



**2005-2011
Capital
Investment
Program
Plan**

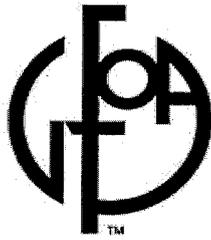
City of Bellevue, Washington



2005-2011 Capital Investment Program Plan

For the Biennium
January 1, 2005 through December 31, 2006

Bellevue City Council
Connie Marshall, Mayor
Phil Noble, Deputy Mayor
Claudia Balducci
John Chelminiak
Don Davidson
Grant Degginger
Conrad Lee



GOVERNMENT FINANCE OFFICERS ASSOCIATION

*Distinguished
Budget Presentation
Award*

PRESENTED TO

**City of Bellevue
Washington**

For the Fiscal Year Beginning

January 1, 2003

A handwritten signature in cursive script, appearing to read 'Edward Manning'.

President

A handwritten signature in cursive script, appearing to read 'Jeffrey R. Emery'.

Executive Director

The Government Finance Officers Association of the United States and Canada (GFOA) presented an Award for Distinguished Budget Presentation to the City of Bellevue, Washington for its biennial budget for the fiscal biennium beginning January 1, 2003.

In order to receive this award, a governmental unit must publish a budget document that meets program criteria as a policy document, as an operations guide, as a financial plan, and as a communication device.

The award is valid for a period of two years only. We believe our current budget continues to conform to program requirements, and we are submitting it to GFOA to determine its eligibility for another award.

CITY OF BELLEVUE, WASHINGTON
2005– 2011
Capital Investment Program Plan

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Cost and Resource Summary
CIP Project Description Pages
Projects Completed, Combined, or Deleted list

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2005-2011 Adopted CIP: Reader's Guide

Understanding a municipal budget and its specialized terminology can be a challenging exercise. This Reader's Guide has been developed for you to make review of the City of Bellevue's 2005-2011 Capital Investment Program (CIP) Plan easier. It highlights the type of information contained in this document, describes some of it in detail, presents a glossary of commonly used budget terms, and gives directions for locating additional budget information.

A. CAPITAL INVESTMENT PROGRAM PLAN

This 2005-2011 CIP Plan contains valuable information concerning Bellevue's planned infrastructure investments over the 2005-2011 time frame. Elements of the plan are included in the Executive Summary and in the programmatic chapters where appropriate. This section:

- explains what Bellevue's CIP Plan is;
- explains how citizens can get involved;
- explains how the CIP and the City's Operating Budget are related;
- tells where to locate specific types of information within this document;
- explains how to interpret the financial and project data contained on "CIP Project Description" pages and in other summary tables.

What is Bellevue's CIP Plan?

Bellevue's CIP Plan presents a schedule of major public facility improvements that will be implemented over the next seven years. Project design, land acquisition, construction costs, and the projected means of financing these costs are integral components of this Plan. The projects included in the 2005-2011 CIP Plan were derived from a number of sources including formal long-range plans that have been adopted by the City Council such as the Transportation Facility Plans [Central business District (CBD), Bellevue-Redmond Overlake Transportation Study (BROTS), East Bellevue Transportation Study (EBTS)], the Parks and Open Space Plan, the Municipal Facilities Plan, the Fire Master Plan, the CBD Implementation Plan and the Comprehensive Plans of the Water, Sewer, and Storm & Surface Water Utilities. The CIP Plan is also embodies needs assessments and public surveys conducted by City staff; input from residents, the business community, boards and commissions and the recommendations of the City Council. This process ensures that the CIP is responsive to the officially stated direction of the City Council as contained in the Comprehensive Plan and supporting documents. The policies governing project selection and funding allocation decisions and a section describing the budget development process are included in the Comprehensive Financial Management Policy chapter of the 2005-2006 Budget document.

This CIP Plan presents only those major public improvements that are viewed as most urgently needed within the next seven years and which can be funded from available income sources. Projects are organized into program areas including:

- Transportation
- Parks
- General Government
- Public Safety
- New City Hall
- Community & Economic Development
- Neighborhood Enhancement Program
- Neighborhood Investment Strategy
- Water
- Sewer
- Storm Drainage

How Stakeholders Can Get Involved in the CIP Plan

The City Manager and the City Council require that staff seek information from the public in several areas to help design a CIP Plan which truly responds to the needs of our community. Citizens, community groups, businesses, and other stakeholders can maximize the attention and consideration paid to their suggestions by working with staff to wrap those suggestions into major City planning processes. Projects and policies are continually monitored and modified by updates to these long-term plans, usually via a public process with associated City boards and commissions. Input is especially desired in the following areas:

1. *General Category Priorities*

What project categories are of highest priority to you? Do you think additional funding should be allocated to these categories?

2. *Specific Project Priorities*

Which specific projects are most important? Which projects are of low priority?

3. *Financing*

What are your ideas on how the CIP should be funded? Do you have comments on revenue sources that should or should not be used to fund capital investments?

City staff have provided a number of ways that citizens and community groups may provide this information. They can testify at public hearings, respond to outreach attempts, write letters, telephone or E-mail specific staff members, and/or make personal contact with staff or individual Councilmembers.

The Role of the CIP in the Operating Budget Process

The CIP Plan identifies capital costs for public facility and infrastructure projects and provides an estimate of subsequent operating costs. Our CIP financing plan considers an ongoing income stream to finance capital expenditures and increased operating costs which may result from opening new public facilities. We believe that Bellevue has taken the lead in this unique approach.

The City Council adopts a CIP Plan that identifies projects on which work is needed and appropriates funds for those projects. Operating costs for the completed projects in the CIP are included in the City's Operating Budget and are funded primarily by unrestricted taxes previously received in the General CIP Fund.

Beginning in 1998, the CIP process was consolidated with the Operating Budget process so that the City Council could better understand these relationships when making capital and operating funding decisions.

CIP Plan Content

Each section of the CIP Plan is described below:

EXECUTIVE SUMMARY

This section provides information on resources and expenditures for projects funded in the 2005-2011 CIP Plan. Text, tables, and graphics are used to display resources, project costs, and other pertinent information.

PROJECT PRIORITIZATION CRITERIA

This section provides information on the criteria established for each program area when prioritizing projects for inclusion in the CIP Plan.

PROJECT CATEGORY CHAPTERS

These chapters contain CIP Plan detail and project description pages for each funded CIP project. Each chapter is preceded by an introductory section which explains the features typically included in each category. The sixteen project categories are:

<u>Category Name</u>	<u>CIP Plan Number Designator</u>
Roadways	"PW-R" Projects
Intersections	"PW-I" Projects
Walkways/Bikeways	"PW-W/B" Projects
Maintenance/Minor Capital	"PW-M" Projects
Park Acquisition and Development	"P-AD" Projects
Park Redevelopment	"P-R" Projects
General Government	"G" Projects
Public Safety	"PS" Projects
New City Hall	"NCH" Projects
Community Development	"CD" Projects
Economic Development	"ED" Projects
Neighborhood Enhancement Program	"NEP" Projects
Neighborhood Investment Strategy	"NIS" Projects
Water	"W" Projects
Sewer	"S" Projects
Storm Drainage	"D" Projects

Organization of Materials Within Project Category Sections

Each of the project category sections is organized in a consistent way and has the following content and order of presentation:

1. Introductory Comments - summary comments about the project category.
2. Funded Project List – CIP Plan number, name, status, seven-year cost, and total project cost.
3. Project Map - project locations are indicated on a map for each category.
4. Cost and Resource Summary - project costs and resources by year for the project category.

5. Project Description Pages - detailed project information including the budget and schedule for each project in the category.
6. Completed, Combined, and Deleted Project List - information about projects that were contained in the prior CIP Plan and were either completed by the end of 2004, combined with another project, or deleted from the Plan.

How to Read CIP Project Description Pages

Project description pages have been created for each of the projects in the 2005-2011 CIP Plan. A "key to understanding" these pages is provided as Exhibit 1. The numbers in parentheses correspond to the following explanations of information.

1. CIP PLAN NUMBER: The number assigned to the project, which normally remains the same for the project's duration.
2. PROJECT NAME: The name of the project being described, which usually stays the same for the project's duration.
3. PROJECT LOCATION: A description or address of the geographic location of the project within the City.
4. DEPT/PROGRAM: Department title and program title within the budget. This information will facilitate locating the project in the overall City budget.
5. STATUS: This section indicates whether this is a new project, a project which was approved but has not yet begun, a project which was approved and is continuing on from the prior plan, or an ongoing project which will continue indefinitely.
6. ACTUAL/ESTIMATED START DATE: The year in which the work actually began or is expected to begin for the project.
7. ESTIMATED COMPLETION DATE: The year when the project is anticipated to be completed.
8. PROJECT DESCRIPTION/SCOPE: A paragraph describing the major physical features included in the project design, which has a significant impact on the project's cost estimate.
9. PROJECT JUSTIFICATION/BENEFITS: This paragraph provides an explanation of why the project is important to the community and should be undertaken and explains the benefits that the community will derive from having this project completed.
10. ENVIRONMENTAL IMPACTS: A summarization of the major environmental impacts associated with the project and the current status in the environmental review process.
11. CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION: Since the specific information concerning any given project may vary from update to update as design information is refined, information in this section will tell the reader what aspects of the previously adopted project description have changed so that the old and the new descriptions may be compared. If the project is new to this CIP Plan, or the project has not changed from the prior update, this section does not appear on the project description page.
12. PROJECT BUDGET: Estimated total project costs and revenues in thousands of dollars are presented for each project. Also, anticipated maintenance and operating costs for the project, once it is completed, in thousands of dollars, are presented along with any project costs which are expected to occur beyond the time frame of the CIP Plan.

**Exhibit 1
Key to Understanding Project Description Pages**

CIP PLAN NUMBER: (1)

PROJECT NAME: (2)

PROJECT LOCATION: (3)

DEPT/PROGRAM: (4)

STATUS: (5)

ACTUAL/ESTIMATED START DATE: (6) ESTIMATED COMPLETION DATE: (7)

PROJECT DESCRIPTION/SCOPE: (8)

PROJECT JUSTIFICATION/BENEFITS: (9)

ENVIRONMENTAL IMPACTS: (10)

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION: (11)

PROJECT BUDGET: (12)

B. GLOSSARY

The following are definitions of some of the more common terms one may encounter in reviewing this document.

ACCRUAL BASIS

A basis of accounting in which transactions are recognized at the time they are incurred, as opposed to when cash is received or spent.

AMENDED BUDGET

The amended budget is defined as the authorized mix and level of services, in place as of the last budget amendment ordinance, adjusted for reorganizations so that costs are comparable to the new biennial budget.

Unless otherwise noted, the 2001, 2002, 2003, and 2004 budget values shown in this document have been amended. They represent the adopted budgets plus additional expenditure appropriations resulting from City Council decisions made throughout the year and any reorganizations.

APPROPRIATION

A legal authorization granted by the legislative body (City Council) to make expenditures and to incur obligations for specific purposes. For operating fund budgets, these appropriations lapse at the end of each fiscal biennium. For nonoperating/special purpose funds such as the Capital Investment Program Funds, appropriations do not lapse but continue in force until fully expended or until the purpose for which they were granted has been accomplished, abandoned or revised by the City Council.

ASSESSED VALUATION (AV)

The fair market value of both real (land and buildings) and personal property as determined by the King County Assessor's Office for the purpose of calculating property taxes.

ASSET

Resources owned or held by a government that have monetary value.

BARS

The acronym "BARS" stands for Budgeting, Accounting, and Reporting Systems as prescribed by the State of Washington.

BASE BUDGET

Cost of continuing the existing levels of service in the current budget biennium.

BEGINNING FUND BALANCE

A revenue account used to record resources available for expenditure in one fiscal biennium because of revenues collected in excess of the budget and/or expenditures were less than the budget in the prior fiscal biennium.

BIENNIAL BUDGET

The financial and operating plan for the City that establishes a two-year appropriation in accordance with Washington State law.

BOND

A long-term "IOU" or promise to pay. It is a promise to repay a specified amount of money (the face amount of the bond) on a particular date (the maturity date). Bonds are typically used to finance capital projects.

BUDGET

A financial operating plan for a given period which displays the estimated expenditures to provide services or to accomplish a purpose during that period together with the estimated sources of revenue (income) to pay for those expenditures. Once the fund totals shown in the budget are appropriated by the City Council, they become maximum spending limits.

BUDGET CALENDAR

The schedule of key dates that a government follows in the preparation and adoption of the budget.

BUDGETARY BASIS

This refers to the basis of accounting used to estimate financing sources and uses in the budget. This generally takes one of three forms: Generally Accepted Accounting Principles (GAAP), cash, or modified accrual.

BUDGETARY CONTROL

The control or management of a government in accordance with the approved budget for the purpose of keeping expenditures within the limitations of available appropriations and resources.

CAPITAL ASSET

Property that has an initial useful life longer than one year and that is of significant value. The useful life of most capital assets extends well beyond one year. Includes land, infrastructure, buildings, renovations to buildings that increase their value, equipment, vehicles, and other tangible and intangible assets.

CAPITAL EXPENDITURE

An outlay that results in or contributes to the acquisition or construction of a capital asset.

CAPITAL INVESTMENT PROGRAM (CIP)

The CIP is a major planning tool of the City of Bellevue in which needed improvements to the City's facilities and infrastructure are identified, prioritized, priced, and discussed with the City Council and public. Funding from a variety of sources, including local taxes, is matched with the costs of these projects. After the City Council has reviewed and approved the program, these projects are implemented. The CIP covers a seven-year period and is updated every two years.

CAPITAL PROJECT

Major construction, acquisition, or renovation activities that add value to a government's physical assets or significantly increase the useful life.

CASH BASIS

A basis of accounting in which transactions are recognized only when cash is increased or decreased.

CIP

The acronym "CIP" stands for Capital Investment Program. It is a seven-year plan of capital improvements approved by the Council on a biennial basis. This plan is a blueprint which City staff can follow in implementation of the listed projects.

CONSTANT OR REAL DOLLARS

The presentation of dollar amounts adjusted for inflation to reflect the real purchasing power of money as compared to a certain point in time in the past.

CONSUMER PRICE INDEX (CPI)

A statistical description of price levels provided by the U.S. Department of Labor. The index is used as a measure of the increase in the cost of living (i.e., economic inflation).

CONTINGENCY

A budgetary reserve set aside for emergencies or unforeseen expenditures not otherwise budgeted.

CONTRACTUAL SERVICES

Services rendered to a government by private firms, individuals, or other governmental agencies. Examples include utilities, rent, maintenance agreements, and professional consulting services.

DEBT SERVICE

The cost of paying principal and interest on borrowed money according to a predetermined payment schedule.

DEFICIT

The excess of an entity's liabilities over its assets or the excess of expenditures or expenses over revenues during a single accounting period.

DEPRECIATION

Expiration in the service life of capital assets attributable to wear and tear, deterioration, action of the physical elements, inadequacy, or obsolescence.

DESIRED PROGRAM OUTCOMES

The consequence of what a program or activity does. An end result of a process.

DEVELOPMENT-RELATED FEES

Those fees and charges generated by building, development, and growth in a community. Included are building and street permits, development review fees, and zoning, platting, and subdivision fees.

DIRECT SERVICES OVERHEAD

Costs for centrally-provided internal services which can be identified to specific departments and which departments can control how much of the service they use (e.g., postage, word processing, long-distance phone charges).

DISBURSEMENT

The expenditure of monies from an account.

DISTINGUISHED BUDGET PRESENTATION AWARDS PROGRAM

A voluntary awards program administered by the Government Finance Officers Association to encourage governments to prepare effective budget documents.

DOUBLE BUDGETING

The result of having governmental funds or departments purchase services from one another rather than from outside vendors. When internal purchasing occurs, both the "buyer" and the "seller" of services must have a budget. The "buyer" has to budget the expenditure and the "seller" has to have resources in its budget to provide the service. This type of transaction results in inflated budget values because the same expenditure or revenue dollar is budgeted twice, once in each fund's budget.

EFFECTIVENESS MEASURE

A measure used to determine if a program or department is achieving its desired outcome. The degree to which a performance objective is being achieved.

EFFICIENCY MEASURE

This measure reflects the relationship between work performed and the resources required to perform it. It demonstrates how well the available resources are being used.

ENCUMBRANCE

The commitment of appropriated funds to purchase an item or service. To encumber funds means to set aside or commit funds for a specified future expenditure.

EXPENDITURE

An expenditure is, in simple terms, the payment for goods and services. In a cash budget such as the City of Bellevue's, expenditures are recognized only when the cash payments for the cost of goods received or services rendered are made.

EXPENSE

Charges incurred (whether paid immediately or unpaid) for operations, maintenance, interest or other charges.

FINANCIAL POLICY

A government's conscious decision on the financial direction it wants to take regarding revenue, spending, and debt management in relation to government services, programs, and capital investment. Financial policy provides an agreed-upon set of principles for the planning and programming of government budgets and their funding.

FISCAL BIENNIUM

In accordance with Washington State Law (RCW 35A.34), a fiscal biennium is the period from January 1 of each odd-numbered year through December 31 of the next succeeding even-numbered year (i.e., January 1, 2005 - December 31, 2006).

FISCAL YEAR

A twelve-month period designated as the operating year for accounting and budgeting purposes in an organization. The City of Bellevue's fiscal year is the same as the calendar year.

FIXED ASSETS

Assets of long-term character that are intended to continue to be held or used, such as land, buildings, machinery, furniture and other equipment.

FULL-TIME EQUIVALENT (FTE)

The acronym "FTE" stands for Full-Time Equivalent and represents the measure by which the City accounts for its staffing. A regular City employee working a standard 40-hour week is counted as 1.0 FTE; a regular City employee working fewer than 40 hours per week is counted as a portion of an FTE (e.g., 30 hours a week is counted as 0.75 FTE).

FUND

Governmental accounting systems are organized and operated on a fund basis. A fund is an independent financial and accounting entity with a self-balancing set of accounts in which financial transactions relating to resources, expenditures, assets, and liabilities are recorded. Funds are established to account for the use of restricted revenue sources and, normally, to carry on specific activities or pursue specific objectives. Funds may be established by the State Constitution, State statute, City Charter, City ordinance, or Finance Director.

FUND BALANCE

The difference between resources and expenditures.

GAAP

The acronym "GAAP" stands for Generally Accepted Accounting Principles. Uniform minimum standards for financial accounting and recording, encompassing the conventions, rules and procedures that define accepted accounting principles.

GENERAL CIP REVENUE

General CIP Revenue is defined as the revenue dedicated to CIP use derived from the 0.5% local optional sales tax, 0.03% business and occupation tax, interest earnings on unexpended balances, and any miscellaneous unrestricted revenues. General CIP Revenue is allocated to each non-utility program area based on overall priorities.

GENERAL OBLIGATION (G.O.) BOND

This type of bond is backed by the full faith, credit, and taxing power of the government.

GRANTS

A contribution by a government or other organization to support a particular function. Grants may be classified as either operational or capital, depending upon the grantor.

INDIRECT SERVICES OVERHEAD

Cost of centrally-provided internal services for which there is a Citywide benefit that cannot be readily identified to specific departments (e.g., financial services).

INFRASTRUCTURE

The physical assets of a government (e.g., streets, water, sewer, public buildings, and parks).

INTERFUND SERVICES REVENUE

The term "interfund" refers to transactions between individual funds of the City of Bellevue (rather than transactions between the City and private companies, other governments, or vendors). From a budgeting and accounting perspective, the service receiver must budget and pay for the service received. The service provider will budget for the cost of providing the service and receive revenue in the form of a payment from the service receiver. Interfund revenues can be either payment for intracity services or contributions of revenue from one City organization to another. Examples of interfund revenues include equipment rental charges, self-insurance premiums, and contributions for debt service obligations. As can be seen from this description, interfund activities inflate both expenditures and revenues; this causes what we refer to as "double budgeting".

INTERGOVERNMENTAL REVENUE

Funds received from federal, state, and other local government sources in the form of grants, shared revenues, and payments in lieu of taxes.

INTERNAL SERVICE CHARGES

The charges to user departments for internal services provided by another government agency, such as data processing or insurance funded from a central pool.

LAPSING APPROPRIATION

An appropriation made for a certain period of time, generally for the budget biennium. At the end of the specified period, any unexpected or unencumbered balance lapses or ends, unless otherwise provided by law.

LEADERSHIP TEAM

The City's administrative decision-making body consisting of all department heads, the deputy and assistant city managers, and the City Manager.

LEOFF I

The acronym "LEOFF I" stands for Law Enforcement Officers and Firefighters I retirement program.

LEVY

To impose taxes for the support of government activities.

LIMITED-TERM-EMPLOYEE (LTE)

The acronym "LTE" stands for Limited Term Employee and represents an individual hired full or part-time for a specific project or purpose with an employment period not to exceed three years.

LINE-ITEM BUDGET

A budget prepared along departmental lines that focuses on what is to be bought.

LONG-TERM DEBT

Debt with a maturity of more than one year after the date of issuance.

M&O (MAINTENANCE AND OPERATING) COSTS

Expenditure category that represents amounts paid for supplies (e.g., office supplies, repair and maintenance supplies, minor equipment, and software), and other services and charges (e.g., ongoing contracts, professional services, communications, rent, utilities, and intergovernmental services).

MAINTENANCE OF CURRENT SERVICE LEVELS

A budget concept aimed at identifying the additional level of resources needed in a particular budgetary period to provide the same quality level of service as was provided in the prior budgetary period. Factors which might affect the cost of maintaining a current service level from year to year include inflation and mandatory cost changes, and changes in service volumes.

NET BUDGET

The legally adopted budget less double-budgeted items such as interfund transfers and interdepartmental charges.

NONOPERATING/SPECIAL PURPOSE FUND

A budgeting, accounting, and reporting entity established to receive revenues typically of a noncontinuing nature and to make expenditures for noncontinuing projects or programs. It usually has a short-term life, after which the fund will be disbanded. Although budgets may be established on an annual or biennial basis, appropriations are nonlapsing and continue from biennium to biennium.

OBJECT OF EXPENDITURE

An expenditure classification, referring to the lowest and most detailed level of classification, such as electricity, office supplies, land, or furniture.

OBJECTIVE

Something to be accomplished in specific, well-defined, and measurable terms and that is achievable within a specific time frame.

OBLIGATIONS

Amounts which a government may be legally required to pay out of its resources. They include not only actual liabilities, but also encumbrances not yet paid.

OPERATING COSTS

Operating costs (also called maintenance and operating costs or m&o costs) are planned expenditures, covered in the City's Operating Budget, for conducting continuing service programs based at the physical facilities constructed, reconstructed, or acquired by the Capital Investment Program. For example, the costs of personnel and supplies for maintaining a park property once it is constructed are "operating costs," while the costs of constructing the park itself are capital costs. Another example of an operating cost would be the necessity of paying for electricity to run a traffic signal once a CIP-financed intersection has been constructed.

OPERATING FUND

Operating funds have biennially-established balanced budgets which lapse automatically at the end of the fiscal biennium. These funds carry on the traditional service operations of a municipality.

OPERATING EXPENDITURES

The cost of personnel, materials, and equipment required for a department to function.

OPERATING REVENUE

Funds that the government receives as income to pay for ongoing operations. It includes such items as taxes, fees from specific services, interest earnings, and grant revenues. Operating revenues are used to pay for day-to-day services.

OPERATING TRANSFERS

Amounts transferred from one fund to another to assist in funding the services for the recipient fund.

PAY-AS-YOU-GO BASIS

A term used to describe a financial policy by which capital outlays are financed from current revenues rather than through borrowing.

PERFORMANCE BUDGET

A budget wherein expenditures are based primarily upon measurable performance of activities and work programs.

PERFORMANCE MEASURE

An indicator which measures the degree of accomplishment of an activity. The three types used in the City of Bellevue are:

- Effectiveness - the degree to which performance objectives are being achieved.
- Efficiency - the relationship between work performed and the resources required to perform it. Typically presented as unit costs.
- Workload - a quantity of work performed.

PERFORMANCE INDICATORS

Specific quantitative and qualitative measures of work performed as an indicator of specific department or program activity or accomplishment.

PERSONNEL

Expenditure category that represents amounts paid for personal services rendered by employees (e.g., salaries and overtime pay) and benefits paid by the City.

POLICY

A policy is a guiding principle which defines the underlying rules which will direct subsequent decision-making processes.

PROGRAM

A group of related activities and projects which seek to accomplish a common objective.

PROGRAM AREA

The CIP can be described as having eleven program areas. They are: Transportation, Parks, General Government, Public Safety, New City Hall, Community & Economic Development, Neighborhood Enhancement Program, Neighborhood Investment Strategy, Water, Sewer, and Storm Drainage. Three program areas are further segmented into established project categories as follows: Transportation (Roadways, Intersections, Walkways/Bikeways, and Maintenance/Minor Capital); Parks (Park Acquisition and Development and Park Redevelopment); and Community and Economic Development (Community Development and Economic Development)

PROGRAM BUDGET

A method of budgeting whereby the services provided to the stakeholders are broken down in identifiable service programs or performance units. A unit can be a department, a division, or a workgroup. Each program has an identifiable service or output and objectives to effectively provide the service. The effectiveness and efficiency of providing the service by the program is measured by performance indicators.

PROGRAM REVENUE

Revenues earned by a program, including fees for services, licenses and permits, and fines.

PROJECT COST

The project cost is an estimate of the resources required to complete the capital project as described on the project description page. Many of the project costs shown in the CIP Plan are preliminary in nature since no significant engineering has been done which would allow for more specific estimates to be produced. Most cost estimates are produced using rule-of-thumb approximations as opposed to specific lists of materials.

PROJECT PRIORITIZATION CRITERIA

Individual capital projects are ranked by priority which has an impact on funding and scheduling in the CIP Plan. In the review process, department staff, with input from Councilmembers, boards and commissions, and other interested groups, identify factors which would make one project of higher priority than another. These factors are termed project prioritization criteria.

PUBLIC HEARING

A public hearing is a specifically designated time, place, and opportunity for citizens, community groups, businesses, and other stakeholders to address the City Council on a particular issue. It allows interested parties to express their opinions and the City Council and/or staff to hear their concerns and advice.

RCW

The acronym "RCW" stands for Revised Code of Washington which is Washington State Law.

RESERVE

An account used either to set aside budgeted resources that are not required for expenditure in the current budget biennium or to earmark resources for a specific future purpose.

RESOLUTION

A special or temporary order of a legislative body; an order of a legislative body requiring less legal formality than an ordinance or statute.

RESOURCES

Total dollars available for appropriation, including estimated revenues, interfund transfers, other financing sources such as the sale of fixed assets, and beginning fund balances.

RESTRICTED/UNRESTRICTED REVENUE

A revenue is considered restricted when its receipt is either based upon the reasonable expectation that fees or charges paid to the City will be utilized to provide a specific product, service, or capital asset to the payor, or their receipt is directly tied to an expenditure. Revenue is also considered restricted when voters or the City Council has designated it for a specific purpose by ordinance or resolution. Revenues not designated restricted are considered unrestricted.

REVENUE

Sources of income received during a fiscal year, operating transfers from other funds, and other financing sources such as the proceeds derived from the sale of fixed assets.

REVENUE BOND

A type of bond backed only by the revenues from a specific enterprise or project, such as a utility.

SERVICE LEVEL

Services or products which comprise actual or expected output of a given program. Focus is on results, not measures of workload.

SOURCE OF REVENUE

Revenues are classified according to their source or point of origin.

TAXES

Compulsory charges levied by a government for the purpose of financing services performed for the common benefit of the people. This term does not include specific charges made against particular persons or property for current or permanent benefit, such as special assessments.

TRAINING POOL EMPLOYEE

An employee who is hired into a position created for the purpose of training for a regular position of the City. This classification is typically used for positions that require extensive training such as police officers or dispatchers.

TRANSITIONAL EMPLOYEE POSITION

An employee who is hired into a position created for the purpose of training for a regular position when the incumbent has submitted a resignation or the manager knows the position will be vacant within a year.

UNCOMMITTED RESOURCES

The net resources available after meeting the estimated cost of providing existing levels of service which may be used to support new or qualitatively expanded service programs or resource reductions.

UNDESIGNATED FUND BALANCE

The portion of a fund's balance that is not restricted for a specific purpose and is available for general appropriation.

USER CHARGES

The payment of a fee for direct receipt of a public service by the party who benefits from the service.

UTILITY SERVICES

A term used to describe services provided by Bellevue's three self-supporting utility funds: Sewer, Storm & Surface Water, and Water.

VARIABLE COST

A cost that increases/decreases with increases/decreases in the amount of service provided such as the payment of a salary.

WORKLOAD MEASURE

A unit of work accomplished (e.g., number of permit applications reviewed, the number of households receiving refuse collection service, or the number of burglaries investigated).

C. LOCATING ADDITIONAL BUDGET AND FINANCIAL INFORMATION

The City of Bellevue publishes a number of documents that provide information about the City's finances. Some of the more important documents that might be of interest include:

- The 2005-2006 Budget in Brief contains highlights of the 2005-2006 Budget. The Budget in Brief contains the Budget transmittal letter and high level summary information;
- The Comprehensive Annual Financial Report (CAFR), which presents the year-end financial status and results of operations for each of the City's funds, as well as various statistical and demographic information about the City of Bellevue;
- Monthly Monitoring Reports which discuss the status of significant operating and non-operating resources and expenditures each month including a year end projection of probable outcomes;
- Annual Scorecard of Performance Measures which shows selected performance measures for all departments. This document shows target and actual performance for the year, where actual performance has met or exceeded the target, and describes steps being taken to improve performance.
- ICMA Comparative Performance Measures Report compares Bellevue's performance to other cities nationwide.
- Our financial reports can be found at <http://www.cityofbellevue.org/page.asp?view=2606>.

Requests for any of these documents or inquiries about other financial programs of the City of Bellevue should be directed to:

Ms. Jan Hawn
Finance Director
City of Bellevue
P.O. Box 90012
Bellevue, WA 98009-9012
Phone: (425) 452-6846
Fax: (425) 452-6163

or

Mr. Rich Siegel
Performance and Outreach Coordinator
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Bellevue, WA 98009-9012
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The 2005-2011 Capital Investment Program (CIP) Plan

Bellevue's CIP Plan presents a schedule of major public facility improvements for implementation within a seven-year period.

Construction progress improved rapidly in the 2003-2004 biennium with several projects entering the construction phase on an accelerated basis. As a result of both opportunities to purchase property to add to our Park system and more projects under construction, the Council authorized borrowing up to \$35 million on a Line of Credit to support its cash flow. This borrowing will be fully paid back by the end of 2009 at an interest cost of approximately \$2.6 million.

As a result of land purchase opportunities, accelerated project construction, and lower than anticipated revenues, eleven capital projects planned to begin in 2004 or 2005 have been deferred for three to four years. Two projects have been deleted and monies reprogrammed to meet other CIP Plan needs. These projects are listed below, as well as new projects that have been added.

Projects Deferred:

Transportation (8 projects)

- PW-R-122, 130th Avenue NE Improvements (from 2005 to 2007)
- PW-R-128, Forest Drive Improvements (from 2005 to 2006)
- PW-R-133, Northup Way -120th to 124th Ave NE (from 2005 to 2007)
- PW-R-139, 110th Ave NE – NE 4th to NE 8th St (from 2005 to 2009)
- PW-R-146, Northup Way Corridor Design Report (from 2005 to 2007)
- PW-I-90, 148th Avenue SE/Lake Hills Blvd (from 2006 to 2007)
- PW-I-91, 124th Ave NE/Bel-Rd Design Report (from 2005 to 2008)
- PW-M-14, NE 10th St/176th Ave NE/NE 13th (from 2005 to 2007)

Parks (3 projects)

- P-AD-34, Trail Development (from 2004 to 2009)
- P-AD-65, Kelsey Creek Park Stream Restoration (from 2005 to 2009)
- P-R-11, Renovation & Refurbishment of Park Facilities (from 2004 to 2009)

Projects deleted or reprogrammed:

Community Development

- CD-18, Meydenbauer Marina to Downtown Link (\$1.2 million)

General Government

- G-37, Council Contingency (\$2.5 million)

Projects added:

Transportation:

PW-R-149, NE 10th Street (increase to \$4.7 million). Funds a portion of NE 10th construction at the soon-to-be-expanded Overlake Medical Hospital Center. Efforts are underway to pursue grants (estimated at \$3 million) to offset these costs.

Development Services/Transportation:

ED-5, Urban Corridor Design/High Capacity Transit (\$962,000). Provides for an analysis of alternative future development scenarios for the Bellevue-Redmond Road corridor. This work will be closely coordinated with Phase 2 High Capacity Transit (HCT) planning being conducted in the same timeframe by Sound Transit, and will help realize the land use potential provided by an Eastside HCT investment. It will also be coordinated with the work on the NE 10th Street extension, which may help provide additional regional access for this area.

Development Services:

NIS-2, Neighborhood Investment Strategy (NIS) Future Areas (\$250,000 per year). Provides second phase funding of NIS to focus special attention on neighborhoods that may be experiencing higher levels of stress and lower private investment.

CD-21, Eastgate Subarea Plan (\$145,000). Significant changes have occurred, or are in process, in the Eastgate corridor in the 14 years since this Plan was developed. Recent major developments include the Sunset Office Park, expansion at Bellevue Community College, and the newly expanded Eastgate Park and Ride Lot. Sunset Village Shopping Center is also undergoing a major transformation and the City's acquisition of adjacent land from the Bellevue School District for park uses could potentially transform the eastern end of the area. This funding will provide technical work on urban design and development alternatives for the area to achieve a more coherent identity, by improving its economic vitality and character.

The adopted 2005-2011 General CIP Plan will assure our ability to retire the \$35 million short-term borrowing by the end of 2009. The Plan includes \$31 million in the 2009-2011 timeframe which is available for new projects and has been allocated to major program areas, but not to specific projects.

In addition, the Utilities CIP Plan includes eleven projects that have increased funding or have been added, six of which are a result of the Coal Creek settlement agreement with King County. Three projects have been reduced to reflect a reprioritization of funding and project scopes. These projects are listed below:

Projects added:

W-92, Reservoir Water Quality Upgrades (increase by \$607,000). Provides funding for the second tier of improvements required to monitor, improve or maintain drinking water quality to meet anticipated regulations.

W-98, Replacement of Large Commercial Water Meters (\$1.5 million). Provides funding to replace large (high volume) commercial water meters that are significantly under-registering the flow passing through them. This project will enhance revenues by more accurately measuring water consumption.

W-99, Water Service Line & Saddle Replacement Program (\$1.1 million). Provides funding to replace aging and deteriorating water service saddles and water service lines.

S-52, East Central Business District (CBD) Sewer Trunkline Improvements (\$1.8 million). This project will provide sufficient sewer capacity to allow anticipated development in the eastern part of the CBD.

D-94, Flood Control Program (\$2.9 million). This program will construct improvements to public drainage systems to alleviate flooding where the Utility's goal for level of service from protection from flooding is not met.

2005-2011 Adopted CIP: Executive Summary

D-95, Coal Creek Upper Reach Bank and Slope Stabilization (\$600,000). This project will protect stream banks from on-going erosion and stabilize slopes that have the potential to deliver sediment to Coal Creek.

D-98, Overbank Storm Water Outfall Improvements – King County (\$351,000). This project will install new or repair/replace existing storm water outfalls in the Coal Creek basin that are contributing to slope instability problems in unincorporated King County and the City of Newcastle.

D-99, Overbank Storm Water Outfall Improvements – In Bellevue (\$475,000). This project will install new or repair/replace existing storm water outfalls in the Coal Creek basin that are contributing to slope instability problems within Bellevue city limits.

D-100, Coal Creek Stream Bed Grade Control (\$800,000). This project will construct approximately 12 in-stream bed controls to help minimize stream incision and help trap excessive sediment currently in transport.

D-101, Lower Coal Creek Sediment Pond (\$700,000). This project will construct a 1,500 cubic yard sediment pond on the main stem of Coal Creek upstream of I-405/119th Avenue SE.

D-102, Coal Creek Projects Programmatic EIS (\$500,000). This project will provide a programmatic Environmental Impact Statement (EIS) for the package of projects proposed for the stabilization of Coal Creek.

Projects reduced:

D-79, Petroleum Treatment Facilities (reduce by \$590,000). Project scope has been scaled back to include only those treatment technologies that are effective for the current level of contamination found in Bellevue's surface water runoff.

D-84, Future Basin Plan Capital Projects (reduce by \$1.1 million). Funding for this placeholder project has been reduced to allocate funding to higher priority projects. This project will reevaluate alternatives to control flooding, prevent sediment transport from bank erosion, and will include an assessment of needed water quality improvements in the basins.

D-92, Retrofit Regional Detention Facilities (reduce by \$299,000). Reduction in funding for only the first tier (highest priority) of recommended improvements based upon the evaluation of existing public stormwater detention ponds.

In total, the 2005-2011 CIP Plan is \$359.6 million, of which \$295.6 million is allocated for the General CIP and \$64.0 million for the Utilities CIP.



