



Memorandum

DATE: March 9, 2018

TO: City Council

FROM: Sara Lane, Administrative Services Director

RE: 2018-2022 Potential Ballot Measures

CC: Debbie Tarry, City Manager
John Norris, Assistant City Manager
Rick Kirkwood, Budget Supervisor
Grant Raupp, Budget Analyst

The City Council adopted the updated Parks Recreation and Open Space Plan (PROS) Plan in 2017 and as part of the update of the Transportation Master Plan (TMP), directed staff to engage the community in the update of the Pedestrian System Plan with a focus on priorities and funding options to address sidewalk repair and maintenance needs and construction of new sidewalks prioritized in the Pedestrian System Plan. Funding options for both plans include potential ballot measures. Council will discuss these items during the Shoreline City Council Strategic Planning Workshop on Saturday, March 17, 2018.

This memo serves to provide background on the funding sources and their impact(s) on a median home in Shoreline. As with any analysis of this type, some assumptions are made regarding potential ballot measure(s) but their translation to property tax levy rates and impact(s) of various scenarios on a median household are consistently applied. Additional context with regard to future potential ballot measures to be brought forth by other taxing jurisdictions is provided in Attachment A.

Estimated Costs

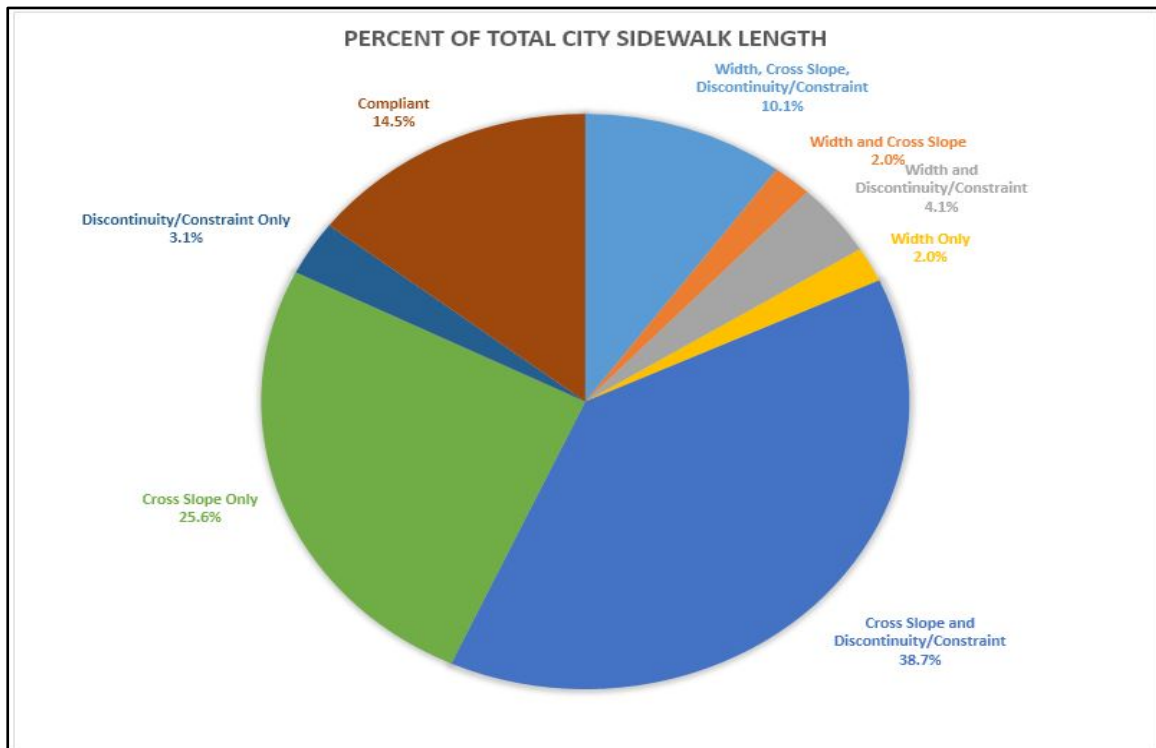
Sidewalk Maintenance and Repair

Our recent Americans with Disabilities Act (ADA) assessment reveals that 63.4 miles of sidewalks in Shoreline are not ADA compliant for a variety of reasons, including width, discontinuity, cross slope or a combination of these issues. Prioritization of repairs will begin later this month, but potential high priorities could entail repair or replacement of approximately 20-25% (14-16 miles) of the non-compliant sidewalks and curb ramps. A high level estimate of costs to repair these high priority sidewalks is between \$44-50

million (this cost range uses a 20-year escalated average of \$593 per linear foot of sidewalk).

The following table and chart reflect the breakout of the various types of repairs needed.

ADA Evaluation Summary	%	miles
Fully Compliant	14.50%	10.8
Width, cross slope and Discontinuity	10.10%	7.5
Width and discontinuity	4.10%	3.0
Cross Slope and Discontinuity	38.70%	28.6
Width and cross slope	2.00%	1.5
Width only	2.00%	1.5
Discontinuity only	3.10%	2.3
Cross slope only	25.60%	19.0



Sidewalk Construction – Pedestrian System Plan

Currently the Pedestrian System Plan has approximately 430,000 linear feet of un-built sidewalk. It is estimated that the cost to construct these segments in 2017 dollars will be \$675 per linear foot, or \$290.5 million. Using a 20-year average of the forecast for construction costs, the estimated cost will be \$1,115 per linear foot, or \$479.8 million total. It is important to note that the actual cost depends on the timing of construction, which may result in a lower level of cost than is projected based on these assumptions.

To further refine the costs, the updated Pedestrian Prioritization Criteria developed with the Sidewalk Advisory Committee (SAC) was applied to the Pedestrian System Plan. Segments were then broken into thirds representing high, medium and low priorities. The amount of linear feet of sidewalk of these priority levels and their associated cost to construct is included in the table to the right.

Priority	Linear Feet	Cost
High	142,381	\$158,800,000
Medium	144,247	\$160,800,000
Low	143,681	\$160,200,000
Total	430,309	\$479,800,000

Parks, Recreation & Open Space (PROS) Plan



The adopted 2017-2023 PROS Plan reflects an estimated \$120 million dollars in projects. There is approximately \$91 million dollars of estimated costs over the next six years that do not have supporting revenue sources identified in the Plan.

The first initiative identified in the Plan is to build a Community/Aquatics Center by placing a proposal before the voters by 2020, with construction underway soon thereafter and opening of a new facility in 2022. Early estimates for the project are estimated at approximately \$75.3 million.

PROS Plan Initiative 3 calls for expanding recreation facility opportunities and Initiative 7 calls for ensuring adequate parkland for future generations. Both of these initiatives are tied to anticipated population growth in Shoreline as described in Chapter 4 (pages 74-78) of the PROS Plan. PROS Plan Table 6.4 identifies potential projects that would address Initiative #3 by providing expanded recreation facilities. The cost estimates in the PROS Plan are preliminary and do not reflect detailed design for each park. A Citizens Advisory Committee on Park Funding is likely to review and refine the proposed projects and cost estimates.

For analysis purposes we have include two scenarios of \$75.4 million to fund just an aquatics and community center and \$91.0 million to reflect the project and cost estimates in the six-year PROS Plan. It is possible a Citizen Advisory Committee might propose a more aggressive implementation of the PROS Plan, which could exceed these estimates.

The PROS Plan and its Strategic Action Initiatives can be viewed at the following link: <http://www.shorelinewa.gov/government/departments/parks-recreation-cultural-services/projects-and-plans/parks-recreation-and-open-space-pros-plan>.

Revenue Options

Sidewalk Construction and Maintenance

Staff has identified the following potential revenue sources and strategies to fund the City's sidewalk needs. Some of these revenue sources are best suited to support pay-as-you-go financing while others are appropriate to support debt financing:

- Vehicle License Fees (VLF)
- Voter Approved Sales & Use (S&U) Tax
- Grants
- Property Tax
 - Levy Lid Lift
 - Voter Approved (Unlimited Tax General Obligation) Bonds
- Local Improvement District (LID)
- Additional Transportation Impact Fees
- Landscape Conservation and Local Infrastructure Program (LCLIP)
- Fee in Lieu

Attachment B provides brief descriptions and the pros and cons of each option. The most impactful of these revenue sources for funding sidewalk repairs, maintenance and new construction are Vehicle License Fees, Voter Approved Sales & Use Tax, and Property Taxes. Voter approval is required for several of these options.

Estimated Funding Scenarios

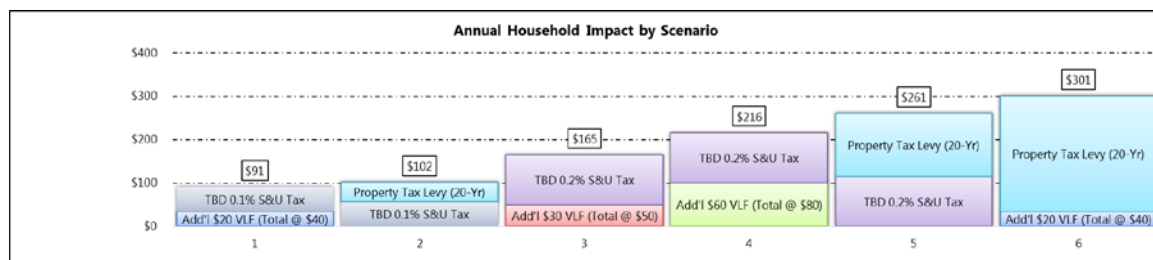
On February 22, 2018, staff shared several estimated funding scenarios for maintenance of existing sidewalks and construction of new sidewalks with the SAC. Each summary included a mix of two revenue sources assuming a 20-year dedication of revenue from that source. A summary of the estimated impacts of the scenario on the outstanding need as well as the estimated household impact of each scenario is provided below. Some updates have been made to these scenarios to incorporate feedback received from the SAC at their February meeting. Details on each scenario are included in Attachment G.

The funding sources that each scenario uses is as follows:

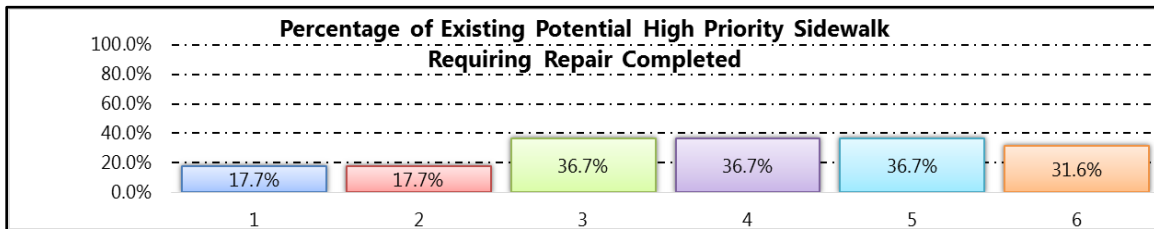
- **Scenario 1** - \$20 VLF and 0.1% S&U Tax
- **Scenario 2** – Property Tax and 0.1% S&U Tax
- **Scenario 3** - \$30 VLF and 0.2% S&U Tax
- **Scenario 4** - \$60 VLF and 0.2% S&U Tax
- **Scenario 5** – Property Tax and 0.2% S&U Tax
- **Scenario 6** – Property Tax and \$20 VLF

The charts below provide the following for each 20-year scenario:

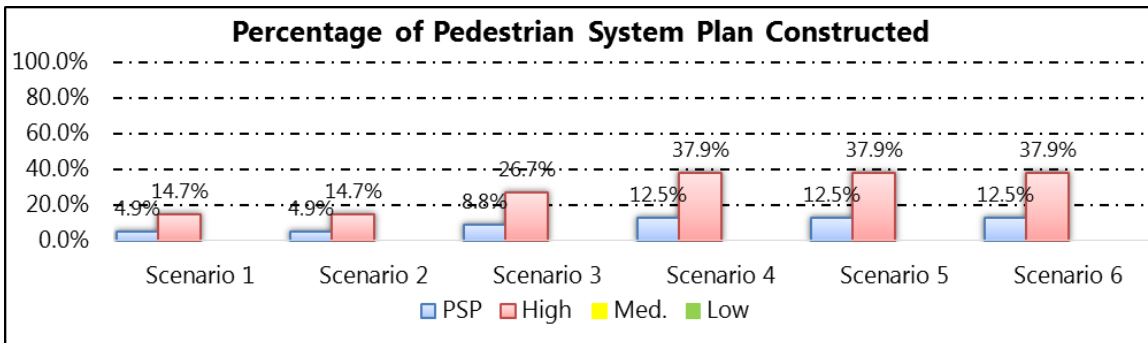
Mixture of Revenues and Their Average Annual Impact for the Median Shoreline Household



Percentage of Potential High Priority Sidewalk Requiring Repair Completed



Percentage of the Pedestrian System Plan and Percentage of High Priority Sidewalk Constructed



At an average annual cost ranging from \$91 (Scenario 1) to \$301 (Scenario 6) for an average household in Shoreline, the City would be able to:

- Repair between 14,000 linear feet, or 17.7%, and 29,000 linear feet, or 36.7%, of the existing potential high priority segments requiring repair (prioritization of sidewalk repairs will not be completed until Spring 2018); and
- Construct between 21,000 linear feet, or 14.7%, and 54,000 linear feet, or 37.9%, of the high priority sidewalks in the Pedestrian System Plan. This level of funding is not sufficient to address any of the medium or low priorities.

