 in appropriations and revenues for the Transportation Benefit District Fund. The net impact of Ordinance No. 744 is an increase in 2016 appropriations totaling \$77,068 and decrease in resources totaling \$819,812. The adjusted 2016 fund balance, net of 2015 carryovers, for the affected funds is \$2.983 million higher than that projected in the 2016 budget book. After the effect of these changes, the City's 2016 fund balance is \$2.086 million higher than that projected in the 2016 budget book. The following programs in the operating budget will be impacted by this amendment:

General Fund: \$632,930

- ASD / Information Technology: \$238,004
- ASD / IT Equipment Replacement: \$17,000
- ASD / Facilities: \$4,634
- Citywide / Non-departmental: \$17,252
- Police /Traffic Services: \$10,314
- PRCS / Administration: (\$15,000)
- PRCS / Parks Operations: \$36,000
- PRCS / Teen & Youth Development Program: \$4,865
- Public Works / Environmental Services: \$50,000
- Sound Transit (ASD/PW/PCD): \$211,558
- Transfers Out: \$58,303

Street Fund: \$12,591

- Public Works / Street Operations: \$12,591

Transportation Benefit District Fund: (\$1,035,644)

- Transportation Benefit District / Admin Key: (\$1,035,644)

Equipment Replacement Fund: \$157,798

- Equipment Replacement: \$157,798

The following projects in the capital budget will be impacted by this amendment:

General Capital Fund: \$6,000

- KC Levy Trail Projects: \$6,000

City Facilities Major Maintenance Fund: \$89,670

- Roof Replacement and Major Repairs: \$89,670

Roads Capital Fund: \$0 (FTE Increase only)

- N 175th Street (Stone Way to I-5) Capital Project: \$0 (Increase of 1.00 FTE Engineer II – Capital Projects)

The following programs/projects in the utility budget will be impacted by this amendment:

Surface Water Management: \$70,000

- Surface Water Management - \$70,000

Surface Water Capital: \$143,723

- Surface Water Small Projects: \$135,723
- Lyon (Ballinger) Creek Basin Plan: \$4,000
- McAleer Creek Basin Plan: \$4,000

Staff has updated the 10 Year Financial Sustainability Model to reflect the impact this budget amendment will have on the current budget and the forecast.

RECOMMENDATION

No action is required by the City Council. This meeting will provide an opportunity for Council to ask specific questions and provide staff direction. Adoption of proposed Ordinance No. 744 is scheduled for April 25, 2016.

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

INTRODUCTION

During the first quarter of 2016 staff identified several operating programs and capital projects that require additional funding due to unanticipated needs that were unknown in November 2015 at the time that the 2016 budget was adopted by Council. Staff is requesting that the 2016 budget be amended to provide funding for these programs and projects. Proposed Ordinance No. 744 (Attachment A) provides for this amendment.

BACKGROUND

The detail of the proposed budget amendments is as follows, and is also outlined in Attachment B to this staff report.

General Fund

Cityworks Implementation for Parks Operations and Ronald Wastewater District:

The 2016 appropriation will increase by a total of \$238,004 for the Information Technology Division of the Administrative Services Department and decrease by a total of \$15,000 for the Administration Division of the Parks, Recreation and Cultural Services Department. The net increase requested by staff in 2016 totals \$223,004.

The implementation of Cityworks for the Parks Operations Division of the Parks, Recreation and Cultural Services Department (Parks) is included in the Strategic Technology Plan for a 2017 implementation. As part of the Assumption Transition Committee of Elected Officials (CEO) process, the Ronald Wastewater District (RWD) discussed and subsequently appropriated funding in its 2016 budget for the implementation of Cityworks. Woolpert, the City's Cityworks implementer, can link implementation for Parks and RWD together at this time. The implementation of RWD on the City's Cityworks system will provide RWD with a much needed replacement of its aging database that is no longer supported by the vendor. RWD has agreed to implement its assets in a separate area on the City's Cityworks system. A significant benefit of this approach is the elimination of work to consolidate assets upon the City's assumption of RWD. To that end, this approach will result in significant cost savings by reducing the number of trips the consultant will need to make to our organizations and focusing on the configuration of the system once for two groups as opposed to two separate configurations.

The City will need to amend its contract with Cityworks to include licensing for RWD at a total of \$16,425, which will be reimbursed by RWD. The City will need to amend its contract with Woolpert to provide consulting services for the implementation at a total of \$153,579 and up to \$8,000 of travel expenses (to be invoiced based on actual expenses), with RWD reimbursing the City for 50% of the actual cost.

The City will also have to contract out for approximately seven months of technical support for \$60,000 to update GIS inventory, provide support for implementation, develop workflows to support work processes, train staff on processes, and configure mobile devices.