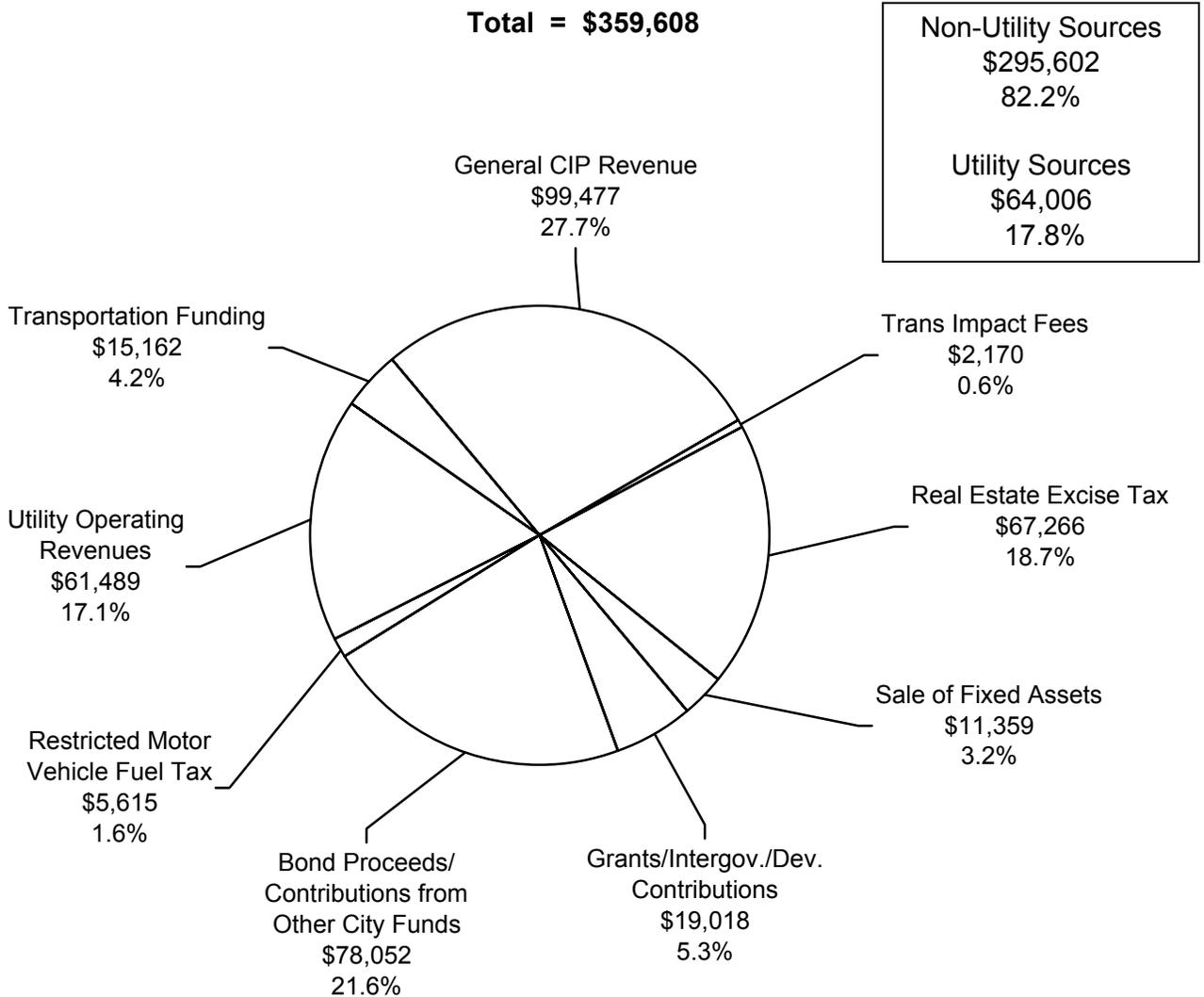
2005-2011 Adopted CIP: Executive Summary

This chapter presents a summary of the 2005-2011 Capital Investment Program (CIP) Plan primarily through the use of graphs and tables.

Figure 2-1

**2005-2011 CIP Resources by Source
\$000**

This figure displays the resources supporting the CIP Plan. General CIP Revenue, the combination of sales and business and occupation taxes, is the largest source of funding, comprising 27.7% of overall resources.



2005-2011 Adopted CIP: Executive Summary

Figure 2-2

2005-2011 CIP Resource Summary by Program Area
\$000

RESOURCES	Transportation	Parks	General Government	Public Safety
GENERAL CIP REVENUE	\$41,862	\$6,900	\$15,162	\$6,289
REAL ESTATE EXCISE TAX	33,633	33,633		
GRANTS / INTERGOVERNMENTAL / DEVELOPER CONTRIBUTIONS:				
Grants	6,439	1,000		564
King County Contributions	1,784			
WSDOT Contributions	38			
Zone 1 Agencies Contributions				705
Contract Cities Contributions				717
Bellevue Boys & Girls Club		1,125		
Developer Contributions	22			
Redmond Contributions	4,107			
Subtotal	12,390	2,125	-	1,986
TRANSPORTATION FUNDING:				
Transportation B&O Tax	10,760			
1990 Gas Tax	3,635			
General Fund Real Growth	767			
Subtotal	15,162	-	-	-
CONTRIBUTIONS FROM OTHER CITY FUNDS:				
General Fund			633	
Development Services Fund			24	
Parks Enterprise Fund		2,188		
Human Services Fund		1,243		
Information Technology Fund			24	
Utility Funds			992	
Subtotal	-	3,431	1,673	-
BOND PROCEEDS		498		
RESTRICTED MOTOR VEHICLE FUEL TAX	5,615			
TRANSPORTATION IMPACT FEES	2,170			
SALE OF FIXED ASSETS			900	
MISCELLANEOUS REVENUE				
UTILITY OPERATING REVENUES:				
Water Utility Revenues				
Sewer Utility Revenues				
Storm Drainage Utility Revenues				
Subtotal	-	-	-	-
OTHER UTILITY REVENUES:				
Judgements/Settlements				
Grants				
Subtotal	-	-	-	-
TOTAL RESOURCES	\$110,832	\$46,587	\$17,735	\$8,275

2005-2011 Adopted CIP: Executive Summary

This table displays the resources supporting each CIP program area. It shows that some program areas have dedicated resources, most of which are restricted to specific projects or project types, while others depend entirely or almost entirely on General CIP Revenue for their funding.

New City Hall	Community & Economic Development	NEP/NIS	Water	Sewer	Storm Drainage	2005-2011 Total
\$206	\$11,639	\$17,145				\$99,203
						67,266
						8,003
						1,784
						38
						705
						717
						1,125
						22
						4,107
-	-	-	-	-	-	16,501
						10,760
						3,635
						767
-	-	-	-	-	-	15,162
						633
						24
						2,188
						1,243
						24
						992
-	-	-	-	-	-	5,104
72,450						72,948
						5,615
						2,170
10,459						11,359
274						274
			29,679			29,679
				14,086		14,086
					17,724	17,724
-	-	-	29,679	14,086	17,724	61,489
					2,251	2,251
					266	266
-	-	-	-	-	2,517	2,517
\$83,389	\$11,639	\$17,145	\$29,679	\$14,086	\$20,241	\$359,608

2005-2011 Adopted CIP: Executive Summary

Figure 2-3

2005-2011 CIP Project Costs by Year and Project Category \$000

This table displays the 2005-2011 budgets for the sixteen project categories and the years in which the expenditures are expected to occur. This table indicates that the CIP Plan is heavily weighted with projects during the early years of the Plan. This is especially true in the Transportation, Parks, and New City Hall program areas where projects are a top priority and to the greatest extent possible, have been programmed in the early years of the CIP Plan.

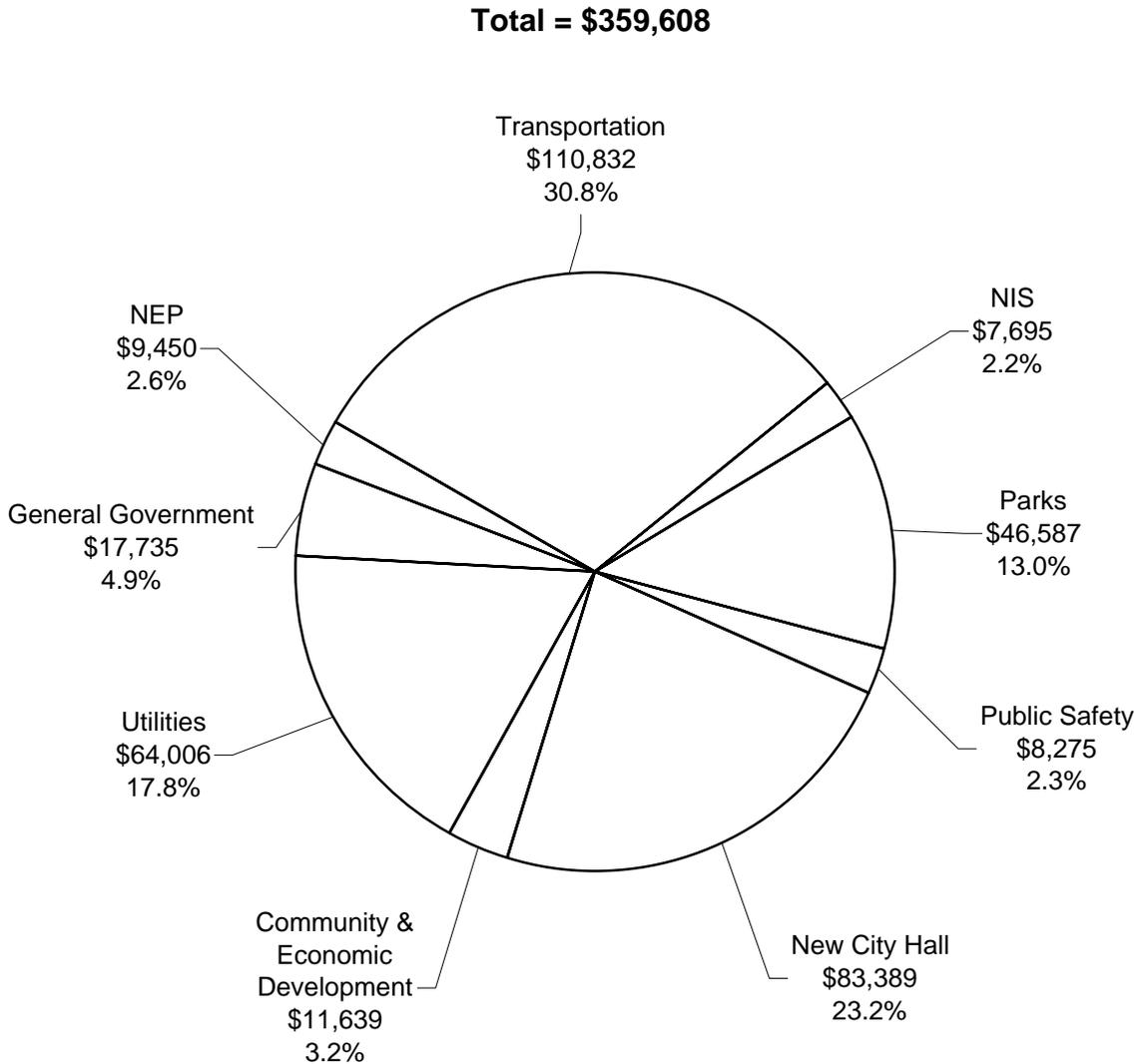
Project Category	2005	2006	2007	2008	2009	2010	2011	2005-2011 Total
NON-UTILITY PROJECTS								
Roadways	\$16,835	\$6,341	\$5,393	\$1,184	\$891	\$745	\$1,317	\$32,706
Intersections	1,218	691	371	1,126	1,407	4,450	4,646	13,909
Walkways/Bikeways	2,527	2,085	456	456	459	461	463	6,907
Maintenance/Minor Capital	6,307	3,535	6,319	6,641	6,370	5,928	6,063	41,163
Available Resource Allocation	0	0	0	0	5,373	4,280	6,494	16,147
Subtotal Transportation	26,887	12,652	12,539	9,407	14,500	15,864	18,983	110,832
Park Acquisition & Development	11,024	2,814	1,812	742	1,883	2,189	2,236	22,700
Park Redevelopment	2,292	1,544	2,249	2,268	2,799	2,953	3,184	17,289
Available Resource Allocation	0	0	0	0	2,358	1,792	2,448	6,598
Subtotal Parks	13,316	4,358	4,061	3,010	7,040	6,934	7,868	46,587
General Government	6,152	5,001	3,292	565	276	245	254	15,785
Available Resource Allocation	-	-	-	-	649	516	785	1,950
Subtotal General Government	6,152	5,001	3,292	565	925	761	1,039	17,735
Public Safety	2,556	603	632	601	626	644	664	6,326
Available Resource Allocation	-	-	-	-	648	517	784	1,949
Subtotal Public Safety	2,556	603	632	601	1,274	1,161	1,448	8,275
New City Hall	73,456	9,933	-	-	-	-	-	83,389
Community Development	1,634	1,380	987	986	934	811	807	7,539
Economic Development	500	816	-	-	-	-	-	1,316
Available Resource Allocation	-	-	-	-	926	738	1,120	2,784
Subtotal Comm & Econ Dev	2,134	2,196	987	986	1,860	1,549	1,927	11,639
Neighborhood Enhancement (NEP)	1,500	1,200	1,200	1,200	1,200	1,200	1,200	8,700
Available Resource Allocation	-	-	-	-	250	250	250	750
Subtotal NEP	1,500	1,200	1,200	1,200	1,450	1,450	1,450	9,450
Neighborhood Investment (NIS)	2,735	2,960	250	250	250	250	250	6,945
Available Resource Allocation	-	-	-	-	250	250	250	750
Subtotal NIS	2,735	2,960	250	250	500	500	500	7,695
TOTAL NON-UTILITY	128,736	38,903	22,961	16,019	27,549	28,219	33,215	295,602
UTILITY PROJECTS								
Water	3,327	3,850	3,523	4,056	4,843	4,973	5,107	29,679
Sewer	1,283	1,693	1,668	1,791	1,835	2,909	2,907	14,086
Storm Drainage	3,433	4,357	2,369	2,391	3,394	2,118	2,179	20,241
TOTAL UTILITY	8,043	9,900	7,560	8,238	10,072	10,000	10,193	64,006
TOTAL CIP PROJECTS	\$136,779	\$48,803	\$30,521	\$24,257	\$37,621	\$38,219	\$43,408	\$359,608

2005-2011 Adopted CIP: Executive Summary

Figure 2-4

2005-2011 CIP Project Costs by Program Area
\$000

This figure displays the percentage of the total 2005-2011 CIP Plan that each program area comprises. The Transportation program area makes up the largest share of this Plan with the New City Hall, Utilities and Parks program areas being the next largest. The specific expenditure plans, funding sources, and schedules for each project can be located on the individual CIP project description page within each project category section.



2005-2011 Adopted CIP: Executive Summary

Figure 2-5

**Operating Costs Funded by the Capital Investment Program (CIP)
\$000**

This figure presents the 2005 and 2006 operating budget maintenance & operations (M&O) expenditures funded by the Capital Investment Program (CIP) compared to the previous biennium.

Refer to specific Project Description Pages in the 2005-2011 Capital Investment Program (CIP) Plan to obtain more detailed information on M&O expenditures. The budgets reflect the project completion schedules in the 2005-2011 CIP Plan. Actual transfers to the General Fund may vary depending on the timing of actual project completions.

	<u>2003 Budget</u>	<u>2004 Budget</u>	<u>2005 Budget</u>	<u>2006 Budget</u>
Base M&O Funding	\$4,569	\$5,227	\$5,414	\$6,139
New M&O Funding Approved (by Major Program Area)				
Transportation	\$14	\$12	\$56	\$94
Parks	413	(77)	441	595
General Government	103	43	0	404
Public Safety	128	209	168	24
Community & Economic Development	0	0	0	0
Neighborhood Enhancement	0	0	51	27
Neighborhood Investment	0	0	9	26
Total M&O Funding	<u>\$5,227</u>	<u>\$5,414</u>	<u>\$6,139</u>	<u>\$7,309</u>

2005-2011 Adopted CIP: Transportation - Roadways

Funded Projects

CIP Plan Number	Project Name	Project Status	\$ in 000s	
			2005-2011 Project Cost	Total Estimated Cost
PW-R-44	Transportation Planning Studies	O	\$700	\$3,075
PW-R-46	Major Safety Improvements	O	700	2,598
PW-R-57	Lakemont Boulevard Extension	AB	330	20,929
PW-R-60	NE 29th Place Connection	AB	2,370	16,653
PW-R-82	Public Works Trust Fund Loan - Principal	AB	244	1,000
PW-R-83	Public Works Trust Fund Loan - Interest	AB	6	87
PW-R-87	Transportation Demand Management	O	630	2,049
PW-R-102	Kamber Road Roadway Improvements	AB	1,439	4,237
PW-R-105	150th Avenue SE - Newport Way to SE 36th Street	AB	3,379	5,659
PW-R-115	Cougar Mountain Way Corridor Improvements	AB	954	6,591
PW-R-117	148th Avenue SE Roadway Improvements	AB	1,774	5,901
PW-R-118	SE 16th Street Improvements	AB	3,775	4,616
PW-R-122	130th Avenue NE Improvements	ANB	174	174
PW-R-128	Forest Drive Improvements	AB	2,457	6,061
PW-R-130	High Capacity Transit Study	AB	185	190
PW-R-133	Northup Way - 120th to 124th Avenues NE	AB	4,180	5,106
PW-R-136	Traffic Safety Technologies	O	350	525
PW-R-139	110th Avenue NE - NE 4th Street to NE 8th Street	AB	2,601	2,735
PW-R-141	West Lake Sammamish Parkway Analysis	AB	225	560
PW-R-145	Factoria Area Transportation Study (FATS) Update	AB	225	400
PW-R-146	Northup Way Corridor Improvements - Design Report	ANB	439	439
PW-R-147	Early Implementation of Downtown Plan	AB	704	710
PW-R-148	I-405 Access Design Options	AB	215	1,063
PW-R-149	NE 10th Street Extension	ANB	4,650	4,650
	Available Resource Allocation		4,038	4,038
TOTAL ROADWAYS			<u>\$36,744</u>	<u>\$100,046</u>

Project Status Key:

AB = Approved and Begun

O = Ongoing

ANB = Approved and Not Begun

N = New

2005-2011 Adopted CIP: Transportation - Intersections

Funded Projects

CIP Plan Number	Project Name	Project Status	\$ in 000s	
			2005-2011 Project Cost	Total Estimated Cost
PW-I-46	I-405/Bellevue Downtown Access Project	AB	\$417	\$17,798
PW-I-70	Bel-Red Road/NE 30th Street	AB	324	339
PW-I-76	148th Avenue NE/Bel-Red Road	ANB	6,491	6,491
PW-I-78	148th Avenue NE/NE 20th Street	ANB	3,498	3,498
PW-I-83	Redmond BROTS Projects	AB	900	1,553
PW-I-84	Signal Warrant/Safety Program	O	915	1,570
PW-I-88	112th Avenue SE/SE 6th Street Signal	AB	407	442
PW-I-89	Lakemont Boulevard/Village Park Drive Traffic Signal	ANB	294	294
PW-I-90	148th Avenue SE/Lake Hills Boulevard	ANB	525	525
PW-I-91	124th Avenue NE/Bel-Red Road - Design Report	ANB	138	138
	Available Resource Allocation		4,037	4,037
TOTAL INTERSECTIONS			<u>\$17,946</u>	<u>\$36,685</u>

Project Status Key:

AB = Approved and Begun

O = Ongoing

ANB = Approved and Not Begun

N = New

2005-2011 Adopted CIP: Transportation - Walkways/Bikeways

Funded Projects

CIP Plan Number	Project Name	Project Status	\$ in 000s	
			2005-2011 Project Cost	Total Estimated Cost
PW-W/B-49	Wheelchair Ramps	O	\$350	\$1,120
PW-W/B-53	Transportation Trail Maintenance Program	O	576	1,181
PW-W/B-56	Pedestrian Access Improvements	O	2,455	5,160
PW-W/B-64	119th Avenue SE - SE 60th Street to Lake Heights St	AB	991	1,203
PW-W/B-66	164th Avenue NE Sidewalk	AB	575	641
PW-W/B-67	NE 24th St - NE 29th Place to east of SR520 Overpass	AB	5	256
PW-W/B-69	NE 24th Street - Northup Way to 130th Avenue NE	AB	1,034	1,489
PW-W/B-70	140th Avenue NE Pathway Improvements	AB	921	1,019
	Available Resource Allocation		4,036	4,036
TOTAL WALKWAYS/BIKEWAYS			<u>\$10,943</u>	<u>\$16,105</u>

Project Status Key:

AB = Approved and Begun

O = Ongoing

ANB = Approved and Not Begun

N = New

2005-2011 Adopted CIP: Transportation - Maintenance/Minor Capital

Funded Projects

CIP Plan Number	Project Name	Project Status	\$ in 000s	
			2005-2011 Project Cost	Total Estimated Cost
PW-M-1	Street Overlays	O	\$32,285	\$79,404
PW-M-2	Minor Capital - Traffic Operations	O	1,642	7,039
PW-M-3	Curb, Gutter, and Sidewalk Rehabilitation	O	2,100	3,977
PW-M-7	Neighborhood Traffic Calming Program	O	2,625	5,051
PW-M-8	Minor Capital Programs - Streets	O	350	615
PW-M-12	Citywide Rockeries Reconstruction	O	958	1,946
PW-M-13	Eastgate Overlays	AB	38	403
PW-M-14	NE 10th St/176th Ave NE/NE 13th St/183rd Ave - Northup Way	AB	890	949
PW-M-15	Wetland Monitoring	N	155	235
PW-M-16	97th Ave SE/SE 11th St Slide Treatment Alternative Analysis	ANB	120	120
	Available Resource Allocation		4,036	4,036
	TOTAL MAINTENANCE/MINOR CAPITAL		\$45,199	\$103,775

Project Status Key:

AB = Approved and Begun	O = Ongoing
ANB = Approved and Not Begun	N = New

2005-2011 Adopted CIP: Park Acquisition & Development

Funded Projects

CIP Plan Number	Project Name	Project Status	\$ in 000s	
			2005-2011 Project Cost	Total Estimated Cost
P-AD-15	Property Acquisition	O	\$5,316	\$34,094
P-AD-27	Planning/Design for Existing and Future Park Facilities	O	773	2,876
P-AD-30	Open Space Acquisitions	AB	500	6,376
P-AD-34	Trail Development	O	643	1,242
P-AD-36	Sportsfield Development	AB	161	4,412
P-AD-49	LID Assessments for Park Properties	AB	404	1,571
P-AD-52	Mini Park Opportunities	O	1,857	3,128
P-AD-57	Youth Link Priority Projects - Non-Traditional Recreation Facilities	AB	200	413
P-AD-58	Crossroads Park and Community Center	AB	1,372	4,840
P-AD-59	Resource Management Division Facility	AB	1,433	1,946
P-AD-60	Lewis Creek Park Site - Master Planning & Park Development	AB	937	5,604
P-AD-61	South Bellevue Community Center	AB	7,352	11,670
P-AD-65	Kelsey Creek Park Stream Restoration	AB	1,059	1,259
P-AD-69	Bellevue Challenge Grant	AB	500	1,023
P-AD-70	Marina Development Master Plan	AB	193	218
	Available Resource Allocation		6,598	6,598
TOTAL PARK ACQUISITION & DEVELOPMENT			\$29,298	\$87,270

Project Status Key:

AB = Approved and Begun

O = Ongoing

ANB = Approved and Not Begun

N = New

2005-2011 Adopted CIP: Park Redevelopment

Funded Projects

CIP Plan Number	Project Name	Project Status	\$ in 000s	
			2005-2011 Project Cost	Total Estimated Cost
P-R-2	Enterprise Facility Improvements	O	\$2,188	\$9,011
P-R-11	Renovation & Refurbishment of Park Facilities	O	15,101	30,351
TOTAL PARK REDEVELOPMENT			<u>\$17,289</u>	<u>\$39,362</u>

Project Status Key:

AB = Approved and Begun

O = Ongoing

ANB = Approved and Not Begun

N = New

2005-2011 Adopted CIP: General Government

Funded Projects

CIP Plan Number	Project Name	Project Status	\$ in 000s	
			2005-2011 Project Cost	Total Estimated Cost
G-5	CIP Financial Management and Tracking	O	\$1,594	\$3,840
G-37	CIP Contingency	AB	878	878
G-41	Fleet & Communications Maintenance Shops Co-location	AB	1,868	2,059
G-53	CIP Interest & Interim Financing Exp	AB	2,336	2,571
G-57	Document/Content Management System	AB	364	614
G-59	Finance and Human Resources System Replacement	AB	8,745	14,982
	Available Resource Allocation		1,950	1,950
TOTAL GENERAL GOVERNMENT			<u>\$17,735</u>	<u>\$26,894</u>

Project Status Key:

AB = Approved and Begun

O = Ongoing

ANB = Approved and Not Begun

N = New

2005-2011 Adopted CIP: Public Safety

Funded Projects

CIP Plan Number	Project Name	Project Status	\$ in 000s	
			2005-2011 Project Cost	Total Estimated Cost
PS-16	Renovation of Public Safety Facilities	O	\$4,480	\$7,555
PS-19	Public Safety Facility Studies	O	100	253
PS-26	Fuel Tank Renovation	AB	30	1,306
PS-40	Crime Laboratory Improvements	AB	247	1,044
PS-53	Automatic Fire Sprinkler Retrofit	AB	200	388
PS-58	Zone 1 Wireless	N	1,269	1,269
	Available Resource Allocation		1,949	1,949
TOTAL PUBLIC SAFETY			\$8,275	\$13,764

Project Status Key:

AB = Approved and Begun

O = Ongoing

ANB = Approved and Not Begun

N = New

2005-2011 Adopted CIP: New City Hall

Funded Projects

CIP Plan Number	Project Name	Project Status	\$ in 000s	
			2005-2011 Project Cost	Total Estimated Cost
NCH-1	New City Hall	AB	\$83,389	\$127,854
	TOTAL NEW CITY HALL		\$83,389	\$127,854

Project Status Key:

AB = Approved and Begun

O = Ongoing

ANB = Approved and Not Begun

N = New

2005-2011 Adopted CIP: Community Development

Funded Projects

CIP Plan Number	Project Name	Project Status	\$ in 000s	
			2005-2011 Project Cost	Total Estimated Cost
CD-2	Community Development Planning	O	\$490	\$810
CD-5	Metro Site Acquisition	AB	3,560	10,634
CD-11	Public Art Program	O	2,450	4,750
CD-17	Gateways and Neighborhood Identity	AB	344	394
CD-19	Early Implementation of Downtown Plan	AB	550	600
CD-21	Eastgate Subarea Plan	N	145	145
	Available Resource Allocation		<u>2,784</u>	<u>2,784</u>
TOTAL COMMUNITY DEVELOPMENT			<u>\$10,323</u>	<u>\$20,117</u>

Project Status Key:

AB = Approved and Begun

O = Ongoing

ANB = Approved and Not Begun

N = New

2005-2011 Adopted CIP: Economic Development

Funded Projects

CIP Plan Number	Project Name	Project Status	\$ in 000s	
			2005-2011 Project Cost	Total Estimated Cost
ED-2	Downtown Parking Initiative	AB	\$354	\$387
ED-5	Urban Corridor Design/High Capacity Transit	N	962	962
TOTAL ECONOMIC DEVELOPMENT			\$1,316	\$1,349

Project Status Key:

AB = Approved and Begun

O = Ongoing

ANB = Approved and Not Begun

N = New

2005-2011 Adopted CIP: Neighborhood Enhancement Program

Funded Projects

CIP Plan Number	Project Name	Project Status	\$ in 000s	
			2005-2011 Project Cost	Total Estimated Cost
NEP-1	Neighborhood Enhancement Program	O	\$8,700	\$20,229
	Available Resource Allocation		750	750
TOTAL NEIGHBORHOOD ENHANCEMENT PROGRAM			<u>\$9,450</u>	<u>\$20,979</u>

Project Status Key:

AB = Approved and Begun

O = Ongoing

ANB = Approved and Not Begun

N = New

2005-2011 Adopted CIP: Neighborhood Investment Strategy

Funded Projects

CIP Plan Number	Project Name	Project Status	\$ in 000s	
			2005-2011 Project Cost	Total Estimated Cost
NIS-1	West Lake Hills NIS Improvements	AB	\$5,195	\$6,500
NIS-2	NIS Future Areas	N	1,750	1,750
	Available Resource Allocation		750	750
TOTAL NEIGHBORHOOD INVESTMENT STRATEGY			<u>\$7,695</u>	<u>\$9,000</u>

Project Status Key:	
AB = Approved and Begun	O = Ongoing
ANB = Approved and Not Begun	N = New

2005-2011 Adopted CIP: Water

Funded Projects

CIP Plan Number	Project Name	Project Status	\$ in 000s	
			2005-2011 Project Cost	Total Estimated Cost
W-16	Small Diameter Water Main Replacement	O	\$13,006	\$27,974
W-67	Pressure Reducing Valve (PRV) Rehabilitation	O	1,890	3,530
W-68	Water Service Extension	O	1,505	3,738
W-69	Minor Water Capital Improvement Projects	O	1,290	4,005
W-82	Fire Hydrant Improvements	AB	354	1,110
W-85	Structural/Seismic Reservoir Rehabilitation	O	2,792	10,511
W-87	Rosemont Asbestos Cement Water Main Replacement	AB	689	735
W-90	Water Telemetry Upgrades	AB	64	650
W-91	Water Pump Station Rehabilitation	ANB	4,314	11,338
W-92	Reservoir Water Quality Upgrades	AB	1,012	1,197
W-95	Water System Security Enhancements	AB	186	550
W-98	Replacement of Large Commercial Water Meters	N	1,500	1,500
W-99	Water Service Line and Saddle Replacement Program	N	1,077	1,077
TOTAL WATER			\$29,679	\$67,915

Project Status Key:

AB = Approved and Begun

O = Ongoing

ANB = Approved and Not Begun

N = New

2005-2011 Adopted CIP: Sewer

Funded Projects

CIP Plan Number	Project Name	Project Status	\$ in 000s	
			2005-2011 Project Cost	Total Estimated Cost
S-16	Sewage Pump Station Improvements	O	\$2,571	\$10,637
S-24	Sewer System Pipeline Rehabilitation	O	5,783	10,601
S-30	Sewer Service Extension	O	2,586	8,961
S-32	Minor Sewer Capital Improvement Projects	O	949	2,154
S-50	Bogline Lift Station	AB	358	415
S-52	East CBD Sewer Trunkline Improvements	N	1,839	1,839
TOTAL SEWER			<u>\$14,086</u>	<u>\$34,607</u>

Project Status Key:

AB = Approved and Begun

O = Ongoing

ANB = Approved and Not Begun

N = New

2005-2011 Adopted CIP: Storm Drainage

Funded Projects

CIP Plan Number	Project Name	Project Status	\$ in 000s	
			2005-2011 Project Cost	Total Estimated Cost
D-59	Minor Storm & Surface Water Capital Improvement Projects	O	\$802	\$1,620
D-64	Stormwater System Conveyance Infrastructure Rehabilitation Program (IRP)	O	5,421	9,049
D-65	Neighborhood Enhancement Program (NEP)	O	210	345
D-69	Coal Creek Stabilization	AB	700	1,025
D-71	Richards Creek Culvert Reconstruction	AB	765	1,247
D-74	Lower Newport Stream Channel Modification	AB	430	601
D-76	116th Avenue SE Outfall	AB	423	476
D-77	Kelsey Creek Basin Storm Drainage Improvements	AB	163	221
D-78	Lakehurst Creek Channel Stabilization	AB	82	184
D-79	Petroleum Treatment Facilities	AB	225	297
D-80	Meydenbauer Creek Erosion Control	AB	223	275
D-81	Fish Passage Improvement Program	O	1,441	1,986
D-83	Rosemont Beach Storm Drainage Improvements	AB	200	221
D-84	Future Basin Plan Capital Projects	O	95	200
D-86	Stream Channel Modification Program	O	1,537	2,185
D-89	Sunset Creek/I-90 Outfall Channel Improvements	ANB	240	240
D-90	Richards Creek/East Creek Flow Management	AB	540	553
D-92	Retrofit Regional Detention Facilities for Improved Water Quality	AB	451	848
D-94	Flood Control Program	N	2,867	4,467
D-95	Coal Creek Upper Reach Bank and Slope Stabilization	N	600	600
D-98	Overbank Storm Water Outfall Improvements - King County	N	351	351
D-99	Overbank Storm Water Outfall Improvements - In Bellevue	N	475	475
D-100	Coal Creek Stream Bed Grade Control	N	800	800
D-101	Lower Coal Creek Sediment Pond	N	700	700
D-102	Coal Creek Projects Programmatic EIS	N	500	500
TOTAL STORM DRAINAGE			<u>\$20,241</u>	<u>\$29,466</u>

Project Status Key:

AB = Approved and Begun

O = Ongoing

ANB = Approved and Not Begun

N = New

2005-2011 Adopted CIP: Transportation

Project Prioritization Criteria

The prioritization process for the 2005-2011 CIP update is intended to directly link capital investments to measurable outcomes identified in the City's Comprehensive Plan. This process is described below.

Comprehensive Plan Overview

The City's Comprehensive Plan includes a wide array of transportation policies, goals, and mobility targets. It also addresses the relationship between transportation and the environment, quality of life and land use in the City, and relationships with the State and other transportation service providers. As the Comprehensive Plan states, it is the goal of the City to maintain and enhance mobility for residents and businesses through the creation and maintenance of a balanced system of transportation alternatives that:

- Provide a wide range of travel choices
- Support the land use vision of the City
- Protect our neighborhoods from adverse transportation impacts
- Reflect the regional role of the City in transportation issues
- Reduce the overall dependency on automobiles throughout the City

The Comprehensive Plan calls for the City to organize its transportation system planning and fiscal programming to "balance funding to achieve scheduled progress on Mobility Targets for all modes within the Mobility Management Areas, by using the results from monitoring the targets to prioritize transportation facility and service investments" (Comp. Plan Policy TR-82). Project prioritization criteria are developed in compliance with established CIP policies. One of these is that the CIP Plan must be responsive to the officially stated direction of the City Council as contained in the Comprehensive Plan and supporting documents. There are two sets of criteria, one set for Roadway and Intersection projects, and the second for Walkway/Bikeway projects. These two sets of criteria are shown in the following table:

Category	Topic	Definition
Roadway/Intersection	Safety	Responds to identified need and benefits related safety conditions
	Leveraging of Funds	Likelihood of securing outside funds
	Level of Service	Responds to identified need and benefits related LOS conditions
	Transit	Responds to identified need and benefits transit services or users
	Mode Split	Provides identified benefit to non-SOV modes
	Regional	Consistency with regional plans , i.e. BROTS
Walkway/Bikeway	Safety	Addresses accident clusters, high volume locations or poor existing conditions
	System Linkage	Completes/extends major ped/bike system
	Land Use	Improves facilities serving ped/bike intensive uses

Project Prioritization Process

Transportation Department staff, in close coordination with the Bellevue Transportation Commission, guide an intensive, yearlong process to identify, evaluate, prioritize and recommend the most important transportation system improvement projects for the biennial update of the City's CIP Plan. The main components of this process are broken down further below:

I. Projects are identified using various sources:

- The adopted Mid-Range (12-year) Transportation Facility Plan (TFP)
- The adopted Long-range transportation plans (e.g. Bel-Red Overlake Transportation Study, the Pedestrian & Bicycle Transportation Plan)
- Staff (primarily for emerging safety or maintenance needs and opportunities)
- The public involvement process

II. Projects are evaluated based on:

- Spot location or corridor accident history analysis
- Intersection and area wide traffic modeling analysis
- Cost estimate evaluation
- Cost/benefit analysis
- Public input

III. Projects are Prioritized:

- Projects are ranked using Comprehensive Plan-based criteria (see box on previous page);
- Both staff and the Transportation Commission prioritize projects based on the ranking and other, less easily quantified factors including City Council priorities, emerging needs and opportunities, supplemental funding for projects partially funded in the previous CIP, mutually supportive walkway/bikeway and roadway improvements and public input received.

2005-2011 Adopted CIP: Parks

Project Prioritization Criteria

- Park Plan Consistency - Is the project consistent with the mission, vision, goals, objectives, standards, and recommendations of the *Parks & Open Space System Plan*?
- Council Priority - Does the project respond to a Council priority? Does it respond to the recommendations of an adopted plan or ordinance? Is it an ongoing project or part of a previous Council priority?
- M&O Impact - What are the M&O impacts of this project? Are there any potential M&O partnerships for the project? Will the project pay for itself?
- Citizen Input - Is the project a Board or Commission priority? Does it respond to a formally adopted plan or initiative? Is the project supported by an advocacy group, public surveys, NEP, Neighborhood Liaison feedback, or other types of public input?
- Multiple Benefits - Does the project respond to recommendations of numerous plans, or would it serve multiple user groups?
- Special Funding Available - Is there any potential special funding for this project? If so, what percent of funding is available, and how committed is that funding?
- Affordability - For an acquisition project, is there alternative funding available to match with CIP funding? For a development/redevelopment project, how does the cost compare to the benefit?
- Neighborhood Impacts - Would this project have positive benefits to the surrounding neighborhood? Would it increase property values? Is the community involved and supportive of this project?
- Suitability of Site - Is the proposed development appropriate for the site's natural systems, topography and/or neighboring land uses?
- Geographic Distribution - Does this project help to meet standards for distribution of parks and park facilities throughout the City?
- Economic Impact - Would this project have a favorable economic impact to Bellevue? Would it help to recruit and retain businesses and residents? Would it increase the tax base, contribute to the vitality of the community, and help to attract regional and national tourism?
- Urgency - Is the acquisition a distinct opportunity that will be lost?

Project Prioritization Criteria

A formal method for evaluating and prioritizing capital improvements is used to facilitate and document General Government capital budgeting decisions. Objective evaluation and prioritization is needed when numerous projects compete for limited resources.

In order to accomplish prioritization on a logical and consistent basis, financial analysis and needs assessment tools are used in evaluating capital projects. Staff will undertake cost effectiveness analysis techniques as appropriate.

The Information Technology Governance Committee (ITGC), appointed by the City Manager, developed the Information Technology (IT) governance process which is found in the IT Strategic Plan and sets forth the policies, procedures, and communication methods to support IT priority setting and decision-making.

RATING SYSTEM

1. Initial Screening
2. Priority Rating Factors
 - I. Legal Mandates
 - II. Health and Safety
 - III. Preservation of Capital Investment
 - IV. Support of Program Delivery
 - V. Efficiency, Reliability, Obsolescence
3. Special Rating Factors
4. Opportunity Tests

2005-2011 Adopted CIP: Public Safety**Project Prioritization Criteria**

- Projects for which there are legal mandates, or to which we have already committed.
- Projects that preserve previous capital investments.
- Projects that address safety issues.
- Projects that reduce City liability or exposure.
- Projects that support program delivery, or which increase the efficiency or the reliability of City systems.
- Projects that support regional service delivery.
- Projects that eliminate obsolescence (technological and other).
- Projects for which there are matching funds available.

Project Prioritization Criteria

The purpose of the Community Development category is to fund artwork or physical development projects meeting established City needs, typically through partnership ventures. Projects included in the 2005-2011 CIP address one or more of the following criteria:

- Meets an identified City need through a public/private or public/public partnership.
- A physical development project which involves two or more City departments, and meets multiple departments' program objectives.
- Explores the financial and development feasibility of a project meeting an identified need, but for which there is no site or funding proposal.
- Supports or stimulates development objectives of the City and is consistent with City plans and policies.

The purpose of the Economic Development category is to fund projects which contribute to the long-term growth and health of the City's economic base. Projects included in the 2005-2011 CIP address one or more of the following criteria:

- Creates economic growth.
- Is consistent with City plans and policies.
- Accomplishes other City goals while achieving economic benefit.
- Leverages City resources with other partners and funds to maximize benefits achieved.
- Allows the City to seize opportunities for economic development as they arise, and respond to changing circumstances.

Project Prioritization Criteria

The Neighborhood Enhancement Program (NEP) brings together City staff and residents to identify specific neighborhood concerns and exchange information. Using a neighborhood meeting forum, an interdepartmental team meets with residents, explains City services, listens to neighborhood concerns and follows through on citizen requests.