The SAC's early feedback included:

- A desire to evaluate using a shorter time-frame of 10 years of revenue.
- A desire to apply a higher percentage of revenue to repair versus new construction.
- Categorizing the "need" into short and long term categories based on priorities to manage expectations. For example, only high priority new sidewalks comprise the short term plan.
- Consider modeling the impact of all three funding sources.

Attachment C contains a comparison of estimated revenue and potential impacts of a 10-year vs 20-year planning window. Further updates to scenarios will be performed after further feedback from the SAC and as more information becomes available regarding the maintenance and repair priorities and costs.

PROS Plan (Including Community/Aquatics Center)

The following potential revenue sources and strategies can fund projects in the PROS Plan, including a Community/Aquatics Center:

- Grants
- Real Estate Excise Tax (REET 1)
- Park Impact Fee
- Voter Approved Property Tax (Unlimited Tax General Obligation) Bonds (Bond Levy)

The City will also be evaluating the potential benefits of forming a Metropolitan Parks District for the management, control and improvement of some or all of the current and planned Parks projects and operations.

The tables from the PROS Plan in Attachment D provide cost estimates related to a new Community/Aquatics Center and currently available revenue sources for each project in the PROS Plan. \$91 million is shown as “*TO BE DETERMINED*” and reflects the amount of funding not yet identified to fully implement the projects. With limited options available, it is likely that this funding will require the use of a voter approved Property Tax Bond Levy.

Voter Approved Property Tax Bonds (Voted Bond Levy)

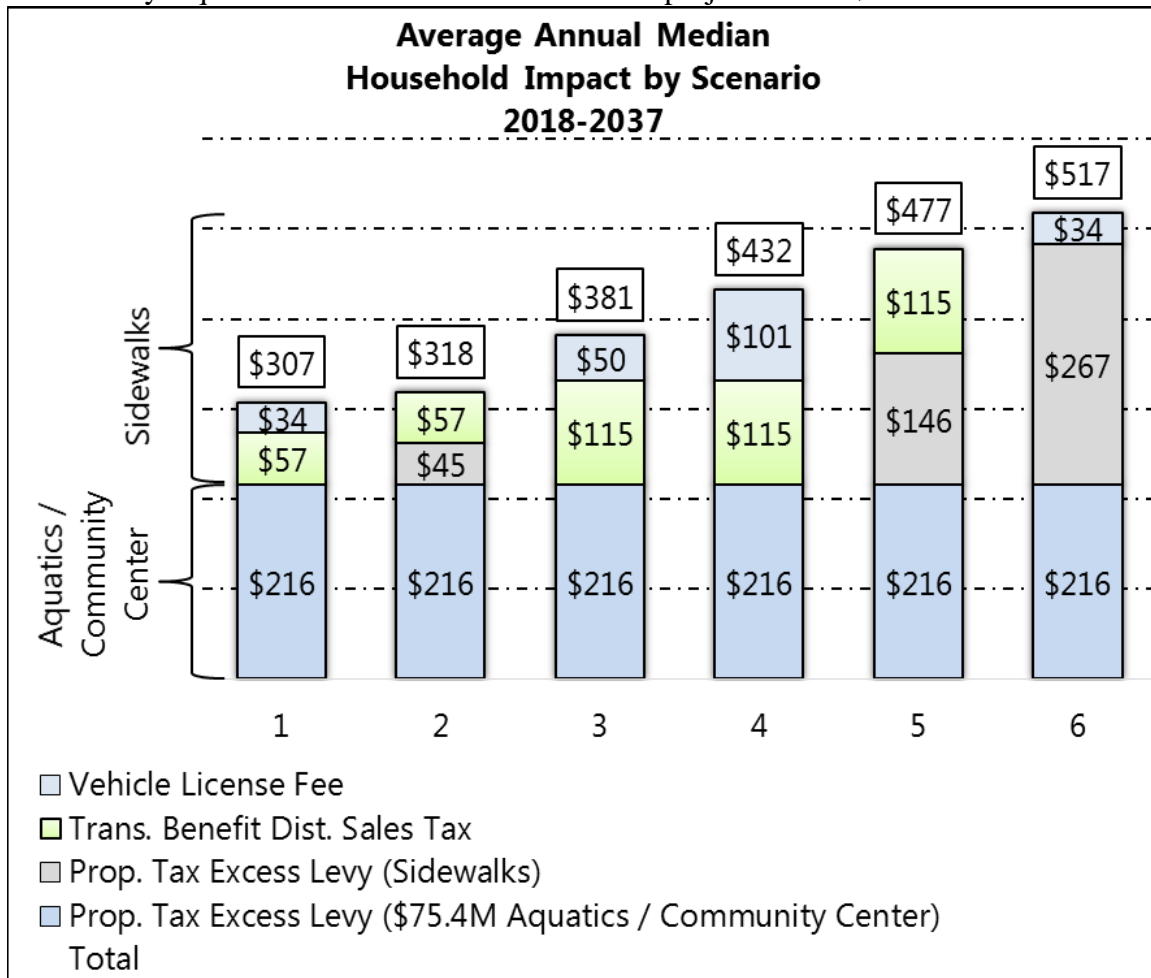
If the Council choose to ask voters to approve funding for the full estimated \$91M unfunded portion of the PROS Plan or something less than that, such as the estimated \$75.4 million required to fund only the Community/Aquatics Center (see Table 6.3 in Attachment D), the annual average debt service and the resulting annual impact on various homeowners is provided in the table below. When considering the estimated annual average debt service, it is important to note the 2006 parks bond levy will expire after 2021.

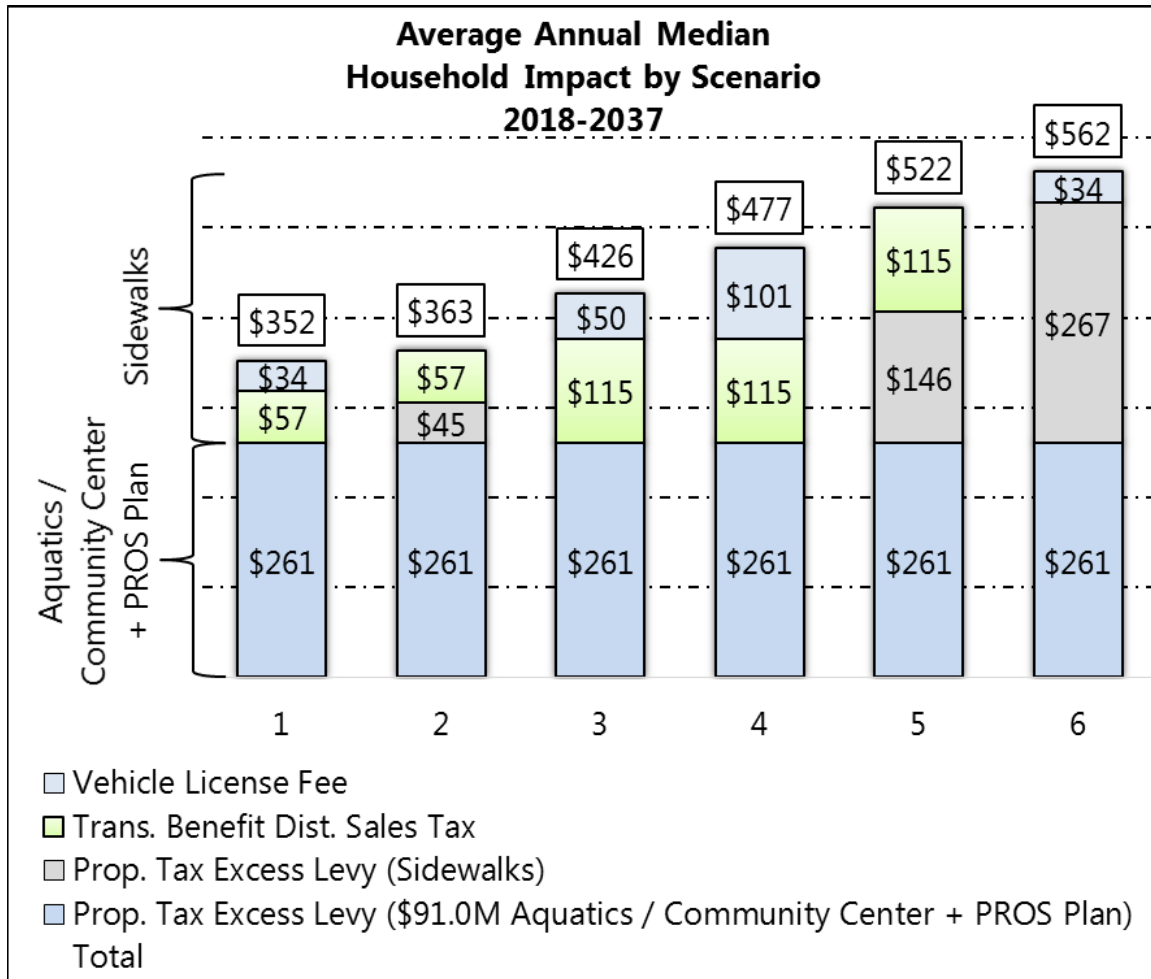
<i>20 Year Unlimited Tax General Obligation Bonds</i>	<i>2006 Parks Bond Levy</i>	<i>\$75.4 million</i>	<i>\$91.0 Million</i>
Average Annual Debt Service	\$1.7 million	\$5.5 million	\$6.7 million
Impact to \$350,000 Homeowner (Month/Year)	\$5 / \$54	\$13 / \$160	\$16 / \$193
Impact to Median Priced (\$444,000) Homeowner (Month/Year)	\$6 / \$68	\$18 / \$216	\$22 / \$261
Impact to \$700,000 Homeowner (Month/Year)	\$9 / \$107	\$27 / \$320	\$32 / \$386
Impact to \$1.0 million Homeowner (Month/Year)	\$13 / \$153	\$38 / \$457	\$46 / \$552

Attachment E illustrates the estimated impact to a median homeowner of the estimated 2020 property tax levies with an additional excess levy for the Aquatics / Community Center or an additional excess levy for the Aquatics / Community Center + PROS Plan.

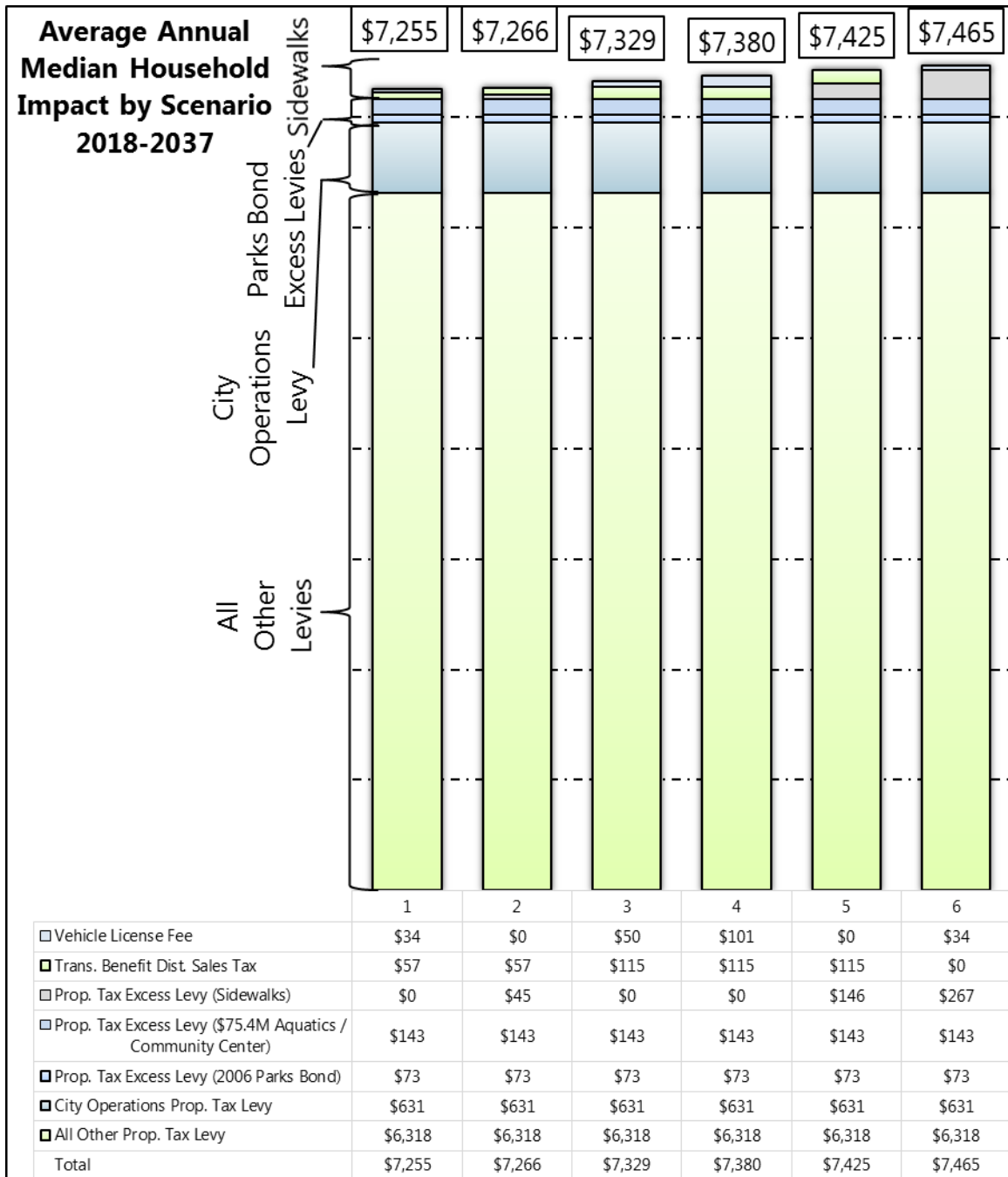
Comprehensive Consideration of the Average Annual Household Impact