The 2016 budget includes \$50,000 in the PRCS Administration budget identified for the Parks asset inventory. In addition to the savings discussed above, \$15,000 of this budget item can be redirected toward the Cityworks project. If the Cityworks item discussed above is not moved forward, this item in the PRCS Administration budget will need to remain funded at \$50,000. The net increase requested by staff in 2016 totals \$223,004. The 2017 proposed budget would have included this funding request, but it is now recommended to move this work to 2016.

ASD / IT Equipment Replacement:

The 2016 appropriation for this program will increase by a total of \$17,000 to replace the control panel (located in the Council Chambers) and the capture device used for recording council meetings for cable TV. The control panel is not working reliably and is over two years past its normal replacement cycle. The device that records the Council meetings for cable TV is also past its normal replacement cycle and has been failing intermittently.

ASD / Facilities:

The 2016 appropriation for this program will increase by a total of \$4,634 to replace several small, but important, tools that were stolen from the City Facility's van in July 2015. These tools are stored in the Facility's van so they can be transported to make repairs in various City facilities including the fourteen park restrooms.

Citywide / Non-departmental:

The 2016 appropriation for this program will increase by a total of \$17,252 to pay for a Fire Benefit Charge implemented by the Shoreline Fire Department. In August 2015, voters authorized the Shoreline Fire Department to impose a Fire Benefit Charge (FBC) on improvements to real property. City property is exempt from taxes levied on properties. The Shoreline Fire Department assured City staff that the City would be exempt; however, because the FBC is a fee for a service/benefit and not a tax, the City will have to pay the FBC. There are 11 properties that include improvements (e.g., City Hall, Highland Plaza, etc.) that were charged the FBC for a total of \$17,289. The 2016 budget includes \$41,093 for fees associated with City-owned properties, such as noxious weed fees, King County Conservation District fees, and surface water fees. With the FBC and other fees added together, the 2016 total charge is \$58,345. Staff is requesting \$17,252 in additional appropriations for the difference created by the addition of the FBC. Staff is continuing its discussion with the Shoreline Fire Department regarding the FBC.

Police / Traffic Enforcement:

The 2016 appropriation for this program will increase by a total of \$10,314 to purchase police equipment. Funding for this amendment will come from a grant from the Byrne/JAG Program.

Parks, Recreation and Cultural Services (PRCS) / Parks Operations:

Vactoring:

The 2016 appropriation for this program will increase by a total of \$11,000 for the vactoring of catch basins within City parks, parking lots, and open spaces as requested by the Public Works Surface Water Management program to meet the requirements of the City's National Pollution Discharge Elimination System (NPDES) permit.

Emergency/Hazardous Tree Removal:

The 2016 appropriation for this program will increase by a total of \$25,000 for emergency and hazardous tree removal. On March 8 PRCS staff were contacted by a resident about a tree in Innis Arden Reserve Park that was leaning on another tree adjacent to a home. Staff investigated and determined the tree needed to be removed as quickly as possible since the tree root ball was exposed, thereby no longer securing the tree in the ground, and the tree was leaning directly over the adjacent home. Given the size of the tree and its location on a steep slope the removal was beyond staff's ability. Staff's tree maintenance contractor (Best Tree) was asked to inspect the tree and provide a bid for removal. The removal was a complicated process requiring a 175-ton crane to lift men to the top of the tree, remove it in sections and drop the tree sections to the ground. The work was completed on Saturday, March 12. Furthermore, with the recent windstorm on March 13, a number of trees in the right-of-way have become critically hazardous and will need removal.

Parks, Recreation and Cultural Services (PRCS) / Teen & Youth Development Program:

The 2016 appropriation for this program will increase by a total of \$4,865 and the number of approved FTEs will be increased by 0.125 for the Recreation Specialist II position in order to expand the Hang Time program for middle school students currently held at Kellogg Middle School into Einstein Middle School. This is intended to be an ongoing change starting in August 2016. There are offsetting savings from payments to the YMCA.

In early March the Shoreline School District (SSD) approached the YMCA and PRCS about expanding this program due to its success at Kellogg Middle School. The Hang Time program has offered after school activities to students for almost 20 years. It has been a successful partnership between the City, YMCA, and SSD. The SSD believes expanding this program into Einstein Middle School will fill a gap where there is not a comprehensive after school program. The YMCA and SSD have agreed to participate in an expanded program. The requested funding allows an increase of 0.125 FTE of the aforementioned position and additional extra help support for the program hours, which provides the City's participation in this partnership to serve Shoreline's youth.

The total net cost of this request in 2016 equals \$4,865, comprised of \$4,498 to increase the Recreation Specialist II to 1.00 FTE, \$2,867 in extra help costs, and an offset of \$2,500 in the form of a reduction in payments to the YMCA. The estimated net cost increase of this program expansion for 2017 totals \$10,106, and is comprised of \$9,184 related to the FTE increase, \$5,922 in extra help costs, and an offset of \$5,000 in the form of a reduction in payments to the YMCA.