NEP CIP funds target small, locally-focused concerns which can be resolved by City staff through a relatively small outlay of capital and staff time. These projects may otherwise be unable to compete with the larger, more expensive CIP projects that respond to larger needs and may have widespread City support.

The City is divided into thirteen neighborhood areas, corresponding for the most part to elementary school boundaries. Each year, three to five target areas are the focus of specific physical improvements, which are recommended and selected by neighborhood residents and funded by the CIP NEP budget. The program follows a three-year cycle around the City.

All NEP projects must go through an established prioritization process and receive final approval by the NEP Steering Committee.

Currently, the prioritization process works as follows:

1. Customer Action Requests are mailed (with invitations to participate in the workshops/process) to each household within the target area. A 24 hour request line and email address are also provided for easy access to the process.
2. A workshop is conducted, which involves a City report on citizen requests. Citizens are asked to refine proposed project descriptions and to complete the list of suggestions for their neighborhood. For all projects, project sponsors (citizens or community organizations) are required to act as liaison between the neighborhood and the City.
3. The NEP Steering Committee reviews the proposed project list and approves it for voting.
4. Voters pamphlets and ballots are mailed to all households within a target neighborhood for voting to determine the neighborhood's priorities. Each household is allowed one ballot.
5. Residents are asked to consider:
 - What projects are the best use of NEP dollars?
 - Which project provides the most benefit for the least cost to the neighborhood as a whole?
6. The project list is prioritized based solely on the residents' voting. Those projects fitting within the available funding will be implemented in the target area.

Project Prioritization Criteria

The Neighborhood Investment Strategy (NIS) is a new approach to working with neighborhoods, involving both grassroots citizen involvement and focused service delivery. NIS enables the City to isolate the specific needs of individual neighborhood areas, and to address those needs in a coordinated, systematic way.

Through NIS, the City focuses its attention on older neighborhoods – those beginning to show signs of infrastructure aging. For the first NIS project area, a 22-member Citizen Advisory Committee (CAC) worked with City staff to develop policy and project recommendations for the West Lake Hills neighborhood area. The highest priorities were assigned to projects addressing one or more of the following goals:

- Revitalize neighborhood shopping centers;
- Improve the safety and appearance of arterials;
- Maintain and improve the value, appearance, and quality of neighborhoods;
- Preserve and protect the area's parks and open space assets;
- Develop a stronger sense of community in Lake Hills.

In formulating its implementation response, the City further prioritized the projects, based on:

- Compliance with adopted plans and existing City policy;
- Compatibility with other projects – either planned or underway;
- Extent of overall community support;
- Availability of City resources to accomplish the projects.

As the City completes implementation of West Lake Hills pilot projects and moves into a new phase of NIS, emphasis will shift toward projects in which the City acts as a catalyst, working to develop and encourage opportunities for private investment in the community.

2005-2011 Adopted CIP: Utilities**Project Prioritization Criteria****Utility CIP Objective**

The Capital Investment Program objective for each Utility follows directly from each Utility's vision, mission, and objectives statements.

Utility CIP Project Prioritization Guidelines

Projects for which we have a settlement or easement agreement or Court Order, projects which are already under contract, and projects which constitute an emergency as defined by Bellevue City Code 9.22.010 or those projects required to prevent an imminent risk to health and safety will not be ranked. They will be funded before projects which are ranked.

Other projects that meet the CIP objective will be prioritized for funding and implementation based on defined merit evaluation scoring criteria.

For project scheduling, any opportunity window such as coordination with other projects or funding source limitations will be considered. (Projects may be scored higher under "Fiscal Stewardship" if such an opportunity window presents cost savings.)

Whether a project provides regional benefit or is caused by an inter-jurisdictional problem will not affect merit scoring positively or negatively. However, staff will keep track of such projects for potential regional funding regardless of whether it ranks highly enough to be scheduled in our CIP.

If a project is proposed for joint funding by two or more utilities, each utility shall rank the project independently. The project shall be funded as proposed only if it ranks sufficiently high in each utility proposed as a funding source. Due consideration should be given to leverage of each utility's funds.

Projects which are solely property acquisition are unlikely to rank highly by the prioritization criteria. That result is consistent with utility direction that open space acquisition be funded by some mechanism other than the CIP. However, projects which contain some element of property acquisition (e.g. easement or right-of-way acquisition to facilitate project completion) are not precluded by these criteria.

Water: A project will be considered for the Water CIP **only** if it is an appropriate use of Utility capital resources (public responsibility and justifiable cost/benefit) **and** it

- Maintains or improves the reliability, effectiveness, and/or integrity of the utility's infrastructure; or
- Increases the level of service to current standards; or
- Promotes fiscal stewardship by generating cost savings or reducing potential liability; or
- Supports service expansion consistent with adopted policies; or
- Responds to regulatory requirements, settlement or easement agreement or Court Order.

Water Ranking Criteria

(Rank High, Medium or Low for each category {3:2:1 ratio}. All criteria have equal weighting EXCEPT 'Health and Safety', which is weighted double. 'Special Considerations' are bonus scores up to 10% used to break ties)

Health and Safety

- Improves public safety (e.g. does it improve available fireflow?)
- Decreases exposure to health risks
- Reduces the risk of failure (monetary loss or property damage)
- Consider consequence of failure
- Assess relative risk (more imminent risk ranks higher)

Reliability and Efficiency

- Eliminates a single source supply
- Provides backup water supply for emergencies or backup power supply to pumps
- Increases system reliability or efficiency

Fiscal Stewardship

- Cost effectiveness: Project provides enhanced level of service, improved reliability, m&o cost savings, or other customer benefit commensurate with its cost. Consider life cycle cost.
- Leverage of Utility Resources (e.g. Availability of outside funding; costs recovered through connection charges)

Relationship to Other Projects

- Coordination with other City or privately financed projects, where projects are mutually beneficial (e.g., street overlay program or other work that is planned for the same street)
- Opportunity to construct project will be lost if not done now

Environmental Issues

- Project is needed to address environmental concerns

Number of Customers Benefited

- Number of customers benefited
- Stage of development of benefited properties

Legal Considerations

- Subjects the Utility to liability if the project is not done

Special Considerations (Bonus score, 1 to 10 percent)

- Factors which cannot receive appropriate emphasis on the scale listed above, including political considerations (e.g. council or citizen advisory committee priorities)
- Project supports strategic initiatives not reflected above (e.g. integrated water resources; public education & involvement)
- Project supports core values not reflected above (e.g. innovation)
- Project provides multipurpose opportunities, enhanced open space or improved aesthetics

2005-2011 Adopted CIP: Utilities

Wastewater (Sewer): A project will be considered for the Sewer CIP **only** if it is an appropriate use of Utility capital resources (public responsibility and justifiable cost/benefit) **and** it

- Maintains or improves the reliability, effectiveness, and/or integrity of the utility's infrastructure; or
- Increases the level of service to current standards; or
- Promotes fiscal stewardship by generating cost savings or reducing potential liability ; or
- Supports service expansion consistent with adopted policies or;
- Responds to regulatory requirements, settlement or easement agreement or Court Order.

Sewer Ranking Criteria

(Rank High, Medium or Low for each category {3:2:1 ratio}. All criteria have equal weighting EXCEPT 'Health and Safety', which is weighted double. 'Special Considerations' are bonus scores up to 10% used to break ties)

Health and Safety

- Improves public safety (e.g. removes a hazard)
- Decreases exposure to health risks
- Reduces the risk of failure (monetary loss or property damage)
- Consider consequence of failure
- Assess relative risk (more imminent risk ranks higher)

Reliability and Efficiency

- Provides backup power supply to pumps
- Increases system reliability or efficiency

Fiscal Stewardship

- Cost effectiveness: project provides enhanced level of service, improved reliability, m&o cost savings, or other customer benefit commensurate with its cost. Consider life cycle cost.
- Leverage of Utility Resources (e.g. Availability of outside funding; costs recovered through connection charges)

Relationship to Other Projects

- Coordination with other City or privately financed projects, where projects are mutually beneficial (e.g., street overlay program or other work that is planned for the same street)
- Opportunity to construct project will be lost if not done now

Environmental Issues

- Project is needed to address environmental concerns

Number of Customers Benefited

- Number of customers benefited
- Stage of development of benefited properties

Legal Considerations

- Subjects the Utility to liability if the project is not done

Special Considerations (Bonus score, 1 to 10 percent)

- Factors which cannot receive appropriate emphasis on the scale listed above, including political considerations (e.g. council or citizen advisory committee priorities)
- Project supports strategic initiatives not reflected above (e.g. integrated water resources; public education & involvement)
- Project supports core values not reflected above (e.g. innovation)
- Project provides multipurpose opportunities, enhanced open space or improved aesthetics

2005-2011 Adopted CIP: Utilities

Surface Water (Storm Drainage): A project will be considered for the Storm CIP **only** if it is an appropriate use of Utility capital resources (public responsibility and justifiable cost/benefit) **and** it

- Protects property from flooding or other stream-related damage; or
- Protects or Improves Water Quality; or
- Maintains or improves the reliability, effectiveness, and/or integrity of the utility's infrastructure; or
- Promotes fiscal stewardship by generating cost savings or reducing potential liability; or
- Promotes resource stewardship by improving fish and/or riparian wildlife habitat; or
- Responds to regulatory requirements, settlement or easement agreement or Court Order.

Storm Drainage Ranking Criteria

(Rank High, Medium or Low for each category {3:2:1 ratio}. All criteria have equal weighting. 'Special Considerations' are bonus scores up to 10% used to break ties)

Health and Safety

- Improves safety (e.g. removes a hazard)
- Decreases health risks
- Assess relative risk (more imminent risk ranks higher)

Improved Protection from Flooding & other Stream-related Damage

- Consider frequency of problem and extent of damage (no. of customers benefited & extent of area)
- Risk to persons or populations ranked higher than actual or anticipated property damage
- Flooding of living space or structures ranked higher than flooding of property (note: landscape flooding ranks LOW)
- Rank actual property damage higher than potential damage
- Consider degree of improvement achieved by the project

Improved Water Quality (WQ)

- High: Corrects an existing WQ problem and/or provides WQ treatment Best Management Practices (BMPs) consistent with adopted Ecology Manual standards.
- Medium: Design incorporates specific elements for WQ treatment (e.g. flow attenuation, velocity reduction); some level of treatment is provided but not necessarily to adopted Ecology standards.
- Low: Reduces rate of WQ degradation but does not specifically address WQ issues

Infrastructure Investment

- Consider risk & consequence of failure (monetary loss or damage)
- Increases overall system reliability or efficiency

Fiscal Stewardship

- Leverage of Utility dollars (e.g. Outside funding; costs recovered through connection charges)
- Cost effective (Project provides health & safety, flood protection, O&M cost savings, WQ and/or habitat benefits commensurate with its cost. Consider life cycle costs.)
- Prevents or reduces economic loss (e.g. public or private property damage; economic consequences to businesses)

Improved Fish & Riparian Wildlife Habitat

- High: Significant improvement for listed species, or multiple salmonids species; restores natural stream processes; located in an area of high use by the species of concern; appropriately sequenced for salmonids habitat enhancement in the basin.
- Medium: Restores natural process forming functions or restores habitat-limiting features; relies primarily on natural structures and biological processes; addresses the habitat problems for the salmonids life stage of concern
- Low: Restores some habitat-limiting features

2005-2011 Adopted CIP: Utilities**Special Considerations** (Bonus score, 1 to 10 percent)

- Factors which cannot receive appropriate emphasis on the scale listed above, including political considerations (e.g. council or citizen advisory committee priorities)
- Project supports strategic initiatives not reflected above (e.g. integrated water resources; public education & involvement)
- Project supports core values not reflected above (e.g. innovation)
- Project provides multipurpose opportunities, enhanced open space or improved aesthetics



Introductory Comments

Projects in the Roadways program include a variety of street improvements to address safety, capacity, access, and mobility needs for various modes of travel. Capacity projects are needed to relieve high congestion locations or to help the City continue to meet its adopted roadway level-of-service standards. These projects range from widening of existing roads to the addition of turn lanes and signals to the construction of entirely new roadway sections. Other projects will improve separation between motorized vehicle, pedestrian and bicycle traffic flow, perform planning, design, or feasibility studies, and provide street lighting, landscaping or other amenities.

Roadway projects from the adopted 2004-2015 Transportation Facilities Plan (TFP) served as a primary source of candidate projects considered for the latest update of the Capital Investment Program. TFP roadway projects selected for inclusion ranked high in a prioritization system based strongly on transportation system goals and policies identified in the Comprehensive Plan. The ranking system gives significant weight to both a project's ability to address safety issues and its likelihood of leveraging outside funding sources. Level-of-service benefits are strongly considered as well as a project's benefits to transit service and mode split goal achievement. Finally, a project's regional significance as indicated by its inclusion in a regional transportation plan or a specific interlocal agreement is factored into the prioritization process.

Projects listed herein comply with the goals and policies of the City's Comprehensive Plan and with applicable state and federal standards. Implementation of these projects will help to provide a safer roadway system while improving mobility in Bellevue.

2005-2011 Adopted CIP: Transportation - Roadways

Funded Projects

CIP Plan Number	Project Name	Project Status	\$ in 000s	
			2005-2011 Project Cost	Total Estimated Cost
PW-R-44	Transportation Planning Studies	O	\$700	\$3,075
PW-R-46	Major Safety Improvements	O	700	2,598
PW-R-57	Lakemont Boulevard Extension	AB	330	20,929
PW-R-60	NE 29th Place Connection	AB	2,370	16,653
PW-R-82	Public Works Trust Fund Loan - Principal	AB	244	1,000
PW-R-83	Public Works Trust Fund Loan - Interest	AB	6	87
PW-R-87	Transportation Demand Management	O	630	2,049
PW-R-102	Kamber Road Roadway Improvements	AB	1,439	4,237
PW-R-105	150th Avenue SE - Newport Way to SE 36th Street	AB	3,379	5,659
PW-R-115	Cougar Mountain Way Corridor Improvements	AB	954	6,591
PW-R-117	148th Avenue SE Roadway Improvements	AB	1,774	5,901
PW-R-118	SE 16th Street Improvements	AB	3,775	4,616
PW-R-122	130th Avenue NE Improvements	ANB	174	174
PW-R-128	Forest Drive Improvements	AB	2,457	6,061
PW-R-130	High Capacity Transit Study	AB	185	190
PW-R-133	Northup Way - 120th to 124th Avenues NE	AB	4,180	5,106
PW-R-136	Traffic Safety Technologies	O	350	525
PW-R-139	110th Avenue NE - NE 4th Street to NE 8th Street	AB	2,601	2,735
PW-R-141	West Lake Sammamish Parkway Analysis	AB	225	560
PW-R-145	Factoria Area Transportation Study (FATS) Update	AB	225	400
PW-R-146	Northup Way Corridor Improvements - Design Report	ANB	439	439
PW-R-147	Early Implementation of Downtown Plan	AB	704	710
PW-R-148	I-405 Access Design Options	AB	215	1,063
PW-R-149	NE 10th Street Extension	ANB	4,650	4,650
	Available Resource Allocation		4,038	4,038
TOTAL ROADWAYS			<u>\$36,744</u>	<u>\$100,046</u>

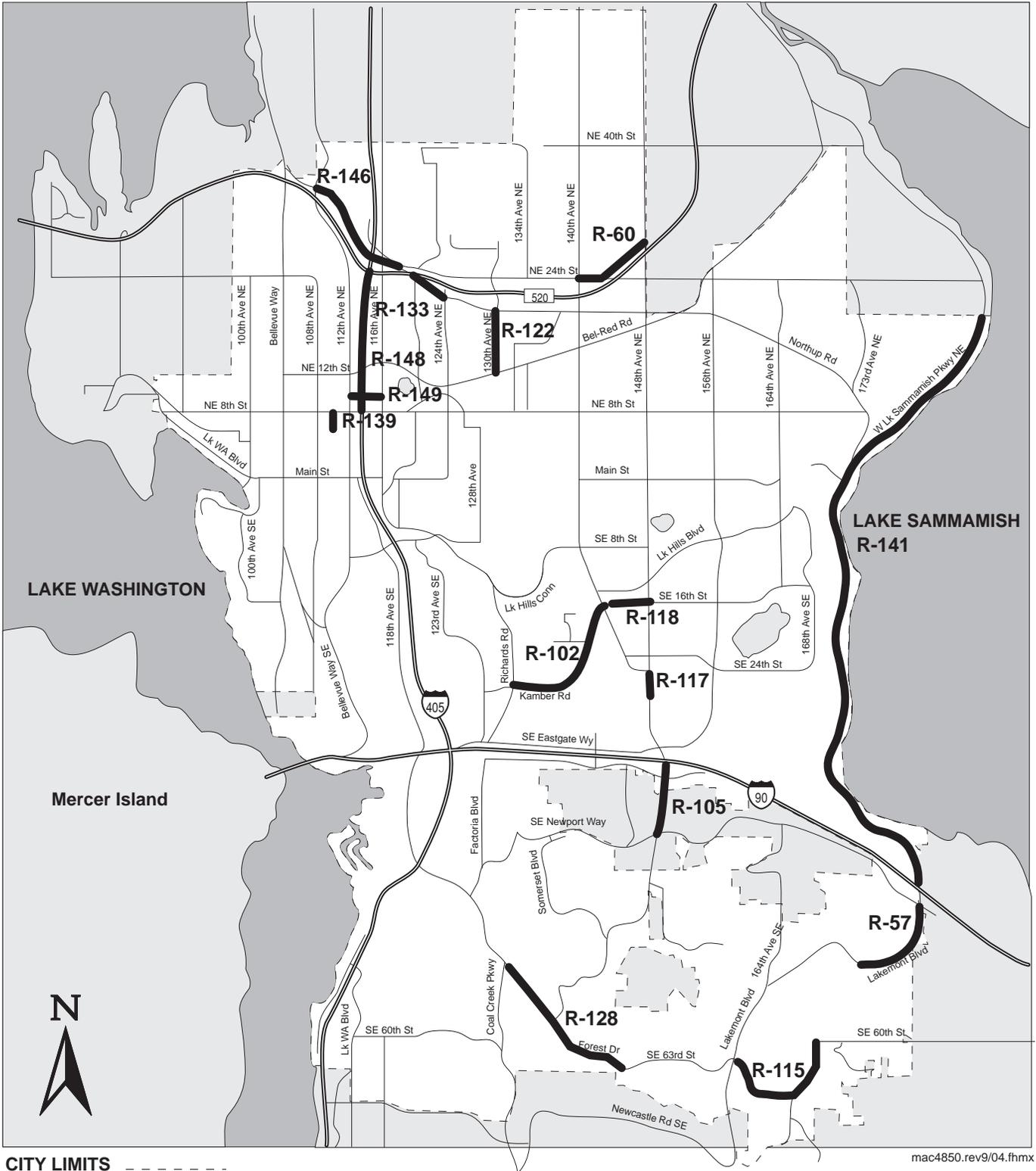
Project Status Key:

AB = Approved and Begun

O = Ongoing

ANB = Approved and Not Begun

N = New



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2005-2006 City of Bellevue Budget

2005-2011 CIP Projects

ROADWAYS

- Notes:**
1. Project R-44 and R-145 are not shown as they are study projects.
 2. Projects R-46, R-87, R-130, R-136, and R-147 are not shown as they are in multiple or non-specific locations in the City.
 3. Projects R-82 and R-83 are not shown as they are administrative projects.

2005-2011 Adopted CIP: Transportation - Roadways

Cost and Resource Summary
\$000

	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	2005-2011 Total
PROJECT COSTS	\$16,835	\$6,341	\$5,393	\$1,184	\$891	\$745	\$1,317	\$32,706
AVAILABLE RESOURCE ALLOCATION	-	-	-	-	1,344	1,070	1,624	4,038
TOTAL PROJECT COSTS	<u>\$16,835</u>	<u>\$6,341</u>	<u>\$5,393</u>	<u>\$1,184</u>	<u>\$2,235</u>	<u>\$1,815</u>	<u>\$2,941</u>	<u>\$36,744</u>
RESOURCES								
GENERAL CIP REVENUE	\$11,738	\$3,691	\$3,255	\$884	\$1,521	1,774	2,796	\$25,659
TRANSPORTATION IMPACT FEES	228	68	367	-	62	41	145	911
TRANSPORTATION FUNDING	-	216	83	-	218	-	-	517
RESTRICTED MOTOR VEHICLE FUEL TAX	-	141	316	-	434	-	-	891
REAL ESTATE EXCISE TAX	-	682	-	-	-	-	-	682
GRANTS/INTERGOVERNMENTAL/ DEVELOPER CONTRIBUTIONS:								
Grants	1,887	1,500	750	-	-	-	-	4,137
King County Contributions	1,741	43	-	-	-	-	-	1,784
Redmond Contributions	1,241	-	622	300	-	-	-	2,163
Subtotal	<u>4,869</u>	<u>1,543</u>	<u>1,372</u>	<u>300</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>8,084</u>
TOTAL RESOURCES	<u>\$16,835</u>	<u>\$6,341</u>	<u>\$5,393</u>	<u>\$1,184</u>	<u>\$2,235</u>	<u>\$1,815</u>	<u>\$2,941</u>	<u>\$36,744</u>

2005-2011 Adopted CIP: Transportation-Roadways

CIP PLAN NUMBER: PW-R-44

PROJECT NAME: Transportation Planning Studies

PROJECT LOCATION: Various locations

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: Ongoing

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This project will provide both consultant and improved in-house capabilities to carry out critical activities associated with the planning for and the predesign of possible future CIP projects. Activities include engineering cost estimates, quick design and planning studies, project scoping, traffic modeling, mobility monitoring, environmental impact assessment and public involvement procedures.

PROJECT JUSTIFICATION/BENEFITS: It is in the City's long-range interest to identify the feasibility of future projects before the City commits funding resources. This may ultimately lead to a project not being pursued any further after the initial predesign phase, and provide a more sound review of a project before it is submitted for consideration in the Capital Investment Program Plan. The predesign of projects involves considerable engineering staff resources. The work needed to develop the predesign and cost estimates for determining project feasibility has been achieved utilizing a combination of contract employees, temporary help, consultants, and in-house staff. This project provides the capabilities to conduct this much needed predesign activity without interfering with staff schedules for ongoing CIP projects.

ENVIRONMENTAL IMPACTS: None.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Capital costs increased by \$ 148,000. Reflects continued annual \$100,000 funding in 2010 and 2011 less a "turned back" grant of \$43,000 and \$9,000 in unspent allocation through 2004 turned back to the General CIP Fund.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	2,375	100	100	100	100	100	100	100	700	3,075
REVENUE:										
Gen CIP Revenue	1,577	100		17	100		100	100	417	1,994
ISTEA Grant	107									107
FTA Grant	80									80
SMVA Grant	207									207
Transp Funding	181			83		100			183	364
Real Estate Excise Tax	100		100						100	200
Contrib – Other Jurisd	23									23
Land Sale Proceeds	100									100
TOTAL REVENUE	2,375	100	100	100	100	100	100	100	700	3,075
M&O COSTS:										

Capital Costs Beyond 2011: Ongoing project

2005-2011 Adopted CIP: Transportation-Roadways

CIP PLAN NUMBER: PW-R-46

PROJECT NAME: Major Safety Improvements

PROJECT LOCATION: Citywide

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: Ongoing

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This project will construct various roadway safety-related capital improvements citywide as identified through deficiency analysis and community input. Projects include road rechannelization to reduce traffic accidents, guardrail installation, roadside hazard removal, pedestrian crossings and other similar improvements.

PROJECT JUSTIFICATION/BENEFITS: Roadway safety needs are continuously identified through systematic evaluations by the Transportation Department and from citizen concerns. This project allows the City to address spot safety concerns within a relatively short response time. Improvements identified for this project generally range from \$10,000 to \$100,000 and are typically in areas where other major capital improvements are not anticipated in the near future.

ENVIRONMENTAL IMPACTS: The environmental impacts will be evaluated as specific improvement projects are identified.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Capital costs increased by \$ 160,000. Reflects continued annual \$100,000 funding in 2010 and 2011 less \$40,000 in unspent allocation through 2004 turned back to the General CIP Fund.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	1,898	100	100	100	100	100	100	100	700	2,598
REVENUE:										
Contrib – Other Jurisd	13									13
Gen CIP Revenue		100			100		100	100	400	400
ISTEA Grant I	113									113
ISTEA Grant II	71									71
Restricted MVFT				100		100			200	200
Transp Funding	611									611
Real Estate Excise Tax	1,084		100						100	1,184
Developer Contrib	6									6
TOTAL REVENUE	1,898	100	100	100	100	100	100	100	700	2,598
M&O COSTS:										

Capital Costs Beyond 2011: Ongoing project

2005-2011 Adopted CIP: Transportation-Roadways

CIP PLAN NUMBER: PW-R-57

PROJECT NAME: Lakemont Boulevard Extension

PROJECT LOCATION: Lakemont Boulevard SE – 171st Avenue SE to Newport Way

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 1989

ESTIMATED COMPLETION DATE: 2005

PROJECT DESCRIPTION/SCOPE: This is a joint project with King County that will construct a new three-lane arterial from the existing terminus of Lakemont Boulevard SE to Newport Way. Improvements include three bridges, several retaining walls, curb, gutter, sidewalk, storm drainage improvements, illumination, and signal installation at the intersections of Newport Way/Lakemont Boulevard and 171st Avenue SE/Lakemont Boulevard. Construction of the storm water detention facility was completed in 4th Quarter 1996. Construction of the roadway and signals was completed in June 1999. Wetland mitigation is scheduled to occur by 2005.

PROJECT JUSTIFICATION/BENEFITS: This project is shown in the Newcastle Facilities Plan as the critical link between 164th Avenue SE and I-90. This facility is needed to provide capacity for approved residential development occurring in the vicinity. This road will relieve congestion on 150th Avenue SE and eliminate overuse of 164th Avenue SE north of SE 53rd Street, which is not designed to handle large traffic volumes. It also will serve as a new access to I-90 and an underutilized interchange which was originally designed to feed this link.

ENVIRONMENTAL IMPACTS: Native habitat will be altered and significant earthwork and tree removal will be required. The final Environmental Impact Statement (EIS) was published in March 1993.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Project Schedule: Project completion has been accelerated to 2005 as ongoing wetland monitoring will be conducted through new project PW-M-15.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	20,599	330							330	20,929
REVENUE:										
Gen CIP Revenue	1,597	330							330	1,927
Transp Impact Fees	548									548
Transp Funding	8,087									8,087
Developer Contrib	1,059									1,059
King Co Contrib	8,959									8,959
Real Estate Excise Tax	243									243
Restricted MVFT	100									100
Miscellaneous	6									6
TOTAL REVENUE	20,599	330							330	20,929
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Transportation-Roadways

CIP PLAN NUMBER: PW-R-60

PROJECT NAME: NE 29th Connection

PROJECT LOCATION: NE 29th Place – 148th Avenue NE to NE 24th Street

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 1989

ESTIMATED COMPLETION DATE: 2006

PROJECT DESCRIPTION/SCOPE: The primary component of this project will extend NE 29th Place as a 2/3 lane road between 148th Avenue NE and NE 24th Street. At the intersection between NE 29th Place and 148th Avenue NE, the project will add a southbound right turn lane and convert the eastbound right turn lane to a shared left and right turn lane. At the new intersection of NE 29th Place and NE 24th Street, the project will install a traffic signal and two southbound to westbound right turn lanes. The project will widen NE 24th Street between the new NE 29th Place intersection and 140th Avenue NE from three to five lanes with one eastbound through lane, one eastbound left turn lane, two westbound left turn lanes and one westbound through lane. At the NE 24th Street and 140th Avenue NE intersection, the project will add a second westbound to southbound left-turn lane.

PROJECT JUSTIFICATION/BENEFITS: This project was included in the final recommendation of the Bel-Road/Overlake Transportation Study (BROTS) to maintain adopted roadway level-of-service standards in the Overlake area, as mandated by the State Growth Management Act. Four projects were combined in one existing project, PW-R-60 (NE 29th Place Extension), PW-R-125 (NE 24th Street Improvements), PW-I-75 (140th Avenue NE/NE 24th Street) and PW-I-80 (148th Avenue NE/NE 29th Street) were combined into PW-R-60 and the project renamed NE 29th Connection. This project is one of a package of interrelated capacity improvements in this area to move traffic around the highly congested intersection of 148th Avenue NE/NE 24th Street.

ENVIRONMENTAL IMPACTS: A SEPA determination of non-significance was issued for this project in 2002. Wetland mitigation will be provided on and off site.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Capital costs and revenue have increased by \$ 124,000 to reflect the updated estimate of funds necessary to complete the project.

Project Schedule: Project completion has been extended to 2006. Ongoing wetland monitoring will be conducted through new project PW-M-15.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	14,283	2,255	115						2,370	16,653
REVENUE:										
Real Estate Excise Tax	3,669		115						115	3,784
Restricted MVFT	900									900
Gen CIP Revenue	3,992	1,014							1,014	5,006
Transp Impact Fees	1,087									1,087
Transp Funding	857									857
Developer Contrib	936									936
Redmond Contrib	2,842	1,241							1,241	4,083
TOTAL REVENUE	14,283	2,255	115						2,370	16,653
M&O COSTS:		11	33	34	35	36	37	38		

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Transportation-Roadways

CIP PLAN NUMBER: PW-R-82

PROJECT NAME: Public Works Trust Fund Loan - Principal

PROJECT LOCATION: NA

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 1990

ESTIMATED COMPLETION DATE: 2008

PROJECT DESCRIPTION/SCOPE: This project is non-capital in nature. The costs represent the annual principal payments made by the City for a \$1,000,000 Public Works Trust Fund loan received for the construction of PW-R-20 - NE 8th Street - 121st Avenue NE to 156th Avenue NE. The loan repayment period is 20 years, and the interest rate is one percent.

PROJECT JUSTIFICATION/BENEFITS: The Public Works Trust Fund loan is a low-interest loan granted through the State of Washington Department of Community Development that allows high-priority projects to be completed earlier in the plan than would be available if General CIP Revenues were used.

ENVIRONMENTAL IMPACTS: None.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Capital Cost/Revenue reduced by \$61,000 due to loan payback completion.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	756	61	61	61	61				244	1,000
REVENUE:										
Gen CIP Revenue	695	61			61				122	817
Real Estate Excise Tax			61						61	61
Restricted MVFT	61			61					61	122
TOTAL REVENUE	756	61	61	61	61				244	1,000
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Transportation-Roadways

CIP PLAN NUMBER: PW-R-83

PROJECT NAME: Public Works Trust Fund Loan - Interest

PROJECT LOCATION: NA

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 1990

ESTIMATED COMPLETION DATE: 2008

PROJECT DESCRIPTION/SCOPE: This is a companion project to PW-R-82 and is non-capital in nature. The costs represent the annual interest payments made by the City for a \$1,000,000 Public Works Trust Fund loan received for the construction of PW-R-20 - NE 8th Street - 121st Avenue NE to 156th Avenue NE. The loan repayment period is 20 years, at an interest rate of one percent.

PROJECT JUSTIFICATION/BENEFITS: The Public Works Trust Fund loan is a low-interest loan granted through the State of Washington Department of Community Development that allows high-priority projects to be completed earlier in the plan than would be possible if General CIP Revenues were used.

ENVIRONMENTAL IMPACTS: None.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	81	2	2	1	1				6	87
REVENUE:										
Gen CIP Revenue	81	2	2	1	1				6	87
TOTAL REVENUE	81	2	2	1	1				6	87
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Transportation-Roadways

CIP PLAN NUMBER: PW-R-87

PROJECT NAME: Transportation Demand Management

PROJECT LOCATION: NA

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: Ongoing

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This project provides continuing resources for Transportation Demand Management (TDM) implementation. By shifting trips to transit or ridesharing, by moving trips from peak to off-peak hours and by encouraging commute trip reduction, TDM improves the efficiency of the transportation system. TDM activities and techniques include: Development and implementation of education/marketing programs for employers and employees, improving access to and the appeal of alternative transportation modes for users and potential users, and participation in trip reduction activities associated with the Bel-Red Overlake Transportation (BROTS) Plan. Performance goals for TDM are specified in the mobility targets for Mode Split in the Comprehensive Plan. This project may fund both consultant and improved in-house capabilities in support of TDM efforts.

PROJECT JUSTIFICATION/BENEFITS: Transportation demand management is an integral part of achieving the goals of the City's Comprehensive Plan, including the long-range transportation plans. The plans contain transit and ridesharing mode split assumptions which must be met to keep traffic congestion within acceptable limits. Successful transportation demand management programs will help eliminate the need for extensive capital improvements beyond the existing program and increase mobility by educating the public on transportation options.

ENVIRONMENTAL IMPACTS: None.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Capital costs increased \$118,000. Reflects continued annual \$80,000 funding in 2010 and 2011 less \$42,000 in unspent allocation through 2004 turned back to the General CIP Fund.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	1,419	150	80	80	80	80	80	80	630	2,049
REVENUE:										
Gen CIP Revenue	146	80			80		80	80	320	466
Transp Funding	792									792
Fed and/or State Grants	462	43							43	505
Real Estate Excise Tax			80						80	80
Restricted MVFT				80		80			160	160
Private Contributions	3									3
King County Contrib.	16	27							27	43
TOTAL REVENUE	1,419	150	80	80	80	80	80	80	630	2,049
M&O COSTS:										

Capital Costs Beyond 2011: Ongoing project

2005-2011 Adopted CIP: Transportation-Roadways

CIP PLAN NUMBER: PW-R-102

PROJECT NAME: Kamber Road Roadway Improvements

PROJECT LOCATION: Kamber Road – Richards Road to 145th Place SE

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 1995

ESTIMATED COMPLETION DATE: 2005

PROJECT DESCRIPTION/SCOPE: This project will provide curb, gutter, and sidewalk on the north-west side of Kamber Road where missing, widened shoulder for bicyclists, street lighting, and left-turn lanes at SE 20th Street and SE 24th Street. The project was divided into two phases to allow the Bellevue Utility Department to replace undersized culverts on East Creek. Work between 137th Avenue SE and 145th Place SE was completed in 2002. Work between Richards Road and 137th Avenue SE will take place in 2005.

PROJECT JUSTIFICATION/BENEFITS: This project will provide a safe pedestrian facility on a principal walking route to schools, bus stops, parks, and commercial areas, and a safe bicycle facility on a steep grade. This project has been identified in the East Bellevue Transportation Plan for upgrading to urban standards with pedestrian and bicycle facilities. It is a high-priority project in the Pedestrian and Bicycle Transportation Plan as a major east-west pedestrian/bicycle link.

ENVIRONMENTAL IMPACTS: A SEPA determination of non-significance was issued for this project in 2001.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Capital costs have increased by \$ 478,000 to reflect an updated cost estimate.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	2,798	1,439							1,439	4,237
REVENUE:										
Gen CIP Revenue	1,942	1,439							1,439	3,381
Transp Impact Fees	419									419
Transp Funding	131									131
Restricted MVFT	306									306
TOTAL REVENUE	2,798	1,439							1,439	4,237
M&O COSTS:			4	4	4	4	4	4		

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Transportation-Roadways

CIP PLAN NUMBER: PW-R-105

PROJECT NAME: 150th Avenue SE – Newport Way to SE 36th Street

PROJECT LOCATION: 150th Avenue SE – Newport Way to SE 36th Street

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 1996

ESTIMATED COMPLETION DATE: 2006

PROJECT DESCRIPTION/SCOPE: This joint project with King County will widen 150th Avenue SE to seven lanes from SE 37th Street (the I-90 eastbound off-ramp) to SE 38th Street, add a sidewalk on the west side adjacent to the existing curb from SE 38th Street to Newport Way, add a U-turn pocket on SE 38th/SE 37th Street to provide access to Allen Road southbound, and provide additional turn lanes at the intersections of 150th Avenue SE/Newport Way, 150th Avenue SE/ SE 38th Street, and 150th Avenue SE/SE 36th Street. All improvements are intended to be built to arterial street standards, which include curb, gutter, sidewalks, storm drainage improvements, illumination, and signal modification as required. Landscaping will be included where appropriate. Project design is underway, and construction is scheduled for 2005 and 2006.

PROJECT JUSTIFICATION/BENEFITS: This project will improve traffic operations and provide additional capacity. It will also provide a facility for safe pedestrian use, including access to transit. This location has been identified in the East Bellevue Transportation Plan as a major traffic bottleneck, as well as an area lacking in adequate pedestrian facilities. The City's Pedestrian and Bicycle Transportation Plan has identified this location as a pedestrian need for access to transit and to the I-90 pedestrian overpass.

ENVIRONMENTAL IMPACTS: A documented categorical exclusion was determined to be the appropriate category for this project after review by the Federal Highway Administration (FHWA). A determination of non-significance is expected for this project.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Project Schedule: The project schedule has been extended to 2006.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	2,280	3,336	43						3,379	5,659
REVENUE:										
Developer Contrib	16									16
Gen CIP Revenue	933	1,508							1,508	2,441
Private Contrib	18									18
Restricted MVFT	340									340
Transp Funding	51									51
Transp Impact Fees	153	114							114	267
King Co Contrib	769	1,714	43						1,757	2,526
TOTAL REVENUE	2,280	3,336	43						3,379	5,659
M&O COSTS:			7	11	11	11	12	12		

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Transportation-Roadways

CIP PLAN NUMBER: PW-R-115

PROJECT NAME: Cougar Mountain Way Corridor Improvements

PROJECT LOCATION: Cougar Mountain Way – Lakemont Boulevard to SE 60th Street

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2000

ESTIMATED COMPLETION DATE: 2005

PROJECT DESCRIPTION/SCOPE: This project includes: constructing two travel lanes with five-foot bicycle lanes on each side, curb and gutter on both sides, concrete sidewalk on one side with asphalt walkway on the other side, landscaped areas between curb and walkway where feasible, upgraded street lighting, new storm drainage system, a crosswalk at a major pedestrian crossing location, a left-turn pocket at Lakemont Boulevard, and under-grounding of existing overhead utilities. The project will also investigate the need to regrade the road immediately east of Lakemont Boulevard. A portion of these corridor improvements is assumed to be constructed by private development.

PROJECT JUSTIFICATION/BENEFITS: Key benefits of this project include the completion of a uniform pedestrian walkway and bikeway system that will improve pedestrian mobility, bicycle, pedestrian and motor vehicle safety. This project will upgrade the roadway to existing roadway standards. This project is included in the Council-adopted Pedestrian and Bicycle Transportation Plan (1993). Cougar Mountain Way is an east-west connection between Bellevue and Issaquah and provides access to Cougar Mountain Community and Regional Park. This project updates an existing roadway cross section to accommodate the anticipated traffic volumes, improves pedestrian mobility and safety, improves bicycle safety, and improves motor vehicle safety.