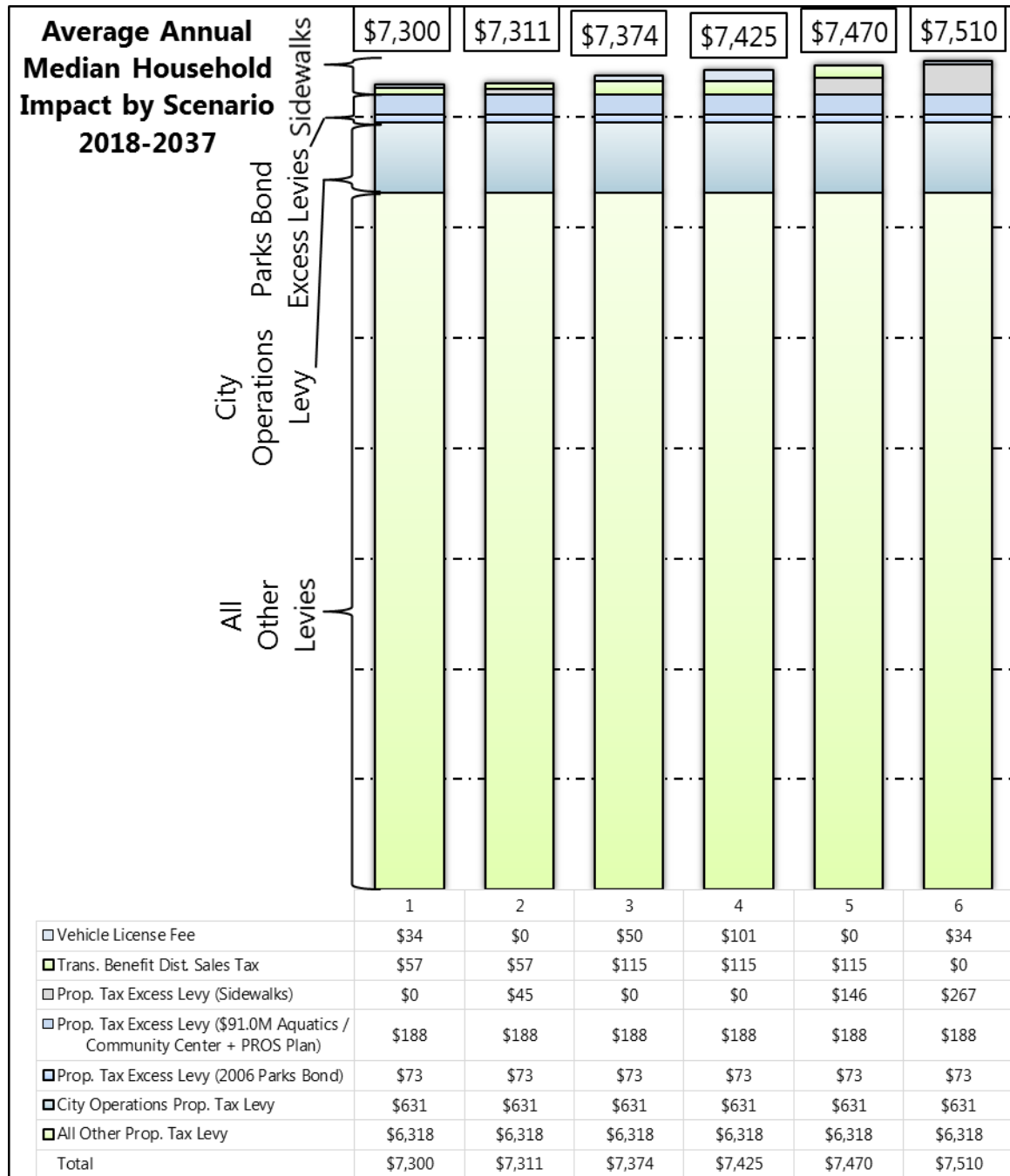
As was mentioned above, staff shared several estimated funding scenarios for maintenance of existing sidewalks and construction of new sidewalks with the SAC with each containing a mix of revenue sources, as well as their impact on a median households. The following charts illustrate the average annual impact on a median household of each of those scenarios plus the impact of a Property Tax Voted Bond Levy for the Community/Aquatics Center at the \$75.4 million level and for both the Community/Aquatics Center and other PROS Plan projects at the \$91.0 million level.





The following charts illustrate the same additional impact on a median household as the charts above plus the median household's existing total property tax bill (please note Attachment E provides more detail regarding the levy rates include in "All Other Levies"). It is important to note that the \$73 amount represented on the following two charts is for the 2006 parks bond excess levy, which will expire after 2021. The \$143 (represented in the first chart) and \$188 (represented in the second chart) amounts are the incremental difference between the average annual household impact of the 2006 parks bond excess levy and the estimated Aquatics / Community Center + PROS Plan bond excess levy. In other words, it is estimated the average annual household impact of the \$75.4 million Aquatics / Community Center bond excess levy will total approximately \$216 or \$91.0 million Aquatics / Community Center + PROS Plan bond excess levy will total \$260.





Projected 2017-2044 School Tax Rates

The chart in Attachment H reflects anticipated impacts through 2044 of the voted bond levy presented by the Shoreline School District for the February 2017 ballot. This chart does not take into account the State property tax changes related to the recent McCleary decision or the Operations and Technology Levies renewed in 2018.

Attachments

- Attachment A: Timeline of Possible Levy / Sales Tax Votes
- Attachment B: Overview of Revenue Source Options (Pros and Cons)
- Attachment C: Comparison of Estimated Revenue and Impacts of a 10-Year vs 20-Year Planning Window
- Attachment D: Tables from the Parks, Recreation & Open Space Plan
- Attachment E: Components of the 2022 Estimated Property Tax Levy Rate
- Attachment F: Estimated Annual Impacts to a Median Homeowner of an Excess Levy for the Construction of an Aquatics / Community Center + PROS Plan
- Attachment G: Estimated Funding Scenarios for Maintenance of Existing Sidewalks and Construction of New Sidewalks
- Attachment H: Shoreline School District Voted Bond Levies through 2044

Levy/Bond/Sales Tax Ballot Measures	2018 Rate	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	Comments
City of Shoreline Levy Lid Lift	\$1.27/\$1,000 AV			◆						◆					
Possible Aquatic/Community Center Bond Levy	Not established							◆							
Possible Sidewalk Bond Levy	Not established					◆									
Fire Department Fire Benefit Charge	Charge based on calculation depending on use and square footage.		◆						◆						
Fire Department Capital Bond	\$0.12/\$1,000 AV		◆											◆	Fire Dept total levy is \$1.04/\$1,000 AV
Sound Transit - ST3	\$0.23/ \$1,000 AV			◆											25 Year Levy. Also includes a sales and use tax, motor-vehicle excise tax
KC Pudget Sound Emergency Radio	\$0.06/\$1,000 AV		◆								◆				While a "renewal" could occur in 2023, the last system was in place for 20 Years.
KC Best Start for Kids	\$0.12/\$1,000 AV		◆						◆						Annual Levy Increases Limited to 3% in the five succeeding years.
King County -Veterans and Human Services Levy	\$0.10/\$1,000 AV				◆						◆				Rate increases annually by 3.5% each year. Estiamted 2023 rate of \$0.12/\$1,000 AV
King County - Automated Fingerprinting	\$0.04/\$1,000 AV					◆						◆			On August 2018 Ballot \$0.035/\$1,000 AV
King County Affordable Housing and Related Services Sales Tax	0.1% Sales Tax					◆									Introduced in 2017, legislation was tabled. Reintroduced January 16, 2018. Subject to voter approval. No action taken as of 2/26/2018.
King County Land Conservation Initiative	\$0.04 /\$1,000 AV					◆									Ballot measure would increase to \$0.06/\$1,000 AV. Not officially on a ballot as of 2/13/18.
King County EMS	\$0.24/\$1,000 AV						◆						◆		
King County - Parks, Trails, and Open Space Replacement Levy	\$0.14/\$1,000 AV						◆						◆		
King County Children/Family Justice Center	\$0.05/\$1,000 AV								◆						
School District - Replacement Levy for Educational Programs, Maintenance, and Operations	\$2.02/\$1,000 AV	◆				◆				◆				◆	February 2018 Ballot Renewal: \$1.50/\$1,000 AV
School District - Tech Levy	\$0.23/\$1,000 AV	◆				◆				◆				◆	February 2018 Ballot Estimated levy rate: 2019: \$0.23 / 2020: \$0.21 / 2021: \$0.19 / 2022: \$0.17
School District - Facilities Bond	\$1.56/\$1,000 AV				◆										Rate combines remaining from 2006 initative and the bond that passed on the February 2017 ballot. Of the \$250M approved, \$50M was issued in the Fall of 2017. Remaining expected to be issued within next few years. Estimated levy rate based on School District presentation: 2019: \$3.28 / 2020: \$4.00 / 2021: \$4.16 / 2022: \$4.30
KC Library (Capital Bond)	\$0.05/\$1,000 AV														Phone conversation (2/21/2018) with Nathaniel Lee, Director of Finance, said they currently are not forseeing going for a capital bond in the near future.
Possible KC Library Operating Levy	Not established							◆							Phone conversation (2/21/2018) with Nathaniel Lee, Director of Finance, said they are currently working on projections to determine if there is a need for an operating levy. Preliminarily, he believes it would be in 2020 or beyond if it is required.
Port of Seattle (regular levy)	\$0.14/\$1,000 AV														The Port is permitted to levy up to \$0.45 per \$1,000 AV for general purpose.
		◆	= Previous/Scheduled Vote												
		◆	= Possible Renewal												
		◆	= Possible Renewal with increase												

Memorandum: 2018-2022 Potential Ballot Measures
Attachment B: Overview of Revenue Source Options (Pros and Cons)

Revenue Source	Description	Pros	Cons
Appropriate to support Pay-as-you-go Financing Option			
Vehicle License Fees Annual Revenue: Up to \$830,000 can be generated with addition of \$20 per vehicle fee allowed by law changes in 2016. Could be used to increase pay-as-you-go funding.	The Shoreline Transportation Benefit District (TBD), created in June 2009 ¹ for the sole purpose of acquiring, constructing, improving, providing, and funding transportation improvements within the district that are in the City's transportation plan, currently levies a \$20 per vehicle license fee that generates \$830,000 that is currently dedicated to the City's Annual Road Surface Maintenance Program.	<ul style="list-style-type: none"> • No voter approval required. • Intended to fund transportation. 	<ul style="list-style-type: none"> • Council has discussed using \$6 of this authority to replace the General Fund Contribution to Roads Cap as part of the Operating Budget 10 YFSP. • Council has discussed using the remaining \$14 to bolster the City's Sidewalk maintenance funding that is already underfunded.
Sales and Use Tax Annual Revenue: Each 0.01% increase would generate \$99K; A rate of 0.2% would generate \$1.983M per year.	Transportation Benefit Districts are authorized to impose a voter approved sales tax up to 0.2%.	<ul style="list-style-type: none"> • Collected on all taxable activity in Shoreline. • Burden is not solely borne by residents. • Can be for longer than 10 Years to repay debt. 	<ul style="list-style-type: none"> • Requires voter approval. • Economically sensitive. If sales decline then the City would still be responsible to make debt service payments.
Grants Revenue: Varies depending on availability and nature of grant. Majority of transportation grants focus on streets and roads.	Grants provide funding from a variety of external sources. The City has been very successful in securing grant funds for many large capital projects including Safe Routes to School Grants for sidewalk projects.	<ul style="list-style-type: none"> • Minimizes the financial burden on residents and taxpayers. • Returns State and Federal tax dollars to Shoreline. 	Grant funding for sidewalks is extremely limited and extremely competitive. The Safe Routes to School program is a competitive process allocating funding to sidewalks in proximity to schools that the City currently utilizes.
Property Tax Levy Lid Lift Revenue: Varies depending on scenario selected but is limited by capacity in levy rate up to \$1.60 cap.	Voters can approve a property tax levy lid lift, like our operating Levy Lid Lift, to provide a dedicated revenue source for sidewalk improvements. When approved by voters to make redemption payments on bonds the length of the levy lid lift can be up to 9 years.	<ul style="list-style-type: none"> • Requires a simple majority. • Shoreline voters have approved two operating levy lid lifts. 	The City's levy rate cannot exceed \$1.60 per \$1,000 assessed valuation. Should the property tax valuation decrease, like in 2012-2014, and the rate returns to \$1.60, the revenues generated from this approach would be impacted making this a better candidate for pay-as-you-go.