Public Works / Environmental Services:

The 2016 appropriation for this program will increase by a total of \$50,000 to implement the new solid waste contract and new mandatory collection requirement, which includes, but is not limited to, the development of educational material, an open house event, and consultant services. These services need to be provided to facilitate a smooth contract implementation process that enhances customer understanding of their new service and requirements. Funding for this amendment will come from a reimbursement of \$50,000 from the selected solid waste service provider.

Staffing for Sound Transit Lynnwood Link Extension Project:

The 2016 appropriation will increase by a total of \$211,558, comprised of \$22,528 for the Information Technology and Facilities divisions of the Administrative Services Department, \$89,018 for the Planning & Community Development Department, and \$100,012 for the Public Works Department.

Sound Transit is expected to begin final design of the Lynnwood Link Extension (LLE) project in late-April or early-May. The City and Sound Transit are negotiating a multi-year agreement with regard to its development, design, construction and permitting phases. It is anticipated that the cost for these positions will be funded through a staffing agreement between the City and Sound Transit. In order to meet the turn-around times requested by Sound Transit additional staffing is required. Sound Transit has provided funding for supplemental staffing to other jurisdictions that have Sound Transit light rail facilities being built. Given the lead time needed to recruit and hire staff, the City Manager recommends adding these positions at this time, recognizing that a negotiated agreement with Sound Transit will come at a later date.

At this time staff is requesting that the 2016 budget be amended by increasing the number of approved FTEs for the Planning and Community Development Department by one (1.00 FTE Senior Planner) and the Public Works Department by one (1.00 FTE Engineer II). The appropriations for 2016 will be placed in the appropriate departments' budgets, as follows:

- Administrative Services Department – Information Technology and Facilities: \$22,528 for start-up costs (i.e., computer, phone, cubicle setup, etc.).
- Planning & Community Development: \$89,018 for salaries, benefits, and staff support of a Senior Planner position (1.00 FTE).
- Public Works: \$100,492 for salaries, benefits, and staff support of an Engineer II (1.00 FTE).

General Fund Transfers Out:

The 2016 appropriation will increase by a total of \$58,303 as a transfer from the General Fund to the City Facilities-Major Maintenance Fund that is needed to fully establish the Roof Replacement and Major Repairs project. There are four City facilities that are experiencing roof leaks; City Hall (CH), Richmond Highlands Community Center (RHCC), Shoreline Pool (Pool) and Highland Plaza (current location of Jersey's). This request will fund the investigation and/or repair of the CH green roof and a 30'x5' roof section at the Pool, as well as the investigation of options to repair the Highland Plaza roof and severity of the leaks in the RHCC roof.

Revenues:

General Fund revenues will be increased by \$157,529, as follows:

- The Ronald Wastewater District will reimburse the City for 100% of the costs, or \$16,425, of the licenses needed to implement Cityworks, and 50% of the costs, or up to \$80,790, for the consulting services with Woolpert for the implementation and Woolpert's travel costs.
- A grant from the Byrne/JAG program will provide \$10,314 for the purchase of police equipment; and,

- The new solid waste service provider will provide \$50,000 to implement the new solid waste contract and new mandatory collection requirement.

Impact on the General Fund's Fund Balance:

Ordinance No. 744 proposes using \$475,401 of available fund balance to fund the proposed items that do not have a dedicated revenue source.

Street Fund

Public Works / Street Operations:

The 2016 appropriation for this program will increase by a total of \$12,591 to purchase of the replacement the current Vehicle #134 with a heavy duty multi-purpose vehicle with a "hook-and-go" feature. The 2015 appropriation to purchase the new vehicle was not sufficient primarily due to the increased cost of the required hydraulic system.

Impact on the Street Fund's Fund Balance:

Ordinance No. 744 proposes using \$12,591 of available fund balance to fund this amendment.

Transportation Benefit District (TBD) Fund

Transportation Benefit District / Admin Key:

The 2016 appropriation and revenues for this program will each decrease by a total of \$1,035,644 as a result of the assumption of the TBD through Council action (Ordinance No. 726). In 2016, staff learned that the City is able to account for the revenues and expenditures associated with the TBD directly within the Roads Capital Fund, thereby eliminating the need to maintain a separate TBD Fund. As the appropriation and offsetting revenue from TBD vehicle license fees for the Annual Road Surface Maintenance Program are already budgeted within the Roads Capital Fund, this amendment serves to reduce the City's total appropriations without adversely impacting existing 2016 appropriations.

Impact on the Transportation Benefit District Fund's Fund Balance:

Ordinance No. 744 will have no effect on available fund balance to fund this amendment.

General Capital Fund

KC Levy Trail Projects:

The 2016 appropriation for this project will increase by a total of \$6,000 to include additional KC Levy Trail funding received in 2015 than was projected and programmed in 2016. This project will provide for environmental vegetation management and minor trail repair.