ENVIRONMENTAL IMPACTS: A SEPA determination of non-significance was issued for this project in 2003.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Project Schedule: The project schedule has been extended to 2005.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	5,637	954							954	6,591
REVENUE:										
Gen CIP Revenue	5,363	954							954	6,317
Franchise Utility Rev	140									140
Developer Contrib	134									134
TOTAL REVENUE	5,637	954							954	6,591
M&O COSTS:		12	24	25	25	26	27	27		

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Transportation-Roadways

CIP PLAN NUMBER: PW-R-117

PROJECT NAME: 148th Avenue SE Roadway Improvements

PROJECT LOCATION: 148th Avenue SE – SE 24th Street to SE 28th Street

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 1999

ESTIMATED COMPLETION DATE: 2005

PROJECT DESCRIPTION/SCOPE: This project will add one southbound lane on 148th Avenue SE from the merge lane at SE 24th Street to the westbound I-90 on ramp. The new lane will serve as a dedicated entrance lane to the I-90 on ramp, while the first interior southbound lane will provide access to both 148th Avenue SE and the I-90 westbound on ramp. Landerholm Circle will remain open to allow right turn movements from southbound 148th Avenue SE into BCC and left turn movements out of BCC to northbound 148th. Left turns into Landerholm Circle from northbound 148th will be prohibited. The fourth leg to the 148th Avenue SE/SE 28th Street intersection will be completed allowing left turn movements into BCC from northbound 148th and right turn movements to southbound 148th. Pedestrian and bicycle facilities will be added or reconstructed. This project will be constructed in conjunction with PW-R-144 – SE 28th Street Extension/BCC Parking Lot No. 7 Modifications.

PROJECT JUSTIFICATION/BENEFITS: The primary benefit of this project is to increase capacity through the heavily traveled 148th Avenue SE corridor leading to the freeway system. This project is identified in the East Bellevue Transportation Study (1992) and will contribute to capacity improvements in the Eastgate Mobility Management Area necessary to maintain adopted level-of-service standards.

ENVIRONMENTAL IMPACTS: Environmental determination was made in conjunction with preliminary design of this project including SEPA, NEPA, Environmental Assessment and Federal Environmental Classification Summary.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Capital costs have decreased \$482,000 to reflect an updated cost estimate.

Project Schedule: The project schedule has been extended to 2005.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	4,127	1,774							1,774	5,901
REVENUE:										
TEA-21 Grant	318									318
ISTEA Grant	1,289									1,289
Transp Impact Fees	200									200
TIB Grant	1,000	244							244	1,244
Transp Funding	441									441
Gen CIP Revenue	516	1,530							1,530	2,046
Developer Contrib	363									363
TOTAL REVENUE	4,127	1,774							1,774	5,901
M&O COSTS:		5	7	7	7	7	8	8		

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Transportation-Roadways

CIP PLAN NUMBER: PW-R-118

PROJECT NAME: SE 16th Street Improvements

PROJECT LOCATION: SE 16th Street – 145th Place SE to 148th Avenue SE

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2001

ESTIMATED COMPLETION DATE: 2006

PROJECT DESCRIPTION/SCOPE: This project will construct a new westbound right turn lane from SE 16th Street to 145th Place NE and will upgrade the traffic signal at this intersection. The project will also widen SE 16th Street for a two-way left turn lane, between 145th Place SE and the east entrance to the shopping center on the north side, and for 5-foot bicycle lanes between 145th Place SE and 148th Avenue SE. The project will provide new or upgraded curbs, gutters and sidewalks on both sides for the length of the project. The cost and feasibility of undergrounding existing overhead utilities will be evaluated.

PROJECT JUSTIFICATION/BENEFITS: Key benefits of this project include increased intersection capacity and improved safety and access for pedestrian and bicycle facilities. This project is identified in the East Bellevue Transportation Study (1992) and in the Pedestrian and Bicycle Plan Update (1999) as a medium priority. The project was also supported by the West Lake Hills Neighborhood Investment Strategy Project (2002). The non-motorized improvements will improve safety and access to schools, parks and trails, and also improve access to transit routes on 145th Place SE and 148th Avenue SE.

ENVIRONMENTAL IMPACTS: An environmental determination will be made in conjunction with preliminary design for this project.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue:

Project Schedule: The project schedule has been extended to 2006.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	841	3,020	755						3,775	4,616
REVENUE:										
Gen CIP Revenue	781	3,020	172						3,192	3,973
Transp Impact Fees	13									13
Real Estate Excise Tax			226						226	226
Restricted MVFT			141						141	141
Transp Funding			216						216	216
Developer Contrib	47									47
TOTAL REVENUE	841	3,020	755						3,775	4,616
M&O COSTS:				12	13	13	14	14		

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Transportation-Roadways

CIP PLAN NUMBER: PW-R-122

PROJECT NAME: 130th Avenue NE Improvements

PROJECT LOCATION: 130th Avenue NE – Bel-Red Road to NE 20th Street

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Approved and Not Begun

ACTUAL/ESTIMATED START DATE: 2007

ESTIMATED COMPLETION DATE: 2007

PROJECT DESCRIPTION/SCOPE: This project will prepare a design report for the construction of a two-way left-turn lane on 130th Avenue NE from Bel-Red Road to NE 20th Street, widened lanes for bicycles with curb, gutter, and sidewalks on both sides. The design report will bring the design to the 30 percent completion level, evaluate implementation phasing options and develop detailed cost estimates for the improvements.

PROJECT JUSTIFICATION/BENEFITS: Key benefits of this project include improved traffic flow and improved safety by separating left-turning vehicles, through traffic, bicyclists and pedestrians. This project is identified in the Bel-Red/Overlake Transportation Study (1999) and Pedestrian and Bicycle Transportation Plan Update (1999) and provides improved access for pedestrians and bicyclists to businesses along 130th Avenue NE, and to stores and transit along NE 20th Street and Bel-Red Road.

ENVIRONMENTAL IMPACTS: An environmental determination will be made in conjunction with preliminary engineering for this project.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Project Schedule: Project start and completion dates have been deferred two years to 2007.

PROJECT BUDGET:

\$000

	Through							2005-2011	Project	
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:				174					174	174
REVENUE:										
Restricted MVFT				75					75	75
Gen CIP Revenue				83					83	83
Redmond Contrib				16					16	16
TOTAL REVENUE				174					174	174
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Transportation-Roadways

CIP PLAN NUMBER: PW-R-128

PROJECT NAME: Forest Drive Improvements

PROJECT LOCATION: Forest Drive – Coal Creek Parkway to SE 63rd Street

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2000

ESTIMATED COMPLETION DATE: 2006

PROJECT DESCRIPTION/SCOPE: Forest Drive Improvements will be achieved through two project phases. Phase 1 will consist of overlaying and re-striping the existing pavement from Coal Creek Parkway to SE 63rd Street for bike lanes, minor widening of the existing pavement in places for left turn pockets, adding a porous asphalt trail on the south side of Forest Drive, adding some pavement texturing and additional signage on the grade as Forest Drive approaches Coal Creek Parkway, and changing the striping on/near the right turn lanes. Phase 2 will provide a relocated right turn lane from westbound Forest Drive to northbound Coal Creek Parkway with a modified traffic signal at Coal Creek Parkway.

PROJECT JUSTIFICATION/BENEFITS: Benefits of this project include vehicular, pedestrian and bicycle safety, and pedestrian and bicycle access throughout the neighborhood and to transit. The need for this project was identified in the Newcastle Transportation Facilities Plan and the 1993 Pedestrian and Bicycle Transportation Plan (high priority). As development continues in this area, the need for left-turn pockets is increasing for safety reasons. Also, the demand for pedestrian facilities continues to rise.

ENVIRONMENTAL IMPACTS: Environmental determination was made during preliminary design, the Corps of Engineers has jurisdictional authority over the wetlands, streams and some roadside drainage ditches along the corridor. Phase 1 will not require environmental permitting. Phase 2 will require Corps of Engineers JARPA (Joint Aquatic Resource Permit Application) and SEPA.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Project Schedule: The estimated completion date of phase 2 has been deferred to 2006.

PROJECT BUDGET:

\$000

	Through								2005-2011 Total	Project Total
	2004	2005	2006	2007	2008	2009	2010	2011		
TOTAL CAPITAL COST:	3,604		2,457						2,457	6,061
REVENUE:										
Transp Funding	102									102
Restricted MVFT	500									500
Gen CIP Revenue	3,002		2,457						2,457	5,459
TOTAL REVENUE	3,604		2,457						2,457	6,061
M&O COSTS:				18	19	19	20	20		

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Transportation-Roadways

CIP PLAN NUMBER: PW-R-130

PROJECT NAME: High Capacity Transit Study

PROJECT LOCATION: Various Locations

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2000

ESTIMATED COMPLETION DATE: 2006

PROJECT DESCRIPTION/SCOPE: The High Capacity Transit (HCT) Study will include an analysis of alternative routing, station locations, and technologies for serving Bellevue with high capacity transit. The project will focus initially on route and station locations in Downtown Bellevue with additional study to identify candidate HCT markets citywide. The work will be coordinated with both local and regional studies, including the Downtown Implementation Plan Update, Circulator Study, the Urban Corridor Design/H.C.T. Study (CIP No. ED-5), Corridor Studies (I-405, I-90, TransLake), and Sound Transit Phase II. The scope and budget for this and subsequent years of the study will be developed cooperatively with Sound Transit along with an interlocal agreement.

PROJECT JUSTIFICATION/BENEFITS: In Resolution No. 6352, the Bellevue City Council directed staff to “develop specific work program elements that would constitute a more detailed approach for how the City will achieve its transportation objectives concerning high capacity transit planning.” This resolution recognized that “many of the necessary transportation system improvements required for the future are regional and will require a regional approach for funding and implementation.” The intent of the HCT Study is to assist the Bellevue City Council in achieving Bellevue’s High Capacity Transit Vision of “cementing Bellevue’s role as the Eastside Center.”

ENVIRONMENTAL IMPACTS: Programmatic environmental review is an expected component of the joint planning program to be developed with Sound Transit.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Project Schedule: The project schedule has been extended to 2006.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	5	100	85						185	190
REVENUE:										
General CIP Revenue		100	85						185	185
Real Estate Excise Tax	5									5
TOTAL REVENUE	5	100	85						185	190
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Transportation-Roadways

CIP PLAN NUMBER: PW-R-133

PROJECT NAME: Northup Way – 120th to 124th Avenues NE

PROJECT LOCATION: Northup Way – 120th to 124th Avenues NE

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2001

ESTIMATED COMPLETION DATE: 2008

PROJECT DESCRIPTION/SCOPE: This project will add an additional lane along eastbound Northup Way between 120th Avenue NE and 124th Avenue NE, a northbound right-turn lane from 124th Avenue NE to Northup Way, and widen to provide a second eastbound left-turn lane from Northup Way to the SR-520 ramp. This project will also include completing portions of curb/gutter/sidewalk where missing, illumination, traffic signal modification, storm drainage and detention, landscaping and irrigation.

PROJECT JUSTIFICATION/BENEFITS: Key benefits of this project include an increase in intersection capacity and completion of missing portions of curb/gutter/sidewalk. This project was included in the final recommendation of the Bel-Red/Overlake Transportation Study (BROTS) to maintain adopted roadway level-of-service standards in the Overlake area, as mandated by the State Growth Management Act. By increasing intersection capacity, this investment will better enable the City to meet its adopted LOS standards and allow the City to continue to approve new development.

ENVIRONMENTAL IMPACTS: An environmental determination will be made in conjunction with preliminary design of this project.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Costs/Revenue: Capital costs and revenue increased \$4,000 due to higher inflation as a result of deferral.

Project Schedule: Final construction of the project has been deferred two years with estimated completion in 2008.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	926			3,700	480				4,180	5,106
REVENUE:										
Real Estate Excise Tax	16									16
General CIP Revenue	767			2,727	180				2,907	3,674
Redmond Contribution	143			606	300				906	1,049
Transp Impact Fees				367					367	367
TOTAL REVENUE	926			3,700	480				4,180	5,106
M&O COSTS:						9	9	10		

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Transportation-Roadways

CIP PLAN NUMBER: PW-R-136

PROJECT NAME: Traffic Safety Technologies

PROJECT LOCATION: Citywide

DEPT/PROGRAM: Transportation / Transportation Systems Operations

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: Ongoing

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This program will fund new and innovative technologies for addressing traffic safety in Bellevue. Examples of these efforts may include: Radar Signs, Flashing Crosswalks, etc.

PROJECT JUSTIFICATION/BENEFITS: There are new and innovative techniques to enhance traffic safety in the community. These technologies provide options to changing the physical characteristics of the roadway, and their use will work towards changing driver behavior through education efforts. These new technologies will be added to our existing set of tools for traffic safety enhancements. The investment helps achieve the Council goals of providing high-quality City services and infrastructure, and enhancing a safe community. Additionally, this program responds to the Council's vision and mission statements to provide excellent services and high-quality facilities to meet community needs.

ENVIRONMENTAL IMPACTS: These projects are primarily safety oriented, so environmental issues are minimal and are addressed on a location-by-location basis.

CHANGES TO PREVIOUSLY APPROVED PROJECT DESCRIPTION:

Capital Cost/Revenue: Capital costs increased by \$ 75,000. Reflects continued annual \$50,000 funding in 2010 and 2011 less \$25,000 in unspent allocation through 2004 turned back to the General CIP Fund.

PROJECT BUDGET:

\$000

	Through								2005-2011 Total	Project Total
	2004	2005	2006	2007	2008	2009	2010	2011		
TOTAL CAPITAL COST:	175	50	50	50	50	50	50	50	350	525
REVENUE:										
General CIP Revenue	175	50	50	50	50	50	50	50	350	525
TOTAL REVENUE	175	50	50	50	50	50	50	50	350	525
M&O COSTS:										

Capital Costs Beyond 2011: Ongoing project

2005-2011 Adopted CIP: Transportation-Roadways

CIP PLAN NUMBER: PW-R-139

PROJECT NAME: 110th Avenue NE - NE 4th Street to NE 8th Street

PROJECT LOCATION: 110th Avenue NE - NE 4th Street to NE 8th Street

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2001

ESTIMATED COMPLETION DATE: 2011

PROJECT DESCRIPTION/SCOPE: This project will provide for design and construction of widening 110th Avenue NE from four lanes at NE 4th Street to five lanes at NE 6th Street, and design only for a five-lane section from NE 6th Street to NE 8th Street. Also included will be curb/gutter/sidewalk, illumination, storm drainage, detention if necessary, signal modifications at NE 4th Street and NE 8th Street (design only at NE 8th Street). This project will match improvements built as part of the New City Hall project.

PROJECT JUSTIFICATION/BENEFITS: This project is identified in the 1989 Central Business District Implementation Plan. Increased growth and development in downtown Bellevue, combined with completing construction of the Access Downtown Project (PW-I-46) will place increasing stress on the downtown street grid. Completion of this project will improve capacity, access and circulation in the downtown area, and will reduce delays and improve safety at intersections. A key benefit of the project is a more efficient over street system in downtown Bellevue. Also, the increased intersection capacity will better enable the City to meet its adopted level of service standards.

ENVIRONMENTAL IMPACTS: A determination of non-significance has been issued.

CHANGES TO PREVIOUSLY APPROVED PROJECT DESCRIPTION:

Capital Cost/Revenue: Capital costs and revenue decreased \$31,000 due to \$150,000 decrease in cost estimate less \$119,000 increase in inflation costs as a result of deferral.

Project Schedule: The project will be implemented in two phases with the final phase being complete in 2011.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	134	570	68			561	415	987	2,601	2,735
REVENUE:										
Transportation Funding						118			118	118
Trans Impact Fees		114	68			62	41	145	430	430
Restricted MVFT						254			254	254
General CIP Revenue	134	456				127	374	842	1,799	1,933
TOTAL REVENUE	134	570	68			561	415	987	2,601	2,735
M&O COSTS:			1	1	1	1	1	1		

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Transportation-Roadways

CIP PLAN NUMBER: PW-R-141

PROJECT NAME: West Lake Sammamish Parkway Analysis

PROJECT LOCATION: West Lake Sammamish Parkway - North City limits to I-90

DEPT/PROGRAM: Transportation/Transportation System Operations

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2003

ESTIMATED COMPLETION DATE: 2005

PROJECT DESCRIPTION/SCOPE: This project will conduct an analysis of existing conditions and possible future treatments to the Parkway between the north City limit and Interstate 90 on the south. The project will include an alignment survey and extensive community outreach/involvement facilitation in the development of a conceptual or preliminary design for the preferred alternative. Alternative roadway improvements will be developed and analyzed with consideration given to traffic engineering principles, intersection treatment, traffic calming, lighting, pedestrian and bicycle facilities, private property access, parking, public art, drainage and environmental issues, including Endangered Species Act consideration. The project will also develop detailed cost estimates for any alternatives developed.

PROJECT JUSTIFICATION/BENEFITS: This project will begin with the work completed in a joint (Bellevue, Redmond, King County) West Lake Sammamish Parkway Study completed in 1996. Growing traffic volumes in recent years and Bellevue's annexation of the long, southern segment of this road provide the impetus for re-evaluating the roadway and potential improvements at this time. The Pedestrian and Bicycle Transportation Plan Update (1999) and the East Bellevue Transportation Study (1992) identify the need for bicycle lanes on both sides and sidewalk on one side of this entire corridor. The East Bellevue Transportation Study also identifies the need for left turn lanes at specified locations.

ENVIRONMENTAL IMPACTS: An environmental analysis will be made in conjunction with preliminary engineering for this project.

CHANGES TO PREVIOUSLY APPROVED PROJECT DESCRIPTION:

Project Schedule: The project schedule has been extended to 2005.

PROJECT BUDGET:

\$000

	Through								2005-2011 Total	Project Total
	2004	2005	2006	2007	2008	2009	2010	2011		
TOTAL CAPITAL COST:	335	225							225	560
REVENUE:										
Developer Contrib	8									8
General CIP Revenue	327	225							225	552
TOTAL REVENUE	335	225							225	560
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Transportation-Roadways

CIP PLAN NUMBER: PW-R-145

PROJECT NAME: Factoria Area Transportation Study (FATS) Update

PROJECT LOCATION: Factoria Area; east of I-405, south of SE 32nd St., north of Coal Creek Pkwy to Newport Way, west of 132nd Ave SE

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2003

ESTIMATED COMPLETION DATE: 2005

PROJECT DESCRIPTION/SCOPE: Conduct an updated study of transportation issues and needs in the Factoria area, and in conjunction with the community, establish recommendations for roadways, transit, pedestrian and bicycle systems. The study will consider projected land use changes through a 20-year horizon and coordinate planning with results from the I-405 Corridor Study, the Eastgate/I-90 Corridor Study, the Eastgate Park and Ride Expansion and Direct Access Project, and other planning efforts in the vicinity. The study will include pre-design analysis and early implementation strategies for specific high priority issues such as capacity and/or private property access treatments to Factoria Blvd. between Newport Way and the entrance to Newport High School.

PROJECT JUSTIFICATION/BENEFITS: On July 15, 2002 Council adopted a Land Use Code Amendment establishing development limits for Factoria Mall that allowed an additional 51,000 sf of retail use and 685 residential units. The action further specified that an additional 100,000 sf of retail use would be allowed, contingent upon a determination of adequate transportation capacity through completion of a FATS update. The Council recommended completion of the FATS update within the 2003-2005 timeframe. In addition to Council's commitment to analyze transportation capacity in the Factoria Mall vicinity, the surrounding community has raised concerns regarding the adequacy and safety of facilities and services to satisfy the basic needs of pedestrians, bicyclists, transit patrons and motorists.

ENVIRONMENTAL IMPACTS: None

PROJECT BUDGET:

\$000

	Through							2005-2011 Total	Project Total	
	2004	2005	2006	2007	2008	2009	2010			2011
TOTAL CAPITAL COST:	175	225							225	400
REVENUE:										
General CIP Revenue	175	225							225	400
TOTAL REVENUE	175	225							225	400
M&O COSTS:										

Capital Costs Beyond 2011: N/A

2005-2011 Adopted CIP: Transportation-Roadways

CIP PLAN NUMBER: PW-R-146

PROJECT NAME: Northup Way Corridor Improvements - Design Report

PROJECT LOCATION: Northup Way - Bellevue Way to NE 24th Street

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Approved and Not Begun

ACTUAL/ESTIMATED START DATE: 2007

ESTIMATED COMPLETION DATE: 2008

PROJECT DESCRIPTION/SCOPE: Prepare a Design Report investigating the following potential improvements: curbs, gutters, sidewalks and bicycle lanes on both sides where missing from Bellevue Way to NE 24th Street; a center turn lane from 108th to 116th Avenues, utility undergrounding where feasible and further scope components per the Northup Way Corridor Study (1996). The project will include community outreach/involvement facilitation, the development of a preliminary design including survey and detailed cost estimates for complete and/or phased implementation of the improvements. The scope may be modified based on the designation of a preferred alternative in the Washington State Department of Transportation's TransLake Washington Project.

PROJECT JUSTIFICATION/BENEFITS: This project will evaluate pedestrian and bicycle system connectivity and safety issues on this major east-west corridor in the north part of the City. This section of roadway has narrow lanes and shoulders and no ped/bike facilities along the majority of the corridor. Eventual construction of the improvements will improve safety for pedestrians and bicyclists by separating them from vehicular traffic. The improvements would also enhance non-motorized and vehicular access to and from neighborhoods, offices, commercial uses, transit facilities and services, and recently completed or planned, regional and local transportation facilities including SR 520, the Bike 520 Trail, the Lake Washington Loop Trail and 116th Avenue NE. This project addresses the desired Transportation Improvement program's outcome to provide alternative means of transportation that meet the pedestrian and bicycle completion targets of the Comprehensive Plan. The project is identified in the Pedestrian and Bicycle Transportation Plan Update (1999) as a high priority.

ENVIRONMENTAL IMPACTS: An environmental determination will be made for this project in conjunction with preliminary engineering.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Costs/Revenue: Capital costs and revenue increased \$3,000 due to higher inflation as a result of deferral.

Project Schedule: Project start and completion dates have been deferred two years.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:				127	312				439	439
REVENUE:										
General CIP Revenue				127	312				439	439
TOTAL REVENUE				127	312				439	439
M&O COSTS:										

Capital Costs Beyond 2011: N/A

2005-2011 Adopted CIP: Transportation-Roadways

CIP PLAN NUMBER: PW-R-147

PROJECT NAME: Early Implementation of Downtown Plan

PROJECT LOCATION: Downtown Subarea

DEPT/PROGRAM: Planning & Community Development/Community and Economic Development
Parks & Community Services/Planning, Design & Project Management
Transportation/Transportation Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2003

ESTIMATED COMPLETION DATE: 2006

PROJECT DESCRIPTION/SCOPE: The Downtown Implementation Plan was completed in 2003, and the Downtown Subarea Plan in the Bellevue Comprehensive Plan was updated and adopted by the City Council in 2004. The new Downtown Plan contains transportation, parks, urban design, and fire & life safety implementation measures spread over the next 20 years to further downtown Bellevue's evolution as an urban center. Early work, in the first few years after plan completion, will focus on a small subset of the plan recommendations. The early work will ensure that new public and private development is consistent with plan direction, and preserve opportunities for future implementation. The funding in this project will be used to conduct early design studies for potential projects such as a one-way couplet on 106th & 108th, NE 2nd widening, NE 10th extension, mid-block pedestrian crossings, arterial street operational optimization, and a downtown wayfinding system. Early design studies will lead to direct implementation or refinement of concepts that can be implemented incrementally over time through separate actions. The studies will help capitalize on opportunities to leverage regional projects and help to preserve opportunities that might otherwise be foreclosed by private development or other actions.

PROJECT JUSTIFICATION/BENEFITS: The Downtown Subarea and Downtown Implementation Plan provide the mechanism to further downtown Bellevue's evolution as an urban center. Key early actions are needed now to ensure that new public and private developments are consistent with the plan direction, and to preserve opportunities for future implementation.

ENVIRONMENTAL IMPACTS: NA

CHANGES TO PREVIOUSLY APPROVED PROJECT DESCRIPTION:

Capital Cost/Revenue: Capital costs and revenue increased \$80,000 to reflect a restoration of funds to the original appropriation.

Project Schedule: The estimated completion date has been extended to 2006.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	6	279	425						704	710
REVENUE:										
General CIP Revenue	6	279	425						704	710
TOTAL REVENUE	6	279	425						704	710
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Transportation-Roadways

CIP PLAN NUMBER: PW-R-148

PROJECT NAME: I-405 Access Design Options

PROJECT LOCATION: NE 8th Street to SR 520

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2004

ESTIMATED COMPLETION DATE: 2005

PROJECT DESCRIPTION/SCOPE: Develop a conceptual design for the NE 10th Street Extension (and associated collector-distributor roadway and ramps) that supports the overall transportation and land use needs in Bellevue along the I-405 corridor from Downtown to SR 520. The design will accommodate the City's planned freeway system connection(s) at NE 10th Street as part of the Downtown Implementation Plan, Overlake Hospital Medical Center's expansion plans, and the long-term vision for I-405 as identified in WSDOT's I-405 Corridor Plan. The study includes pre-design of ultimate horizontal and vertical alignments for: NE 10th Street and NE 12th Street Undercrossing Bridges; the northbound and southbound collector-distributor roadways; mainline I-405 and contemplated ramps to and from I-405 and SR 520 in this segment. In addition, the project will evaluate emergency access to the hospital, interim build alternatives, and conduct traffic analyses of the I-405 mainline and proposed ramps to support the preferred interim build alternative.

PROJECT JUSTIFICATION/BENEFITS: Overlake Hospital Medical Center, Group Health Cooperative, Washington State Department of Transportation, Sound Transit and the City of Bellevue (both through the Downtown Implementation Plan and the Wilburton Area Study) all have plans relating to the project area. This project will produce a conceptual design to support the decision-making needs of the City and its valued partners, while upholding the Transportation and Land Use policies in the Comprehensive Plan. Key benefits of the project will be a conceptual design for the extension of NE 10th Street, a transportation system improvement needed to enhance access to downtown Bellevue, ensure critical access for the hospital's emergency vehicles, visitors, and freight; and improve vehicular capacity and non-motorized circulation in the project area.

ENVIRONMENTAL IMPACTS: An environmental determination will be made in conjunction with the preliminary design of this project.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	848	215							215	1,063
REVENUE:										
TEA-21 Grant	400	100							100	500
Section 115 Grant		100							100	100
OTI/LPRF	360									360
General CIP Revenue	88	15							15	103
TOTAL REVENUE	848	215							215	1,063
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Transportation-Roadways

CIP PLAN NUMBER: PW-R-149

PROJECT NAME: NE 10th Street Extension

PROJECT LOCATION: 112th Avenue NE to 116th Avenue NE

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Approved and Not Begun

ACTUAL/ESTIMATED START DATE: 2005

ESTIMATED COMPLETION DATE: 2007

PROJECT DESCRIPTION/SCOPE: In coordination with partners Overlake Hospital Medical Center (OHMC), Group Health Cooperative (GHC) and WSDOT, this phased project will extend NE 10th Street from 112th Avenue NE across I-405 and through the OHMC campus to connect with 116th Avenue NE. The initial project budget will fund project components such as a pre-design analysis to determine how the NE 10th Street Extension project impacts the transportation efficiency and development patterns of the greater Wilburton area, project-level environmental documentation and final design of a segment of the project, from 116th Avenue NE into the OHMC campus. The ultimate scopes, cost estimates and schedules for complete and/or segmented implementation of the NE 10th Street Extension improvements will be determined through these initial phases of analysis and design. Development and implementation of this project will be coordinated with CIP Plan Nos. PW-R-147 - Early Implementation of Downtown Plan and PW-R-148 - I-405 Access Design Options.

PROJECT JUSTIFICATION/BENEFITS: The Downtown Implementation Plan Update identified the extension of NE 10th Street between 112th Avenue NE and 116th Avenue NE across, and potentially with access to, I-405 as a priority need. Proposed improvements are being developed in collaboration with OHMC, GHC and WSDOT. Once completed the project will enhance freeway access to and from downtown Bellevue, ensure critical access for the hospital's emergency vehicles, visitors, and freight; link two vital activity centers (Downtown and Overlake Hospital/Wilburton area); and improve the capacity and non-motorized circulation in the project area.

ENVIRONMENTAL IMPACTS: Project-level SEPA/NEPA environmental documentation will be completed as part of the design phase(s).

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:		1,650	2,000	1,000					4,650	4,650
REVENUE:										
Section 115 Grant		650							650	650
Other Grants		750	1,500	750					3,000	3,000
General CIP Revenue		250	500	250					1,000	1,000
TOTAL REVENUE		1,650	2,000	1,000					4,650	4,650
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Transportation – Roadways

**Projects Contained in the 2003-2009 CIP Plan
Which Have Been Completed, Combined, or Deleted**

CIP PLAN NUMBER	PROJECT NAME AND COMMENT	YEAR COMPLETED
PW-R-79	Richards Road – SE 26 th Street to Lake Hills Connector	2004
PW-R-103	140 th Avenue Corridor Improvements	2003
PW-R-107	156 th Avenue NE – NE 8 th Street to Northup Way	2004
PW-R-116	Factoria Boulevard Improvements	2004
PW-R-127	Bellevue Way NE Lighting	2003
PW-R-132	NE 20 th Street – 140 th Avenue NE to 148 th Avenue NE	2004
PW-R-138	129 th Place SE – SE 38 th Street to Newport Way	2004
PW-R-140	Lakemont Boulevard Pre-Design Analysis	2004
PW-R-144	SE 28 th Street Extension/BCC Parking Lot No. 7 Modifications	2004



Introductory Comments

Projects in the Intersections program are intended to improve existing street intersections primarily within the arterial network to enhance safe traffic flow and help the City continue to adopt level-of-service standards. A number of arterial intersection capacity projects are needed to provide infrastructure concurrent with development. The projects include intersection widening, improved access to freeways, signalization, modifications to channelization (such as adding turn lanes), sidewalks, wheelchair ramps, lighting, and landscaping. In addition to reducing the likelihood or severity of traffic accidents and reducing congestion problems, these projects aim to increase the safety and mobility of pedestrians by providing safer access across busy arterials. When linked to sidewalk and/or trail systems, these projects offer mobility options other than the automobile.

Intersection projects from the adopted 2004-2015 Transportation Facilities Plan (TFP) served as a primary source of candidate projects considered for the latest update of the Capital Investment Program. TFP intersection projects selected for inclusion ranked high in a prioritization system based strongly on transportation system goals and policies identified in the Comprehensive Plan. The ranking system gives significant weight to both a project's ability to address safety issues and its likelihood of leveraging outside funding sources. Level-of-service benefits are strongly considered as well as a project's benefits to transit service and mode split goal achievement. Finally, a project's regional significance as indicated by its inclusion in a regional transportation plan or a specific interlocal agreement is factored into the prioritization process.

Projects listed herein comply with the goals and policies of the City's Comprehensive Plan and with applicable state and federal standards. These projects support Comprehensive Plan policies to encourage economic development while protecting neighborhoods from spillover traffic, and they comply with the mandate of the State's Growth Management Act to maintain adopted level-of-service standards.

2005-2011 Adopted CIP: Transportation - Intersections

Funded Projects

CIP Plan Number	Project Name	Project Status	\$ in 000s	
			2005-2011 Project Cost	Total Estimated Cost
PW-I-46	I-405/Bellevue Downtown Access Project	AB	\$417	\$17,798
PW-I-70	Bel-Red Road/NE 30th Street	AB	324	339
PW-I-76	148th Avenue NE/Bel-Red Road	ANB	6,491	6,491
PW-I-78	148th Avenue NE/NE 20th Street	ANB	3,498	3,498
PW-I-83	Redmond BROTS Projects	AB	900	1,553
PW-I-84	Signal Warrant/Safety Program	O	915	1,570
PW-I-88	112th Avenue SE/SE 6th Street Signal	AB	407	442
PW-I-89	Lakemont Boulevard/Village Park Drive Traffic Signal	ANB	294	294
PW-I-90	148th Avenue SE/Lake Hills Boulevard	ANB	525	525
PW-I-91	124th Avenue NE/Bel-Red Road - Design Report	ANB	138	138
	Available Resource Allocation		4,037	4,037
TOTAL INTERSECTIONS			\$17,946	\$36,685

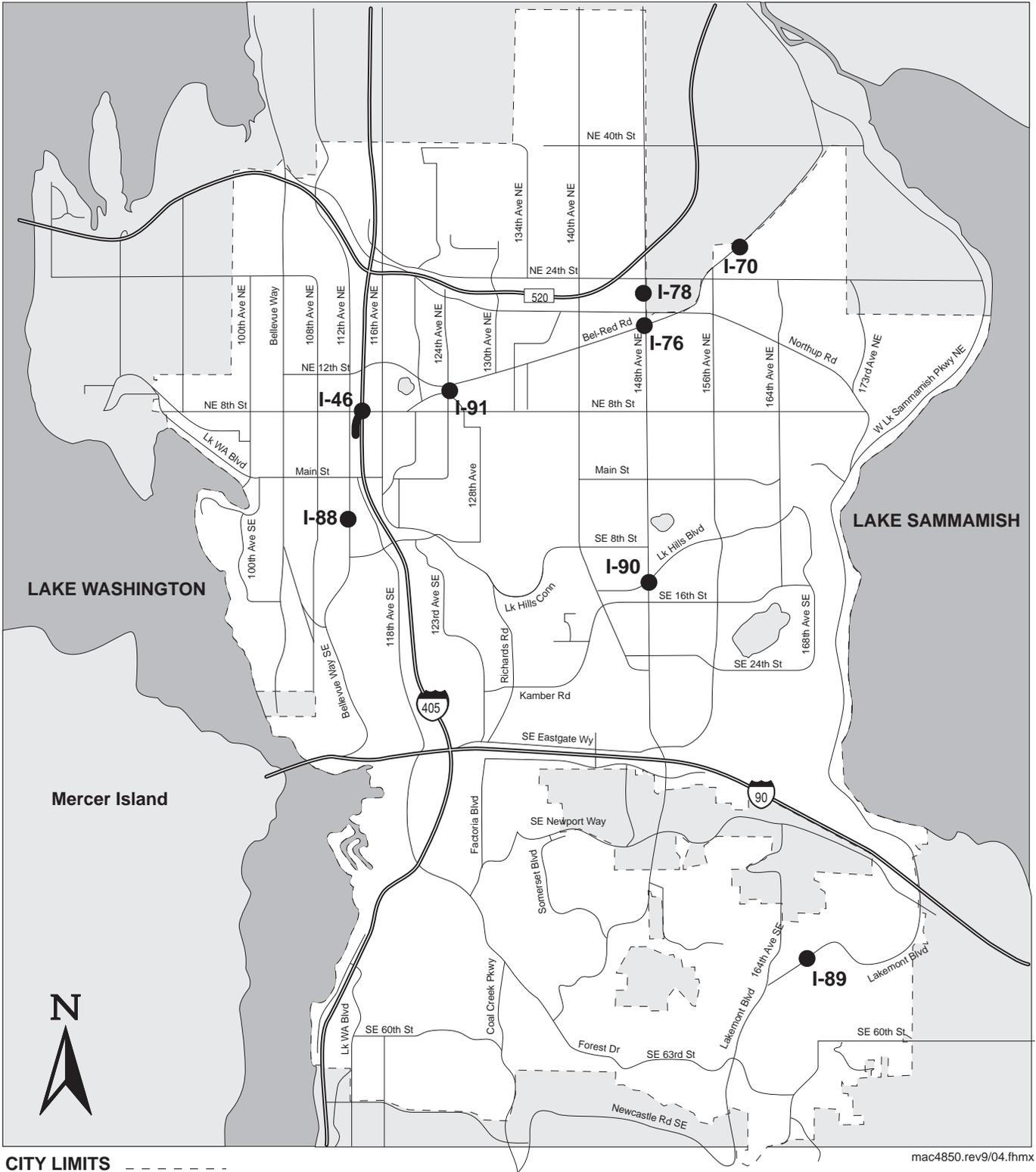
Project Status Key:

AB = Approved and Begun

O = Ongoing

ANB = Approved and Not Begun

N = New



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2005-2006 City of Bellevue Budget

2005-2011 CIP Projects

INTERSECTIONS

Notes: Projects I-83 and I-84 are not shown as they are at multiple locations throughout the city.

2005-2011 Adopted CIP: Transportation - Intersections

**Cost and Resource Summary
\$000**

	2005	2006	2007	2008	2009	2010	2011	2005-2011 Total
PROJECT COSTS	\$1,218	\$691	\$371	\$1,126	\$1,407	\$4,450	\$4,646	\$13,909
AVAILABLE RESOURCE ALLOCATION	-	-	-	-	1,343	1,070	1,624	4,037
TOTAL PROJECT COSTS	\$1,218	\$691	\$371	\$1,126	\$2,750	\$5,520	\$6,270	\$17,946
RESOURCES								
GENERAL CIP REVENUE	-	-	-	-	\$1,343	1,070	1,624	\$4,037
TRANSPORTATION IMPACT FEES	75	100	75	309	250	275	175	1,259
TRANSPORTATION FUNDING	899	591	296	721	592	1,668	1,751	6,518
REAL ESTATE EXCISE TAX	-	-	-	-	-	1,233	2,711	3,944
GRANTS/INTERGOVERNMENTAL/ DEVELOPER CONTRIBUTIONS:								
Grants	222	-	-	-	-	-	-	222
Redmond Contributions	-	-	-	96	565	1,274	9	1,944
Developer Contributions	22	-	-	-	-	-	-	22
Subtotal	244	-	-	96	565	1,274	9	2,188
TOTAL RESOURCES	\$1,218	\$691	\$371	\$1,126	\$2,750	\$5,520	\$6,270	\$17,946

2005-2011 Adopted CIP: Transportation - Intersections

CIP PLAN NUMBER: PW-I-46

PROJECT NAME: I-405/Bellevue Downtown Access Project

PROJECT LOCATION: I-405 – SE 8th Street to NE 10th Street

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 1993

ESTIMATED COMPLETION DATE: 2005

PROJECT DESCRIPTION/SCOPE: This joint project with Washington State Department of Transportation (WSDOT), Federal Highway Administration, and Sound Transit provides funding for the following:

- Preliminary engineering and detailed environmental analysis of potential options for improving the access between the Downtown and I-405.
- Conducting an operational analysis of the I-405 mainline, on/off ramps and ramp termini to determine the impact, if any, that the City's preferred alternative will have on I-405.
- Completing an environmental analysis of possible roadway and/or ramp improvements at the I-405/SE 8th Street interchange that may be necessary to effectively mitigate the construction impacts associated with the project.
- Initiating final design, right-of-way acquisition, and construction of the Preferred Alternative.
- Completing final engineering and participating in the construction of Preferred Alternative elements.