Memorandum: 2018-2022 Potential Ballot Measures
Attachment B: Overview of Revenue Source Options (Pros and Cons)

Revenue Source	Description	Pros	Cons
Appropriate to support Pay-as-you-go Financing Option			
Impact Fee Revenue: Varies Example: If sidewalks were designed and constructed to address both existing deficiencies (say, 60%) and future growth (say, 40%), impact fees could be used to pay for up to 40% of the debt service on the bond issued for the sidewalks.	Cities can assess an impact fee (one-time charge) against a new development project to help pay for new or expanded public facilities that will directly address the increased demand created by the development. Transportation Impact Fees (TIF) must be used for “public streets and roads.” Costs for sidewalks on TIF funded projects – like 175 th - are already funded by the current impact fee.	<ul style="list-style-type: none"> An impact fee ordinance may provide for the imposition of an impact fee for system improvement costs previously incurred by the City to the extent that new growth and development will be served by the previously constructed improvements. 	<ul style="list-style-type: none"> It is unclear whether state law allows funding of multimodal improvements, but such use is probably acceptable as long as the improvement is within the street right-of-way and there is a strong transportation-related justification. May not be used to correct existing deficiencies.
Landscape Conservation Local Infrastructure Program Revenue: Varies depending on timing of new construction and whether a Property Tax/Multifamily Tax Exemption is granted.	The 2015 Shoreline LCLIP Final Report finds that the City stands to gain \$4.4 million for infrastructure improvements over a period of 25 years if half of the City’s growth targets occur and up to \$7.3 million if those targets are exceeded.	<ul style="list-style-type: none"> King County’s Local Infrastructure Project Area (LIPA) calculation captures the value of new construction (that has not been granted a Property Tax/Multifamily Tax Exemption) and shares a portion of the County’s new construction property tax with the City for the purposes of building infrastructure within the project area. 	<ul style="list-style-type: none"> In order to gain from this program, the City must guarantee resources totaling up to \$4.6 million to participate in the program, which could potentially leave the City exposed to a \$0.2 million loss in the event only half of the City’s growth targets occur. Since 2015, the City Council has expanded the Property Tax/Multifamily Tax Exemption program; therefore, revenue estimates may be overstated.
Fee In-Lieu	It is possible that as staff defines and identifies funding for new sidewalk projects, staff may need to re-evaluate the opportunity to use a fee in-lieu program to provide revenue in areas with identified and approved sidewalk projects that are also experiencing redevelopment.	<ul style="list-style-type: none"> Impacts may be evaluated by staff in the future. 	<ul style="list-style-type: none"> Impacts may be evaluated by staff in the future.

Memorandum: 2018-2022 Potential Ballot Measures
Attachment B: Overview of Revenue Source Options (Pros and Cons)

Revenue Source	Description	Pros	Cons
Appropriate to support Debt Financing Option			
Property Tax Voted Excess Levy (Unlimited Tax General Obligation) Bonds Revenue: Voted debt capacity limited to 2.5% of Assessed Value and totals \$253.346M; Voted debt available totals \$231.936M (includes Non-voted debt capacity of \$130.598M).	The City may issue general obligation bonds to fund a one-time project, such as construction of specific sidewalks. The amount the City may issue for capital purposes only, together with any outstanding general obligation indebtedness, is limited to 2.5 percent of the value of taxable property within the City when authorized by the voters.	<ul style="list-style-type: none"> • Dedicated stable funding source for a specific project. • Property Tax assessment is adjusted annually to support annual debt service payments (Excess Levy). 	<ul style="list-style-type: none"> • Requires 60% voter approval – (Kenmore’s 2016 Sidewalk Levy passed - 64.1%).
Vehicle License Fees Annual Revenue: Up to \$830,000 can be generated with addition of \$20 per vehicle fee allowed by law changes in 2016 to support Councilmanic Bonds (Limited Tax General Obligation)	The Shoreline Transportation Benefit District (TBD), created in June 2009 ¹ for the sole purpose of acquiring, constructing, improving, providing, and funding transportation improvements within the district that are in the City’s transportation plan, currently levies a \$20 per vehicle license fee that generates \$830,000 that is currently dedicated to the City’s Annual Road Surface Maintenance Program. All or a portion of the additional fee could be used to support debt service on Councilmanic Bonds.	<ul style="list-style-type: none"> • No voter approval required. • Intended to fund transportation. 	<ul style="list-style-type: none"> • Council has discussed using \$6 of this authority to replace the General Fund Contribution to Roads Cap as part of the Operating Budget 10 YFSP. • Council has discussed using the remaining \$14 to bolster the City’s Sidewalk maintenance funding that is already underfunded. • A potentially declining revenue source.
Voter Approved Vehicle License Fee Additional Annual Revenue: Up to \$3.3M	State Law allows TBD’s to impose a VLF between \$50-100 with a simple majority vote of the public. All or a portion of this additional revenue could be used to support sidewalk maintenance and repair or new construction; either using pay-as-you-go or to support debt service on Councilmanic Bonds	<ul style="list-style-type: none"> • Intended to fund transportation • Other local cities (Lynnwood, LFP and Seattle) impose VLF at or above \$40. 	<ul style="list-style-type: none"> • Council has discussed using \$6 of this authority to replace the General Fund Contribution to Roads Cap as part of the Operating Budget 10 YFSP. • Only Seattle has successfully imposed this in 2nd attempt with voters. • A potentially declining revenue source.

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Revenue Source	Description	Pros	Cons
Appropriate to support Debt Financing Option			
Local Improvement District Revenue: Varies depending on scenario selected.	May be formed by the City to provide any transportation improvement. Special assessments are imposed on all property specially benefitted by the transportation improvements to pay debt service on special assessment bonds issued to finance the cost of the improvements.	<ul style="list-style-type: none"> Burden of cost on property owners that benefit from improvements. 	<ul style="list-style-type: none"> Significant administration, oversight and billing required. Process can be challenged by property owners, delaying work, potentially stopping projects, and impacting funding.

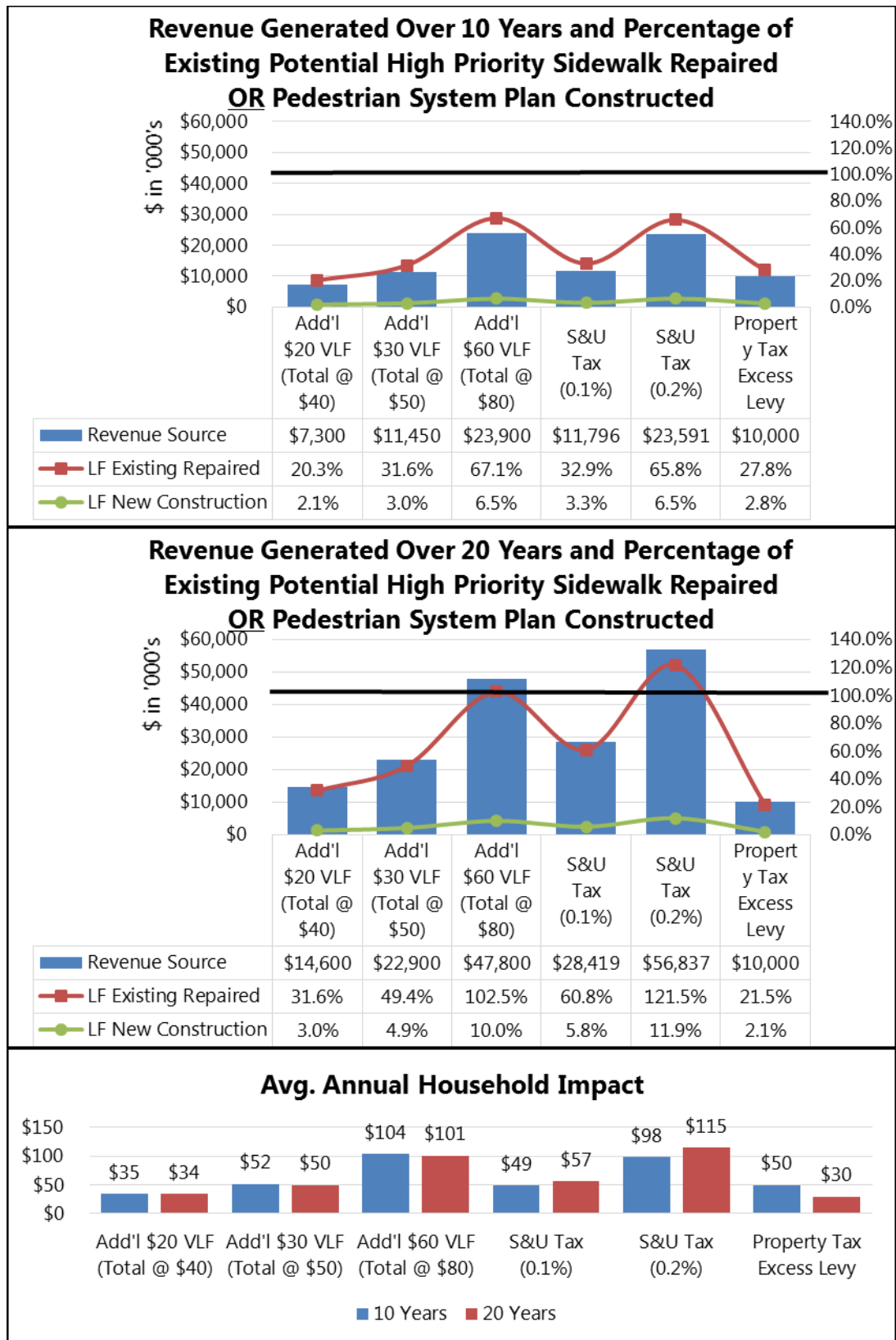


Table 6.3 from the PROS Plan provides cost estimates related to a new Community/Aquatics Center:

TABLE 6.3: PROPOSED AQUATICS/COMMUNITY CENTER

INFLATOR		3.0%	6.2%	9.5%	12.9%	16.6%	20.4%	
GENERAL CAPITAL PROJECTS	2017 Project Cost Estimate	2018E	2019E	2020E	2021E	2022E	2023E	6-YEAR TOTAL
PROPOSED SECURING OUR FOUNDATION PROJECTS - AQUATICS/CC								
AQUATIC-COMMUNITY CENTER ACQUISITION *	\$18,054,000		\$19,164,000					\$19,164,000
AQUATIC-COMMUNITY CENTER DEVELOPMENT *	\$2,000,000		\$531,000	\$547,000	\$1,129,000			\$2,207,000
AQUATIC-COMMUNITY CENTER DEVELOPMENT (Non-capacity building)	\$48,300,000	\$100,000	\$5,127,000	\$15,860,000	\$27,273,000	\$5,631,000		\$53,991,000
TOTAL AQUATICS/CC	\$68,354,000	\$100,000	\$24,822,000	\$16,407,000	\$28,402,000	\$5,631,000	\$0	\$75,362,000

*Indicates portion of the aquatics/community center project that expand the capacity of the parks and recreation system by purchasing land and adding new features to the center that are not already provided at the existing Shoreline Pool or Spartan recreation Center.

Table 6.5 lists the currently available revenue sources and estimates for each project in the PROS Plan. The amount shown as “TO BE DETERMINED” reflects the amount of funding not yet identified to fully implement the projects and will likely include voter approved funding. It is also important to note that the assumptions presented in Table 6.5 reflect using the full forecast of Real Estate Excise Tax (REET) revenues to implement the PROS Plan and that another revenue source totaling approximately \$663,000 is used to cover the City Hall debt service.