Impact on the General Capital Fund's Fund Balance:

Ordinance No. 744 proposes programming \$6,000 of additional KC Levy Trail funding received in 2015 to fund this amendment.

City Facilities-Major Maintenance Fund

Roof Replacement and Major Repairs:

The 2016 appropriation for this project will increase by a total of \$89,670 to add the Roof Replacement and Major Repairs project to the 2016 Capital Improvement Program. There are four City facilities that are experiencing roof leaks; City Hall (CH), Richmond Highlands Community Center (RHCC), Shoreline Pool (Pool) and Highland Plaza (Jersey's). This project will include investigation and/or repair of the CH green roof and a 30'x5' roof section at the Pool, as well as the investigation of options to repair the Highland Plaza roof and severity of the leaks in the RHCC roof. Additional support for this project will be provided by the General Fund in the amount of \$58,303 as discussed above.

Facility roofs leaks, if not repaired in a timely manner, can lead to extensive damage to interior walls, floors, furniture, and other mechanical systems and appliances. It is critical to have repairs completed to prevent interruptions to business operations and maintain a safe and reliable facility for the community. Roof conditions are not always apparent. In the future it is recommended that the Facilities program conduct an annual review of all City building roofs to identify the needs to be addressed by this new CIP project in the future.

Resources:

City Facilities-Major Maintenance Fund resources will be increased by \$58,303 from a General Fund transfer.

Impact on the City Facilities-Major Maintenance Fund's Fund Balance:

Ordinance No. 744 proposes reprogramming \$31,367 of available fund balance to fund this amendment.

Roads Capital Fund

N 175th Street (Stone Way to I-5):

The 2016 appropriation for this project will not change as this request will amend the 2016 budget by increasing the number of approved FTEs for the Public Works Department by one (1.00 FTE Engineer II – Capital Projects) in order to be able to deliver this project. The 2016-2021 CIP includes funding the mobility and safety improvements to users of the N 175th Street corridor. Federal STP funds are the primary source of revenue for this project. The City received notice on March 2, 2016 that the King County Project Evaluation Committee has completed its review related to the allocation of returned federal funding and has finalized the distribution of these funds. The City's funding request for \$3,546,500 is on the adopted contingency list. The 2016-2021 CIP already reflects the use of \$2,305,225 in 2016 and \$1,241,275 in 2017 for this project.

Impact on the Roads Capital Fund's Fund Balance:

Ordinance No. 744 will have no effect on available fund balance to fund this amendment as funding is already included in the 2016-2021 CIP.

Surface Water Utility Fund

Surface Water Management:

The 2016 appropriation for this program will increase by a total of \$70,000 to fund professional services to help the City address drainage assessment, engineering and planning needs. The Surface Water Engineer II is focused on the development and delivery of CIP project and does not have capacity to address a backlog of 60 identified drainage issues. This funding will fund support from the Surface Water Engineering and On-Call Services engineering firm in assessing and developing designs. Specific tasks include:

- Assess and develop design and construction documents to eliminate ponding of water on the right-of-way at N 179th and 1st Avenue NE; estimated cost: \$20,000;
- Assess and develop design and construction documents to collect and redirect right-of-way water from entering two private properties located at N 149th and Westminster to an infiltration pond in the right-of-way; estimated cost: \$20,000;
- Assess and develop design and construction documents to eliminate water from two public catch basins contributing to flooding of private property located at 1847 N 183rd St.; estimated cost: \$20,000; and,
- Review backlog of unassigned work and develop criteria for prioritizing the remaining unassigned backlog of drainage issues; provide staff with prioritized list in which to address high to low priority projects and which should be contracted out from those that may be accomplished in-house; estimated cost: \$10,000.

Staff anticipates bringing to Council a 2017 budget request for a higher level of professional services funding that will be used to continue to address the backlog of drainage work through the services provided by the Surface Water Engineering and On-Call Services engineering firm.

Surface Water Small Projects:

The 2016 appropriation for this project will increase by a total of \$135,723 so that previous pre-design and design efforts for Surface Water Small Works sites can be further developed to final design and constructed in 2016 without adversely impacting existing 2016 appropriations. Work to be funded by this amendment represents a continuation of previous efforts which were not completed due to workload issues. Such work includes the Surface Waters Small Project bid package #7639 currently in development, which is approximately 75% complete. There are sufficient funds available in the Surface Water Utility Fund that can be reprogrammed due to operating and other capital project savings that occurred during 2015.

Lyon (Ballinger) Creek Basin Plan:

The 2016 appropriation for this project will increase by a total of \$4,000 to fund the final actions of the basin plan, which included a summary presentation and discussion of basin plan results for City Council. The basin plan final report was completed in 2015. No further work for this basin plan is expected at this time.