PROJECT JUSTIFICATION/BENEFITS: The need for these improvements was identified in the Central Business District (CBD) Implementation Plan (1989). This project is included in the Transportation Facilities Plan. This project, when implemented, will support improved high-occupancy vehicle (HOV) and transit access and usage, reduce traffic congestion, and accommodate future growth and circulation within Downtown Bellevue. Improvements are being developed in collaboration with Sound Transit's direct access improvements and WSDOT's I-405 Corridor Study.

ENVIRONMENTAL IMPACTS: A Draft Environmental Impact Statement (EIS) was published in September 1997. The Preferred Alternative was adopted by the City Council in March 1998. A Final EIS record of decision was issued January 21, 2001. A state environmental policy Determination of Non-Significance was issued January 4, 2001. A documented categorical exclusion was prepared for the SE 8th Street interchange improvements, and approved by the Federal Highway Administration on January 25, 2001.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Capital costs and revenue decreased by \$5,985,000 to updated cost estimates.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	17,381	417							417	17,798
REVENUE:										
Real Estate Excise Tax	617									617
Transp Funding	424	195							195	619
Sound Transit Contrib	1,200									1,200
Transp Impact Fees	3,352									3,352
ISTEA Demo Grant	4,758									4,758
WSDOT Grant Match	1,236									1,236
TIA Grant	5,778	222							222	6,000
Developer Contrib	16									16
TOTAL REVENUE	17,381	417							417	17,798
M&O COSTS:		2	12	12	12	13	13	13		

2005-2011 Adopted CIP: Transportation - Intersections

CIP PLAN NUMBER: PW-I-70

PROJECT NAME: Bel-Red Road/NE 30th Street

PROJECT LOCATION: Bel-Red Road/NE 30th Street

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2003

ESTIMATED COMPLETION DATE: 2006

PROJECT DESCRIPTION/SCOPE: This project will add a new traffic signal at this intersection.

PROJECT JUSTIFICATION/BENEFITS: In late 1995, the Transportation Department rechannelized this intersection in order to address traffic accidents. Traffic accidents have been reduced since the 1995 rechannelization project, but it is not certain if this trend will continue. This project, to signalize the intersection, has been retained in the CIP to address any increase in traffic accidents that occur at this location.

ENVIRONMENTAL IMPACTS: An environmental determination will be made in conjunction with preliminary design of this project.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue:

Project Schedule: The project schedule has been extended to 2006.

PROJECT BUDGET:

\$000

	Through 2004	2005	2006	2007	2008	2009	2010	2011	2005-2011 Total	Project Total
TOTAL CAPITAL COST:	15	83	241						324	339
REVENUE:										
Transp Funds		83	241						324	324
Gen CIP Revenue	13									13
Developer Contributions	2									2
TOTAL REVENUE	15	83	241						324	339
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Transportation - Intersections

CIP PLAN NUMBER: PW-I-76

PROJECT NAME: 148th Avenue NE/Bel-Red Road

PROJECT LOCATION: 148th Avenue NE/Bel-Red Road

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Approved and Not Begun

ACTUAL/ESTIMATED START DATE: 2009

ESTIMATED COMPLETION DATE: 2011

PROJECT DESCRIPTION/SCOPE: The project will add an eastbound right turn lane and a second westbound left turn lane to improve turning capacities from Bel-Red Road to southbound 148th Avenue NE.

PROJECT JUSTIFICATION/BENEFITS: This project was included in the final recommendations of the Bel-Red/Overlake Transportation Study Update and Traffic Task Force as part of a package of improvements designed to maintain adopted roadway level-of-service (LOS) standards in the Overlake area, consistent with the State Growth Management Act. By increasing roadway capacity, this investment will better enable the City to meet its adopted LOS standards and allow the City to continue to approve new development.

ENVIRONMENTAL IMPACTS: An environmental determination will be made in conjunction with preliminary design of this project.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Estimated Completion Date: The estimated completion date is 2011.

Capital Cost/Revenue: Capital costs increased \$6,149,000 due to added right-of-way and construction costs, plus inflation.

PROJECT BUDGET:

\$000

	Through								2005-011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:						308	1,787	4,396	6,491	6,491
REVENUE:										
Transp Funding						86	892	1,751	2,729	2,729
Real Estate Excise Tax								2,536	2,536	2,536
Transp Impact Fees						75	50	100	225	225
Redmond Contrib						147	845	9	1,001	1,001
TOTAL REVENUE						308	1,787	4,396	6,491	6,491
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Transportation - Intersections

CIP PLAN NUMBER: PW-I-78

PROJECT NAME: 148th Avenue NE/NE 20th Street

PROJECT LOCATION: 148th Avenue NE/NE 20th Street

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Approved and Not Begun

ACTUAL/ESTIMATED START DATE: 2008

ESTIMATED COMPLETION DATE: 2010

PROJECT DESCRIPTION/SCOPE: This project will add a second westbound left turn lane from NE 20th Street to southbound 148th Avenue NE and a second left turn lane from eastbound NE 20th Street to northbound 148th Avenue NE.

PROJECT JUSTIFICATION/BENEFITS: This project was included in the final recommendation of the Bel-Red/Overlake Transportation Study (BROTS) Update to maintain adopted roadway level-of-service (LOS) standards in the Overlake area, consistent with the State Growth Management Act. By increasing intersection capacity this investment will better enable the City to meet its adopted LOS standards and allow the City to continue to approve new development.

ENVIRONMENTAL IMPACTS: An environmental determination will be made in conjunction with preliminary design of this project.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Estimated Completion Date: The estimated completion date is 2010.

Capital Cost/Revenue: Capital costs have increased \$2,322,000 due to adding construction costs, plus inflation.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:					202	883	2,413		3,498	3,498
REVENUE:										
Real Estate Excise Tax							1,058		1,058	1,058
Transportation Funding						365	776		1,141	1,141
Transp Impact Fees					106	100	150		356	356
Redmond Contrib					96	418	429		943	943
TOTAL REVENUE					202	883	2,413		3,498	3,498
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Transportation - Intersections

CIP PLAN NUMBER: PW-I-83

PROJECT NAME: Redmond BROTS Projects

PROJECT LOCATION: Various Locations within the City of Redmond (19 projects)

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: Ongoing

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: Various roadway and intersection improvements that will increase the vehicle capacity at Redmond BROTS project locations. Specific improvements are described in an Interlocal Agreement between the City of Bellevue and the City of Redmond, entered into on September 30, 1999, and as thereafter amended. This CIP project will fund the City of Bellevue's percentage share of these projects as defined in the Agreement.

PROJECT JUSTIFICATION/BENEFITS: All 19 Redmond projects were included in the final recommendations of the Bel-Red/Overlake Transportation Study (BROTS) Update to maintain adopted roadway level-of-service (LOS) standards in the Overlake area, consistent with the State Growth Management Act. By increasing intersection capacity, these investments will better enable Bellevue and Redmond to meet their adopted LOS standards and allow the cities to continue to approve new development.

ENVIRONMENTAL IMPACTS: An environmental determination will be made in conjunction with preliminary design of each project.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: The project budget has been reduced by \$ 805,000 to better reflect the City of Redmond's previous BROTS project spending pattern and reduced contribution revenue.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	653	100	100	100	300	100	100	100	900	1,553
REVENUE:										
Real Estate Excise Tax							25	25	50	50
Transp Impact Fees	122	75	100	75	203	75	75	75	678	800
Transp Funding	394	3		25	97	25			150	544
Developer Contrib		22							22	22
Redmond Contrib	137									137
TOTAL REVENUE	653	100	100	100	300	100	100	100	900	1,553
M&O COSTS:										

Capital Costs Beyond 2011: Ongoing project

2005-2011 Adopted CIP: Transportation - Intersections

CIP PLAN NUMBER: PW-I-84

PROJECT NAME: Signal Warrant/Safety Program

PROJECT LOCATION: Various Locations

DEPT/PROGRAM: Transportation/Transportation Systems Operations

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: 2001

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This project will provide ongoing funding to install vehicular traffic signals as they are warranted based on safety and/or capacity concerns, pedestrian crosswalk signals or enhancements, new street light installations or upgrades, and other accident reduction or safety related projects as needed. This program will allow improvements to be made in response to quickly changing conditions and needs.

PROJECT JUSTIFICATION/BENEFITS: This program allows the Transportation Department to respond quickly to changing traffic conditions and newly identified safety needs by providing dedicated, on-going funding for signalization, street lighting, and other safety related projects.

ENVIRONMENTAL IMPACTS: These projects are primarily safety oriented, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Capital costs increased \$ 300,000. Reflects continued annual \$150,000 funding in 2010 and 2011. \$135,000 in over expenditures through 2004 has been accommodated by reducing the program budget from 2006-2009.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	655	150	117	116	116	116	150	150	915	1,570
REVENUE:										
Transp Funding	349	150	117	116	116	116			615	964
Real Estate Excise Tax	80						150	150	300	380
General CIP Revenue	226									226
TOTAL REVENUE	655	150	117	116	116	116	150	150	915	1,570
M&O COSTS:		2	2	2	2	2	3	3		

Capital Costs Beyond 2011: Ongoing project

2005-2011 Adopted CIP: Transportation-Intersections

CIP PLAN NUMBER: PW-I-88

PROJECT NAME: 112th Avenue SE/SE 6th Street Signal

PROJECT LOCATION: 112th Avenue SE/SE 6th Street

DEPT/PROGRAM: Transportation/Transportation Systems Operations

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2004

ESTIMATED COMPLETION DATE: 2005

PROJECT DESCRIPTION/SCOPE: This project will install a new traffic signal at the intersection of 112th Avenue SE and NE 6th Street. The project design phase will include an analysis to determine the best channelization and signal phasing scenario for the project.

PROJECT JUSTIFICATION/BENEFITS: This intersection meets criteria for a traffic signal. Increasing traffic volumes on 112th Avenue SE will continue to intensify the delays on southbound 112th Avenue SE and westbound SE 6th Street and compound the accident potential at this intersection. The key project benefit is improved access for vehicles and pedestrians attempting to cross 112th Avenue SE to/from SE 6th Street. The project will also increase vehicle and pedestrian safety. The proposed investment impacts the Transportation Systems Operations program's performance measure concerned with reduction of collision rates at intersections, and it impacts the performance measure related to increasing the cost savings to the public from accident reduction projects.

ENVIRONMENTAL IMPACTS: An environmental determination will be made in conjunction with preliminary design of this project.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: The project budget has been reduced by \$1,000 due to lower inflation rates.

PROJECT BUDGET:

\$000

	Through								2005-2011 Total	Project Total
	2004	2005	2006	2007	2008	2009	2010	2011		
TOTAL CAPITAL COST:	35	407							407	442
REVENUE:										
Transportation Funding	35	407							407	442
TOTAL REVENUE	35	407							407	442
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Transportation-Intersections

CIP PLAN NUMBER: PW-I-89

PROJECT NAME: Lakemont Boulevard/Village Park Drive Traffic Signal

PROJECT LOCATION: Lakemont Boulevard/Village Park Drive

DEPT/PROGRAM: Transportation/Transportation Systems Operations

STATUS: Approved and Not Begun

ACTUAL/ESTIMATED START DATE: 2005

ESTIMATED COMPLETION DATE: 2006

PROJECT DESCRIPTION/SCOPE: Installation of a new traffic signal and crosswalks at the intersection of Lakemont Boulevard and Village Park Drive.

PROJECT JUSTIFICATION/BENEFITS: This signal is located in a fast growing part of the City and is warranted by the existing and increasing volumes at this intersection. The intersection meets signal warrants as indicated by the Manual on Uniform Traffic Control Devices (MUTCD). Benefits of this project include a reduction in the risk of traffic accidents, improved safety for pedestrians and the optimization of vehicle flow through a signalized intersection.

ENVIRONMENTAL IMPACTS: None

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: The project budget has been reduced by \$3,000 due to lower inflation rates.

PROJECT BUDGET:

\$000

	Through 2004	2005	2006	2007	2008	2009	2010	2011	2005-2011 Total	Project Total
TOTAL CAPITAL COST:		61	233						294	294
REVENUE:										
Transportation Funding		61	233						294	294
TOTAL REVENUE		61	233						294	294
M&O COSTS										

Capital Costs Beyond 2011: N/A

2005-2011 Adopted CIP: Transportation-Intersections

CIP PLAN NUMBER: PW-I-90

PROJECT NAME: 148th Avenue SE/Lake Hills Boulevard

PROJECT LOCATION: 148th Avenue SE/Lake Hills Boulevard

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Approved and Not Begun

ACTUAL/ESTIMATED START DATE: 2007

ESTIMATED COMPLETION DATE: 2008

PROJECT DESCRIPTION/SCOPE: Lengthen the westbound left turn lane from Lake Hills Blvd. to 148th Avenue SE from 75 feet to approximately 250 feet and/or convert the existing through/right turn lane to a left turn/through/right turn lane. The project will also construct new sidewalks where missing on the north side and reconstruct sidewalks on the south side of Lake Hills Blvd to the east of 148th Avenue SE, convert the existing diagonal crosswalk across 148th Avenue SE to a new crosswalk across the north leg, and include transit signal priority treatments to the traffic signal equipment. Transit signal priority improvements will also be evaluated at other intersections along 148th Avenue as recommended by the 2002 Bellevue Transit Study update.

PROJECT JUSTIFICATION/BENEFITS: This project was included in the final recommendations of the 148th Avenue Mobility Improvement Package (MIP, 2002), a goal of which was to reduce congestion and travel time along the 148th Avenue corridor and increase mobility options. This project will reduce the westbound delay on Lake Hills Boulevard and reduce transit delays at a key turn in the routing. It will also improve safety for pedestrians on both sides of Lake Hills Boulevard.

ENVIRONMENTAL IMPACTS: An environmental determination will be made in conjunction with preliminary design of this project.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: The project budget has been reduced by \$15,000 due to lower inflation rates.

Project Schedule: Project start and completion dates have been deferred one year.

PROJECT BUDGET:

\$000

	Through							2005-2011	Project	
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:				155	370				525	525
REVENUE:										
Transportation Funding				155	370				525	525
TOTAL REVENUE				155	370				525	525
M&O COSTS:										

Capital Costs Beyond 2011: N/A

2005-2011 Adopted CIP: Transportation-Intersections

CIP PLAN NUMBER: PW-I-91

PROJECT NAME: 124th Avenue NE/Bel-Red Road - Design Report

PROJECT LOCATION: 124th Avenue NE - Bel-Red Road to NE 8th Street

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Approved and Not Begun

ACTUAL/ESTIMATED START DATE: 2008

ESTIMATED COMPLETION DATE: 2008

PROJECT DESCRIPTION/SCOPE: Prepare a Design Report investigating the following potential improvements: widening the 124th Avenue NE/Bel-Red Road intersection to provide a second westbound left turn lane and a southbound right turn lane; widening 124th Avenue NE for a second southbound lane between Bel-Red Road and Old Bel-Red Road; upgrading the signal equipment; and providing new curb, gutter and sidewalk where widening occurs. The project will include the development of a preliminary design and detailed cost estimates for partial, phased and/or complete implementation of the improvements.

PROJECT JUSTIFICATION/BENEFITS: A portion of this project was included in the final recommendation of the Bel-Red/Overlake Transportation Study (BROTS) to maintain adopted roadway level-of-service standards in the Bel-Red and Overlake areas, as mandated by the State Growth Management Act. This project will also help address safety concerns at Old Bel-Red Road and 124th Avenue NE. Benefits of the project include supporting economic growth and protecting neighborhoods by reducing traffic congestion and improving circulation.

ENVIRONMENTAL IMPACTS: An environmental determination will be made in conjunction with preliminary design of this project.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: The project budget has increased by \$1,000 due to inflation.

Project Schedule: Project start date has been deferred four years and project completion date has been deferred three years.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:					138				138	138
REVENUE:										
Transp Funding					138				138	138
TOTAL REVENUE					138				138	138
M&O COSTS:										

Capital Costs Beyond 2011: N/A

2005-2011 Adopted CIP: Transportation – Intersections

**Projects Contained in the 2003-2009 CIP Plan
Which Have Been Completed, Combined, or Deleted**

CIP PLAN NUMBER	PROJECT NAME AND COMMENT	YEAR COMPLETED
PW-I-81	112 th Avenue NE Improvements	2003
PW-I-85	118 th Avenue SE/SE 5 th Street Railroad Gates	2003
PW-I-86	150 th Avenue SE/Eastgate Way	2004



Introductory Comments

Projects in the Walkways/Bikeways program will improve pedestrian and bicycle mobility and safety primarily along, or connecting to, the arterial street system. These projects provide or enhance walkway or bikeway connections between residential uses, commercial or employment activity centers, transit facilities, schools, parks and other destinations. Most projects are rated as high priority by the Pedestrian and Bicycle Transportation Plan Update, adopted by the City Council in 1999, and may address significant safety issues or locations where there is high demand for the facility from citizens and/or community groups.

Walkway/Bikeway projects from the adopted 2004-2015 Transportation Facilities Plan and 1999 Pedestrian and Bicycle Transportation Plan Update served as the primary sources of projects considered for inclusion in the latest update of the CIP. Candidates were ranked based on factors such as safety concerns or benefits, system linkages and the proximity of key land use destinations. Other considerations included level of community support/opposition and capitalization on emerging funding opportunities or partnerships.

Projects listed herein comply with the goals and policies of the City's Comprehensive Plan and with applicable state and federal standards. They will further progress towards the City's adopted targets for pedestrian and bicycle system completion.

2005-2011 Adopted CIP: Transportation - Walkways/Bikeways

Funded Projects

CIP Plan Number	Project Name	Project Status	\$ in 000s	
			2005-2011 Project Cost	Total Estimated Cost
PW-W/B-49	Wheelchair Ramps	O	\$350	\$1,120
PW-W/B-53	Transportation Trail Maintenance Program	O	576	1,181
PW-W/B-56	Pedestrian Access Improvements	O	2,455	5,160
PW-W/B-64	119th Avenue SE - SE 60th Street to Lake Heights St	AB	991	1,203
PW-W/B-66	164th Avenue NE Sidewalk	AB	575	641
PW-W/B-67	NE 24th St - NE 29th Place to east of SR520 Overpass	AB	5	256
PW-W/B-69	NE 24th Street - Northup Way to 130th Avenue NE	AB	1,034	1,489
PW-W/B-70	140th Avenue NE Pathway Improvements	AB	921	1,019
	Available Resource Allocation		4,036	4,036
TOTAL WALKWAYS/BIKEWAYS			<u>\$10,943</u>	<u>\$16,105</u>

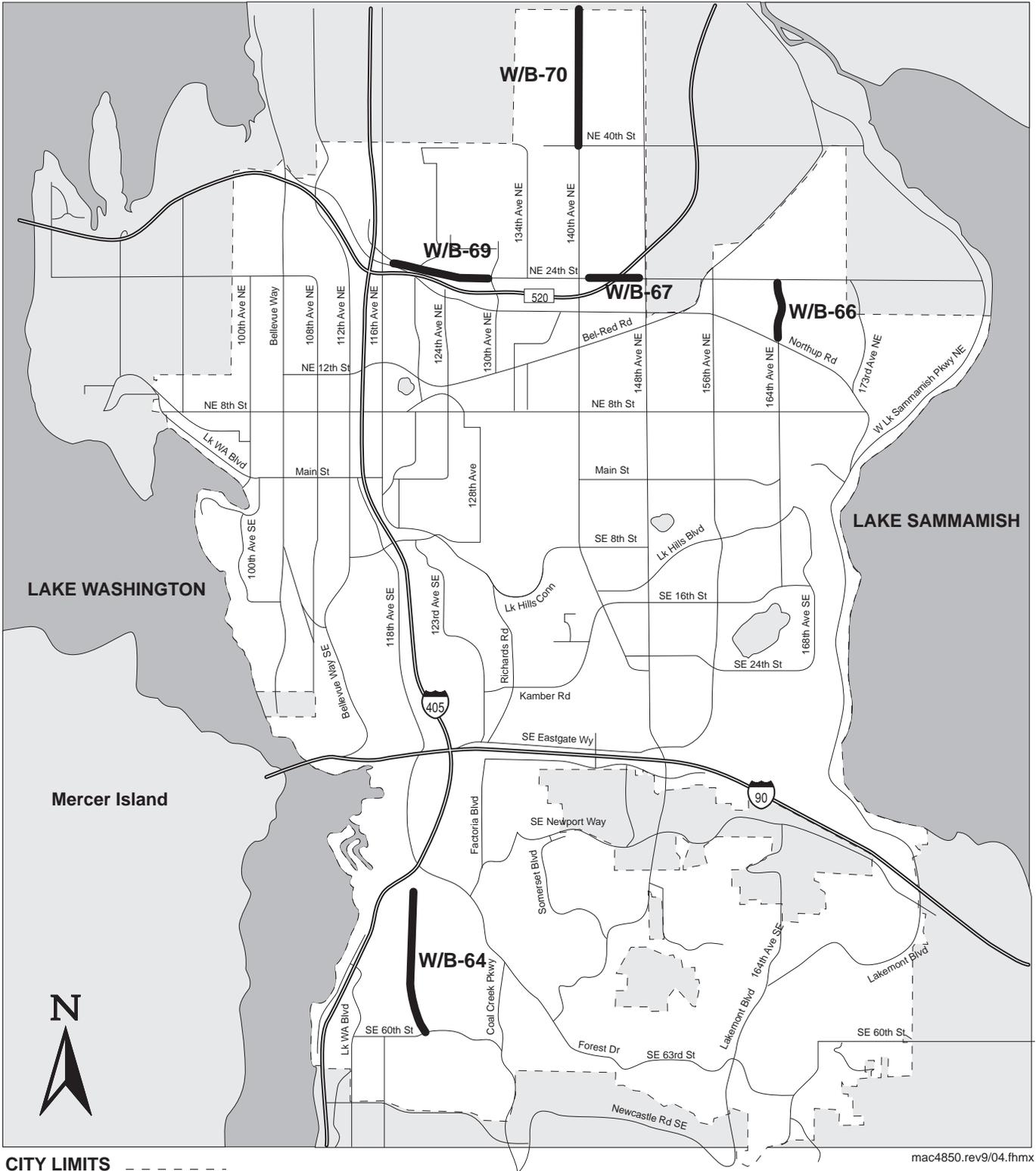
Project Status Key:

AB = Approved and Begun

O = Ongoing

ANB = Approved and Not Begun

N = New



CITY LIMITS - - - - -

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2005-2006 City of Bellevue Budget

**2005-2011
CIP Projects**

WALKWAYS/BIKEWAYS

- Notes:**
1. Projects W/B-49 and W/B-56 are not shown as they are in multiple locations throughout the City.
 2. Project W/B-53 is not shown as it is a maintenance program project.

2005-2011 Adopted CIP: Transportation - Walkways/Bikeways

**Cost and Resource Summary
\$000**

	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	2005-2011 Total
PROJECT COSTS	\$2,527	\$2,085	\$456	\$456	\$459	\$461	\$463	\$6,907
AVAILABLE RESOURCE ALLOCATION	-	-	-	-	1,343	1,070	1,623	4,036
TOTAL PROJECT COSTS	<u>\$2,527</u>	<u>\$2,085</u>	<u>\$456</u>	<u>\$456</u>	<u>\$1,802</u>	<u>\$1,531</u>	<u>\$2,086</u>	<u>\$10,943</u>
RESOURCES								
GENERAL CIP REVENUE	\$744	-	-	\$67	\$1,343	1,531	2,086	\$5,771
TRANSPORTATION FUNDING	310	454	200	75	459	-	-	1,498
RESTRICTED MOTOR VEHICLE FUEL TAX	403	280	-	314	-	-	-	997
REAL ESTATE EXCISE TAX	936	1,219	256	-	-	-	-	2,411
GRANTS/INTERGOVERNMENTAL/ DEVELOPER CONTRIBUTIONS: Grants	<u>134</u>	<u>132</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>266</u>
TOTAL RESOURCES	<u>\$2,527</u>	<u>\$2,085</u>	<u>\$456</u>	<u>\$456</u>	<u>\$1,802</u>	<u>\$1,531</u>	<u>\$2,086</u>	<u>\$10,943</u>

2005-2011 Adopted CIP: Transportation – Walkways/Bikeways

CIP PLAN NUMBER: PW-W/B-49

PROJECT NAME: Wheelchair Ramps

PROJECT LOCATION: Citywide

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: Ongoing

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This program will inventory, identify, prioritize, and construct wheelchair ramps citywide. A total of \$50,000 per year will be allocated until ramps are installed where missing or upgraded to meet current accessibility standards.

PROJECT JUSTIFICATION/BENEFITS: This program is required by the Americans with Disabilities Act (ADA) and is supported by policies in the Pedestrian and Bicycle Transportation Plan. This program will provide for removal of obstacles to mobility of citizens using wheelchairs.

ENVIRONMENTAL IMPACTS: None.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Capital costs increased \$ 96,000. Reflects continued annual \$50,000 funding in 2010 and 2011 less \$4,000 in unspent allocation through 2004 turned back to the General CIP Fund.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	770	50	50	50	50	50	50	50	350	1,120
REVENUE:										
Gen CIP Revenue	447						50	50	100	547
Transp Funding	96	50	50	50	50	50			250	346
Historic Grants	194									194
King Co/METRO Contrib	33									33
TOTAL REVENUE	770	50	50	50	50	50	50	50	350	1,120
M&O COSTS:										

Capital Costs Beyond 2011: Ongoing project

2005-2011 Adopted CIP: Transportation – Walkways/Bikeways

CIP PLAN NUMBER: PW-W/B-53

PROJECT NAME: Transportation Trail Maintenance Program

PROJECT LOCATION: Citywide

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: Ongoing

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This program funds routine cleaning and occasionally major repairs to surfaces, fences, directional signage and control of adjacent vegetation on City transportation trails.

PROJECT JUSTIFICATION/BENEFITS: This program will contribute to safety and system continuity and will preserve the City's investment while minimizing liabilities related to the transportation trail system. Trail maintenance is supported by policies in the Comprehensive Plan and the Pedestrian and Bicycle Transportation Plan.

ENVIRONMENTAL IMPACTS: None.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Capital costs increased by \$ 174,000 to reflect continued funding in 2010 and 2011 less \$86,000 in unspent allocation through 2004 turned back to the General CIP Fund.

PROJECT BUDGET:

\$000

	Through								2005-2011 Total	Project Total
	2004	2005	2006	2007	2008	2009	2010	2011		
TOTAL CAPITAL COST:	605	78	78	81	81	84	86	88	576	1,181
REVENUE:										
Real Estate Excise Tax		44		67					111	111
Gen CIP Revenue	505						86	88	174	679
Restricted MVFT					56				56	56
Transp Funding	100	34	78	14	25	84			235	335
TOTAL REVENUE	605	78	78	81	81	84	86	88	576	1,181
M&O COSTS:										

Capital Costs Beyond 2011: Ongoing project

2005-2011 Adopted CIP: Transportation – Walkways/Bikeways

CIP PLAN NUMBER: PW-W/B-56

PROJECT NAME: Pedestrian Access Improvements

PROJECT LOCATION: Citywide

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: Ongoing

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This CIP program funds minor construction and improvement of local paths, sidewalks, and trails on rights-of-way or easements connecting neighborhoods, schools, shopping and transit. Individual projects are implemented in coordination with schools and neighborhoods. The program may leverage grant funds, and in partnership with other City programs, may be used to construct larger-scale projects.

PROJECT JUSTIFICATION/BENEFITS: This program allows the City to address safety concerns, emergent needs/opportunities and citizen requests for sidewalks, paths or trails that are not addressed through larger CIP projects. Those larger projects are intended to construct major system connections identified in the Pedestrian and Bicycle Transportation Plan, and are typically on arterial streets. Many of the safety concerns and citizen requests, as well as emergent needs/opportunities are for sidewalks and trails on or near neighborhood streets accessing schools, transit, and other activities.

ENVIRONMENTAL IMPACTS: These projects are usually small and limited in scope, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Capital costs increased by \$650,000. Reflects continued annual \$325,000 funding in 2010 and 2011.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	2,705	505	325	325	325	325	325	325	2,455	5,160
REVENUE:										
Gen CIP Revenue	1,245				67		325	325	717	1,962
ISTEA Grant	259									259
Real Estate Excise Tax		505	325	189					1,019	1,019
Restricted MVFT					258				258	258
Transp Funding	944			136		325			461	1,405
TEA-21 Grant	257									257
TOTAL REVENUE	2,705	505	325	325	325	325	325	325	2,455	5,160
M&O COSTS:		1	3	3	3	3	3	4		

Capital Costs Beyond 2011: Ongoing project

2005-2011 Adopted CIP: Transportation – Walkways/Bikeways

CIP PLAN NUMBER: PW-W/B-64

PROJECT NAME: 119th Avenue SE – SE 60th Street to Lake Heights Street

PROJECT LOCATION: 119th Avenue SE – SE 60th Street to Lake Heights Street

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2003

ESTIMATED COMPLETION DATE: 2006

PROJECT DESCRIPTION/SCOPE: Based on a preferred alternative identified through a public process in 2004, the project will complete final engineering and construct the following improvements: curb, gutter and five-foot sidewalk on the east side of 119th Ave. SE. The project also provides for two eleven-foot wide travel lanes, a six-foot wide paved shoulder on the west side of the street, and improved street lighting. The initial improvement limits will be determined based on available project budget with priority moving north on 119th Avenue SE from SE 56th Street. Full or phased construction funding needs will be redefined during the design process. As the current budget allows, the project will look at constructing additional safety improvements, between SE 60th Street and Lake Heights Street.

PROJECT JUSTIFICATION/BENEFITS: The primary benefit of this project will be enhanced pedestrian safety. This route is part of a comprehensive network of pedestrian and bicycle improvements identified as high priority in the Pedestrian and Bicycle Transportation Plan Update (1999). The existing roadway does not have sidewalks.

ENVIRONMENTAL IMPACTS: An environmental determination will be made in conjunction with preliminary engineering for this project.

Project Description/Scope: The project scope has been modified to reflect the project's transition from an alternative analysis to implementation of the preferred alternative, or the portion of the preferred alternative that can be funded with the current budget "placeholder" allocation.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	212	385	606						991	1,203
REVENUE:										
Gen CIP Revenue	203									203
Restricted MVFT		385	280						665	665
Transp Funding	9		326						326	335
TOTAL REVENUE	212	385	606						991	1,203
M&O COSTS:			2	2	2	2	2	2		

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Transportation – Walkways/Bikeways

CIP PLAN NUMBER: PW-W/B-66

PROJECT NAME: 164th Avenue NE Sidewalk

PROJECT LOCATION: 164th Avenue NE – Northup Way to NE 24th Street

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2003

ESTIMATED COMPLETION DATE: 2006

PROJECT DESCRIPTION/SCOPE: This project will complete the sidewalk on the west side of 164th Avenue NE from Northup Way to NE 24th Street. Bicycle and parking needs will be considered during project design to determine the sidewalk location.

PROJECT JUSTIFICATION/BENEFITS: Benefits of the project include improved pedestrian safety and completion of a missing link of sidewalk on a major pedestrian and bicycle corridor providing access to schools, parks, and transit. This project is identified in the Pedestrian and Bicycle Transportation Plan Update (1999) as a high priority. The missing section of sidewalk is on a residential street adjacent to Interlake High School and is also on a transit route. The sidewalk will connect to the recently completed sidewalks on NE 24th Street to provide a safe walking route to the high school and Sherwood Forest Elementary School.

ENVIRONMENTAL IMPACTS: An environmental determination will be made in conjunction with preliminary engineering for this project.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Capital cost/revenue increased by \$37,000 to reflect an updated cost estimate.

Project Schedule: The project schedule has been extended to 2006.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	66	443	132						575	641
REVENUE:										
Gen CIP Revenue	66	65							65	131
Transp Funding		226							226	226
Restricted MVFT		18							18	18
State Grant		116							116	116
TIB Grant		18	132						150	150
TOTAL REVENUE	66	443	132						575	641
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Transportation - Walkways/Bikeways

CIP PLAN NUMBER: PW-W/B-67

PROJECT NAME: NE 24th Street – NE 29th Place to east of SR520 overpass

PROJECT LOCATION: NE 24th Street – NE 29th Place to east of SR520 overpass

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2001

ESTIMATED COMPLETION DATE: 2005

PROJECT DESCRIPTION/SCOPE: This project will construct the missing sidewalk segment on the north side and 14 foot curb lanes on both sides of NE 24th Street.

PROJECT JUSTIFICATION/BENEFITS: This project is identified as a higher priority in the Pedestrian and Bicycle Transportation Plan Update(1999) and the timing is ideal to realize the cost savings of being constructed in conjunction with the larger NE 29th Place Connection Roadway project (PW-R-60). The key benefits of this project include pedestrian connectivity, bicycle system linkage to local and regional facilities in a mixed-use area, and safety benefits by separating pedestrian, bicycle and vehicular traffic. This project addresses the desired Transportation Improvement program outcome to provide alternative means of transportation that meet the pedestrian and bicycle system completion targets of the Comprehensive Plan.

ENVIRONMENTAL IMPACTS: A SEPA determination of non-significance was issued for PW-R-60 NE 29th Place Connection as well as this project in 2002.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Project Schedule: The project schedule has been extended to 2005.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	251	5							5	256
REVENUE:										
Real Estate Excise Tax		5							5	5
General CIP Revenue	251									251
TOTAL REVENUE	251	5							5	256
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Transportation - Walkways/Bikeways

CIP PLAN NUMBER: PW-W/B-69

PROJECT NAME: NE 24th Street - Northup Way to 130th Avenue NE

PROJECT LOCATION: NE 24th Street - Northup Way to 130th Avenue NE

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2003

ESTIMATED COMPLETION DATE: 2006

PROJECT DESCRIPTION/SCOPE: Based on a preferred alternative identified through a public process completed in 2004, the project will complete final engineering for the segment east of the 520 Trail and construct the following improvements: curb, gutter and six-foot wide sidewalks along the north side; complete missing segments of the south side path between 126th and 130th Avenue NE; install landscape strips and planted medians where feasible; construct retaining walls, improve street lighting and construct five-foot wide bike lanes on uphill segments where necessary. Improvements for the segment east of the 520 Trail will be constructed in phases based on further neighborhood informed consent. Full or phased construction funding needs for the east segment will be refined during the design process. Final engineering and construction of improvements for the segment west of the 520 Trail may be included as a future phase of the project.

PROJECT JUSTIFICATION/BENEFITS: This project will evaluate pedestrian and bicycle system connectivity and safety issues on this key east-west thruway in the north part of the City. This section of roadway has narrow lanes and shoulders and no ped/bike facilities in certain segments. Eventual construction of the improvements will improve safety for pedestrians and bicyclists by separating them from vehicular traffic. The improvements would also improve non-motorized access from neighborhoods in the vicinity to shopping, transit and school bus services, a large church and recently completed and planned ped/bike facilities on Northup Way, 116th Avenue NE and along SR 520. This project is identified in the Pedestrian and Bicycle Transportation Plan Update (1999) as a high priority.

ENVIRONMENTAL IMPACTS: An environmental determination will be made for this project in conjunction with preliminary engineering.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Project Description/Scope: The project scope has been modified to reflect the project's transition from an alternative analysis to implementation of the preferred alternative, or the portion of the preferred alternative that can be funded with the current budget "placeholder" allocation.

Project Schedule: The project schedule has been extended to 2006.

PROJECT BUDGET:

\$000

	Through								2005-2011 Total	Project Total
	2004	2005	2006	2007	2008	2009	2010	2011		
TOTAL CAPITAL COST:	455	583	451						1,034	1,489
REVENUE:										
Real Estate Excise Tax		382	451						833	833
General CIP Revenue	455	201							201	656
TOTAL REVENUE	455	583	451						1,034	1,489
M&O COSTS:				2	2	3	3	3		

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Transportation - Walkways/Bikeways

CIP PLAN NUMBER: PW-W/B-70

PROJECT NAME: 140th Avenue NE Pathway Improvements

PROJECT LOCATION: 140th Avenue NE from NE 40th Street to the north City limit

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2004

ESTIMATED COMPLETION DATE: 2006

PROJECT DESCRIPTION/SCOPE: This project will design and construct a separated six-foot porous asphalt pathway along the west side of 140th Avenue NE from NE 40th Street to the north City limits.

PROJECT JUSTIFICATION/BENEFITS: Key benefits of this project include pedestrian connectivity and safety on this major north-south corridor in the north-central part of the City. This project helps to implement a need identified in the Pedestrian and Bicycle Transportation Plan Update (1999). The project will help complete pedestrian facilities along this corridor and address desired Transportation Improvement program outcomes of supporting alternative means of transportation.

ENVIRONMENTAL IMPACTS: An environmental determination will be made for this project in conjunction with preliminary design of this project.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Project Schedule: The project schedule has been extended to 2006.

PROJECT BUDGET:

\$000

	Through								2005-2011 Total	Project Total
	2004	2005	2006	2007	2008	2009	2010	2011		
TOTAL CAPITAL COST:	98	478	443						921	1,019
REVENUE:										
Real Estate Excise Tax			443						443	443
General CIP Revenue	98	478							478	576
TOTAL REVENUE	98	478	443						921	1,019
M&O COSTS:			9	12	13	13	13	14		

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Transportation – Walkways/Bikeways

**Projects Contained in the 2003-2009 CIP Plan
Which Have Been Completed, Combined, or Deleted**

CIP PLAN NUMBER	PROJECT NAME AND COMMENT	YEAR COMPLETED
PW-W/B-65	Lake Washington Boulevard Non-Motorized Design	2003
PW-W/B-68	156 th Avenue SE – North of Lake Hills Blvd to SE 24 th Street -This project is now part of NIS-1	2004



Introductory Comments

Maintenance/Minor Capital program projects provide funding to preserve, maintain and/or provide minor enhancements to existing transportation infrastructure throughout the City. Projects in this category include street overlays, infrastructure repairs, neighborhood traffic calming, rockery restoration, wetland monitoring (for wetlands impacted by previous transportation projects) and spot improvements for high-priority locations. Timely investment in road and other infrastructure maintenance contributes to safety and smooth traffic circulation. Maintenance expenditures also reduce the long-term cost of major reconstruction, by extending the life of previous transportation investments.