TABLE 6.5: REVENUES

GENERAL CAPITAL PROJECTS	2018E	2019E	2020E	2021E	2022E	2023E	6-YEAR TOTAL
REVENUES							
GENERAL CAPITAL FUND - REET 1	\$1,261,315	\$1,286,415	\$1,393,487	\$1,446,024	\$1,537,797	\$1,629,797	\$8,554,835
SOCCER FIELD RENTAL GENERAL FUND CONTRIBUTION	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$780,000
REPAIR AND REPLACEMENT GENERAL FUND CONTRIBUTION	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
KC TRAIL LEVY FUNDING RENEWAL/AND RERENEWAL	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000
KING CONSERVATION DISTRICT GRANT	\$40,000	\$40,000					\$80,000
KING CONSERVATION DISTRICT	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
Other Governmental CONTRIBUTION					\$2,500,000		\$2,500,000
RECREATION & CONSERVATION OFFICE GRANTS	\$50,000	\$750,000	\$750,000	\$500,000	\$1,000,000		\$3,050,000
KING COUNTY YOUTH SPORTS FACILITY GRANT	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$450,000
TO BE DETERMINED		\$30,062,659	\$24,283,817	\$34,539,042	\$2,172,985		\$91,058,503

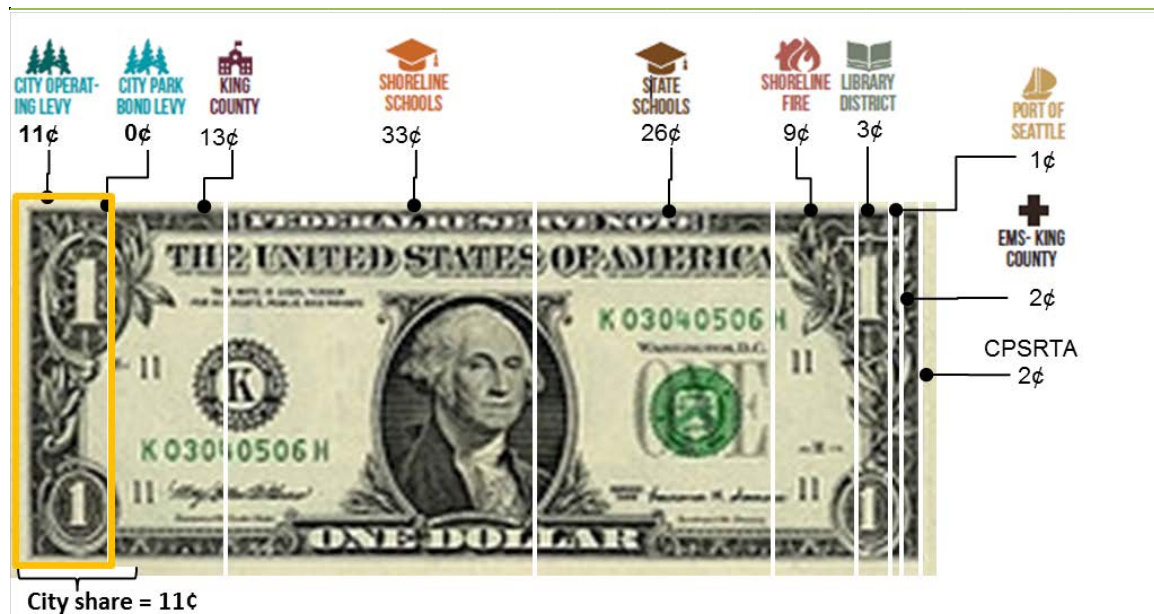
Table 6.6 lists acquisition and development projects and potential funding sources for priorities in the light rail station subareas. These projects are targeted for 2024-2029 in order to assess the rate of growth in the subareas and the ability of park impact fees to fund these acquisitions and improvements.

TABLE 6.6: ACQUISITION TARGETED FOR 2024-2029 CONTINUED

INFLATOR =		24%	29%	33%	38%	43%	48%	
GENERAL CAPITAL PROJECTS	2017 Project Cost Estimate	2024	2025	2026	2027	2028	2029	6-YEAR TOTAL
SHAPING OUR FUTURE: PARK ACQUISITION AND ASSOCIATED DEVELOPMENT PROJECTS								
185TH & ASHWORTH DEVELOPMENT	\$404,000		\$520,000					\$520,000
5TH & 165TH ACQUISITION	\$5,473,000		\$7,041,000					\$7,041,000
5TH & 165TH DEVELOPMENT	\$3,348,000			\$4,456,000				\$4,456,000
PARAMOUNT OPEN SPACE ACQUISITION	\$2,755,000		\$886,000	\$917,000	\$949,000	\$982,000		\$3,734,000
PARAMOUNT OPEN SPACE IMPROVEMENTS	\$200,000		\$257,000					\$257,000
CEDARBROOK PLAYGROUND	\$404,000	\$503,000						\$503,000
AURORA-I-5 155TH-165TH ACQUISITION	\$7,210,000				\$9,931,000			\$9,931,000
AURORA-I-5 155TH-165TH DEVELOPMENT	\$1,093,000						\$1,615,000	\$1,615,000
DNR OPEN SPACE ACCESS ACQUISITION	\$1,576,000		\$2,027,000					\$2,027,000
DNR OPEN SPACE DEVELOPMENT	\$432,000					\$616,000		\$616,000
RONALD BOG PARK TO JAMES KEOUGH PK TRAIL	\$65,000		\$84,000					\$84,000
TOTAL ACQUISITION COSTS	\$29,006,000	\$2,697,000	\$15,491,000	\$2,515,000	\$15,313,000	\$982,000	\$0	\$36,998,000
TOTAL ACQUISITION DEVELOPMENT COSTS	\$7,847,000	\$503,000	\$2,267,000	\$4,456,000	\$1,113,000	\$616,000	\$1,615,000	\$10,570,000
TOTAL COSTS	\$36,853,000	\$3,200,000	\$17,758,000	\$6,971,000	\$16,426,000	\$1,598,000	\$1,615,000	\$47,568,000
POTENTIAL REVENUES SPECIFIC TO ACQUISITION AND NEW DEVELOPMENT – VERY ROUGH PROJECTIONS								
KC CONSERVATION INITIATIVE	\$1,000,000		\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
KING COUNTY CONSERVA- TION FUTURES TRUST	\$1,050,000	\$50,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,050,000
PARK IMPACT FEE	\$1,650,000	\$150,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,650,000
TOTAL	\$3,700,000	\$200,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$3,700,000

Estimated impact to a median homeowner (baseline levy rates once 2006 park bond is fully paid in 2021):

	2022 Assessed Value	2022 AV Per \$1,000 (AV/\$1,000)		2022 Levy Rate		2022 Levy	%
City Operations Levy	\$503,400	\$503	X	\$1.21722	=	\$613	11%
City Excess Levy (2006 Parks)	\$503,400	\$503	X	\$0.00000	=	\$0	0%
City Excess Levy (A/CC)	\$503,400	\$503	X	\$0.00000	=	\$0	0%
King County	\$503,400	\$503	X	\$1.43443	=	\$722	13%
Shoreline School Dist.	\$503,400	\$503	X	\$3.80612	=	\$1,916	33%
State Schools	\$503,400	\$503	X	\$2.91820	=	\$1,469	26%
Fire District	\$503,400	\$503	X	\$1.03744	=	\$522	9%
Library District	\$503,400	\$503	X	\$0.41190	=	\$207	3%
Port of Seattle	\$503,400	\$503	X	\$0.13518	=	\$68	1%
King Co. EMS	\$503,400	\$503	X	\$0.23940	=	\$121	2%
CPSRTA	\$503,400	\$503	X	\$0.22745	=	\$114	2%
TOTAL				\$11.42734		\$5,753	100%



Estimated impact to a median homeowner (once 2006 park bond is fully paid and \$75.4M bond issued):

	2022 Assessed Value	2022 AV Per \$1,000 (AV/\$1,000)		2022 Levy Rate		2022 Levy	%
City Operations Levy	\$503,400	\$503	X	\$1.21722	=	\$613	10%
City Excess Levy (2006 Parks)	\$503,400	\$503	X	\$0.00000	=	\$0	0%
City Excess Levy (\$75.4M A/CC)	\$503,400	\$503	X	\$0.46931	=	\$236	4%
King County	\$503,400	\$503	X	\$1.43443	=	\$722	12%
Shoreline School Dist.	\$503,400	\$503	X	\$3.80612	=	\$1,916	32%
State Schools	\$503,400	\$503	X	\$2.91820	=	\$1,469	25%
Fire District	\$503,400	\$503	X	\$1.03744	=	\$522	9%
Library District	\$503,400	\$503	X	\$0.41190	=	\$207	3%
Port of Seattle	\$503,400	\$503	X	\$0.13518	=	\$68	1%
King Co. EMS	\$503,400	\$503	X	\$0.23940	=	\$121	2%
CPSRTA	\$503,400	\$503	X	\$0.22745	=	\$114	2%
TOTAL				\$11.89665		\$5,989	100%



Estimated impact to a median homeowner (once 2006 park bond is fully paid and \$91.0M bond issued):

	2022 Assessed Value	2022 AV Per \$1,000 (AV/\$1,000)		2022 Levy Rate		2022 Levy	%
City Operations Levy	\$503,400	\$503	X	\$1.21722	=	\$613	10%
City Excess Levy (2006 Parks)	\$503,400	\$503	X	\$0.00000	=	\$0	0%
City Excess Levy (\$91.0M A/CC + PROS Plan)	\$503,400	\$503	X	\$0.56670	=	\$285	5%
King County	\$503,400	\$503	X	\$1.43443	=	\$722	12%
Shoreline School Dist.	\$503,400	\$503	X	\$3.80612	=	\$1,916	32%
State Schools	\$503,400	\$503	X	\$2.91820	=	\$1,469	24%
Fire District	\$503,400	\$503	X	\$1.03744	=	\$522	9%
Library District	\$503,400	\$503	X	\$0.41190	=	\$207	3%
Port of Seattle	\$503,400	\$503	X	\$0.13518	=	\$68	1%
King Co. EMS	\$503,400	\$503	X	\$0.23940	=	\$121	2%
CPSRTA	\$503,400	\$503	X	\$0.22745	=	\$114	2%
TOTAL				\$11.99404		\$6,038	100%



Memorandum: 2018-2022 Potential Ballot Measures

Attachment F: Estimated Annual Impacts to a Median Homeowner of an Excess Levy for the Construction of an Aquatics / Community Center + PROS Plan

Estimated Impact of the Current Levy:

Year	Assessed Value	Per \$1,000 (AV/\$1,000)		Mill Levy		Assessment
2020	\$469,400	\$469	X	\$1.36997	=	\$643
2021	\$485,600	\$486	X	\$1.36059	=	\$661
2022	\$503,400	\$503	X	\$1.20281	=	\$605
2023	\$521,500	\$522	X	\$1.17450	=	\$613
2024	\$540,400	\$540	X	\$1.14446	=	\$618
2025	\$559,200	\$559	X	\$1.11582	=	\$624
2026	\$578,700	\$579	X	\$1.08762	=	\$629
2027	\$598,400	\$598	X	\$1.06166	=	\$635
2028	\$617,500	\$618	X	\$1.02897	=	\$635
2029	\$638,200	\$638	X	\$1.00264	=	\$640
2030	\$660,100	\$660	X	\$0.98052	=	\$647
2031	\$683,000	\$683	X	\$0.95724	=	\$654
2032	\$706,700	\$707	X	\$0.93377	=	\$660
2033	\$731,100	\$731	X	\$0.91041	=	\$666
2034	\$756,200	\$756	X	\$0.88750	=	\$671
2035	\$782,000	\$782	X	\$0.86520	=	\$677
2036	\$808,700	\$809	X	\$0.84346	=	\$682
2037	\$836,200	\$836	X	\$0.82227	=	\$688
2038	\$864,600	\$865	X	\$0.80151	=	\$693
2039	\$894,200	\$894	X	\$0.78173	=	\$699
Total over 20-Year Period 2020-2039						\$13,040

Estimated Impact of Adding a \$75.362M 20-Year Issue Excess Levy for an Aquatics / Community Center:

Year	Assessed Value	Per \$1,000 (AV/\$1,000)		Mill Levy		Assessment	Difference
2020	\$469,400	\$469	X	\$1.83928	=	\$863	\$220
2021	\$485,600	\$486	X	\$1.81652	=	\$882	\$221
2022	\$503,400	\$503	X	\$1.64373	=	\$827	\$222
2023	\$521,500	\$522	X	\$1.59934	=	\$834	\$221
2024	\$540,400	\$540	X	\$1.55280	=	\$839	\$221
2025	\$559,200	\$559	X	\$1.50858	=	\$844	\$220
2026	\$578,700	\$579	X	\$1.46538	=	\$848	\$219
2027	\$598,400	\$598	X	\$1.42566	=	\$853	\$218
2028	\$617,500	\$618	X	\$1.37721	=	\$850	\$215
2029	\$638,200	\$638	X	\$1.33757	=	\$854	\$214
2030	\$660,100	\$660	X	\$1.30388	=	\$861	\$214
2031	\$683,000	\$683	X	\$1.26917	=	\$867	\$213
2032	\$706,700	\$707	X	\$1.23420	=	\$872	\$212
2033	\$731,100	\$731	X	\$1.19960	=	\$877	\$211
2034	\$756,200	\$756	X	\$1.16601	=	\$882	\$211
2035	\$782,000	\$782	X	\$1.13338	=	\$886	\$209
2036	\$808,700	\$809	X	\$1.10162	=	\$891	\$209
2037	\$836,200	\$836	X	\$1.07107	=	\$896	\$208
2038	\$864,600	\$865	X	\$1.04096	=	\$900	\$207
2039	\$894,200	\$894	X	\$1.01253	=	\$905	\$206
Total over 20-Year Period 2020-2039						\$17,331	\$4,291