The summary presentation and discussion of basin plan results took place during the City Council meeting on February 8, 2016. The total to-date expenses for this work are

approximately \$2,000. The remaining \$2,000 of the proposed budget amendment will likely not be needed but represent a contingency amount in the event that any additional final basin plan-related tasks arise in 2016. There are sufficient funds available in the Surface Water Utility Fund that can be reprogrammed due to operating and other capital project savings that occurred during 2015.

McAleer Creek Basin Plan:

The 2016 appropriation for this project will increase by a total of \$4,000 to fund the final actions of the basin plan, which included a summary presentation and discussion of basin plan results for City Council. The basin plan final report was completed in 2015. No further work for this basin plan is expected at this time.

The summary presentation and discussion of basin plan results took place during the City Council meeting on February 8, 2016. The total to-date expenses for this work are approximately \$2,000. The remaining \$2,000 of the proposed budget amendment will likely not be needed but represent a contingency amount in the event that any additional final basin plan-related tasks arise in 2016. There are sufficient funds available in the Surface Water Utility Fund that can be reprogrammed due to operating and other capital project savings that occurred during 2015.

Impact on the Surface Water Utility Fund’s Fund Balance:

Ordinance No. 744 proposes using \$213,723 of available fund balance to fund this amendment.

FINANCIAL IMPACT

Proposed Ordinance No. 744 increases 2016 appropriations for various operating programs and capital projects by \$1,112,712, increases revenues by \$157,529, increases transfers between funds by \$58,303, and uses available fund balance totaling \$955,183. Proposed Ordinance No. 744 also zeroes out the \$1,035,644 in appropriations and revenues for the Transportation Benefit District Fund. The net impact of Ordinance No. 744 is an increase in 2016 appropriations totaling \$77,068 and decrease in resources totaling \$819,812. The following table summarizes the impact of this budget amendment and the resulting 2016 appropriation for each of the affected funds.

Fund	2016 Current Budget (A)	Budget Amendment (B)	Amended 2016 Budget (C) (A + B)
General Fund	\$43,808,217	\$632,930	\$44,441,147
Street Fund	\$1,701,182	\$12,591	\$1,713,773
Transportation Benefit District Fund	\$1,035,644	(\$1,035,644)	\$0
General Capital Fund	\$9,135,524	\$6,000	\$9,141,524
City Facilities-Major Maintenance Fund	\$777,084	\$89,670	\$866,754
Surface Water Utility Fund	\$7,142,470	\$213,723	\$7,356,193
Equipment Replacement Fund	\$299,602	\$157,798	\$457,400
All Other Funds	\$24,866,923	\$0	\$24,866,923
Total	\$88,766,646	\$77,068	\$88,843,714

The following table summarizes the impact on available fund balance in each of the affected funds. The adjusted 2016 fund balance, net of 2015 carryovers, is \$2.983 million higher than that projected in the 2016 budget book. After the effect of these changes, the City's 2016 fund balance is \$2.086 million higher than that projected in the 2016 budget book.

Fund	Proj. 2016 Beg. Fund Balance (A)	2016 Adj. Fund Balance (Adj. for Carryover) (B)	Total Amendment Request (C)	Total Resources Adjustment (D)	2016 Adj. Fund Balance (Adj. for Amendment) (E) (B - C + D)	Var. from Proj. 2016 Beg. Fund Balance (F) (E - A)
General Fund	\$9,645,545	\$11,459,631	\$632,930	\$157,529	\$10,984,230	\$1,338,685
Street Fund	\$888,977	\$994,548	\$12,591	\$0	\$981,957	\$92,980
Transportation Benefit District Fund	\$0	\$0	(\$1,035,644)	(\$1,035,644)	\$0	\$0
General Capital Fund	\$2,515,749	\$2,839,129	\$6,000	\$0	\$2,833,129	\$317,380
City Facilities-Major Maintenance Fund	\$35,944	\$66,217	\$89,670	\$58,303	\$34,850	(\$1,094)
Surface Water Utility Fund	\$1,510,129	\$2,111,634	\$213,723	\$0	\$1,897,911	\$387,782
Equipment Replacement Fund	\$1,988,194	\$2,096,035	\$157,798	\$0	\$1,938,237	(\$49,957)
Total	\$16,584,538	\$19,567,194	\$77,068	(\$815,178)	\$18,674,948	\$2,085,776

Impact on the Ten Year Financial Sustainability Model (10 YFSM):

The 10 YFSM has been updated (Attachment C) to include all of the proposed items in the General Fund and Street Fund that will require ongoing funding. This includes the requested increase for the Fire Benefit Charge, vactoring services to meet the requirements of the City's NPDES permit, the 0.125 FTE increase of the Recreation Specialist II position and extra help support to expand the Hang Time program for middle school students into Einstein Middle School, and staffing for the Sound Transit Lynnwood Link Extension (LLE) Project. For the period of 2017 through 2026, this amendment results in additional expenditures totaling \$2,158,505, which is comprised of the following:

- \$175,000 for the Fire Benefit Charge;
- \$110,000 for vactoring services in City park facilities;
- \$112,438 for the 0.125 FTE increase of the Recreation Specialist II position;
- \$75,546 for extra help support of the expanded Hang Time program; and,
- (\$50,000) to the YMCA contract to redirect some of the City's support of the expanded Hang Time program.
- \$1,735,521 for staffing for the Sound Transit Lynnwood Link Extension Project for the period of 2017-2022 (six years).