2005-2011 Adopted CIP: Transportation - Maintenance/Minor Capital

Funded Projects

CIP Plan Number	Project Name	Project Status	\$ in 000s	
			2005-2011 Project Cost	Total Estimated Cost
PW-M-1	Street Overlays	O	\$32,285	\$79,404
PW-M-2	Minor Capital - Traffic Operations	O	1,642	7,039
PW-M-3	Curb, Gutter, and Sidewalk Rehabilitation	O	2,100	3,977
PW-M-7	Neighborhood Traffic Calming Program	O	2,625	5,051
PW-M-8	Minor Capital Programs - Streets	O	350	615
PW-M-12	Citywide Rockeries Reconstruction	O	958	1,946
PW-M-13	Eastgate Overlays	AB	38	403
PW-M-14	NE 10th St/176th Ave NE/NE 13th St/183rd Ave - Northup Way	AB	890	949
PW-M-15	Wetland Monitoring	N	155	235
PW-M-16	97th Ave SE/SE 11th St Slide Treatment Alternative Analysis	ANB	120	120
	Available Resource Allocation		4,036	4,036
	TOTAL MAINTENANCE/MINOR CAPITAL		\$45,199	\$103,775

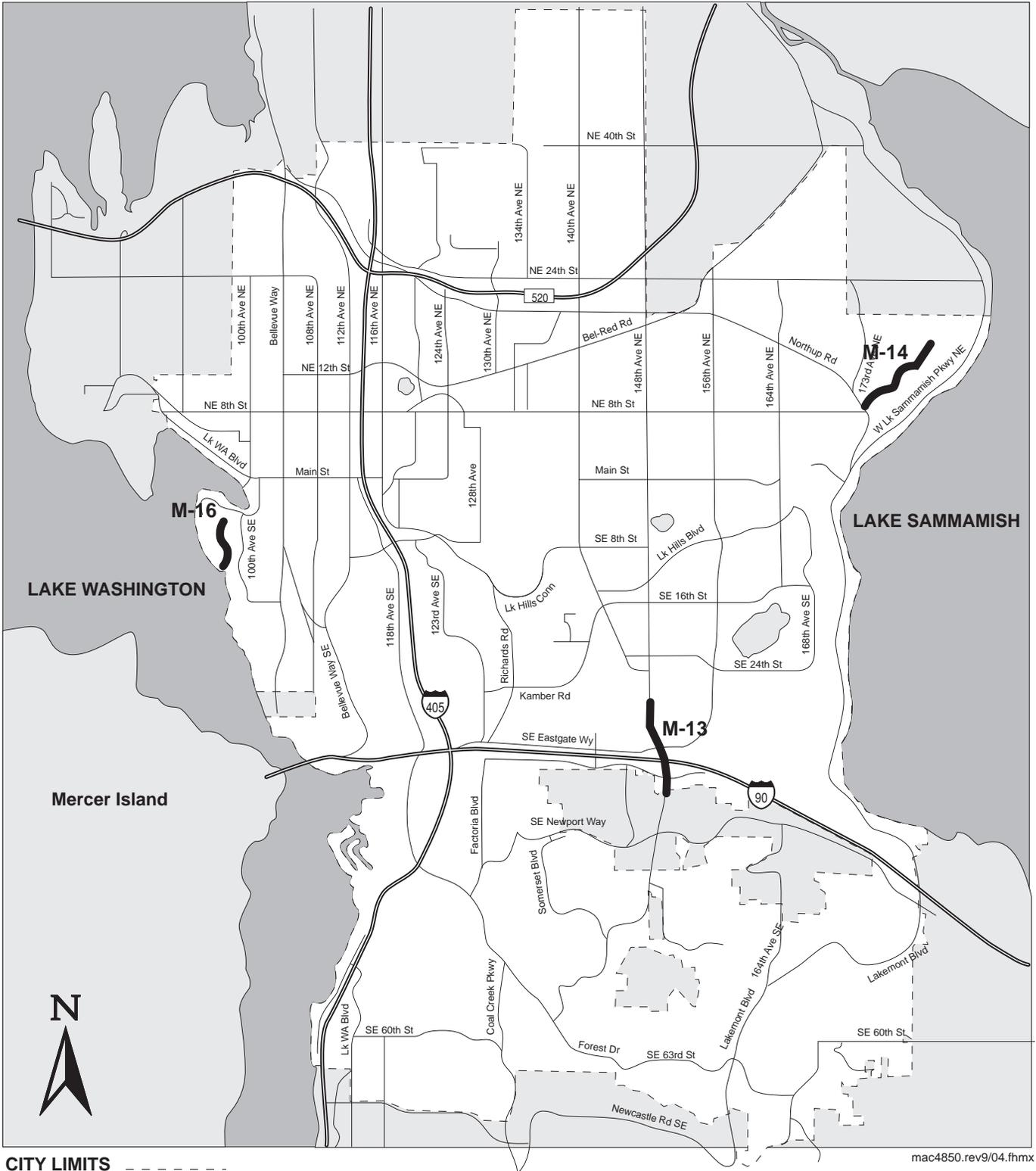
Project Status Key:

AB = Approved and Begun

O = Ongoing

ANB = Approved and Not Begun

N = New



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2005-2006 City of Bellevue Budget

2005-2011 CIP Projects

MAINTENANCE/MINOR CAPITAL

Note: Projects M-1, M-2, M-3, M-7, M-8, M-12 and M-15 are not shown as they are in multiple locations throughout the City.

2005-2011 Adopted CIP: Transportation - Maintenance/Minor Capital

Cost and Resource Summary
\$000

	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	2005-2011 Total
PROJECT COSTS	\$6,307	\$3,535	\$6,319	\$6,641	\$6,370	\$5,928	\$6,063	\$41,163
AVAILABLE RESOURCE ALLOCATION	-	-	-	-	1,343	1,070	1,623	4,036
TOTAL PROJECT COSTS	<u>\$6,307</u>	<u>\$3,535</u>	<u>\$6,319</u>	<u>\$6,641</u>	<u>\$7,713</u>	<u>\$6,998</u>	<u>\$7,686</u>	<u>\$45,199</u>
RESOURCES								
GENERAL CIP REVENUE	\$120	-	-	-	\$1,343	\$1,509	\$3,424	\$6,396
TRANSPORTATION FUNDING	722	696	1,520	1,366	987	668	669	6,628
RESTRICTED MOTOR VEHICLE FUEL TAX	375	375	486	492	375	811	813	3,727
REAL ESTATE EXCISE TAX	3,238	2,464	4,313	4,783	5,008	4,010	2,780	26,596
GRANTS/INTERGOVERNMENTAL/ DEVELOPER CONTRIBUTIONS:								
Grants	1,814	-	-	-	-	-	-	1,814
WSDOT Contributions	38	-	-	-	-	-	-	38
Subtotal	<u>1,852</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>1,852</u>
TOTAL RESOURCES	<u>\$6,307</u>	<u>\$3,535</u>	<u>\$6,319</u>	<u>\$6,641</u>	<u>\$7,713</u>	<u>\$6,998</u>	<u>\$7,686</u>	<u>\$45,199</u>

2005-2011 Adopted CIP: Transportation – Maintenance/Minor Capital

CIP PLAN NUMBER: PW-M-1

PROJECT NAME: Street Overlays

PROJECT LOCATION: Citywide

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: Ongoing

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This project provides major street maintenance including street overlays, pavement rehabilitation, bridge condition inventory and maintenance.

PROJECT JUSTIFICATION/BENEFITS: Investment in road maintenance contributes to smooth traffic circulation and reduces the long-term cost of major reconstruction by extending the life of Bellevue's roadways and preserving the City's investment in existing facilities. The project also funds Federal Highway Administration mandated bridge inspection, inventory and minor maintenance activities.

ENVIRONMENTAL IMPACTS: Environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Capital costs increased by \$ 9,756,000. Reflects continued annual funding in 2010 and 2011, adjusted for inflation, a \$30,000 developer contribution, and a \$256,000 reduction in previously applied inflation.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	47,119	4,721	2,502	4,391	5,597	5,318	4,813	4,943	32,285	79,404
REVENUE:										
Real Estate Excise Tax	32,228	3,238	2,464	4,313	4,783	5,008	4,010	2,780	26,596	58,824
Gen CIP Revenue	11,618							981	981	12,599
LID	102									102
Restricted MVFT							660	813	1,473	1,473
Transp Funding	1,056	86	38	78	814	310	143	369	1,838	2,894
Developer Contrib	698									698
ISTEA Grants	1,138									1,138
Redmond Contrib	4									4
TEA-21 Grant	275	1,397							1,397	1,672
TOTAL REVENUE	47,119	4,721	2,502	4,391	5,597	5,318	4,813	4,943	32,285	79,404
M&O COSTS:										

Capital Costs Beyond 2011: Ongoing project

2005-2011 Adopted CIP: Transportation – Maintenance/Minor Capital

CIP PLAN NUMBER: PW-M-2

PROJECT NAME: Minor Capital – Traffic Operations

PROJECT LOCATION: Citywide

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: Ongoing

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This program funds minor capital transportation improvements throughout the City, including signal and lighting upgrades, channelization and signage upgrades, pedestrian/bicycle signage and channelization, and various spot improvements.

PROJECT JUSTIFICATION/BENEFITS: This project provides funds for minor capital improvements, to address safety concerns and respond to emergent needs in a timely manner.

ENVIRONMENTAL IMPACTS: These projects are primarily maintenance and safety oriented, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Capital costs increased by \$369,000. Reflects continued annual \$175,000 funding in 2010 and 2011, \$34,000 developer contribution less a \$15,000 reduction in King County contributions.

.PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	5,397	592	175	175	175	175	175	175	1,642	7,039
REVENUE:										
Real Estate Excise Tax	1,131									1,131
Gen CIP Revenue	3,163							175	175	3,338
Transp Funding	970	175	175	175	175	175	175		1,050	2,020
King County	15									15
Developer Contrib	5									5
WSTC Grant	21									21
FASP Grant	2									2
UASI II Grant		417							417	417
Restricted MVFT	90									90
TOTAL REVENUE	5,397	592	175	175	175	175	175	175	1,642	7,039
M&O COSTS:		1	1	1	1	1	1	1		

Capital Costs Beyond 2011: Ongoing project

2005-2011 Adopted CIP: Transportation – Maintenance/Minor Capital

CIP PLAN NUMBER: PW-M-3

PROJECT NAME: Curb, Gutter, and Sidewalk Rehabilitation

PROJECT LOCATION: Citywide

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: Ongoing

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This project funds reconstruction of curb, gutter, and/or sidewalk sections where failing. Most of these projects are constructed in conjunction with PW-M-1, Street Overlays.

PROJECT JUSTIFICATION/BENEFITS: The primary benefits of this investment are pedestrian safety and preservation of existing investments. Curb, gutter, and sidewalk rehabilitation projects are required to maintain safety and to preserve the City's investment in existing facilities.

ENVIRONMENTAL IMPACTS: Environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Capital costs increased by \$583,000. Reflects continued annual \$300,000 funding in 2010 and 2011 less \$17,000 in unspent allocation through 2004 turned back to the General CIP Fund.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	1,877	300	300	300	300	300	300	300	2,100	3,977
REVENUE:										
Gen CIP Revenue	1,416									1,416
Transp Funding	461	300	300	300	300	300	300	300	2,100	2,561
TOTAL REVENUE	1,877	300	300	300	300	300	300	300	2,100	3,977
M&O COSTS:										

Capital Costs Beyond 2011: Ongoing project

2005-2011 Adopted CIP: Transportation – Maintenance/Minor Capital

CIP PLAN NUMBER: PW-M-7

PROJECT NAME: Neighborhood Traffic Calming Program

PROJECT LOCATION: Citywide

DEPT/PROGRAM: Transportation/Transportation Systems Operations

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: Ongoing

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This program funds minor capital improvements for neighborhood traffic calming projects throughout the City. These projects may include the use of physical measures such as speed humps, traffic circles, curb extensions and/or medians, in an effort to reduce vehicle speeds and non-local traffic and to improve non-motorized safety.

PROJECT JUSTIFICATION/BENEFITS: The primary benefits of this investment are safety and protection of quality of life for neighborhoods. As traffic congestion increases on arterials, the potential for cut-through traffic and higher speeds on neighborhood streets increases. This program will focus on mitigating these impacts through neighborhood traffic plans to divert and/or slow traffic, improve non-motorized safety, and protect neighborhood quality of life.

ENVIRONMENTAL IMPACTS: These projects are primarily safety oriented, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Capital costs increased \$716,000. Reflects continued annual \$375,000 funding in 2010 and 2011 and a \$2,000 Washington Traffic Safety Commission grant less \$36,000 in unspent allocation through 2004 turned back to the General CIP Fund.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	2,426	375	375	375	375	375	375	375	2,625	5,051
REVENUE:										
Gen CIP Revenue	1,686						174	375	549	2,235
Transp Funding	700						50		50	750
WTSC Grants	18									18
Restricted MVFT		375	375	375	375	375	151		2,026	2,026
Developer Contributions	20									20
FASP Grant	2									2
TOTAL REVENUE	2,426	375	375	375	375	375	375	375	2,625	5,051
M&O COSTS:		1	1	1	1	1	1	1		

Capital Costs Beyond 2011: Ongoing project

2005-2011 Adopted CIP: Transportation – Maintenance/Minor Capital

CIP PLAN NUMBER: PW-M-8

PROJECT NAME: Minor Capital Programs - Streets

PROJECT LOCATION: Citywide

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: Ongoing

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This project will fund individual street repair projects in excess of \$5,000, such as handrail and guardrail replacement, rockery replacement, storm damage, pavement repair and brick crossing rehabilitation.

PROJECT JUSTIFICATION/BENEFITS: Benefits of this program include safety and preservation of previous investments in transportation facilities. Many of the projects performed in this program are the result of storm or vehicular accident damage. This funding source allows streets maintenance staff to respond to arising capital needs beyond routine program levels.

ENVIRONMENTAL IMPACTS: These projects are primarily maintenance and safety oriented, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	265	50	50	50	50	50	50	50	350	615
REVENUE:										
Real Estate Excise Tax	8									8
Gen CIP Revenue	117						50	50	100	217
Transp Funding	76	50	50	50	50	50			250	326
FHA-Emer Relief Grant	64									64
TOTAL REVENUE	265	50	50	50	50	50	50	50	350	615
M&O COSTS:										

Capital Costs Beyond 2011: Ongoing project

2005-2011 Adopted CIP: Transportation – Maintenance/Minor Capital

CIP PLAN NUMBER: PW-M-12

PROJECT NAME: Citywide Rockeries Reconstruction

PROJECT LOCATION: Various locations

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: 2001

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This program addresses rockery maintenance, repair or replacement needs at various locations in the City.

PROJECT JUSTIFICATION/BENEFITS: This program addresses maintenance, repair or replacement needs on rockeries in City right-of-way that are in severe or poor condition as identified by the Transportation Department's Street Maintenance Division. This project responds to one of the City's primary responsibilities, public safety. It also addresses the City's responsibility to complete major repairs to existing facilities and maintain the goal of mobility for residents and commuters.

ENVIRONMENTAL IMPACTS: An environmental determination will be made in conjunction with project design as appropriate on a location-by- location basis .

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Capital costs increased \$385,000. Reflects continued annually inflated funding in 2010 and 2011 adjusted for lower inflation factors.

PROJECT BUDGET:

\$000

	Through 2004	2005	2006	2007	2008	2009	2010	2011	2005-2011 Total	Project Total
TOTAL CAPITAL COST:	988	104	106	111	117	125	195	200	958	1,946
REVENUE:										
Transp Funding		104	106			125			335	335
Restricted MVFT				111	117				228	228
General CIP Revenue	988						195	200	395	1,383
TOTAL REVENUE	988	104	106	111	117	125	195	200	958	1,946
M&O COSTS:										

Capital Costs Beyond 2011: Ongoing project

2005-2011 Adopted CIP: Transportation – Maintenance/Minor Capital

CIP PLAN NUMBER: PW-M-13

PROJECT NAME: Eastgate Overlays

PROJECT LOCATION: 148th Avenue SE/150th Avenue SE – SE 28th Street to SE 36th Street

DEPT/PROGRAM: Transportation/Transportation Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2003

ESTIMATED COMPLETION DATE: 2005

PROJECT DESCRIPTION/SCOPE: Pavement restoration and overlay within WSDOT limited access. The City of Bellevue has three CIP projects within the Eastgate/I-90 area including improvements at 148th Avenue SE at SE 28th (PW-R-117), 150th Avenue SE at Eastgate Way (PW-I-86, completed in 2004), and 150th Avenue SE at SE 38th (PW-R-105). Coordination efforts between the City and WSDOT identified planned pavement restoration along the I-90 Corridor that included some overlap with the City projects. Staff from both agencies have worked together to determine the best approach for all the projects.

WSDOT will fund the design and construction of the pavement overlays between SE 28th Street and SE 36th Street. The City will incorporate the proposed improvements into the construction documents for each of the CIP projects, and act as lead agency for managing the construction of the improvements.

PROJECT JUSTIFICATION/BENEFITS: Investment in road maintenance contributes to smooth traffic circulation and will reduce the long-term cost of major reconstruction by extending the life of the pavement. This project was created to more accurately reflect the true costs of the restoration and related improvements to the pavement within the state's limited access right-of-way in the vicinity of the Eastgate/I-90 interchange. Coordination between the City and WSDOT in the design and construction of the work will promote project delivery efficiency resulting in minimized traffic disruption to Bellevue residents and commuters and likely cost savings.

ENVIRONMENTAL IMPACTS: Each of the CIP projects has a component that addresses environmental impacts. The pavement overlay is maintenance and safety oriented and has minimal environmental impacts.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Project Schedule: The project schedule has been extended to 2005.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	365	38							38	403
REVENUE:										
WSDOT Contribution	365	38							38	403
TOTAL REVENUE	365	38							38	403
M&O COSTS:										

Capital Costs Beyond 2011: N/A

2005-2011 Adopted CIP: Transportation-Maintenance/Minor Capital

CIP PLAN NUMBER: PW-M-14

PROJECT NAME: NE 10th St./176th Ave NE/NE 13th St. - Northup Way to NE 15th PI

PROJECT LOCATION: NE 10th St./176th Ave NE/NE 13th St./183rd Ave - Northup Way to NE 15th PI

DEPT/PROGRAM: Transportation/Transportation Maintenance

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2004

ESTIMATED COMPLETION DATE: 2007

PROJECT DESCRIPTION/SCOPE: Rehabilitate or reconstruct curbs, gutters, sidewalks and street pavement on NE 10th Street, 176th Avenue NE, NE 13th Street and 183rd Avenue NE between Northup Way and NE 15th Place (through the Tam-O-Shanter/Brettonwood neighborhoods). The project will also resurface the entire roadway segment, provide drainage improvements as necessary and complete a missing sidewalk segment on NE 10th Street between Northup Way and NE 11th Street. Implementation of the project will be coordinated with CIP Plan Numbers PW-M-1 – Street Overlays, PW-M-3 – Curb, Gutter and Sidewalk Rehabilitation and PW-W/B-56 – Pedestrian Access Improvements.

PROJECT JUSTIFICATION/BENEFITS: The primary benefits of this investment will be to address the highest priority infrastructure failures identified in an Infrastructure Feasibility Study prepared for the Tam-O-Shanter/Brettonwood area in 2001. The project responds to one of the City's primary responsibilities, public safety and the need to minimize the City's liability by preserving the transportation infrastructure.

ENVIRONMENTAL IMPACTS: While no environmental impacts are anticipated, an environmental determination will be made in conjunction with preliminary design.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Project Schedule: Final construction of the project has been deferred one year with estimated completion in 2007.

PROJECT BUDGET:

\$000

	Through 2004	2005	2006	2007	2008	2009	2010	2011	2005-2011 Total	Project Total
TOTAL CAPITAL COST:	59			890					890	949
REVENUE:										
Transp Funding				890					890	890
General CIP Revenue	59									59
TOTAL REVENUE	59			890					890	949
M&O COSTS:										

Capital Costs Beyond 2011: N/A

2005-2011 Adopted CIP: Transportation – Maintenance/Minor Capital

CIP PLAN NUMBER: PW-M-15

PROJECT NAME: Wetland Monitoring

PROJECT LOCATION: Various locations as needed throughout the City

DEPT/PROGRAM: Transportation/Transportation Maintenance

STATUS: New

ACTUAL/ESTIMATED START DATE: 2005

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: Perform on-going wetland monitoring and maintenance activities required by the local, state or federal permits issued for the implementation of now completed, site specific transportation improvement projects.

PROJECT JUSTIFICATION/BENEFITS: This project will allow specific transportation improvement projects to be closed when substantially complete.

ENVIRONMENTAL IMPACTS: Not applicable (Work performed under this project was required by the environmental determinations and permits issues for specific transportation improvement projects.)

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:		7	27	27	27	27	20	20	155	155
REVENUE:										
Transp Funding		7	27	27	27	27			115	115
General CIP Revenue							20	20	40	40
TOTAL REVENUE		7	27	27	27	27	20	20	155	155
M&O COSTS:										

Capital Costs Beyond 2011: Ongoing project

2005-2011 Adopted CIP: Transportation – Maintenance/Minor Capital

CIP PLAN NUMBER: PW-M-16

PROJECT NAME: 97th Avenue SE/SE 11th Street Slide Treatment Alternative Analysis

PROJECT LOCATION: 97th Avenue SE/SE 11th Street

DEPT/PROGRAM: Transportation/Transportation Maintenance

STATUS: Approved and Not Begun

ACTUAL/ESTIMATED START DATE: 2005

ESTIMATED COMPLETION DATE: 2005

PROJECT DESCRIPTION/SCOPE: This project will evaluate alternatives to address continued earth movement in the vicinity of the intersection of 97th Avenue SE and SE 11th Street. Analysis may include geotechnical investigation and will consider various wall treatments or other soil stabilization measures above and below the two roadways. Consideration will also be given to roadway relocation and/or permanent closure. The project will include the development of cost estimates for viable soil stabilization alternatives and coordination with project stakeholders including residents, property owners, Chism Beach Park users, various utilities and emergency service providers. The project may also include interim work deemed necessary to shore up any of the existing walls in the vicinity.

PROJECT JUSTIFICATION/BENEFITS: The City has built, repaired or improved multiple walls in this vicinity between 1992 and 1999 through 97th Avenue SE Major Street Repairs (CIP Plan No. PW-M-5), Major Safety Improvements (CIP Plan No. PW-R-46), and Emergency Slide Repairs (CIP Plan No. PW-R-110). Slope movement has continued, raising the possibility of additional damage to public rights-of-way and previous slope stabilization measures. The project responds to one of the City's primary responsibilities, public safety and the need to minimize the City's liability by preserving the transportation infrastructure.

ENVIRONMENTAL IMPACTS: An environmental determination will be made during preliminary design.

PROJECT BUDGET:

\$000

	Through							2005-2011 Total	Project Total	
	2004	2005	2006	2007	2008	2009	2010			2011
TOTAL CAPITAL COST:		120							120	120
REVENUE:										
General CIP Revenue		120							120	120
TOTAL REVENUE		120							120	120
M&O COSTS:										

Capital Costs Beyond 2011: Ongoing project

2005-2011 Adopted CIP: Transportation – Maintenance/Minor Capital**Projects Contained in the 2003-2009 CIP Plan
Which Have Been Completed, Combined, or Deleted**

CIP PLAN NUMBER	PROJECT NAME AND COMMENT	YEAR COMPLETED
PW-M-10	SE 8 th Street Reconstruction	2003
PW-M-11	Meydenbauer Bridge Replacement	2003



Introductory Comments

The objective of projects in this category is the development of a comprehensive park system in Bellevue. The *Parks and Open Space System Plan* provides guidelines for use in this and future CIP plans in accomplishing this goal. All of the projects included herein are identified in the *Parks and Open Space System Plan*.

Three phases - acquisition, master planning, and development - are generally required before park facilities become a part of Bellevue's park system. Each of the Park Acquisition and Development projects incorporates one or more of these phases. Acquisition projects will provide additional parcels to complete the park system, whereas master planning and development projects will redesign or develop facilities to help meet recreational demand and community growth. Acquisition and development projects are distributed throughout the community, each representing a unique or special need.

The projects included in this CIP Plan were identified from community subarea plans, the *Parks and Open Space System Plan*, the Park Board, City staff recommendations, and from citizen or group requests.

2005-2011 Adopted CIP: Park Acquisition & Development

Funded Projects

CIP Plan Number	Project Name	Project Status	\$ in 000s	
			2005-2011 Project Cost	Total Estimated Cost
P-AD-15	Property Acquisition	O	\$5,316	\$34,094
P-AD-27	Planning/Design for Existing and Future Park Facilities	O	773	2,876
P-AD-30	Open Space Acquisitions	AB	500	6,376
P-AD-34	Trail Development	O	643	1,242
P-AD-36	Sportsfield Development	AB	161	4,412
P-AD-49	LID Assessments for Park Properties	AB	404	1,571
P-AD-52	Mini Park Opportunities	O	1,857	3,128
P-AD-57	Youth Link Priority Projects - Non-Traditional Recreation Facilities	AB	200	413
P-AD-58	Crossroads Park and Community Center	AB	1,372	4,840
P-AD-59	Resource Management Division Facility	AB	1,433	1,946
P-AD-60	Lewis Creek Park Site - Master Planning & Park Development	AB	937	5,604
P-AD-61	South Bellevue Community Center	AB	7,352	11,670
P-AD-65	Kelsey Creek Park Stream Restoration	AB	1,059	1,259
P-AD-69	Bellevue Challenge Grant	AB	500	1,023
P-AD-70	Marina Development Master Plan	AB	193	218
	Available Resource Allocation		6,598	6,598
TOTAL PARK ACQUISITION & DEVELOPMENT			\$29,298	\$87,270

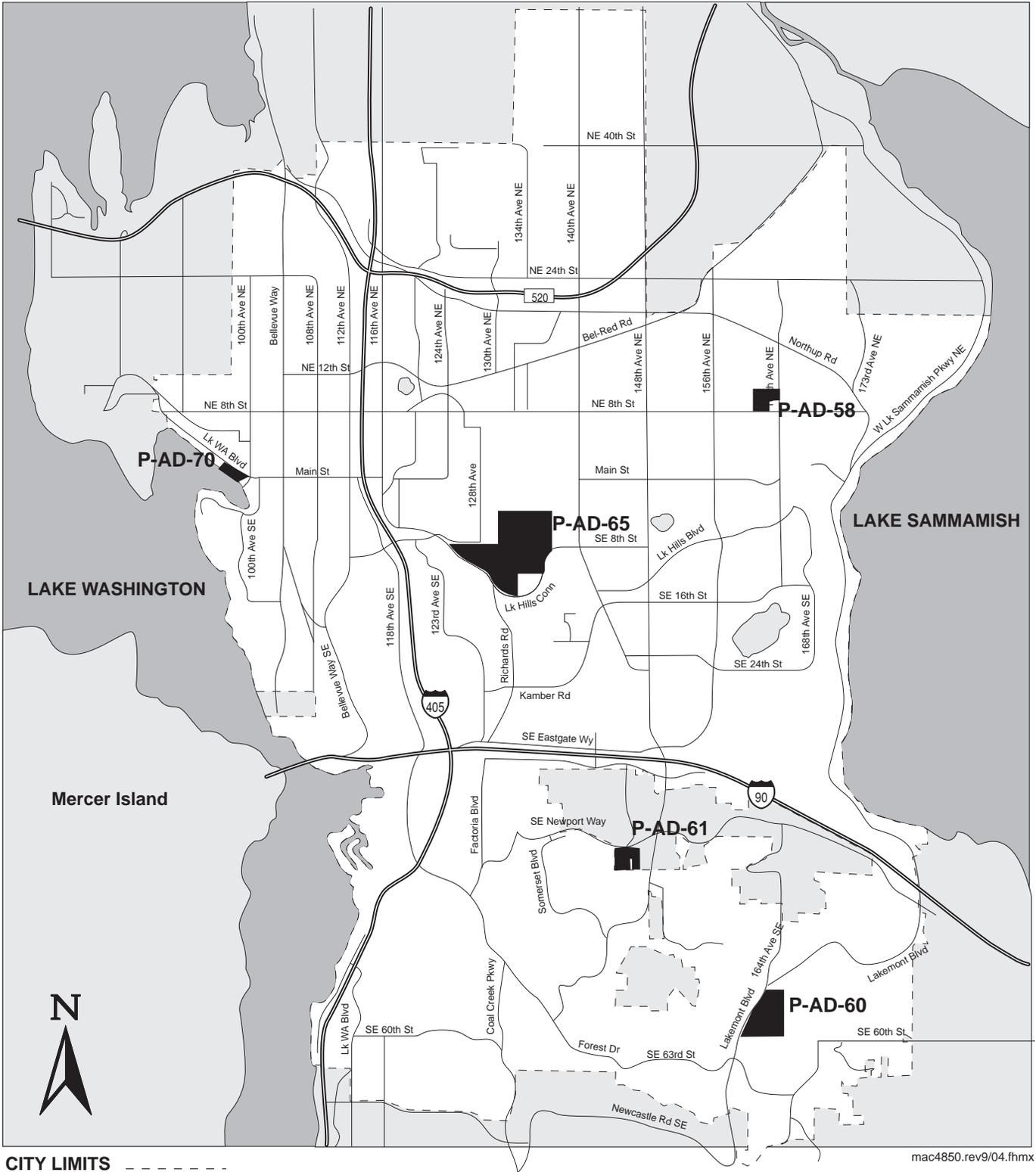
Project Status Key:

AB = Approved and Begun

O = Ongoing

ANB = Approved and Not Begun

N = New



CITY LIMITS - - - - -

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2005-2006 City of Bellevue Budget

2005-2011 CIP Projects

PARK ACQUISITION & DEVELOPMENT

Notes:

1. Projects P-AD-15 and P-AD-30 are not shown. Land acquisition may occur within and outside Bellevue City limits.
2. Projects P-AD-27, P-AD-34, P-AD-36, and P-AD-52 are not shown as they reflect costs related to projects located throughout the City.
3. Project P-AD-49 is not shown as it is an administrative project.
4. Projects P-AD-57 and P-AD-59 are not shown. Specific locations for these projects are yet to be determined.
5. P-AD-66 and P-AD-67 are not shown, as they are systems projects, not related to geographic locations.
6. P-AD-69 is not shown, as it relates to projects which may occur throughout the City.
7. Park areas shown are general locations and are not to be interpreted as actual boundaries.

2005-2011 Adopted CIP: Park Acquisition & Development

**Cost and Resource Summary
\$000**

	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	2005-2011 Total
PROJECT COSTS	\$11,024	\$2,814	\$1,812	\$742	\$1,883	\$2,189	\$2,236	\$22,700
AVAILABLE RESOURCE ALLOCATION	-	-	-	-	2,358	1,792	2,448	6,598
TOTAL PROJECT COSTS	<u>\$11,024</u>	<u>\$2,814</u>	<u>\$1,812</u>	<u>\$742</u>	<u>\$4,241</u>	<u>\$3,981</u>	<u>\$4,684</u>	<u>\$29,298</u>
RESOURCES								
GENERAL CIP REVENUE	\$4,753	-	-	-	-	-	\$750	\$5,503
MISCELLANEOUS:								
1989 Park Bond	498	-	-	-	-	-	-	498
REAL ESTATE EXCISE TAX	4,174	1,790	1,663	593	4,092	3,832	3,785	19,929
GRANTS/INTERGOVERNMENTAL/ DEVELOPER CONTRIBUTIONS:								
Grants	500	500	-	-	-	-	-	1,000
Bellevue Boys & Girls Club	750	375	-	-	-	-	-	1,125
Subtotal	<u>1,250</u>	<u>875</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>2,125</u>
CONTRIBUTIONS FROM OTHER CITY FUNDS:								
Human Services Fund	<u>349</u>	<u>149</u>	<u>149</u>	<u>149</u>	<u>149</u>	<u>149</u>	<u>149</u>	<u>1,243</u>
TOTAL RESOURCES	<u>\$11,024</u>	<u>\$2,814</u>	<u>\$1,812</u>	<u>\$742</u>	<u>\$4,241</u>	<u>\$3,981</u>	<u>\$4,684</u>	<u>\$29,298</u>

2005-2011 Adopted CIP: Park Acquisition & Development

CIP PLAN NUMBER: P-AD-15

PROJECT NAME: Property Acquisition

PROJECT LOCATION: Within the City's area of influence – specific sites undetermined

DEPT/PROGRAM: Parks & Community Services/Planning, Design & Project Management

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: Ongoing

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This project provides the necessary resources to allow additional properties to be purchased as future opportunities arise, to meet existing and future park and open space demand. All costs related to acquisition, earnest money, negotiation, community surveys, closure, and public input are included.

PROJECT JUSTIFICATION/BENEFITS: Available open space is disappearing as land in Bellevue is developed for other uses. Where increases in population are occurring due to development or redevelopment, there is increased demand for additional parkland. It is incumbent upon the City to identify and satisfy this demand before available parkland disappears. In addition, as new developments are being reviewed and annexed into the City, it is important for the City to have the ability to purchase prime recreational land that is needed for overall demand but cannot be directly related to the impact of a particular development. This project is of highest priority to meet the project needs identified in the *Parks and Open Space System Plan*. This project will enable the City to react to opportunities that necessitate immediate action and will help to ensure that adequate open space will be available to meet growing demands for both active and passive recreation.

ENVIRONMENTAL IMPACTS: Land acquisition is exempt from the requirements of the State Environment Protection Act (SEPA).

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Project cost and revenue have been increased by \$5,403,000 to reflect the addition of state grants, King County Conservation Futures funding, and ongoing funding through 2011. Project capital costs include funding for the estimated contract payments for the Bellevue School District "Lakewood" site through 2009.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	28,778	500	500	500	505	513	1,378	1,420	5,316	34,094
REVENUE:										
Gen CIP Revenue	13,890									13,890
King Co Conservation	2,300									2,300
Sale of Land	3,576									3,576
State Grant	1,348		500						500	1,848
Developer Contrib	2									2
1985 Park Bond	127									127
Real Estate Excise Tax	5,731	500		351	356	364	1,229	1,271	4,071	9,802
Human Services Fund	1,748			149	149	149	149	149	745	2,493
Other Miscellaneous	56									56
TOTAL REVENUE	28,778	500	500	500	505	513	1,378	1,420	5,316	34,094
M&O COSTS:		50	51	53	54	55	67	79		

Capital Costs Beyond 2011: Ongoing project

2005-2011 Adopted CIP: Park Acquisition & Development

CIP PLAN NUMBER: P-AD-27

PROJECT NAME: Planning/Design for Existing and Future Park Facilities

PROJECT LOCATION: Various locations

DEPT/PROGRAM: Parks & Community Services/Planning, Design & Project Management

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: Ongoing

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: The Parks and Community Services Department will prepare master plans and/or updates to existing master plans for park sites in response to changing needs, site conditions, and community issues. In some cases, master plans may be prepared for new park sites. Other work may include feasibility studies, public surveying, and updates to existing long-range plans such as the *Parks and Open Space System Plan*.

PROJECT JUSTIFICATION/BENEFITS: The park master planning process creates the plan that guides the future development of a park site. This public planning process responds to the present and future needs of the community and site opportunities and constraints in developing a park site in a strategic, systematic manner. Over time, changes in site conditions and user needs, and the aging of park facilities necessitate the need to update or prepare new master plans for existing park sites. In some cases, master plans may address issues of liability or safety, pedestrian and vehicular access, and/or changes in adjacent land uses.

ENVIRONMENTAL IMPACTS: Environmental impacts will be determined by the degree of development proposed by plans for individual park sites. Environmental review will be conducted in conjunction with development of the plans, and will cover the potential impact of both operational and physical redevelopment proposals.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Project cost and revenue have been increased by \$242,000 to reflect ongoing planning and design needs through 2011 and current inflation estimates.

PROJECT BUDGET:

\$000

	Through								2005-2011 Total	Project Total
	2004	2005	2006	2007	2008	2009	2010	2011		
TOTAL CAPITAL COST:	2,103	100	102	105	109	114	119	124	773	2,876
REVENUE:										
Gen CIP Revenue	719									719
Forward Thrust Bonds	50									50
Real Estate Excise Tax	1,015	100	102	105	109	114	119	124	773	1,788
Developer Contrib	313									313
Other Misc	6									6
TOTAL REVENUE	2,103	100	102	105	109	114	119	124	773	2,876
M&O COSTS:										

Capital Costs Beyond 2011: Ongoing project

2005-2011 Adopted CIP: Park Acquisition & Development

CIP PLAN NUMBER: P-AD-30

PROJECT NAME: Open Space Acquisitions

PROJECT LOCATION: Within the City's area of influence

DEPT/PROGRAM: Parks & Community Services/Planning, Design & Project Management

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 1989

ESTIMATED COMPLETION DATE: 2005

PROJECT DESCRIPTION/SCOPE: The remaining funds in this project will be used to complete land acquisitions (such as the Surrey Downs fields) that were identified in the 1988 Parks Bond issue.

PROJECT JUSTIFICATION/BENEFITS: Demand for additional parkland is increasing as open space in Bellevue is being developed for other uses. This project will help meet the needs identified in the *Parks and Open Space System Plan*. These acquisitions will help ensure that adequate open space is available to meet growing demands for both active and passive recreation.

ENVIRONMENTAL IMPACTS: Land acquisition is exempt from the requirements of the State Environmental Protection Act (SEPA).

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Project Schedule: Project completion is now scheduled for 2005.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	5,876	500							500	6,376
REVENUE:										
Gen CIP Revenue	96									96
Real Estate Excise Tax		2							2	2
1989 Park Bond	5,780	498							498	6,278
TOTAL REVENUE	5,876	500							500	6,376
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Park Acquisition & Development

CIP PLAN NUMBER: P-AD-34

PROJECT NAME: Trail Development

PROJECT LOCATION: Connecting City park and open space properties Citywide

DEPT/PROGRAM: Parks & Community Services/Planning, Design & Project Management

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: Ongoing

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This trail project will identify, design, build and sign "missing links" in or connecting to the Lake to Lake Greenway Trail, Richards Valley Trail and South Bellevue Greenway and Trail system connecting Lake Washington to Lake Sammamish and many of the City's major parks and open spaces. Numerous miles of trails exist, and this trail project will build additional trail connections. Connections and enhancements are planned for Meydenbauer Bay to Wilburton Hill, Mercer Slough to Wilburton Hill, Woodridge to Richards Valley, Richards Valley to Robinswood Park, Kelsey Creek to the Lake Hills Greenbelt, Coal Creek Park to Newport Hills, Sunrise Park to Lewis Creek and the South Bellevue Trail system.

PROJECT JUSTIFICATION/BENEFITS: Pedestrian and bicycle circulation systems are becoming increasingly important for recreational as well as transportation routes. The public has identified trails as top priority in all citizen surveys, and heavy use of newly built walking and jogging paths is evidence of the need for filling in the large gaps in the trail network. Walkers, joggers, and bicyclists will benefit from more continuous trail systems, allowing non-motorized travel from residential areas to schools, parks, the central business district, and public beaches. Added benefits include possible reductions in vehicular traffic, opportunities for improved public health and fitness, and increased environmental awareness.