**Estimated Impact of Adding a \$91.0M 20-Year Issue Excess Levy for an Aquatics /
Community Center + PROS Plan:**

Year	Assessed Value	Per \$1,000 (AV/\$1,000)		Mill Levy		Assessment	Difference
2020	\$469,400	\$469	X	\$1.93667	=	\$909	\$266
2021	\$485,600	\$486	X	\$1.91113	=	\$928	\$267
2022	\$503,400	\$503	X	\$1.73522	=	\$874	\$269
2023	\$521,500	\$522	X	\$1.68749	=	\$880	\$267
2024	\$540,400	\$540	X	\$1.63753	=	\$885	\$267
2025	\$559,200	\$559	X	\$1.59008	=	\$889	\$265
2026	\$578,700	\$579	X	\$1.54377	=	\$893	\$264
2027	\$598,400	\$598	X	\$1.50120	=	\$898	\$263
2028	\$617,500	\$618	X	\$1.44947	=	\$895	\$260
2029	\$638,200	\$638	X	\$1.40707	=	\$898	\$258
2030	\$660,100	\$660	X	\$1.37098	=	\$905	\$258
2031	\$683,000	\$683	X	\$1.33389	=	\$911	\$257
2032	\$706,700	\$707	X	\$1.29654	=	\$916	\$256
2033	\$731,100	\$731	X	\$1.25961	=	\$921	\$255
2034	\$756,200	\$756	X	\$1.22380	=	\$925	\$254
2035	\$782,000	\$782	X	\$1.18903	=	\$930	\$253
2036	\$808,700	\$809	X	\$1.15519	=	\$934	\$252
2037	\$836,200	\$836	X	\$1.12270	=	\$939	\$251
2038	\$864,600	\$865	X	\$1.09064	=	\$943	\$250
2039	\$894,200	\$894	X	\$1.06042	=	\$948	\$249
Total over 20-Year Period 2020-2039						\$18,221	\$5,181

Estimated Funding Scenarios for Maintenance of Existing Sidewalks and Construction of New Sidewalks														DRAFT	
Assumptions:		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028-2037 Avg.	20-Yr Total		
	Cost to Construct 1 Linear Foot of Sidewalk	\$675	\$709	\$744	\$781	\$820	\$861	\$904	\$949	\$996	\$1,046	\$1,382	N/A		
	Cost to Repair 1 Linear Foot of Sidewalk	\$358	\$376	\$395	\$415	\$436	\$458	\$481	\$505	\$530	\$557	\$736.00	N/A		
	Annual Construction Inflation	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	N/A		
	Shoreline Median Home Price (\$ in '000's)	\$444.0	\$455.7	\$469.4	\$485.6	\$503.4	\$521.5	\$540.4	\$559.2	\$578.7	\$598.4	\$722.0	N/A		
	City Operating Levy Rate	\$1.26752	\$1.20831	\$1.21722	\$1.21227	\$1.20281	\$1.17450	\$1.14446	\$1.11582	\$1.08762	\$1.06166	\$0.92320	N/A		
	City Excess Levy Rate (2006 Parks Bond *)	\$0.16932	\$0.15558	\$0.15275	\$0.14832	\$0.00000	\$0.00000	\$0.00000	\$0.00000	\$0.00000	\$0.00000	\$0.00000	N/A		
	Total One or More Unit Housing Units	23,525	23,638	23,751	23,867	23,983	24,101	24,221	24,342	24,464	24,588	25,303	N/A		
	Est. Number of Cars Registered in Shoreline	41,500	41,500	41,500	41,500	41,500	41,500	41,500	41,500	41,500	41,500	41,500	N/A		
	Est. Household Impact: \$1 VLF	\$1.76	\$1.76	\$1.75	\$1.74	\$1.73	\$1.72	\$1.71	\$1.70	\$1.70	\$1.69	\$1.64	\$33.66		
	Est. Household Impact: TBD 0.01% S&U Tax	\$4.21	\$4.41	\$4.55	\$4.68	\$4.82	\$4.96	\$5.11	\$5.26	\$5.42	\$5.58	\$6.56	\$114.60		
	\$1.0M 20-Year Bond Annual Debt Service	\$73,200	\$73,325	\$73,375	\$73,350	\$73,250	\$73,575	\$73,300	\$73,450	\$73,500	\$73,450	\$73,315	\$1,466,925		
	\$1.0M 30-Year Bond Annual Debt Service	\$60,175	\$64,250	\$63,500	\$67,750	\$66,750	\$65,750	\$64,750	\$63,750	\$62,750	\$66,750	\$65,200	\$1,298,175		
	* 2006 Parks Bond will be fully paid in 2021.														
Revenue Sources:		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028-2037 Avg.	20-Yr Total		
	Vehicle License Fee:														
	Add'l \$20 VLF (Total @ \$40; \$ in '000's)	\$730.0	\$730.0	\$730.0	\$730.0	\$730.0	\$730.0	\$730.0	\$730.0	\$730.0	\$730.0	\$730.0	\$14,600.0		
	Impact to Household	\$35.20	\$35.20	\$35.00	\$34.80	\$34.60	\$34.40	\$34.20	\$34.00	\$34.00	\$33.80	\$32.80	\$673.20		
	Add'l \$30 VLF (Total @ \$50; \$ in '000's)	\$1,145.0	\$1,145.0	\$1,145.0	\$1,145.0	\$1,145.0	\$1,145.0	\$1,145.0	\$1,145.0	\$1,145.0	\$1,145.0	\$1,145.0	\$22,900.0		
	Impact to Household	\$52.80	\$52.80	\$52.50	\$52.20	\$51.90	\$51.60	\$51.30	\$51.00	\$51.00	\$50.70	\$49.20	\$1,009.80		
	Add'l \$60 VLF (Total @ \$80; \$ in '000's)	\$2,390.0	\$2,390.0	\$2,390.0	\$2,390.0	\$2,390.0	\$2,390.0	\$2,390.0	\$2,390.0	\$2,390.0	\$2,390.0	\$2,390.0	\$47,800.0		
	Impact to Household	\$105.60	\$105.60	\$105.00	\$104.40	\$103.80	\$103.20	\$102.60	\$102.00	\$102.00	\$101.40	\$98.40	\$2,019.60		
	Transportation Benefit District Sales Tax:														
	TBD 0.01% S&U Tax (\$ in '000's)	\$99.2	\$104.2	\$108.0	\$111.8	\$115.5	\$119.6	\$123.8	\$128.1	\$132.5	\$137.1	\$166.2	\$2,841.9		
	Impact to Household	\$4.21	\$4.41	\$4.55	\$4.68	\$4.82	\$4.96	\$5.11	\$5.26	\$5.42	\$5.58	\$6.56	\$114.60		
	TBD 0.2% S&U Tax (\$ in '000's)	\$1,983.1	\$2,083.2	\$2,159.1	\$2,235.1	\$2,311.0	\$2,391.5	\$2,475.1	\$2,561.1	\$2,650.1	\$2,741.9	\$3,324.6	\$56,837.4		
	Impact to Household	\$84.30	\$88.13	\$90.91	\$93.65	\$96.36	\$99.23	\$102.19	\$105.21	\$108.33	\$111.51	\$131.23	\$2,292.08		
	Property Tax Levy Needed for \$1.0M 20-Yr Bond Issue:														
	Levy to Cover Debt Service	\$73,200	\$73,325	\$73,375	\$73,350	\$73,250	\$73,575	\$73,300	\$73,450	\$73,500	\$73,450	\$73,315	\$1,466,925		
	Levy Rate	\$0.00722	\$0.00671	\$0.00659	\$0.00640	\$0.00618	\$0.00598	\$0.00573	\$0.00552	\$0.00532	\$0.00512	\$0.00416	N/A		
	Impact to Median Household	\$3.21	\$3.06	\$3.09	\$3.11	\$3.11	\$3.12	\$3.10	\$3.09	\$3.08	\$3.06	\$3.00	\$61.02		
	Property Tax Levy Needed for \$1.0M 30-Yr Bond Issue:														
	Levy to Cover Debt Service	\$60,175	\$64,250	\$63,500	\$67,750	\$66,750	\$65,750	\$64,750	\$63,750	\$62,750	\$66,750	\$65,200	\$1,298,175		
	Levy Rate	\$0.0059	\$0.0059	\$0.0057	\$0.0059	\$0.0056	\$0.0053	\$0.0051	\$0.0048	\$0.0045	\$0.0047	\$0.0037	N/A		
	Impact to Median Household	\$2.64	\$2.68	\$2.68	\$2.87	\$2.84	\$2.79	\$2.74	\$2.68	\$2.63	\$2.78	\$2.67	\$53.98		

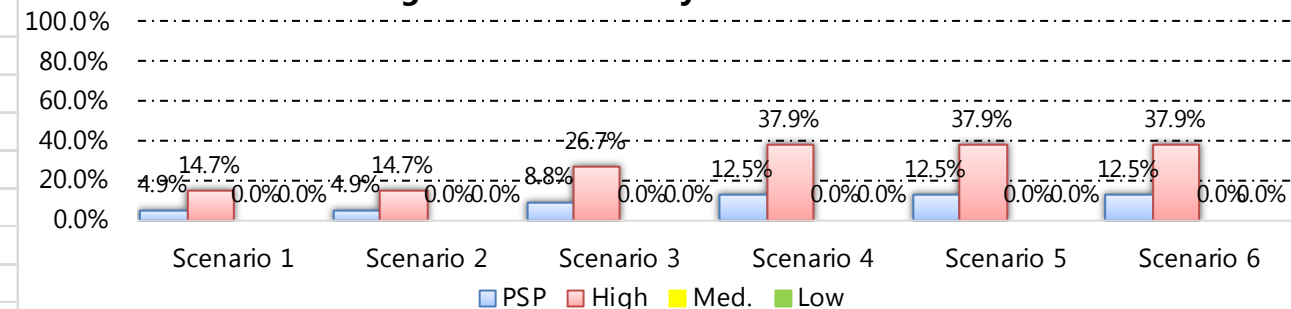
Estimated Funding Scenarios for Maintenance of Existing Sidewalks and Construction of New Sidewalks

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Planned Pedestrian System Plan (PSP) with Updated Pedestrian Prioritization:

					Percentage Constructed			
Priority	Linear Feet	Cost	LF Constructed		PSP	High	Med.	Low
High	142,381	\$158,800,000	Scenario 1	21,000	4.9%	14.7%	0.0%	0.0%
Medium	144,247	\$160,800,000	Scenario 2	21,000	4.9%	14.7%	0.0%	0.0%
Low	143,681	\$160,200,000	Scenario 3	38,000	8.8%	26.7%	0.0%	0.0%
Total	430,309	\$479,800,000	Scenario 4	54,000	12.5%	37.9%	0.0%	0.0%
			Scenario 5	54,000	12.5%	37.9%	0.0%	0.0%
			Scenario 6	54,000	12.5%	37.9%	0.0%	0.0%

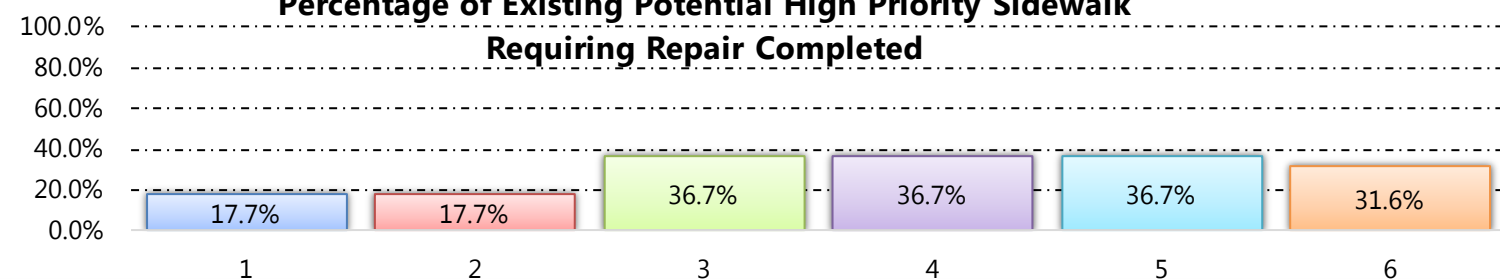
Percentage of Pedestrian System Plan Constructed



Sidewalk Maintenance Program:

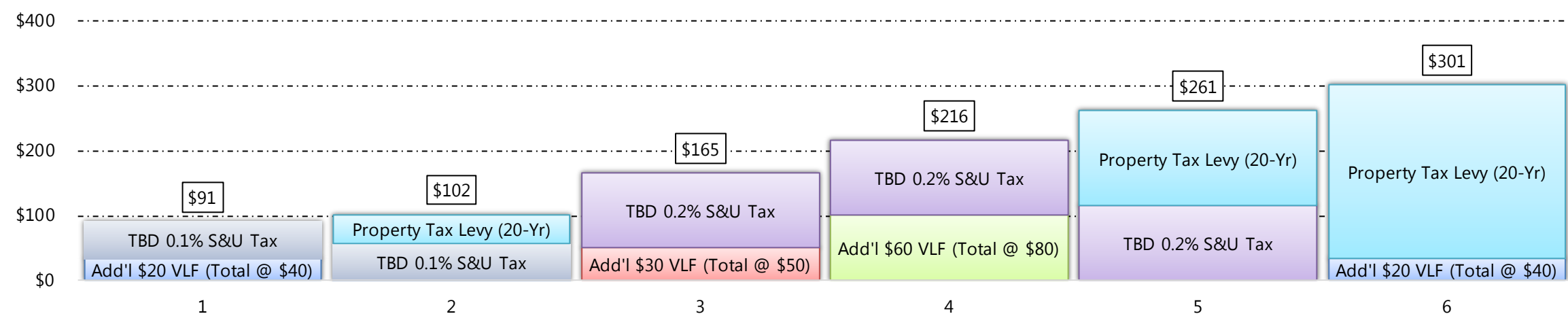
Linear Feet Req. Repair:	335,000			Perc.
Cost to Repair:	\$198,700,000	LF Repaired		Repaired
Potential High Priority Repairs:	79,000	Scenario 1	14,000	17.7%
Cost to Repair:	\$46,800,000	Scenario 2	14,000	17.7%
		Scenario 3	29,000	36.7%
		Scenario 4	29,000	36.7%
		Scenario 5	29,000	36.7%
		Scenario 6	25,000	31.6%