As noted earlier, Sound Transit has agreed, in writing, to provide funding through an Interlocal Agreement (ILA), which is currently being negotiated. A projection for the amount of funding the City may receive through the project period of 2017-2022 is included in this forecast at a total of \$1,735,521.

RECOMMENDATION

No action is required by the City Council. This meeting will provide an opportunity for Council to ask specific questions and provide staff direction. Adoption of proposed Ordinance No. 744 is scheduled for April 25, 2016.

ATTACHMENTS

Attachment A: Proposed Ordinance No. 744

Attachment B: Budget Amendment Detail

Attachment C: 10 Year Financial Sustainability Model – Updated with Proposed Amendment Impacts

ORDINANCE NO. 744

AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON, AMENDING ORDINANCE NO. 728 BY INCREASING THE APPROPRIATION IN THE GENERAL FUND, STREET FUND, GENERAL CAPITAL FUND, CITY FACILITIES-MAJOR MAINTENANCE FUND, SURFACE WATER UTILITY FUND, AND EQUIPMENT REPLACEMENT FUND, AND DECREASING THE APPROPRIATION IN THE TRANSPORTATION BENEFIT DISTRICT FUND

WHEREAS, the 2016 Budget was adopted by Ordinance No. 728 and amended by Ordinance No. 740 and Ordinance No. 743; and

WHEREAS, additional needs that were unknown at the time the 2016 Budget was adopted have occurred; and

WHEREAS, subsequent to the enactment of Ordinance No. 740, it was determined that additional personnel were needed in order to delivery the programs and projects approved in the 2016 budget and 2016-2021 CIP; and

WHEREAS, the 2016 Annual Budget needs to be amended to increase the number of full-time equivalent employees for the Parks, Recreation and Cultural Services, Planning & Community Development, and Public Works departments to fulfill these needs; and

WHEREAS, the City of Shoreline is required by RCW 35A.33.075 to include all revenues and expenditures for each fund in the adopted budget;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON DO ORDAIN AS FOLLOWS:

Section 1. Amendment. The City hereby amends Section 1 of Ordinance No. 743, *Amendment*, by increasing the appropriation for the General Fund by \$632,930; for the Street Fund by \$12,591; for the General Capital Fund by \$6,000; for the City Facilities-Major Fund by \$89,670; for the Surface Water Utility Fund by \$213,723; for the Equipment Replacement Fund by \$157,798; by decreasing the appropriation for the Transportation Benefit District Fund by \$1,035,644; and by increasing the Total Funds appropriation to \$88,843,714, as follows:

	Current Appropriation	Revised Appropriation
General Fund	\$43,808,217	\$44,441,147
Street Fund	1,701,182	1,713,773
Code Abatement Fund	100,000	
State Drug Enforcement Forfeiture Fund	168,243	
Public Arts Fund	84,216	
Federal Drug Enforcement Forfeiture Fund	263,000	

	Current Appropriation	Revised Appropriation
Transportation Benefit District Fund	1,035,644	0
Property Tax Equalization Fund	691,313	
Federal Criminal Forfeiture Fund	2,802,444	
Transportation Impact Fees Fund	359,775	
Revenue Stabilization Fund	\$0	
Unltd Tax GO Bond 2006	1,710,375	
Limited Tax GO Bond 2009	1,663,417	
Limited Tax GO Bond 2013	260,948	
General Capital Fund	9,135,524	9,141,524
City Facility-Major Maintenance Fund	777,084	866,754
Roads Capital Fund	16,474,476	
Surface Water Capital Fund	7,142,470	7,356,193
Vehicle Operations/Maintenance Fund	271,216	
Equipment Replacement Fund	299,602	457,400
Unemployment Fund	17,500	
Total Funds	\$88,766,646	\$88,843,714

Section 2. 2016 Budget Amended. The 2016 Final Budget for the City of Shoreline, as enacted by Ordinance No. 728 and amended by Ordinance No. 740 and Ordinance No. 743, is amended to increase the number of full-time equivalent employees (FTE) for the Parks, Recreation and Cultural Services Department from 30.475 to 30.60, for the Planning & Community Development Department from 22.000 to 23.000, and for the Public Works Department from 42.000 to 43.000. All references to total FTEs for the City and the Public Works Department shall be amended to reflect this increase.