ENVIRONMENTAL IMPACTS: Trails are expected to be sensitively built in a variety of settings, including wetlands, old agricultural fields, wooded areas, on moderate to steep slopes, and in public street rights-of-way. Environmental impacts may include temporary peat displacement, clearing of vegetation, temporary soil erosion on steep slopes, and social factors such as intrusion of public paths on private property.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Project cost and revenue have been increased by \$140,000 to reflect ongoing trail development through 2011 and current inflation estimates. Capital costs of \$242,000 have been deferred to 2009-2011 in order to balance CIP program costs with available funding.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	599			86	87	158	155	157	643	1,242
REVENUE:										
Gen CIP Revenue	28									28
1989 Bond	299									299
Developer Contrib	13									13
Real Estate Excise Tax	259			86	87	158	155	157	643	902
TOTAL REVENUE	599			86	87	158	155	157	643	1,242
M&O COSTS:		10	10	11	21	31	52	74		

Capital Costs Beyond 2011: Ongoing project

2005-2011 Adopted CIP: Park Acquisition & Development

CIP PLAN NUMBER: P-AD-36

PROJECT NAME: Sportsfield Development

PROJECT LOCATION: Within the City's Sphere of influence – specific sites to be determined

DEPT/PROGRAM: Parks & Community Services/Planning, Design & Project Management

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 1989

ESTIMATED COMPLETION DATE: 2005

PROJECT DESCRIPTION/SCOPE: This investment has improved sportsfields at school and park sites throughout the City. For example, City has improved existing fields located at elementary school sites to increase the quality and safety of practice fields, and work at middle school sites improved both game and practice fields. Emphasis was placed on providing high quality, active sportsfields that can be programmed for maximum efficiency and safety. The remaining project funding will be used for planning/design work on synthetic sportsfield surfacing.

PROJECT JUSTIFICATION/BENEFITS: In 1996, the Parks and Community Services Department, working closely with local sports organizations, completed a Sportsfield Analysis study to determine the true extent of the sportfield needs and arrive at new solutions with community support. As a result of that work, the City initiated a centralized scheduling system and continued its improvement of school fields for practice and games that has provided the community with safer, quality fields more efficiently used and equitably distributed. The studies recommended that 64 fields, at approximately 20 sites, be improved to meet current and future needs. In addition, the studies noted that where feasible, lighting fields and installing all weather surfacing would significantly increase the amount of playing time at existing fields. The Department is currently updating the 1996 study.

ENVIRONMENTAL IMPACTS: Since this work will occur on existing sportsfields, environmental impacts will be associated with temporary construction activities only. No State Environmental Protection Act (SEPA) impact is anticipated.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Project cost and revenue have been decreased by \$500,000 to reflect a transfer to P-AD-60, Lewis Creek Park, for sportsfield development at that site.

PROJECT BUDGET:

\$000

	Through									2005-2011 Total	Project Total
	2004	2005	2006	2007	2008	2009	2010	2011			
TOTAL CAPITAL COST:	4,251	161								161	4,412
REVENUE:											
King County Contrib	333										333
1989 Park Bonds	1,689										1,689
IAC Grants	339										339
Developer Contrib	215										215
GSI Fund Contrib	227										227
Other Miscellaneous	13										13
Gen Fund Contrib	137										137
Real Estate Excise Tax	1,298	161								161	1,459
TOTAL REVENUE	4,251	161								161	4,412
M&O COSTS:											

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Park Acquisition & Development

CIP PLAN NUMBER: P-AD-49

PROJECT NAME: LID Assessments for Park Properties

PROJECT LOCATION: NA

DEPT/PROGRAM: Parks & Community Services/Planning, Design & Project Management

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 1993

ESTIMATED COMPLETION DATE: 2015

PROJECT DESCRIPTION/SCOPE: This project will provide for future payments of Local Improvement District (LID) assessments against City-owned park properties. The estimated assessment amounts for Park properties that are anticipated to occur during the CIP Plan timeframe are included in this project.

PROJECT JUSTIFICATION/BENEFITS: Since the City currently owns park property within the boundaries of several LIDs that have been proposed to finance CIP transportation projects, the City is responsible for payment of LID assessment billings at the time that construction of the related projects is completed. Because a series of these assessments is anticipated during the CIP time frame, this CIP project was established to facilitate the related payment and record-keeping process.

ENVIRONMENTAL IMPACTS: Since this project serves as an accounting entity, no environmental impact is expected.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Project cost and revenue have been increased by \$73,000 to reflect LID payments through 2011.

Project Schedule: Project completion will be extended through 2015 when the final payments are due.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	1,167	87	84	81	41	39	37	35	404	1,571
REVENUE:										
Gen CIP Revenue	780									780
Real Estate Excise Tax	387	87	84	81	41	39	37	35	404	791
TOTAL REVENUE	1,167	87	84	81	41	39	37	35	404	1,571
M&O COSTS:										

Capital Costs Beyond 2011: \$95,000

2005-2011 Adopted CIP: Park Acquisition & Development

CIP PLAN NUMBER: P-AD-52

PROJECT NAME: Mini Park Opportunities

PROJECT LOCATION: Within the City's sphere of influence – specific sites undetermined

DEPT/PROGRAM: Parks & Community Services/Planning, Design & Project Management

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: Ongoing

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This project provides resources to allow planning, acquisition and development of mini and small neighborhood park sites as opportunities arise. Development work may include upgrading of existing sites with new play equipment and park amenities, as well as making undeveloped sites more accessible and useable. Neighborhood residents may contribute to individual projects through donations of labor, money, materials, and/or ongoing maintenance agreements with the City. This is an opportunity-based project, designed to remain open to opportunities stemming from public process or site availability.

PROJECT JUSTIFICATION/BENEFITS: The open space inventory shows a deficit in mini parks and/or small neighborhood parks in virtually all subareas of the City. Through previous public input and surveys, citizens have indicated a strong desire to have small parks located in their neighborhoods. These parks provide neighborhood open space for citizens within a comfortable walking distance from their homes.

ENVIRONMENTAL IMPACTS: The project is not site-specific, and environmental impacts have not been determined at this time.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Project cost and revenue have been increased by \$84,000 to reflect 1) ongoing funding through 2011, and 2) a transfer of \$916,000 to P-AD-61, South Bellevue Community Center, for the neighborhood park elements of this project.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	1,271	550		307			500	500	1,857	3,128
REVENUE:										
Developer Contrib	67									67
Gen CIP Revenue	282									282
Real Estate Excise Tax	922	550		307			500	500	1,857	2,779
TOTAL REVENUE	1,271	550		307			500	500	1,857	3,128
M&O COSTS:		27	28	54	56	57	84	87		

Capital Costs Beyond 2011: Ongoing project

2005-2011 Adopted CIP: Park Acquisition & Development

CIP PLAN NUMBER: P-AD-57

PROJECT NAME: Youth Link Priority Projects – Non-Traditional Recreation Facilities

PROJECT LOCATION: Various locations

DEPT/PROGRAM: Parks & Community Services/Planning, Design & Project Management

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 1998

ESTIMATED COMPLETION DATE: 2005

PROJECT DESCRIPTION/SCOPE: Non-Traditional Recreation Facilities include a Ropes Challenge Course, a Climbing Wall, and Skate Parks. Each of these projects are youth-driven efforts aimed at increasing opportunities for youth to be involved in recreation activities. The challenge course and climbing wall will be part of the South Bellevue Community Center project, and the funding for those elements has been transferred to P-AD-61. The remaining funding in this project will be used to construct outdoor skate areas at Lakemont Park and Highland Park.

PROJECT JUSTIFICATION/BENEFITS: Responding to Youth Link priorities, this project will provide structured, non-traditional recreational opportunities for a wider percentage of Bellevue youth. Anticipated benefits include a decrease in tickets and warnings for skating in unauthorized areas, and a reduction in both the risk and damage to public and private property by providing structured recreation choices. This project responds to two Council priorities - activities south of I-90 site for a new skate park and challenge course/climbing wall) and the Youth Initiative. Youth Link's 1995 All City Youth Conference listed a skate park and a challenge course as the top priorities selected to be implemented.

ENVIRONMENTAL IMPACTS: Some site-specific environmental impacts may be anticipated.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Project cost and revenue have been decreased by \$200,000 to reflect 1) a transfer of \$400,000 to P-AD-61, South Bellevue Community Center, and 2) additional funding of \$200,000 from the Youth Link Implementation Fund.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	213	200							200	413
REVENUE:										
Real Estate Excise Tax	160									160
Human Services Fund		200							200	200
Gen CIP Revenue	53									53
TOTAL REVENUE	213	200							200	413
M&O COSTS*:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Park Acquisition & Development

CIP PLAN NUMBER: P-AD-58

PROJECT NAME: Crossroads Park and Community Center

PROJECT LOCATION: Crossroads Superblock – Park land north of NE 8th Street and west of 164th Avenue NE

DEPT/PROGRAM: Parks & Community Services/Planning, Design & Project Management

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 1998

ESTIMATED COMPLETION DATE: 2005

PROJECT DESCRIPTION/SCOPE: Phase Two development of Crossroads Park will include, as part of the approved master plan, an addition to the community center to accommodate additional educational, cultural, and social activity space; non-programmed community meeting space; and administrative work space.

PROJECT JUSTIFICATION/BENEFITS: The Crossroads neighborhood is the most ethnically and culturally diverse in Bellevue. The area is also one of the most densely populated. As identified in the *Parks and Open Space System Plan*, additional developed, usable open space is needed in the Crossroads area. Crossroads Park development is listed in the system plan as a short- and long-term capital recommendation. The existing community center at Crossroads can no longer meet the needs of the community. Additional educational, cultural, social activity, and non-programmed community meeting space is needed, as well as additional administrative work space.

ENVIRONMENTAL IMPACTS: Overall environmental impacts are minimal. Following park development, traffic at the park site will likely be less than the pre-existing traffic conditions due to the conversion from commercial uses to park uses, although the community center expansion will likely create additional traffic in the area of the center. A traffic analysis will be required prior to development. Temporary impacts include some vegetation removal, grading, and noise and dust associated with construction.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	3,468	1,372							1,372	4,840
REVENUE:										
Gen CIP Revenue	608									608
State Grant		500							500	500
Real Estate Excise Tax	2,860	872							872	3,732
TOTAL REVENUE	3,468	1,372							1,372	4,840
M&O COSTS:			55	56	58	60	61	63		

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Park Acquisition & Development

CIP PLAN NUMBER: P-AD-59

PROJECT NAME: Resource Management Division Facility

PROJECT LOCATION: Site - undetermined

DEPT/PROGRAM: Parks & Community Services/Resource Management & Maintenance

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 1998

ESTIMATED COMPLETION DATE: 2007

PROJECT DESCRIPTION/SCOPE: This project provides resources for redeveloping the existing Resource Management Division site and/or relocating functions to as yet undetermined sites in order to meet the long-term space needs of the Resource Management Division.

PROJECT JUSTIFICATION/BENEFITS: The Parks and Community Services Department has leased the current Resource Management Division site at 16023 NE 8th Street from the City's Utilities Department since 1980. Since then, Bellevue's park system has grown to more than 1,700 acres. In addition, the Resource Management Division now maintains over 90 acres of streetscapes and 46 sewer and water utility sites. This growth in responsibility has required the addition of staff, equipment, and office space, resulting in a dramatic need for more space for Resource Management operations. The current site has insufficient space available for equipment repair and maintenance, for carpenter shop operations, for effective administrative support and office functions, and for storage of supplies, landscape materials, and heavy equipment. This project also enables us to make minimal short-term efficiency and safety improvements to select operational sites currently within our system.

ENVIRONMENTAL IMPACTS: Although several sites have been identified for possible acquisition, this project is not site specific and environmental impacts have not been determined at this time. A State Environmental Protection Act (SEPA) review may be required for development.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Project cost and revenue have been decreased by \$299,000 to reflect a transfer to P-AD-60, Lewis Creek Park, which will serve as a satellite location for crews maintaining sites south of I-90.

PROJECT BUDGET:

\$000

	Through 2004	2005	2006	2007	2008	2009	2010	2011	2005-2011 Total	Project Total
TOTAL CAPITAL COST:	513		700	733					1,433	1,946
REVENUE:										
Gen CIP Revenue	213									213
Real Estate Excise Tax	300		700	733					1,433	1,733
TOTAL REVENUE	513		700	733					1,433	1,946
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Park Acquisition & Development

CIP PLAN NUMBER: P-AD-60

PROJECT NAME: Lewis Creek Park

PROJECT LOCATION: 5702 Lakemont Boulevard SE

DEPT/PROGRAM: Parks & Community Services/Planning, Design & Project Management

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 1998

ESTIMATED COMPLETION DATE: 2005

PROJECT DESCRIPTION/SCOPE: The project scope includes completion of Phase One development of Lewis Creek Park. Phase One development includes extension of required utilities, trails, parking, two ballfields with a soccer overlay, a community building, restrooms, and a play area. The completion of stream and habitat enhancement to Lewis Creek will also be a Phase One development priority.

PROJECT JUSTIFICATION/BENEFITS: The development of Lewis Creek Park responds to the lack of developed active park land and passive open space in the south of I-90 area where park development has not kept pace with home building. The Lewis Creek Park site project will also add facilities that will serve as important gathering places for this neighborhood. The project will also enhance and restore the currently degraded headwaters of Lewis Creek, one of the major drainage basins for Lake Sammamish.

Development of the Lewis Creek Park site is recommended as a short and long-term goal of the Preliminary *Parks & Open Space System Plan* that identifies an overall shortage of park facilities in the area south of I-90.

ENVIRONMENTAL IMPACTS: There will be a State Environmental Protection Act (SEPA) review associated with this project. Development of the Lewis Creek Park site will result in increased traffic and noise in the immediate vicinity. Enhancement of the currently degraded Lewis Creek stream channel at the site will result in greater habitat value, reduced stream erosion, and increased water quality along the stream corridor.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Project cost and revenue have been increased by \$800,000 to reflect transfers from P-AD-59, Resource Management Facility (\$300,000) and P-AD-36, Sportsfield Development (\$500,000).

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	4,667	937							937	5,604
REVENUE:										
Developer Contrib	344									344
Real Estate Excise Tax		937							937	937
Gen CIP Revenue	4,323									4,323
TOTAL REVENUE	4,667	937							937	5,604
M&O COSTS:		252	258	265	272	279	287	294		

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Park Acquisition & Development

CIP PLAN NUMBER: P-AD-61

PROJECT NAME: South Bellevue Community Center

PROJECT LOCATION: Eastgate Park – 14500 SE Newport Way

DEPT/PROGRAM: Parks & Community Services/Planning, Design & Project Management

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 1998

ESTIMATED COMPLETION DATE: 2006

PROJECT DESCRIPTION/SCOPE: Construction of an approximate 33,000 square-foot “full service” Community Center at Eastgate Park, to include a double gymnasium, multi-purpose room with kitchen and banquet facilities, fitness/exercise space, a games room, and an indoor climbing wall. Additionally, the center will include spaces which will serve as a lobby, community living room, small meeting room/classroom space, administrative offices, restrooms, and storage space. Site improvements will include vehicle and pedestrian access and circulation, parking, hard- and soft- surfaced outdoor activity space, a ropes challenge course, and a children’s play area. A partnership with the Bellevue Boys and Girls Club (BBGC), a private non-profit recreational program provider, has been forged, which includes a \$1.5 million contribution from the BBGC.

PROJECT JUSTIFICATION/BENEFITS: Existing community centers are not equitably distributed geographically across the park system and there is no City owned indoor community space south of I-90. There is high public demand for access to indoor recreation facilities. The National Recreation and Parks Association (NRPA) recreation standard is one center per 25,000 in population. This investment will bring Bellevue into compliance with this standard. Based on historical participation data at similar centers in the region, staff estimates the center will attract more than 100,000 user visits annually. The center will also serve as a needed disaster relief shelter for the south Bellevue area.

ENVIRONMENTAL IMPACTS: Park facility construction will require removal of some vegetation, grading, temporary impacts of construction including noise and dust, and potentially increased traffic. A State Environmental Protection Act (SEPA) review is required for development.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Project cost and revenue have been increased by \$3,268,000 to include a \$1.5 million contribution from the Bellevue Boys and Girls Club and transfers from P-AD-57, Youth Link Priority Projects, and P-AD-52, Mini Park Opportunities.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	4,318	5,924	1,428						7,352	11,670
REVENUE:										
Gen CIP Revenue	1,289	4,327							4,327	5,616
BBGC Contributions	375	750	375						1,125	1,500
Human Services Fund		149	149						298	298
Real Estate Excise Tax	2,654	698	904						1,602	4,256
TOTAL REVENUE	4,318	5,924	1,428						7,352	11,670
M&O COSTS:			847	880	915	940	965	991		

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Park Acquisition & Development

CIP PLAN NUMBER: P-AD-65

PROJECT NAME: Kelsey Creek Park Stream Restoration

PROJECT LOCATION: Kelsey Creek Park

DEPT/PROGRAM: Parks & Community Services/Planning, Design & Project Management

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2002

ESTIMATED COMPLETION DATE: 2009

PROJECT DESCRIPTION/SCOPE: Kelsey Creek, as it flows through Kelsey Creek Farm Park, is the gateway to a system of small stream tributaries in central Bellevue. Improvements to this lower reach of Kelsey Creek will protect the City's park investment by reducing flooding at the Park and will improve salmon migration and spawning habitat. With over 300,000 visits per year, Kelsey Creek Park is one of the most popular and highly used parks in Bellevue. It is an exceptional opportunity to showcase a successful stream rehabilitation project. Planned improvements to the one mile long segment of the creek that flows through the Park include sedimentation ponds to catch and hold silt, tree planting for shading and cooling water, restoring abandoned historic creek channels, installing spawning beds, creating areas of fast water and deeper pools using weirs, and dredging portions of the creek to increase flow capacity. Along with creek improvements, this project may include relocating pastures and access points to carefully control any adverse impacts to the creek from farm animals and park visitors.

PROJECT JUSTIFICATION/BENEFITS: Because of upstream development and sedimentation, the lower reaches of Kelsey Creek that flow through the Park have changed significantly over the past 25 years. Historically, the two year storm water flow for Kelsey Creek was 30 cubic feet per second. Currently, the creek capacity is 10 cubic feet per second while the two year storm water flow has increased to an estimated at 140 cubic feet per second. This significant increase in water flow is being caused by upstream development that scours the creek bed and floods creek side areas. As a result, the lower areas of the park are becoming unusable much of the year because of flooding and the public's use of the park may be threatened in the future. The rising of the creek floor has also resulted in numerous channels that are not sufficient for salmon migration and/or spawning. Habitat improvements and interpretation of this ecosystem will improve fish runs, the understanding of these systems, and allow continued public access to the lower elevations of Kelsey Creek Farm Park. This project will improve the overall management of the site and reduce flood damage costs incurred by the Department. The potential for receiving additional grant funding is very high, considering the Park's public visibility and environmental presence. Maintaining sufficient habitat protects the life cycle of salmon and helps to maintain the health of this valuable resource in the Puget Sound area.

ENVIRONMENTAL IMPACTS: There will be short term environmental impacts until construction work is complete. Long term environmental impacts will be positive and result in sensitive flood control, improved fisheries habitat, and wetland enhancement.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Capital costs of \$1,059,000 have been deferred to 2009 in order to balance CIP program costs with available funding.

PROJECT BUDGET:

\$000

	Through								2005-2011 Total	Project Total
	2004	2005	2006	2007	2008	2009	2010	2011		
TOTAL CAPITAL COST:	200					1,059			1,059	1,259
REVENUE:										
Real Estate Excise Tax						1,059			1,059	1,059
Gen CIP Revenue	200									200
TOTAL REVENUE	200								1,059	1,259
M&O COSTS:							14	14		

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Park Acquisition & Development

CIP PLAN NUMBER: P-AD-69

PROJECT NAME: Bellevue Challenge Grant

PROJECT LOCATION: Citywide

DEPT/PROGRAM: Parks & Community Services/Planning, Design & Project Management

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 1999

ESTIMATED COMPLETION DATE: 2005

PROJECT DESCRIPTION/SCOPE: This project establishes a targeted opportunity fund challenging potential donors to invest in the community. The Bellevue Challenge Grant will create a foundation for the solicitation of non-traditional funding sources by providing funding to enable the City to act as a project broker to promote partnerships and collaborations. Seed or incentive money for a portion of a project would create a catalyst to leverage the City's investment to meet a much broader range of needs. \$1.0 million has been identified as seed money for a partnership with the Pacific Science Center in support of the construction of the Mercer Slough Environmental Education Center.

PROJECT JUSTIFICATION/BENEFITS: The Bellevue Challenge Grant project facilitates the Department's efforts in seeking and accepting alternative funding for a variety of targeted projects. Parks could be built responding to community interests, meeting a broad range of park development needs. One example would be providing the infrastructure (water, power) necessary for Bellevue Botanical Garden expansion in order to accept a major donation for constructing and maintaining a full garden area. With a minimal City investment, major new pieces could be added to the park and open space system, creating the opportunity to complete the system at a fraction of the capital cost. By applying a small amount of funds to cover infrastructure construction in the case of the garden or legal costs for the donation of a waterfront property, the value of the donation outweighs the cost of the match.

ENVIRONMENTAL IMPACTS: Projects funded will determine environmental review. State Environmental Protection Act (SEPA) review is required for development. Environmental review may be required for some acquisitions.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	523	500							500	1,023
REVENUE:										
Real Estate Excise Tax		74							74	74
Gen CIP Revenue	523	426							426	949
TOTAL REVENUE	523	500							500	1,023
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Park Acquisition & Development

CIP PLAN NUMBER: P-AD-70

PROJECT NAME: Marina Development Master Plan

PROJECT LOCATION: 9905 Lake Washington Boulevard SE

DEPT/PROGRAM: Parks & Community Services/Planning, Design & Project Management

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 1999

ESTIMATED COMPLETION DATE: 2005

PROJECT DESCRIPTION/SCOPE: The project scope includes completion of the master planning process for the waterfront area between Bellevue Place and 99th Ave. SE to allow public access, improve circulation, and consolidate parking necessary for marinas. Future connections to Downtown Park and Main Street will also be evaluated and a coordinating planning effort with Transportation and PCD is anticipated.

PROJECT JUSTIFICATION/BENEFITS: A marina development master plan will enable the City to complete possible interim improvements for public access, the Lake-to-Lake Trail terminus, view and fishing access to the waterfront, and opportunities for boating programs and interpretive education. Planning for increased public waterfront access may also result in residential and commercial redevelopment of this area as well as guiding future pedestrian connections into downtown Bellevue. Bellevue is a waterfront city with over nine miles of shoreline along its east and west boundaries. Sufficient public access to waterfront is a primary objective of the *Parks & Open Space System Plan*. Opportunities for access are limited due to private ownership of land. Waterfront access from downtown is limited to the two street ends bounding this project. Master planning this site will guide connections from Main Street to Meydenbauer Bay, and responds to a Urban Land Institute recommendation.

ENVIRONMENTAL IMPACTS: NA

PROJECT BUDGET:

\$000

	Through								2005-2011 Total	Project Total
	2004	2005	2006	2007	2008	2009	2010	2011		
TOTAL CAPITAL COST:	25	193							193	218
REVENUE:										
Real Estate Excise Tax		193							193	193
Gen CIP Revenue	25									25
TOTAL REVENUE	25	193							193	218
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Park Acquisition & Development**Projects Contained in the 2003-2009 CIP Plan
Which Have Been Completed, Combined, or Deleted**

CIP PLAN NUMBER	PROJECT NAME AND COMMENT	YEAR COMPLETED
P-AD-66	Activity Registration and Scheduling System	2003
P-AD-67	Resource Management IS	2004
P-AD-72	NGPA Management Program	2004

Introductory Comments

The objectives for projects in this category are to renovate facilities in a timely manner, to maintain the initial investment in City facilities, to limit hazardous or liability situations, and to redevelop facilities in order to increase or maintain their usage. Park Redevelopment projects appear separately from Park Acquisition and Development projects to highlight their equal priority and significance in maintaining the park system.

Though maintenance and renovation are needed on an annual basis, the associated costs are usually minor compared to the initial investment in a facility. It is the policy of the City to provide maintenance of park facilities through the Operating Budget rather than the Capital Investment Program. However, many of the park facilities are over 30 years old and in need of major renovation or total redesign to suit new demands or changes in recreation activities. Additionally, emphasis has been placed on providing a renovation/accessibility program throughout the City.

Projects competing for available funds were identified from community subarea plans, the *Parks and Open Space System Plan*, the Park Board, City staff recommendations, and from citizen or group requests.

2005-2011 Adopted CIP: Park Redevelopment

Funded Projects

CIP Plan Number	Project Name	Project Status	\$ in 000s	
			2005-2011 Project Cost	Total Estimated Cost
P-R-2	Enterprise Facility Improvements	O	\$2,188	\$9,011
P-R-11	Renovation & Refurbishment of Park Facilities	O	15,101	30,351
TOTAL PARK REDEVELOPMENT			<u>\$17,289</u>	<u>\$39,362</u>

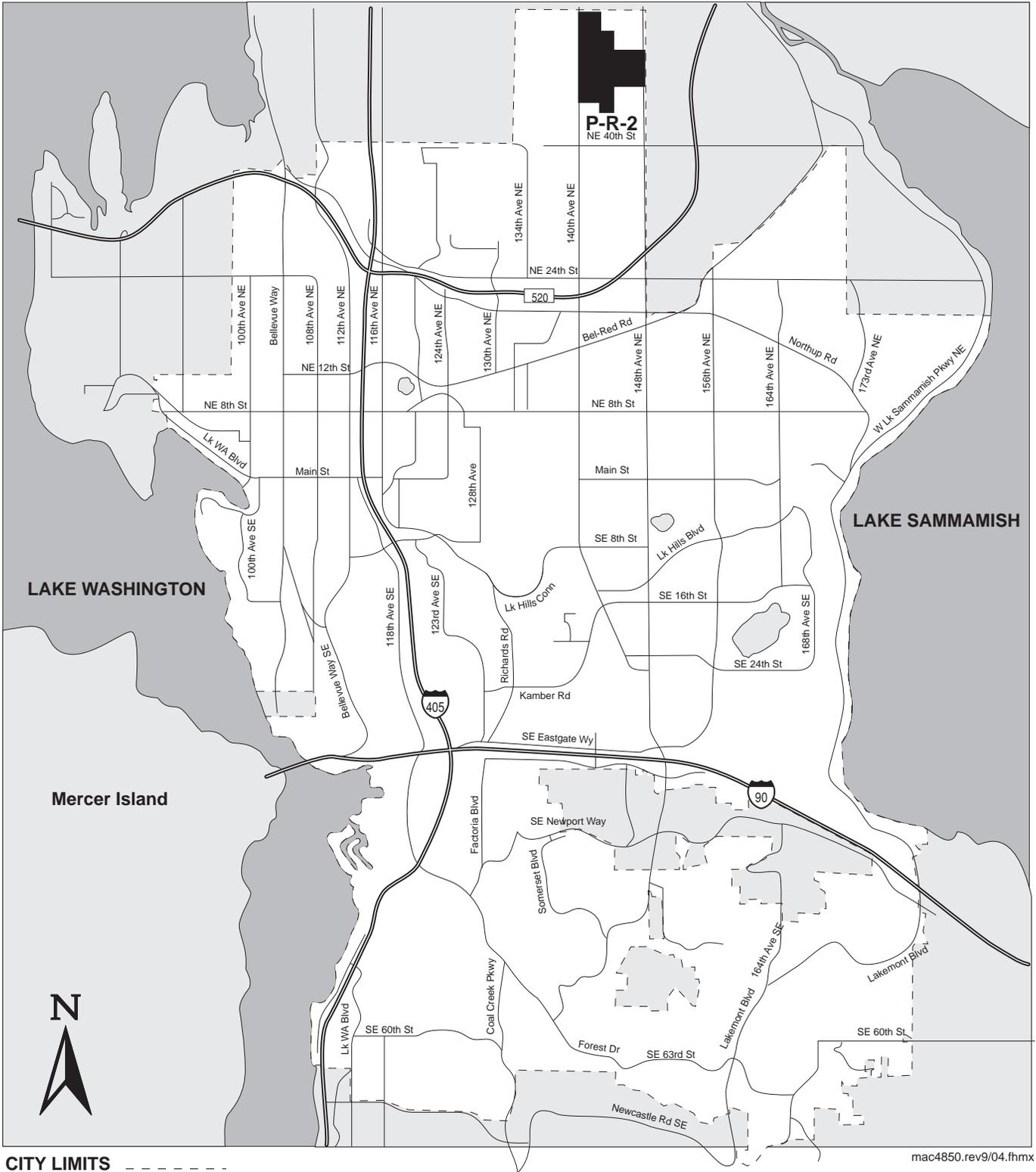
Project Status Key:

AB = Approved and Begun

O = Ongoing

ANB = Approved and Not Begun

N = New



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2005-2006 City of Bellevue Budget

2005-2011 CIP Projects

PARK REDEVELOPMENT

- Notes:**
1. Project P-R-11 is not shown, as project work will occur at multiple locations throughout the City.
 2. Park areas shown are general locations and are not to be interpreted as actual boundaries.

2005-2011 Adopted CIP: Park Redevelopment

**Cost and Resource Summary
\$000**

	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	2005-2011 Total
TOTAL PROJECT COSTS	<u>\$2,292</u>	<u>\$1,544</u>	<u>\$2,249</u>	<u>\$2,268</u>	<u>\$2,799</u>	<u>\$2,953</u>	<u>\$3,184</u>	<u>\$17,289</u>
<u>RESOURCES</u>								
GENERAL CIP REVENUE	\$1,397	-	-	-	-	-	-	\$1,397
REAL ESTATE EXCISE TAX	-	1,326	2,032	2,052	2,584	2,739	2,971	13,704
CONTRIBUTIONS FROM OTHER CITY FUNDS:								
Parks Enterprise Fund	<u>895</u>	<u>218</u>	<u>217</u>	<u>216</u>	<u>215</u>	<u>214</u>	<u>213</u>	<u>2,188</u>
TOTAL RESOURCES	<u>\$2,292</u>	<u>\$1,544</u>	<u>\$2,249</u>	<u>\$2,268</u>	<u>\$2,799</u>	<u>\$2,953</u>	<u>\$3,184</u>	<u>\$17,289</u>

2005-2011 Adopted CIP: Park Redevelopment

CIP PLAN NUMBER: P-R-2

PROJECT NAME: Enterprise Facility Improvements

PROJECT LOCATION: Bellevue Golf Course and other Parks Enterprise facilities

DEPT/PROGRAM: Parks & Community Services/Parks Enterprise

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: Ongoing

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This project consists of various capital improvements to the Bellevue Golf Course and possibly other Enterprise facilities. The capital improvements proposed each year will reduce liability exposure to the City and will maintain and enhance the facilities. These improvements are foreseeable and can usually be scheduled into an annual program. Golf course projects may include reconstruction of tees, greens, and sand traps, redesign of holes, irrigation pump system upgrade, expansion of the front nine pond, forest management, and landscape enhancements.

PROJECT JUSTIFICATION/BENEFITS: These improvements will reduce City liability, maintain and enhance enterprise facilities, and ultimately maintain or increase annual revenue. The improvements proposed will help minimize operation and maintenance costs, while improving the quality of the facilities. These planned improvements will provide increased efficiency in maintenance.

ENVIRONMENTAL IMPACTS: The environmental checklist submitted should include the scope of the entire seven-year plan. The impacts have not yet been determined.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Project cost and revenue have been decreased by \$994,000 to reflect available funding for improvements through 2011 and current inflation estimates. In 2005, the project budget includes a \$700,000 balloon payment for the Miller property as required by contract

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	6,823	895	218	217	216	215	214	213	2,188	9,011
REVENUE:										
Enterprise Fund Contrib	6,677	895	218	217	216	215	214	213	2,188	8,865
Bankruptcy Settlement	146									146
TOTAL REVENUE	6,823	895	218	217	216	215	214	213	2,188	9,011
M&O COSTS:										

Capital Costs Beyond 2011: Ongoing

2005-2011 Adopted CIP: Park Redevelopment

CIP PLAN NUMBER: P-R-11

PROJECT NAME: Renovation & Refurbishment of Park Facilities

PROJECT LOCATION: Various park facilities

DEPT/PROGRAM: Parks & Community Services/Resource Management

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: Ongoing

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This project consists of major repairs to renovate and/or refurbish various park facilities, including all buildings and equipment on land for which Parks and Community Services has maintenance responsibility and those facilities primarily occupied and controlled by the department. Minimal trail development would also be authorized to allow public access to currently undeveloped areas such as the Mercer Slough. Typical projects will include dock repairs, replacement of playground equipment, roof repairs, furnace repairs, ballfield and parking lot lighting, signage, painting, pavement repairs, and other major maintenance items.

PROJECT JUSTIFICATION/BENEFITS: The project will address improvements beyond normal maintenance requirements, as well as safety issues identified by Parks staff and the City's Risk Manager. The City has placed high priority on reducing potential liability situations, completing major refurbishment projects in all of its facilities, and increasing public access into unimproved areas. These repairs and renovations will preserve the quality of park facilities, reduce potentially dangerous conditions, and allow the public minimal access into undeveloped park properties.

ENVIRONMENTAL IMPACTS: Renovation and refurbishment projects are generally exempt from State Environmental Protection Act (SEPA) except where additional work stations to add staff in the facility will be provided through the related improvements. Those projects which involve provision of work space for additional employees will be reviewed during the design phase.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Project cost and revenue have been increased by \$4,375,000 for ongoing renovation work through 2011. Capital costs of \$1,565,000 have been deferred to 2009-2011 in order to balance CIP program costs with available funding

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	15,250	1,397	1,326	2,032	2,052	2,584	2,739	2,971	15,101	30,351
REVENUE:										
Gen CIP Revenue	3,143	1,397							1,397	4,540
Developer Contributions	9									9
Real Estate Excise Tax	10,445		1,326	2,032	2,052	2,584	2,739	2,971	13,704	24,149
Private Contributions	15									15
1978 Park Bonds	154									154
1985 Park Bonds	331									331
Forward Thrust Bonds	7									7
Mercer Slough Funds	71									71
Residual Equity Trans	144									144
FEMA Grant	476									476
Dept of Ecology Grant	185									185
CTED Grant	197									197
HUD Grant	73									73
TOTAL REVENUE	15,250	1,397	1,326	2,032	2,052	2,584	2,739	2,971	15,101	30,351
M&O COSTS:										

Capital Costs Beyond 2011: Ongoing

2005-2011 Adopted CIP: Park Redevelopment

**Projects Contained in the 2003-2009 CIP Plan
Which Have Been Completed, Combined, or Deleted**

CIP PLAN NUMBER	PROJECT NAME AND COMMENT	YEAR COMPLETED
	None	



Introductory Comments

The General Government program area consists of projects that are considered to be of general municipal benefit. These projects include technology and facility investments as well as administrative, non-capital projects that do not fit well into other program areas.

Facility investments provide for compliance with legal mandates, improve health and/or safety, maintain the existing infrastructure to preserve the City's large capital facility investment, improve asset utilization, and support the delivery of City services and programs.

Information technology (IT) investments implement cost-effective IT systems in support of City priorities, improve the efficiency and quality of service delivery, and improve access to City data. The largest of these projects is the Citywide Enterprise Resource Project. All IT projects meet the requirements from the Citywide IT Strategic Plan and have been approved by the IT Governance Committee.

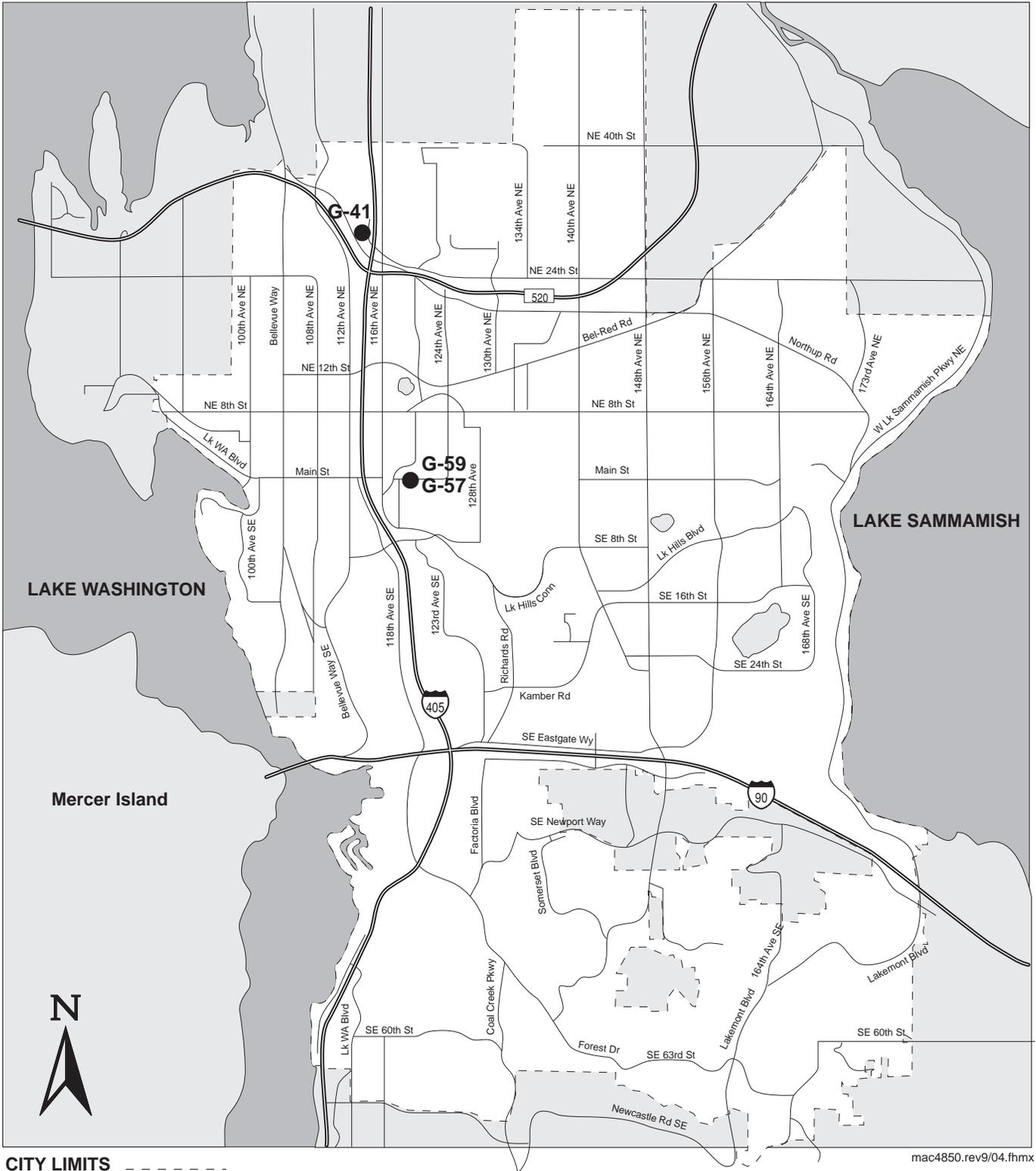
Also included in the General Government program area are financial management and tracking costs to support the Capital Investment Program (CIP), and a City Council reserve of General CIP revenue to be allocated to specific projects pending further deliberation.