Percentage of Existing Potential High Priority Sidewalk Requiring Repair Completed



Annual Household Impact by Scenario

Annual Household Impact by Scenario



Estimated Funding Scenarios for Maintenance of Existing Sidewalks and Construction of New Sidewalks

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Scenario 1:

Revenue Source (\$ in '000's)	Existing	New	Total	Avg. Ann. Household Impact
Add'l \$20 VLF (Total @ \$40)	\$0	\$14,600	\$14,600	\$34
TBD 0.1% S&U Tax	\$8,500	\$19,919	\$28,419	\$57
Total	\$8,500	\$34,519	\$43,019	\$91

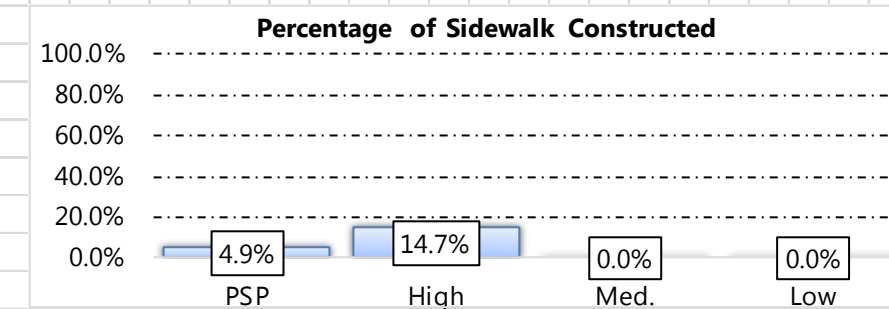
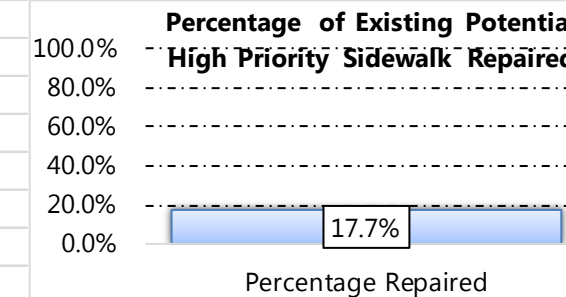
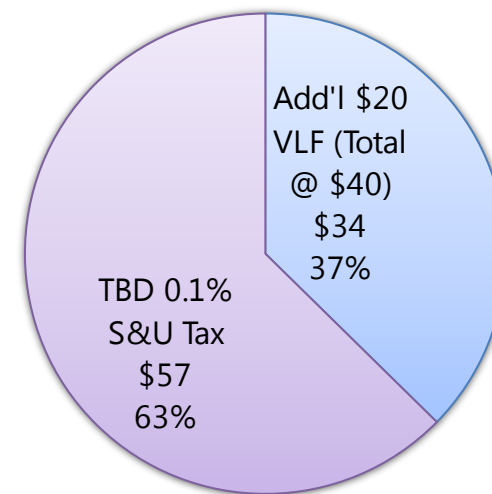
At an average annual cost of \$91 the City would be able to repair 14000 LF, or 17.7%, of existing potential high priority sidewalk requiring repair and construct 21000 LF, or 4.9%, of the Pedestrian System Plan.

Linear Feet of Existing Sidewalk Repaired:	14,000	LF, or 17.7%, of existing potential high priority sidewalk requiring repair.
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20-Yr Bond value (\$ in '000's) that can be issued:	\$23,532
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Linear Feet of Pedestrian System Plan Constructed:	21,000	LF, or 4.9%, of the Pedestrian System Plan.
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Scenario 1:



Estimated Funding Scenarios for Maintenance of Existing Sidewalks and Construction of New Sidewalks

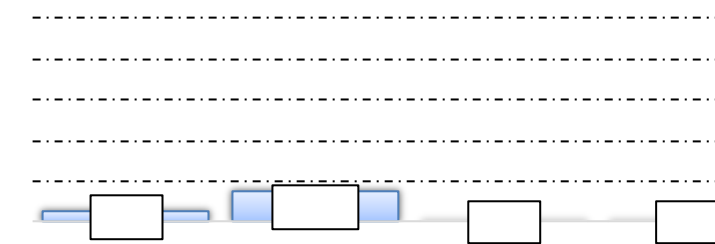
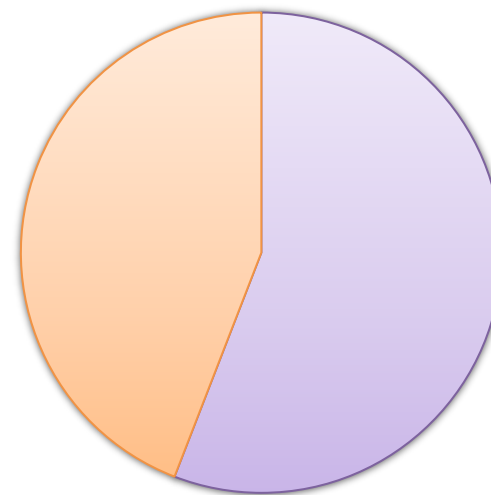
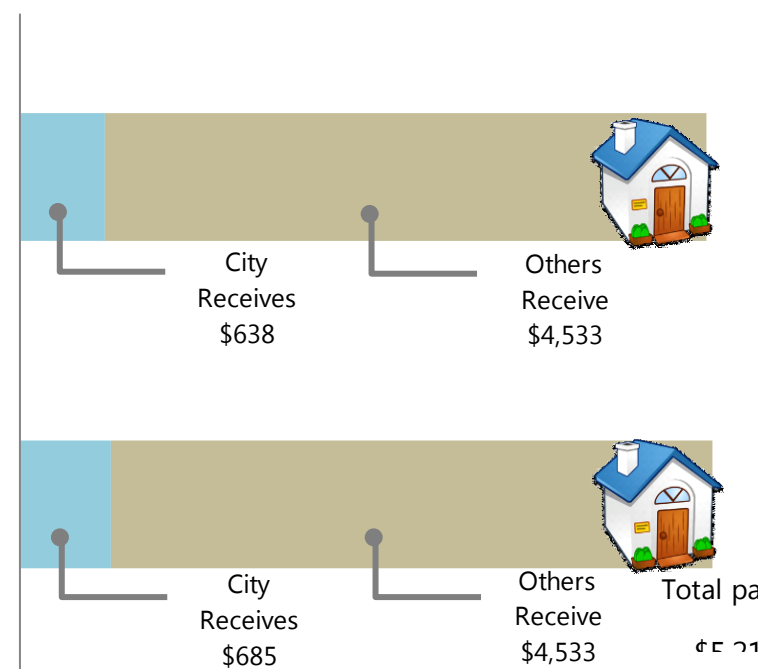
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Scenario 2:

Revenue Source (\$ in '000's)	Existing	New	Total	Avg. Ann. Household Impact
TBD 0.1% S&U Tax	\$8,500	\$19,919	\$28,419	\$57
Property Tax Levy (20-Yr)	\$0	\$14,600	\$14,600	\$45
Total	\$8,500	\$34,519	\$43,019	\$102

At an average annual cost of \$102 the City would be able to repair 14000 LF, or 17.7%, of existing potential high priority sidewalk requiring repair and construct 21000 LF, or 4.9%, of the Pedestrian System Plan.

Linear Feet of Existing Sidewalk Repaired:	14,000	LF, or 17.7%, of existing potential high priority sidewalk requiring repair.							
Linear Feet of Pedestrian System Plan Constructed:	21,000	LF, or 4.9% of the Pedestrian System Plan.							



Estimated Funding Scenarios for Maintenance of Existing Sidewalks and Construction of New Sidewalks

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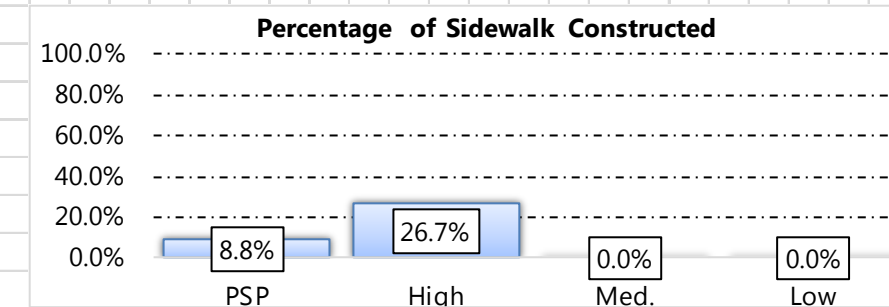
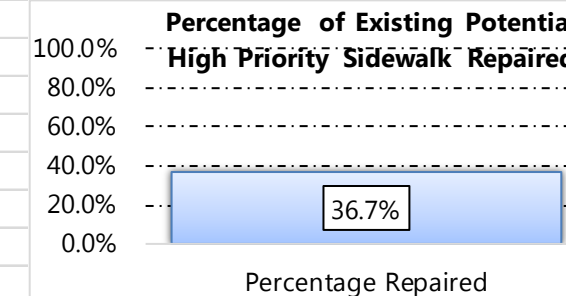
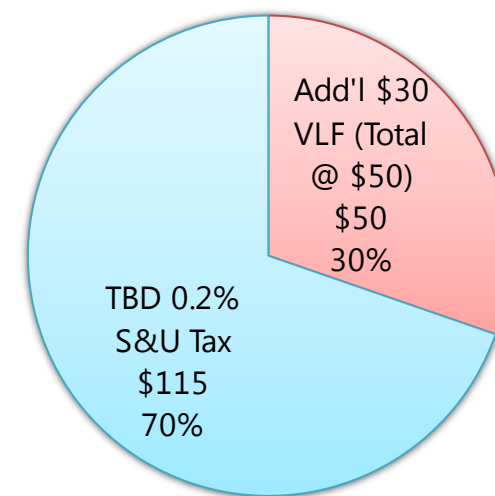
Scenario 3:

Revenue Source (\$ in '000's)	Existing	New	Total	Avg. Ann. Household Impact
Add'l \$30 VLF (Total @ \$50)	\$0	\$22,900	\$22,900	\$50
TBD 0.2% S&U Tax	\$17,000	\$39,837	\$56,837	\$115
Total	\$17,000	\$62,737	\$79,737	\$165

At an average annual cost of \$165 the City would be able to repair 29000 LF, or 36.7%, of existing potential high priority sidewalk requiring repair and construct 38000 LF, or 8.8%, of the Pedestrian System Plan.

Linear Feet of Existing Sidewalk Repaired:	29,000	LF, or 36.7%, of existing potential high priority sidewalk requiring repair.
Linear Feet of Pedestrian System Plan Constructed:	38,000	LF, or 8.8% of the Pedestrian System Plan.

Scenario 3:



Estimated Funding Scenarios for Maintenance of Existing Sidewalks and Construction of New Sidewalks

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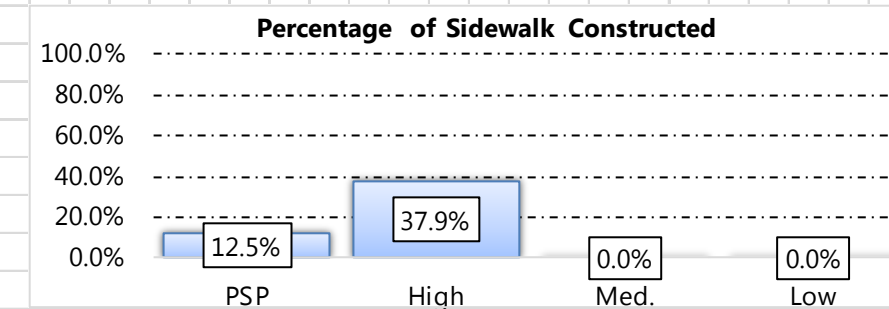
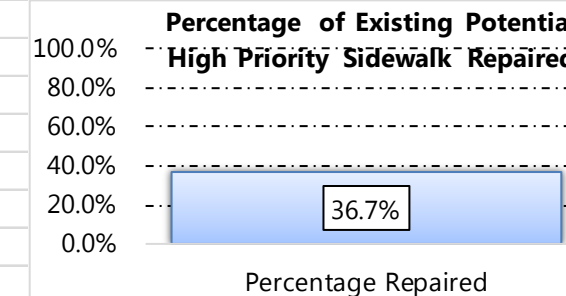
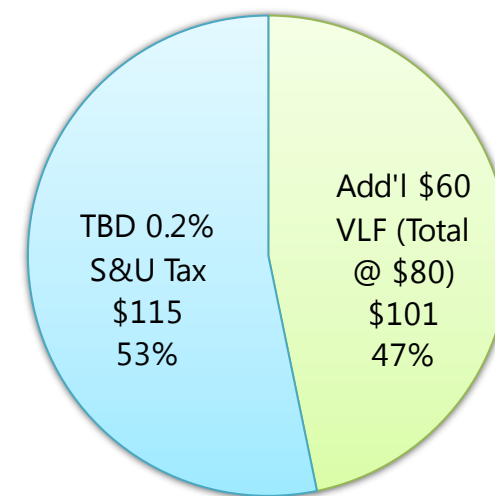
Scenario 4:

Revenue Source (\$ in '000's)	Existing	New	Total	Avg. Ann. Household Impact
Add'l \$60 VLF (Total @ \$80)	\$0	\$47,800	\$47,800	\$101
TBD 0.2% S&U Tax	\$17,000	\$39,837	\$56,837	\$115
Total	\$17,000	\$87,637	\$104,637	\$216

At an average annual cost of \$216 the City would be able to repair 29000 LF, or 36.7%, of existing potential high priority sidewalk requiring repair and construct 54000 LF, or 12.5%, of the Pedestrian System Plan.