Section 3. Severability. Should any section, paragraph, sentence, clause or phrase of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 4. Effective Date. A summary of this ordinance consisting of its title shall be published in the official newspaper of the City. The ordinance shall take effect and be in full force five days after passage and publication.

PASSED BY THE CITY COUNCIL ON APRIL 25, 2016

Mayor Christopher Roberts

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik Smith
City Clerk

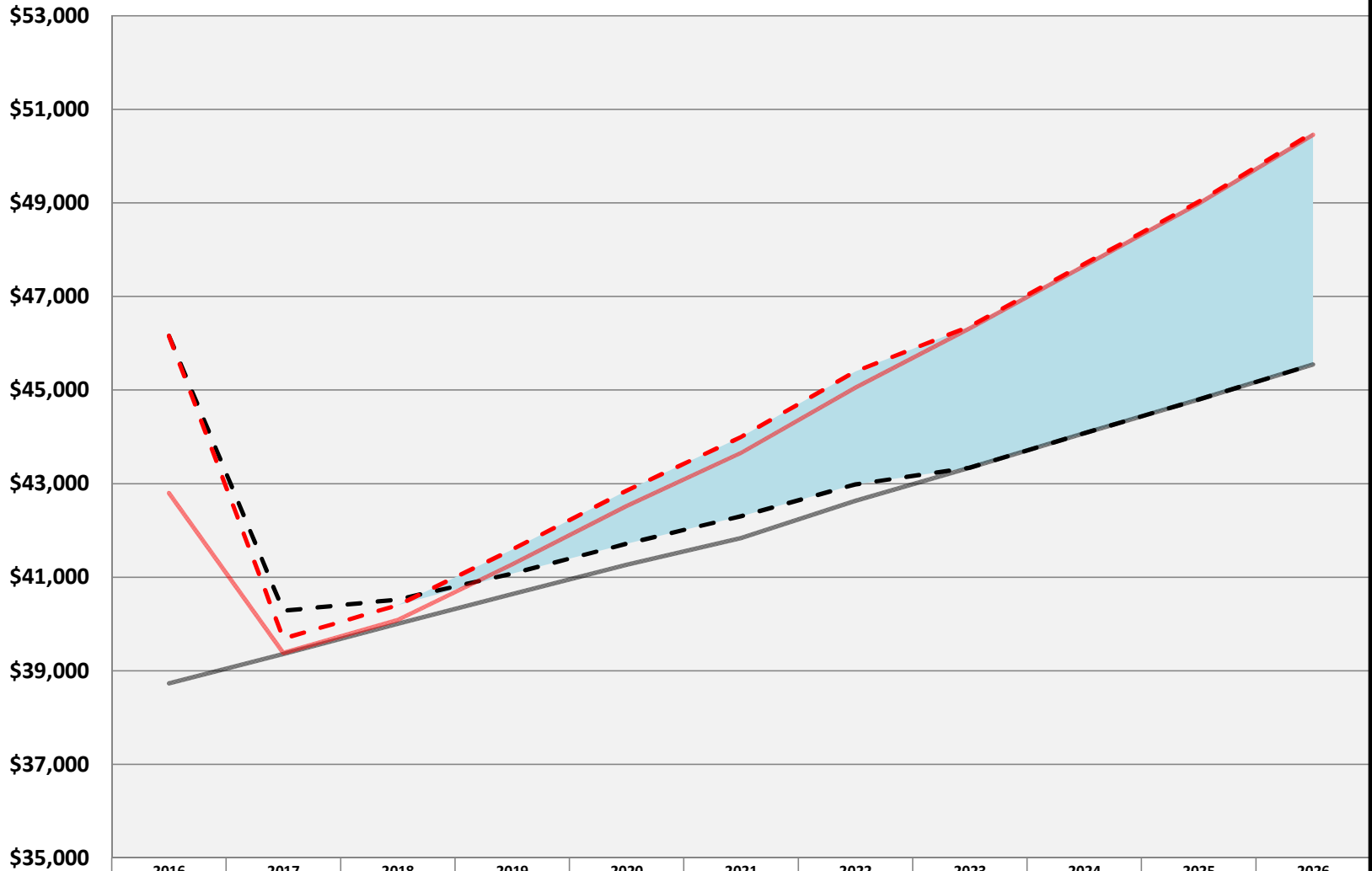
Margaret King
City Attorney

Publication Date: _____, 2016
Effective Date: _____, 2016

Fund	Dept/Program	Project/Item	Budget Amendment Amount	Budget Amendment Revenue
General Fund				
	General Fund Admin Key	Roof Replacement and Major Repairs	\$58,303	
	ASD / IT Strategic Plan & Advrsy Svc	Cityworks license	\$16,425	\$16,425
	ASD / IT Strategic Plan & Advrsy Svc	Contract Engineering Technician - Asset Management	\$60,000	
	ASD / IT Strategic Plan & Advrsy Svc	Woolpert, LLC Contract Amendment	\$161,579	\$80,790
	ASD / IT Equipment Replacement	AV Equipment Repairs/Replacement	\$17,000	
	ASD / Facilities	Replacement of small tools stolen July 2015	\$4,634	
	Citywide / Non-departmental	Fire Benefit Charge	\$17,252	
	Police / Traffic Enforcement	Purchase of equipment with FY14 Byrne/JAG Program funds.	\$10,314	\$10,314
	PRCS / Parks Administration	Reduce Asset Inventory for PRCS to partially offset cost of contracting the Engineering Technician in 1602013.	(\$15,000)	
	PRCS / Parks Operations	Vactoring Services to meet NPDES requirements.	\$11,000	
	PRCS / Parks Operations	Emergency/Hazardous Tree Removal	\$25,000	
	PRCS / Teen & Youth Development Program	0.125 FTE Increase for Recreation Specialist II to expand Hang-Time to Einstein Middle School	\$4,498	
	PRCS / Teen & Youth Development Program	Extra Help increase for Hang Time at Einstein	\$2,867	
	PRCS / Teen & Youth Development Program	Reduction in Grant to other agency due to increase in Hang Time at Einstein Middle School	(\$2,500)	
	PW / Environmental Services	2016 Solid Waste Contract Services	\$50,000	\$50,000
	ASD-IT,ASD-Facilities, PW-Transportation Planning, PCD - City Planning	Sound Transit Staffing and Support	\$211,558	
Total General Fund			\$632,930	\$157,529
Street Fund				