Linear Feet of Existing Sidewalk Repaired:	29,000	LF, or 36.7%, of existing potential high priority sidewalk requiring repair.							
Linear Feet of Pedestrian System Plan Constructed:	54,000	LF, or 12.5% of the Pedestrian System Plan							

Scenario 4:



Estimated Funding Scenarios for Maintenance of Existing Sidewalks and Construction of New Sidewalks

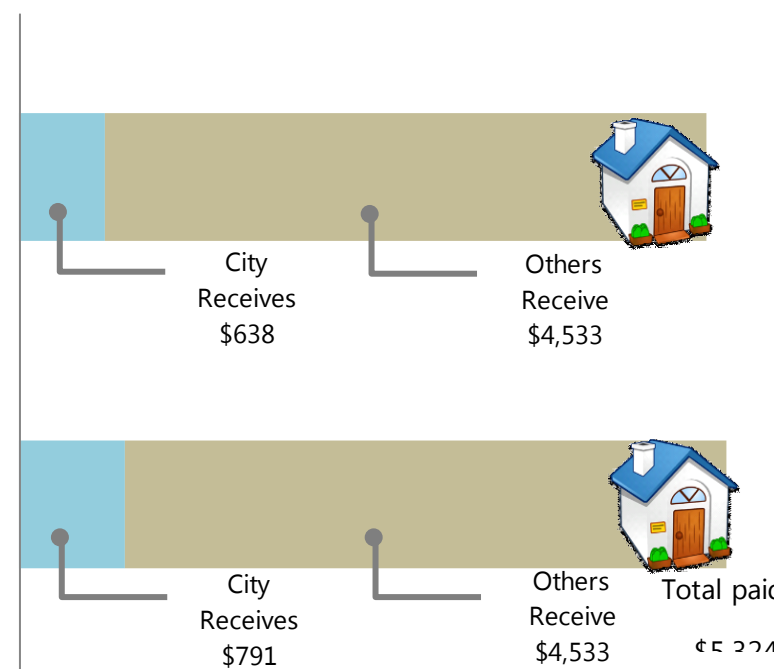
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Scenario 5:

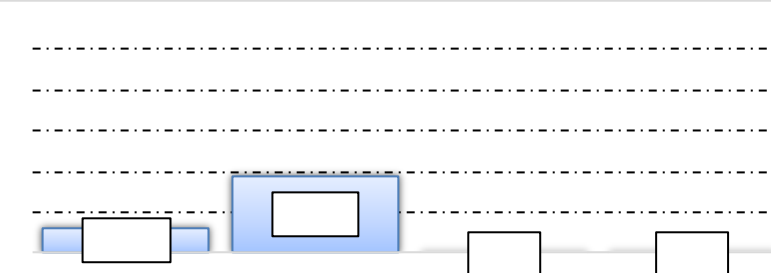
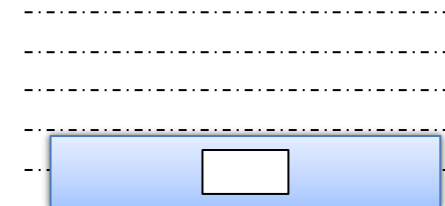
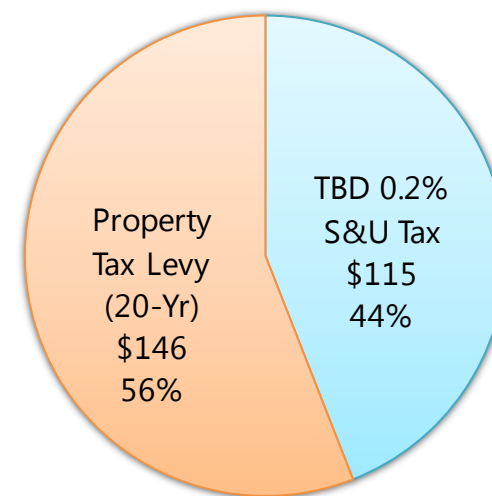
Revenue Source (\$ in '000's)	Existing	New	Total	Avg. Ann. Household Impact
TBD 0.2% S&U Tax	\$17,000	\$39,837	\$56,837	\$115
Property Tax Levy (20-Yr)	\$0	\$47,800	\$47,800	\$146
Total	\$17,000	\$87,637	\$104,637	\$261

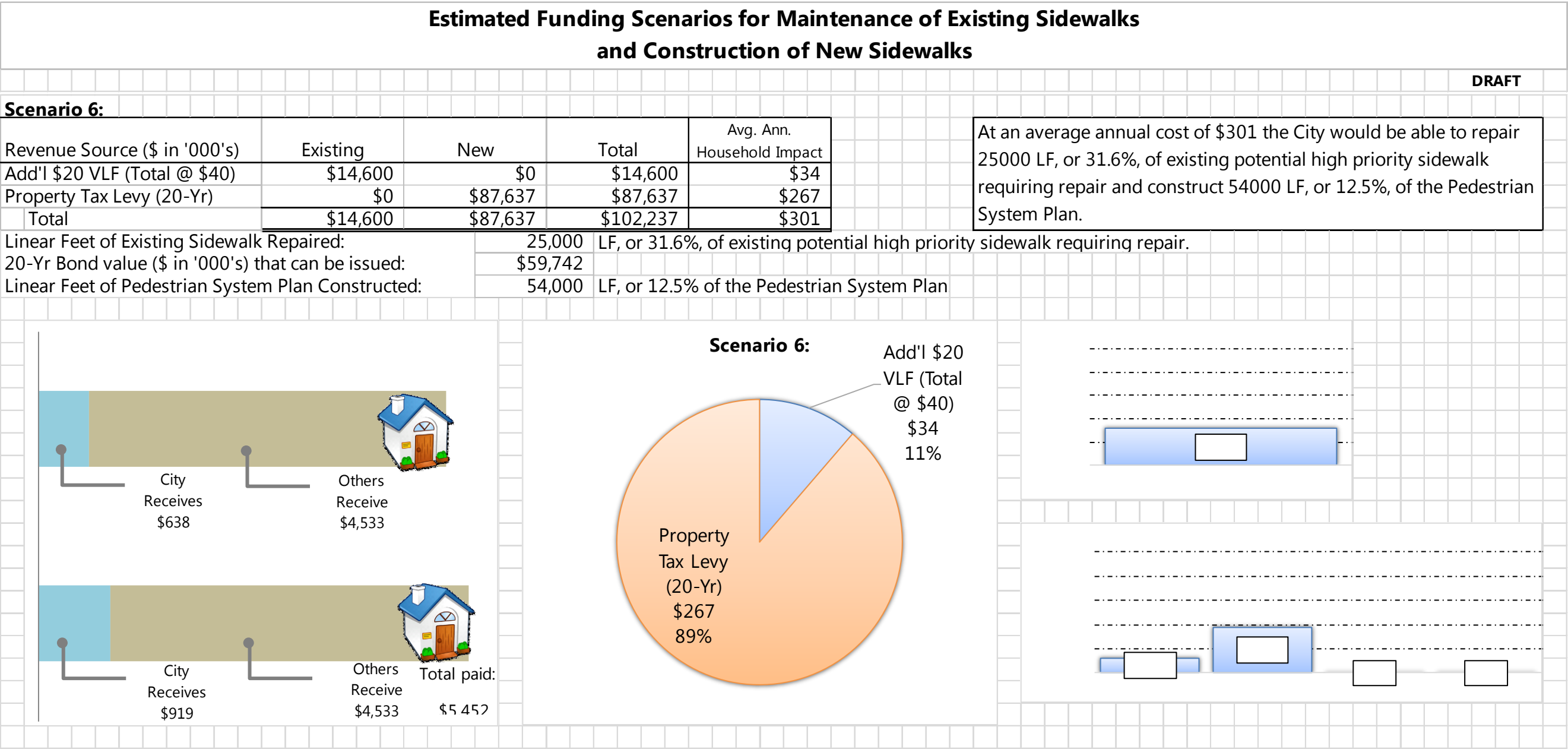
At an average annual cost of \$261 the City would be able to repair 29000 LF, or 36.7%, of existing potential high priority sidewalk requiring repair and construct 54000 LF, or 12.5%, of the Pedestrian System Plan.

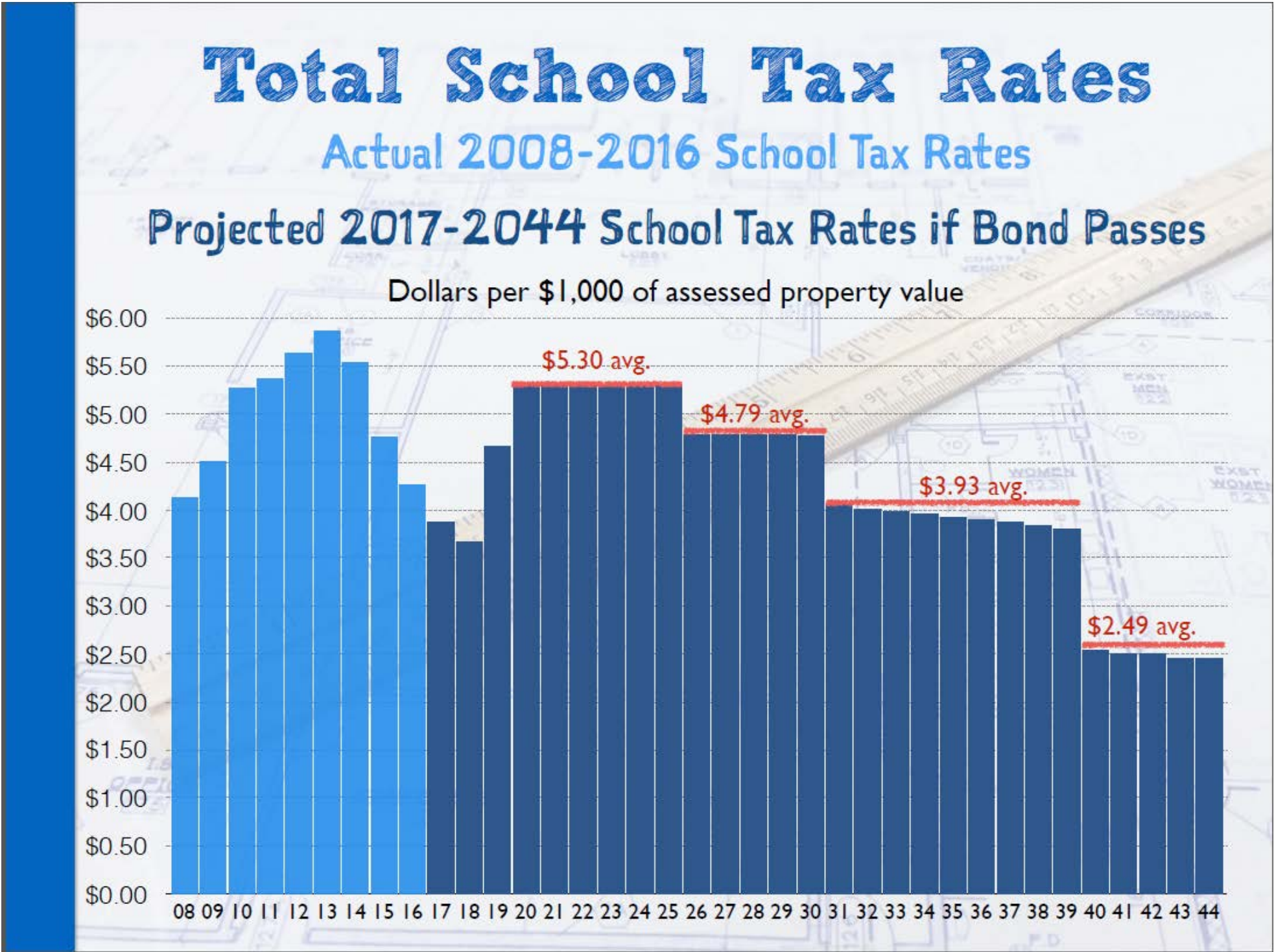
Linear Feet of Existing Sidewalk Repaired:	29,000	LF, or 36.7%, of existing potential high priority sidewalk requiring repair.							
Linear Feet of Pedestrian System Plan Constructed:	54,000	LF, or 12.5% of the Pedestrian System Plan							



Scenario 5:







SOURCE: Shoreline School District – Presentation “February 2017 School Bond Information”
NOTE: Projected levy rates pre-date: (i) WA Legislation, (ii) Passage of School District’s February 2018 Educational Programs and Operations Levy, and (iii) Passage of School District’s February 2018 Capital Levy for Technology Improvement and Support