	Street Operations	Additional funds to purchase VN#134 (Heavy Duty multi-purpose vehicle w/ Hook & Go)	\$12,591	
Total Street Fund			\$12,591	\$0
Transportation Benefit District Fund				
	Trans Bene Dist_Admin Key	Elimination of TBD Fund	(\$1,035,644)	(\$1,035,644)
Total Street Fund			(\$1,035,644)	(\$1,035,644)
General Capital Fund				
	KC Levy Trail Projects	KC Levy Trail Projects (Increase in budget for EarthCorps Contract #8428).	\$6,000	
Total General Capital Fund			\$6,000	\$0
City Facilities Major Maint.				
	Roof Replacement and Major Repairs	Roof Replacement and Major Repairs	\$89,670	\$58,303
Total General Capital Fund			\$89,670	\$58,303
Roads Capital Fund				
	CIP	Increase of 1.00 FTE Engineer II - Capital Projects for N 175th Street (Stone Way to I-5) project	\$126,735	
	CIP	N 175th Street (Stone Way to I-5) project Professional Services reduced to shift costs of 1.00 FTE Engineer II - Capital Projects	(\$126,735)	
Total Roads Capital Fund			\$0	\$0
Surface Water Utility Fund				
	Surface Water Management	Prof. Svcs. for drainage assessment, engineering and planning needs.	\$70,000	
	CIP	Surface Water Small Projects	\$135,723	
	CIP	Lyon (Ballinger) Creek Basin Plan	\$4,000	
	CIP	McAleer Creek Basin Plan	\$4,000	
Total Surface Water Utility Fund			\$213,723	\$0
Equipment Replacement				
	Equipment Replacement-Vehicles/Heavy Equipment	Purchase VN#134 (Heavy Duty multi-purpose vehicle w/ Hook & Go)	\$157,798	\$0
Total General Capital Fund			\$157,798	\$0
TOTAL BUDGET AMENDMENT REQUESTS			\$77,068	(\$819,812)

OPERATING BUDGET TEN YEAR FORECAST (\$ IN '000'S)

Attachment C



	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
ANNUAL SURP/(GAP)	-	593	123	(514)	(618)	(557)	(725)	(602)	(602)	(613)	(721)
CUMULATIVE (GAP)	-	-	-	(514)	(1,132)	(1,690)	(2,414)	(3,016)	(3,619)	(4,232)	(4,952)
VARIANCE BASE	46,155	39,690	40,399	41,591	42,850	43,994	45,397	46,359	47,696	49,028	50,499
CURRENT RESOURCES	38,731	39,359	40,005	40,638	41,264	41,836	42,629	43,343	44,078	44,796	45,547
SCENARIO RESOURCES	46,155	40,283	40,523	41,077	41,718	42,305	42,983	43,343	44,078	44,796	45,547
CURRENT EXPENDITURES	42,799	39,385	40,087	41,271	42,522	43,659	45,054	46,317	47,654	48,985	50,455
SCENARIO EXPENDITURES	46,155	39,690	40,399	41,591	42,850	43,994	45,397	46,359	47,696	49,028	50,499