2005-2011 Adopted CIP: General Government

Funded Projects

CIP Plan Number	Project Name	Project Status	\$ in 000s	
			2005-2011 Project Cost	Total Estimated Cost
G-5	CIP Financial Management and Tracking	O	\$1,594	\$3,840
G-37	CIP Contingency	AB	878	878
G-41	Fleet & Communications Maintenance Shops Co-location	AB	1,868	2,059
G-53	CIP Interest & Interim Financing Exp	AB	2,336	2,571
G-57	Document/Content Management System	AB	364	614
G-59	Finance and Human Resources System Replacement	AB	8,745	14,982
	Available Resource Allocation		1,950	1,950
TOTAL GENERAL GOVERNMENT			\$17,735	\$26,894

Project Status Key:	
AB = Approved and Begun	O = Ongoing
ANB = Approved and Not Begun	N = New



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2005-2006 City of Bellevue Budget

2005-2011 CIP Projects

GENERAL GOVERNMENT

Notes: 1. Projects G-5, G-37 and G-53 are administrative projects and are not shown on the map.

2005-2011 Adopted CIP: General Government

**Cost and Resource Summary
\$000**

	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	2005-2011 Total
PROJECT COSTS	\$6,152	\$5,001	\$3,292	\$565	\$276	\$245	\$254	\$15,785
AVAILABLE RESOURCE ALLOCATION	-	-	-	-	649	516	785	1,950
TOTAL PROJECT COSTS	<u>\$6,152</u>	<u>\$5,001</u>	<u>\$3,292</u>	<u>\$565</u>	<u>\$925</u>	<u>\$761</u>	<u>\$1,039</u>	<u>\$17,735</u>
RESOURCES								
GENERAL CIP REVENUE	\$4,816	\$3,766	\$3,290	\$565	\$925	\$761	\$1,039	\$15,162
SALE OF FIXED ASSETS	-	900	-	-	-	-	-	900
CONTRIBUTIONS FROM OTHER CITY FUNDS:								
General Fund	492	141	-	-	-	-	-	633
Development Services Fund	12	12	-	-	-	-	-	24
Information Technology Fund	12	12	-	-	-	-	-	24
Utility Funds	820	170	2	-	-	-	-	992
Subtotal	<u>1,336</u>	<u>335</u>	<u>2</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>1,673</u>
TOTAL RESOURCES	<u>\$6,152</u>	<u>\$5,001</u>	<u>\$3,292</u>	<u>\$565</u>	<u>\$925</u>	<u>\$761</u>	<u>\$1,039</u>	<u>\$17,735</u>

2005-2011 Adopted CIP: General Government

CIP PLAN NUMBER: G-5

PROJECT NAME: CIP Financial Management and Tracking

PROJECT LOCATION: NA

DEPT/PROGRAM: Finance/Financial Planning

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: Ongoing

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This project provides the necessary funds for the financial support of the Capital Investment Program (CIP). Finance Department staff review all journal entries, provide ongoing revenue and expenditure monitoring, coordinate and balance biennial updates of the CIP plan, and produce financial status reports for the Council and City Management.

PROJECT JUSTIFICATION/BENEFITS: The CIP is a high-priority program of the City which has a great deal of public visibility and scrutiny. These costs are necessary to assure that an appropriate level of financial support and control is provided, and to produce high-quality documents. This project provides for financial support for the CIP, including financial management and tracking of all CIP projects.

ENVIRONMENTAL IMPACTS: NA

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: The cost has been increased by \$3,840,000 to reflect recosting of 2005-2009 expenditures, and the addition of 2010 and 2011.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	2,246	198	212	221	228	236	245	254	1,594	3,840
REVENUE:										
Gen CIP Revenue	2,246	198	212	221	228	236	245	254	1,594	3,840
TOTAL REVENUE	2,246	198	212	221	228	236	245	254	1,594	3,840
M&O COSTS:										

Capital Costs Beyond 2011: Ongoing project

2005-2011 Adopted CIP: General Government

CIP PLAN NUMBER: G-37

PROJECT NAME: CIP Contingency

PROJECT LOCATION: NA

DEPT/PROGRAM: Miscellaneous Non-Departmental / Miscellaneous

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2007

ESTIMATED COMPLETION DATE: 2007

PROJECT DESCRIPTION/SCOPE: This project will provide funding for future debt service costs for the Limited Tax General Obligation (LTGO) bonds issued in 2004 for the acquisition and redevelopment of the City's new City Hall.

PROJECT JUSTIFICATION/BENEFITS: On June 1, 2004 the City Council adopted the New City Hall Comprehensive Finance Plan. This Plan stipulates the use of excess reserves from a number of City non-operating funds. Reserves resulting from two facilities CIP projects that are no longer necessary due to the move to the new City Hall, is one of the funding sources identified for the payment of future debt service on the 2004 LTGO bonds.

ENVIRONMENTAL IMPACTS: NA

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:				878					878	878
REVENUE:										
Gen CIP Revenue				878					878	878
TOTAL REVENUE				878					878	878
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: General Government

CIP PLAN NUMBER: G-41

PROJECT NAME: Fleet & Communications Maintenance Shops Co-location

PROJECT LOCATION: Bellevue Service Center (BSC)

DEPT/PROGRAM: Utilities/Fleet & Communications

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2001

ESTIMATED COMPLETION DATE: 2006

PROJECT DESCRIPTION/SCOPE: This project would co-locate Fleet & Communications maintenance service functions at the BSC. The cost-benefit analysis for this project indicates a positive Net Present Value of about \$845,000. A primary funding source is the proposed sale of Old Fire Station #3.

This project includes the re-modeling of interior space at the BSC to house Electronic Communication Services (ECS). It also responds to Fleet's past growth of functions performed at the BSC and future fleet growth. Additionally, this project provides an opportunity for Utilities and Police to consolidate operations to achieve better space utilization and functionality at the BSC. The project was intentionally delayed to coincide with the relocation of Police function from the BSC into the new City Hall. This delay results in minor operating inefficiencies, but provides for much better use of space for the new program and allows significant savings.

PROJECT JUSTIFICATION/BENEFITS: Fleet & Communications operations are performed under consolidated management in the Utilities Department's Operations and Maintenance Division. ECS maintenance functions involve, to a large extent, maintaining and repairing vehicle communication units. The current site used by ECS limits the City's ability to consolidate functions and promote operational efficiencies both for the customers (City Departments) and Fleet & Communications Operations. A significant reduction in travel time and improved space and staff utilization will be realized through this consolidation and relocation.

The facility currently occupied by ECS is 38 years old and was once a King County and then Bellevue Fire Station. It is in need of major maintenance and building code and safety upgrades as well as life/safety seismic improvements to meet the City's operational needs. The upgrades to this facility are costly and are less cost effective than moving the ECS to the BSC. In addition, the City is operating a maintenance shop, considered a light industrial facility, in a commercial area where land values are presently high. Selling this highly valued property allows the City to decrease the overall cost of this project. Also, the City will reduce the number of building assets maintained and associated operating costs.

Independent of ECS, the Fleet maintenance shop requires some modest expansion (3 additional vehicle bays) and reorganization to accommodate past functional and fleet growth and prepare for 10 years of future growth. The shop was designed and constructed in 1989 for the then-existing functional program and 10 to 15 years of "normal" fleet growth. Since that time, 1) all Fire apparatus maintenance was moved from Fire Station #2 to the BSC, 2) Police forensic accident investigation was added to Fleet's program, and 3) fleet growth has occurred as projected.

ENVIRONMENTAL IMPACTS: There are no environmental impacts as a result of this project.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Project Schedule: The project schedule has been extended to 2006.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	191	350	1,518						1,868	2,059
REVENUE:										
Land Sale Proceeds*			900						900	900
Gen CIP Revenue	191	350	618						968	1,159
TOTAL REVENUE	191	350	1,518						1,868	2,059
M&O COSTS:										

*Land sale proceeds may not be realized in line with expenditure needs due to timing of move to BSC.

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: General Government

CIP PLAN NUMBER: G-53

PROJECT NAME: CIP Interest and Interim Financing Expense

PROJECT LOCATION: NA

DEPT/PROGRAM: Miscellaneous Non-Departmental/Miscellaneous

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2003

ESTIMATED COMPLETION DATE: 2009

PROJECT DESCRIPTION/SCOPE: This project provides funds to support the costs of short-term borrowing when sufficient General CIP Revenue is not available. These costs include both the estimated interest and other related costs of issuing short-term debt to implement scheduled CIP expenditures over the next seven-year period.

PROJECT JUSTIFICATION/BENEFITS: When annual revenue receipts available for capital expenditures are expected to be less than scheduled project expenditures, interim financing will be needed to offset temporary revenue shortfalls. This project facilitates administrative control over borrowing costs. Short-term borrowing will enable the City to complete work on projects considered high priority.

ENVIRONMENTAL IMPACTS: NA

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	235	597	734	628	337	40			2,336	2,571
REVENUE:										
Gen CIP Revenue	235	597	734	628	337	40			2,336	2,571
TOTAL REVENUE	235	597	734	628	337	40			2,336	2,571
M&O COSTS:										

Capital Costs Beyond 2011: Ongoing project

2005-2011 Adopted CIP: General Government

CIP PLAN NUMBER: G-57

PROJECT NAME: Document/Content Management System

PROJECT LOCATION: Enterprise-wide

DEPT/PROGRAM: City Clerk's Office/Records Management

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2000

ESTIMATED COMPLETION DATE: 2006

PROJECT DESCRIPTION/SCOPE: This project provides the necessary funds for planning and responding to electronic records and document management needs as identified in the Information Technology Strategic Plan. Document management technology enables compliance with federal and state recordkeeping requirements and provides workflow tools for business process improvement. This project was identified as the top application priority in the Information Technology Strategic Plan.

PROJECT JUSTIFICATION/BENEFITS: Document management technology is used to ensure that electronic documents are managed and tracked in digital form throughout their lifecycles. It allows shared access to electronic documents, regardless of format, while ensuring security and revision control and helps to eliminate re-keying, lost records, and copy costs. It also provides work flow tools for business process improvement. These features contribute to a more productive and efficient work environment providing for greater information sharing and effective and timely customer service.

ENVIRONMENTAL IMPACTS: None.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Project Description/Scope: This project was redefined in 2004 as an outsourced (hosted) partial system implementation for an interim period. This implementation will provide for a secured electronic document repository for the City's most mission-critical records, work flow for business process improvement, and interfaces to key enterprise-wide systems (Amanda, ERP, GIS). At mid-year 2006, staff will determine whether to continue in the hosted Alternative Service Provider (ASP) mode for some defined additional time or to acquire a system and implement in-house.

Capital Cost/Revenue: Council previously approved funding for acquisition of an enterprise-wide system but, during development of the 2003-2004 budget, funding was diverted to replacement of the Finance/HR system. This interim project is fully funded from residual funding remaining in this project budget and contributions from other City funds redirected from existing records operations or departmental administrative activities. Phase 1 of this pilot project is anticipated to cost \$450,000, and Phase 2 is currently estimated to cost \$170,000.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	250	187	177						364	614
REVENUE:										
Gen CIP Revenue	229									229
General Fund Contrib	21	151	141						292	313
ITD Contribution		12	12						24	24
Utilities Contribution		12	12						24	24
PCD Contribution		12	12						24	24
TOTAL REVENUE	250	187	177						364	614
M&O COSTS:										

Capital Costs in 2007 and Beyond: To be determined based on outcome of pilot project.

2005-2011 Adopted CIP: General Government

CIP PLAN NUMBER: G-59

PROJECT NAME: Finance and Human Resources System Replacement Project

PROJECT LOCATION: Citywide

DEPT/PROGRAM: Information Technology/Application Services

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2003

ESTIMATED COMPLETION DATE: 2007

PROJECT DESCRIPTION/SCOPE: This project provides for replacement of the City's financial and human resource systems with an integrated system. Functional areas to be replaced include: GL, AP, AR, Project Cost Accounting, B&O Tax, PO, Fixed Assets, Cash Management, Contract Management, Budget, HR, Payroll, Timekeeping, Labor Distribution, Benefit Administration, and Reporting. Additional modules and functionality including Citizen Relationship Management and Enterprise Asset Management may be delivered as they are available in the JD Edwards application suite purchased.

PROJECT JUSTIFICATION/BENEFITS: Financial and human resource systems are at the center of City operations. They provide the information with which decisions are made and must integrate with ancillary line-of-business systems (e.g., permitting). The City's original core Financial and HR systems were developed in-house to meet the requirements of the Finance and HR departments. Over the last fifteen years, the City-wide organizational requirements for tasks like budgeting, cost accounting, and benefits administration have increased. Not surprisingly, these core systems can no longer keep up with organizational needs. Decision-making is hampered by inadequate and often conflicting data that is not centrally maintained or managed. Integration with departmental systems is difficult and costly because of limitations within the legacy systems. Replacing the City's Financial and HR systems with an integrated suite of applications designed to support City-wide operations and information needs including citizen relationship management and enterprise maintenance management is critical to meeting both immediate operational objectives and long-term strategic goals. Specific drivers include:

- Existing system technology is outdated, becoming more difficult to support and integrate.
- Lack of integration creates "data silos" that result in redundant effort and data integrity issues.
- Existing systems are costly to modify and limit our ability to improve processes.
- The existing systems cannot support the City's strategic vision or mission.

Specific benefits of this project will include:

- An integrated Financial and HR System that will serve as a backbone for the enterprise.
- Technology based on open architecture to provide for future growth and requirements.
- Eliminate satellite systems reducing redundancy and improving data integrity and reporting.
- Create capacity by streamlining processes using application's best practices and eliminating redundancy.
- Reduce number of City applications and databases - consolidate or eliminate 30+ systems.
- Reduce number of interfaces between City financial systems by 40%.
- Reduce the number of different requisitioning & timekeeping processes by 50%.

ENVIRONMENTAL IMPACTS: NA

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	6,237	4,820	2,360	1,565					8,745	14,982
REVENUE:										
General CIP Revenue	3,881	3,671	2,202	1,563					7,436	11,317
Utilities Contribution	1,446	808	158	2					968	2,414
General Fund Contrib	582	341							341	923
IT Application Reserve	328									328
TOTAL REVENUE	6,237	4,820	2,360	1,565					8,745	14,982
M&O COSTS:		720	1,522	1,918	1,970	2,023	2,077	2,132		

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: General Government

**Projects Contained in the 2003-2009 CIP Plan
Which Have Been Completed, Combined, or Deleted**

CIP PLAN NUMBER	PROJECT NAME AND COMMENT	YEAR COMPLETED
G-32	SE 5 th Surface Parking -This project was deleted due to the move to the new City Hall	2003
G-34	Transportation Signals Mezzanine	2003
G-47	Facility Seismic Evaluation and Mitigation -This project was deleted due to the move to the new City Hall	2003
G-55	Data Network Expansion	2004



Introductory Comments

The Public Safety program contains projects that support the efforts of Bellevue's Police and Fire Departments to respond to both the emergency and daily needs of Bellevue's citizens.

The majority of the projects are facility-related and preserve our capital investment in existing structures, address mandated safety issues, reduce City liability, and provide a working environment for delivery of 24-hour emergency response. Facility projects include major repairs and renovations at the eleven public safety facilities, necessary remodels of fire stations, and safety improvements to the identification laboratory.

Several projects deal with improved technology and communication systems to enhance our service delivery, increase efficiency, and track measurement of outcomes (e.g., projects to improve the dispatching of emergency units, enhance record keeping and management information, and improve transmittal of information to and from units in the field and various City locations).

In addition to the projects contained in the Public Safety section of the CIP, several General Government projects provide indirect benefit to Police and Fire. City policy is to seek reasonable cost recovery when we provide services to other jurisdictions. These costs will be considered when we negotiate agreements with these jurisdictions.

2005-2011 Adopted CIP: Public Safety

Funded Projects

CIP Plan Number	Project Name	Project Status	\$ in 000s	
			2005-2011 Project Cost	Total Estimated Cost
PS-16	Renovation of Public Safety Facilities	O	\$4,480	\$7,555
PS-19	Public Safety Facility Studies	O	100	253
PS-26	Fuel Tank Renovation	AB	30	1,306
PS-40	Crime Laboratory Improvements	AB	247	1,044
PS-53	Automatic Fire Sprinkler Retrofit	AB	200	388
PS-58	Zone 1 Wireless	N	1,269	1,269
	Available Resource Allocation		1,949	1,949
TOTAL PUBLIC SAFETY			\$8,275	\$13,764

Project Status Key:

AB = Approved and Begun

O = Ongoing

ANB = Approved and Not Begun

N = New



CITY LIMITS - - - - -

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2005-2006 City of Bellevue Budget

**2005-2011
CIP Projects**

PUBLIC SAFETY

- Notes:**
1. Projects PS-16, PS-19, PS-26, and PS-53 are not shown. These projects are in multiple locations throughout the City.
 2. PS-58 is not shown. This project is a multi-jurisdictional project with the City of Bellevue serving as lead agency.

2005-2011 Adopted CIP: Public Safety

Cost and Resource Summary
\$000

	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	2005-2011 Total
PROJECT COST	\$2,556	\$603	\$632	\$601	\$626	\$644	\$664	\$6,326
AVAILABLE RESOURCE ALLOCATION	-	-	-	-	648	517	784	1,949
TOTAL PROJECT COSTS	<u>\$2,556</u>	<u>\$603</u>	<u>\$632</u>	<u>\$601</u>	<u>\$1,274</u>	<u>\$1,161</u>	<u>\$1,448</u>	<u>\$8,275</u>
RESOURCES								
GENERAL CIP REVENUE	\$1,186	\$502	\$529	\$498	\$1,171	\$1,058	\$1,345	\$6,289
GRANTS/INTERGOVERNMENTAL/ DEVELOPER CONTRIBUTIONS:								
Grants	564	-	-	-	-	-	-	564
Zone 1 Agencies Contributions	705	-	-	-	-	-	-	705
Contract Cities Contributions	101	101	103	103	103	103	103	717
Subtotal	<u>1,370</u>	<u>101</u>	<u>103</u>	<u>103</u>	<u>103</u>	<u>103</u>	<u>103</u>	<u>1,986</u>
TOTAL RESOURCES	<u>\$2,556</u>	<u>\$603</u>	<u>\$632</u>	<u>\$601</u>	<u>\$1,274</u>	<u>\$1,161</u>	<u>\$1,448</u>	<u>\$8,275</u>

2005-2011 Adopted CIP: Public Safety

CIP PLAN NUMBER: PS-16

PROJECT NAME: Renovation of Public Safety Facilities

PROJECT LOCATION: Nine Fire Stations and the Public Safety Training Center

DEPT/PROGRAM: Fire/All Programs
Police/All Programs

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: Ongoing

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This project provides funds for major repairs, renovation, and/or upgrades required at all Fire Stations and the Public Safety Training Center which are not otherwise of sufficient magnitude to warrant a separate capital investment project.

The Fire Department has 10 facilities to maintain with unique and special conditions required to operate these facilities 24 hours a day. Proactive planning and management of facility maintenance and renovation will avoid last minute fixes, extend the life of the facilities, and keep them in the condition expected by the community.

PROJECT JUSTIFICATION/BENEFITS: This project will address needed improvements and safety issues in all fire stations and the public safety training center. The project has been established in response to the high priority the City has placed on maintaining current facilities in a safe and responsible manner, and providing for the most effective and efficient use of the facilities. The repairs and improvements accomplished through this project will maintain and enhance the condition of City facilities and preserve the City's capital investment in its buildings.

ENVIRONMENTAL IMPACTS: Renovation and refurbishment projects are generally exempt from the State Environmental Protection Act (SEPA).

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Project cost and revenue have increased by \$1,279,000 to reflect continued project funding in 2010-2011. Project costs are consistent with the department's comprehensive 10-year facilities maintenance schedule.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	3,075	789	591	620	588	613	630	649	4,480	7,555
REVENUE:										
Contract Cities Contrib	576	101	101	103	103	103	103	103	717	1,293
Sale of Fixed Assets	27									27
1981 PS Bond Issue	305									305
Gen CIP Revenue	2,167	688	490	517	485	510	527	546	3,763	5,930
TOTAL REVENUE	3,075	789	591	620	588	613	630	649	4,480	7,555
M&O COSTS:										

Capital Costs Beyond 2011: Ongoing

2005-2011 Adopted CIP: Public Safety

CIP PLAN NUMBER: PS-19

PROJECT NAME: Public Safety Facility Studies

PROJECT LOCATION: Various

DEPT/PROGRAM: Fire/All Programs
Police/All Programs

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: Ongoing

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This project provides the necessary resources to allow for studies and evaluations of future facility needs for Fire and Police services. Examples may include studies on possible renovation, expansion or relocation of existing facilities; renovation of major mechanical systems; development of facility maintenance plans, new facility needs analyses, and strategic planning.

PROJECT JUSTIFICATION/BENEFITS: Preparation for future growth is vital to provide life saving services to our citizens. Studies pertaining to service area expansion and emergency response trends will enable us to anticipate service needs. Studies regarding facility changes, efficiencies, and/or safety conditions will ensure adequate 24-hour living and working conditions.

ENVIRONMENTAL IMPACTS: None.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Project cost and revenue have increased by \$29,000 due to the addition of two years (2010 and 2011) to the project budget.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	153	21	12	12	13	13	14	15	100	253
REVENUE:										
Gen CIP Revenue	153	21	12	12	13	13	14	15	100	253
TOTAL REVENUE	153	21	12	12	13	13	14	15	100	253
M&O COSTS:										

Capital Costs Beyond 2011: Ongoing

2005-2011 Adopted CIP: Public Safety

CIP PLAN NUMBER: PS-26

PROJECT NAME: Fuel Tank Renovation

PROJECT LOCATION: Various

DEPT/PROGRAM: Fire/Fire Suppression and Rescue
Fire/Emergency Medical Services

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 1990

ESTIMATED COMPLETION DATE: 2005

PROJECT DESCRIPTION/SCOPE: Federal law requires the upgrading of all underground storage tanks to clean up ground water and prevent further release of contamination. The federally-required deadline for compliance was 1998. Project funds are being used to remove and replace existing tanks and clean up any contaminated soils found during the tank replacement process.

PROJECT JUSTIFICATION/BENEFITS: Federal regulations require upgrading of underground storage tanks to improve leak prevention, detection, and containment. The City's fuel tanks will comply with federal regulations and the long-term risk of leakage and potential environmental damage will be reduced.

ENVIRONMENTAL IMPACTS: This project is expected to reduce existing and potential environmental impacts due to leaking underground fuel tanks.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Project Schedule: Final tank replacement was completed in 2001. Monitoring of sites is ongoing through 2005.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	1,276	30							30	1,306
REVENUE:										
Gen CIP Revenue	1,276	30							30	1,306
TOTAL REVENUE	1,276	30							30	1,306
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Public Safety

CIP PLAN NUMBER: PS-40

PROJECT NAME: Crime Laboratory Improvements

PROJECT LOCATION: Police Department Old City Hall 1st Floor (Current); Ultimately, New City Hall

DEPT/PROGRAM: Police/Investigations

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2000

ESTIMATED COMPLETION DATE: 2006

PROJECT DESCRIPTION/SCOPE: When initially put into the CIP Plan in 1999, this project involved remodeling the area formerly occupied by the suspect holding cells and relocating the crime laboratory to that space, to address a number of safety concerns. These concerns included the safe handling of biologically and chemically contaminated items in an area that would keep the airflow separate from the rest of the building. This location on the exterior wall allowed for the laboratory to be vented directly to the outside. That first phase of the project was completed in late 2001. In March 2002, Police accepted a grant from the National Institute of Justice. These funds were earmarked to add a second phase to the work already completed, specifically to purchase additional specialized forensic laboratory equipment and to modify existing space on the first floor of City Hall. The goal was to expand the forensic laboratory to accommodate the new equipment. Prior to physical commencement of the second phase, the City of Bellevue purchased an office building in the central business district to serve as a new City Hall. Police have been assigned considerable space within the new building and the crime lab will be part of that space. Occupancy in the new location is anticipated in early 2006. All remaining funding originally earmarked for second phase activity will now be utilized at the new location.

PROJECT JUSTIFICATION/BENEFITS: The crime lab in the new City Hall building will comply with all rules and regulations pertaining to safety concerns relating to biohazards and use of chemicals. The National Institute of Justice grant will provide for the purchase of new forensic laboratory equipment and installation in the new location. The end result will be the significantly increased capacity to identify and apprehend criminals.

ENVIRONMENTAL IMPACTS: Unknown.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Project Description/Scope: The grant deadline has been extended from December 31, 2004, to June 30, 2006, to accommodate the move to the new City Hall.

PROJECT BUDGET:

\$000

	Through								2005-2011 Total	Project Total
	2004	2005	2006	2007	2008	2009	2010	2011		
TOTAL CAPITAL COST:	797	247							247	1,044
REVENUE:										
NIJ Grant	200									200
Gen CIP Revenue	353	247							247	600
Criminal Justice Fndg	73									73
Special Investigations	171									171
TOTAL REVENUE	797	247							247	1,044
M&O COSTS:										

Capital Costs Beyond 2011: None

2005-2011 Adopted CIP: Public Safety

CIP PLAN NUMBER: PS-53

PROJECT NAME: Automatic Fire Sprinkler Retrofit

PROJECT LOCATION: Fire Stations 1, 3, 5, 6, & 7

DEPT/PROGRAM: Fire/Fire Suppression and Rescue
Fire/Emergency Medical Services

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2004

ESTIMATED COMPLETION DATE: 2005

PROJECT DESCRIPTION/SCOPE: This project would provide for the installation of automatic fire sprinkler systems in the fire facilities built before the adoption of the new safety standards and would provide protection against property damage and life safety. In addition to fire operation personnel, this project would provide fire and life safety protection for fire administrative personnel and radio communication personnel operating from the Dispatch Center. Five of the nine fire facilities have no automatic fire sprinkler systems.

PROJECT JUSTIFICATION/BENEFITS: Washington State Safety Standards for Firefighters, Chapter 296-305 WAC, as issued by the Department of Labor and Industries, states that all new fire stations and existing fire department facilities with sleeping quarters shall be fully protected with automatic sprinkler systems. The addition of automatic sprinkler systems in the five fire facilities currently without such systems ensures greater protection for employees in addition to preserving the City's existing infrastructure before targeting resources toward building new facilities. Additionally, the fire department aggressively enforces the Uniform Fire Code and the requirements for automatic fire sprinkler systems for all commercial buildings throughout the community. The department has supported initiatives to retrofit non-sprinklered high rise buildings with automatic fire sprinkler systems. This project would serve as an example for developers and property owners.

ENVIRONMENTAL IMPACTS: None.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Project schedule: Project schedule has been extended to 2005.

PROJECT BUDGET:

\$000

	Through 2004	2005	2006	2007	2008	2009	2010	2011	2005-2011 Total	Project Total
TOTAL CAPITAL COST:	188	200							200	388
REVENUE:										
Gen CIP Revenue	188	200							200	388
TOTAL REVENUE	188	200							200	388
M&O COSTS:			3	3	3	3	3	3		

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Public Safety

CIP PLAN NUMBER: PS-58

PROJECT NAME: Zone 1 Wireless Project

PROJECT LOCATION: Zone 1 Agencies

DEPT/PROGRAM: Information Technology/Applications Support

STATUS: New

ACTUAL/ESTIMATED START DATE: 2005

ESTIMATED COMPLETION DATE: 2005

PROJECT DESCRIPTION/SCOPE: The Public Safety Wireless Mobile System includes applications for the City of Bellevue (COB) Fire and Police Departments to directly access Computer Aided Dispatch (CAD) information and track field locations of public safety resources utilizing Global Positioning System (GPS) technology. It will serve as a key tool for communications between the fire and police apparatus to the Communication Center and provide the means for a voiceless field resource status system for the Fire Department. This system should provide enhanced accuracy, safety, and efficiencies in utilizing public safety resources. The Zone 1 Fire Agencies may now take advantage of this technology as well. The ability for these agencies to participate in this wireless technology will greatly reduce radio traffic, improve officer and firefighter safety, and increase efficiencies of the radio/dispatch system, which in turn will reduce workload for the dispatchers.

PROJECT JUSTIFICATION/BENEFITS: Providing a regional service package to the fire customers, which includes everything from initial installation to the ongoing support and maintenance of this system, will be beneficial to the City of Bellevue as well as to the Zone 1 customers. These benefits include: allowing a centralized agency to monitor and maintain the operational aspects of this system, simplification of monitoring and standardization, alleviating the fire customers of their responsibility for maintaining equipment inventories, network connections and contracts with separate vendors, and maximizing utilization of resources and reducing waste through unnecessary duplication of resources. It will also enhance the ability of Bellevue to maintain control and oversight of the COB network and all the associated equipment, with appropriate input and oversight of the Zone 1 customers. The benefit to the Fire Agencies will be a fully functional turn-key system, without the associated headaches and costs of developing and maintaining such a system.

ENVIRONMENTAL IMPACTS: None.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Project schedule: Project schedule has been extended to 2005.

PROJECT BUDGET:

\$000

	Through								2005-2011 Total	Project Total
	2004	2005	2006	2007	2008	2009	2010	2011		
TOTAL CAPITAL COST:		1,269							1,269	1,269
REVENUE:										
Zone 1 Contributions		705							705	705
UASI II Grant		564							564	564
TOTAL REVENUE		1,269							1,269	1,269
M&O COSTS*:		115	124	130	136	143	150	157		

* M&O costs are fully funded by contributions from the participating Zone 1 agencies.

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Public Safety

**Projects Contained in the 2003-2009 CIP Plan
Which Have Been Completed, Combined, or Deleted**

CIP PLAN NUMBER	PROJECT NAME AND COMMENT	YEAR COMPLETED
*PS-32	Public Safety CAD/RMS/Document Imaging	2004
*PS-36	Mobile Data Computer/Automated Vehicle Location	2004

*Note that completion of these projects have been delayed into 2005.



Introductory Comments

The New City Hall program area was established to fund the acquisition and redevelopment of the Qwest building located at 450 110th Avenue NE in downtown Bellevue. The purchase of the Qwest building and its renovation is a major step toward a long-standing City commitment to improve the City's facilities and services. The building will be redeveloped to centralize public safety facilities and to house other City Hall functions, such as transportation, planning, finance and other administrative functions. The new City Hall is in an ideal location near the expanded Bellevue Transit Center in downtown Bellevue.

2005-2011 Adopted CIP: New City Hall

Funded Projects

CIP Plan Number	Project Name	Project Status	\$ in 000s	
			2005-2011 Project Cost	Total Estimated Cost
NCH-1	New City Hall	AB	\$83,389	\$127,854
	TOTAL NEW CITY HALL		\$83,389	\$127,854

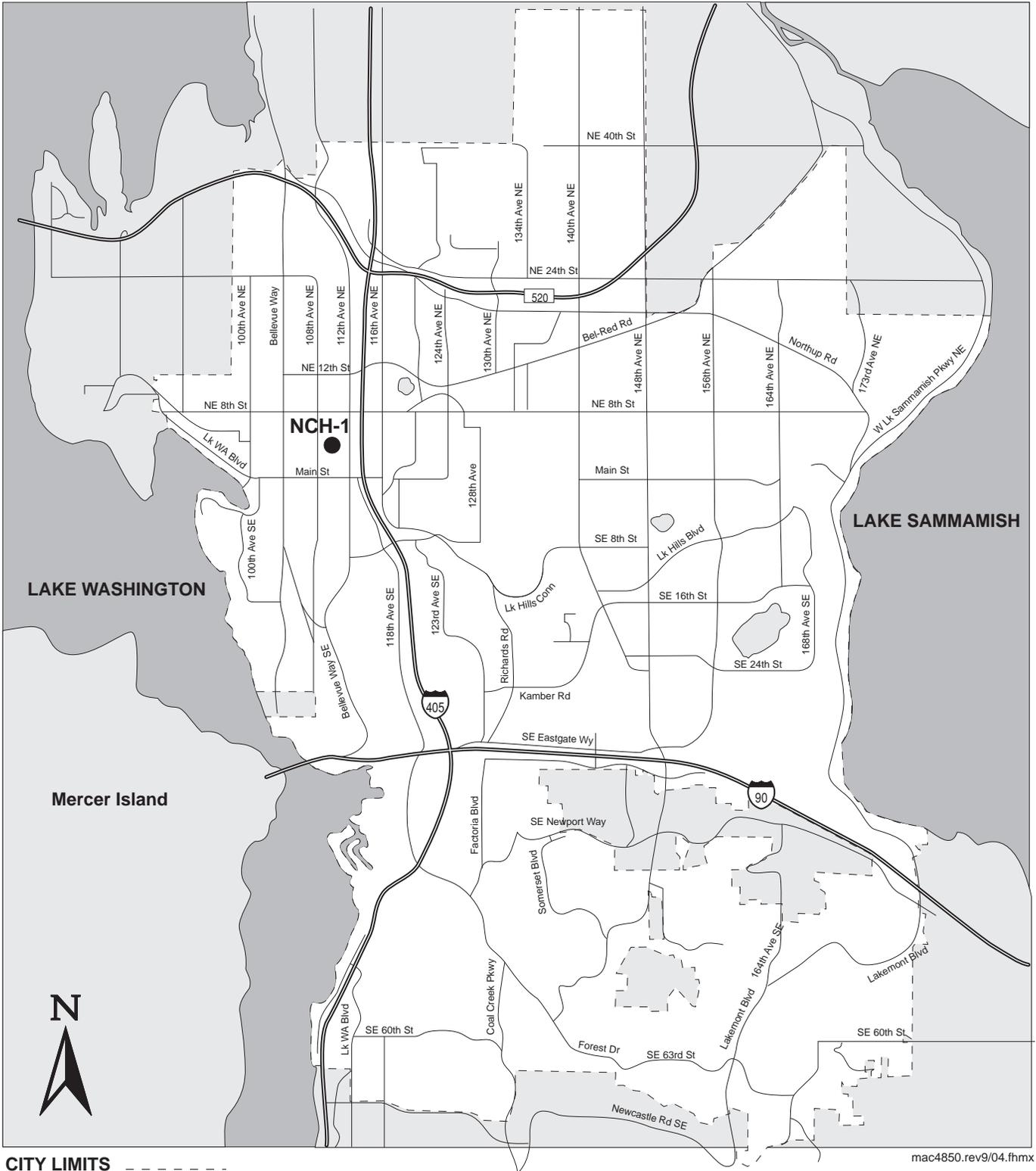
Project Status Key:

AB = Approved and Begun

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2005-2006 City of Bellevue Budget

2005-2011 CIP Projects

NEW CITY HALL

2005-2011 Adopted CIP: New City Hall

Cost and Resource Summary
\$000

	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	2005-2011 Total
TOTAL PROJECT COSTS	<u>\$73,456</u>	<u>\$9,933</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>\$83,389</u>
RESOURCES								
GENERAL CIP REVENUE	-	\$206	-	-	-	-	-	206
BOND PROCEEDS	62,783	9,667	-	-	-	-	-	72,450
SALE OF FIXED ASSETS	10,459	-	-	-	-	-	-	10,459
MISCELLANEOUS REVENUE								
Interest Revenue	214	-	-	-	-	-	-	214
Public Open Space (MPOS) Dev Rghts	-	60	-	-	-	-	-	60
Subtotal	<u>214</u>	<u>60</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>274</u>
TOTAL RESOURCES	<u>\$73,456</u>	<u>\$9,933</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>\$83,389</u>

2005-2011 Adopted CIP: New City Hall

CIP PLAN NUMBER: NCH-1

PROJECT NAME: New City Hall

PROJECT LOCATION: 450 110th Avenue NE

DEPT/PROGRAM: New City Hall

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2002

ESTIMATED COMPLETION DATE: 2006

PROJECT DESCRIPTION/SCOPE: The project consists of the purchase and redevelopment of the Qwest building located at 450 110th Avenue NE in downtown Bellevue. The property, along with an adjacent parcel, will be redeveloped as a new City Hall containing centralized public safety facilities and other City Hall functions, such as transportation, planning, finance and other administrative functions. The adjacent "Metro" property currently owned by the City will be redeveloped as part of this project. Initial funding for planning, design and property acquisition was supported by a Bond Anticipation Note (BAN) as well as the sale of the current City Hall Campus. Funding for the remainder of the project as presented to the public in several public meetings and as approved by Council on June 1, 2004 will be supported by Council approved LTGO Bonds.

PROJECT JUSTIFICATION/BENEFITS: The redevelopment of the Qwest building for use as a new City hall for the City of Bellevue is a highly cost effective facility solution for the City that provides the following benefits:

- Addresses the City's pressing public safety facility needs.
- Provides an enhanced, more efficient venue for delivering public services.
- Is available at an ideal phase of the market.
- Is consistent with Comprehensive Plan policies.
- Is in an ideal location providing a gateway to the Central Business District.
- Boosts the local economy at the right time.
- Offers improved flexibility for possible rearranging of City functions to better serve the public.
- Adaptive re-use is an environmentally sound decision as compared to new construction.

ENVIRONMENTAL IMPACTS: An environmental determination was made in conjunction with preliminary design of this project.

PROJECT BUDGET:

\$000

	Through							2005-2011	Project	
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	44,465	73,456	9,933						83,389	127,854
REVENUE:										
Bond Proceeds	29,100	62,783	9,667						72,450	101,550
Land Sale Proceeds	13,809	10,459							10,459	24,268
Lease Revenues	1,556									1,556
Interest Income		214							214	214
General CIP Revenue			206						206	206
MPOS Dev Rights			60						60	60
TOTAL REVENUE	44,465	73,456	9,933						83,389	127,854
M&O COSTS:										

Capital Costs Beyond 2009: N/A

2005-2011 Adopted CIP: New City Hall**Projects Contained in the 2003-2009 CIP Plan
Which Have Been Completed, Combined, or Deleted**

CIP PLAN NUMBER	PROJECT NAME AND COMMENT	YEAR COMPLETED
None		

Introductory Comments

The Community Development project category makes use of public/private partnerships, interdepartmental collaborations, and CIP funds to achieve projects which implement the City's vision. The category seeks opportunities to acquire land which could be instrumental to this purpose; makes use of City property and public rights-of-way; and plans and develops projects which may require innovative and coordinated approaches. The defining qualities of the Community Development projects are: 1) they require multi-departmental effort; 2) they involve players inside and outside the City; and 3) they achieve development objectives (often multiple objectives) identified in the Comprehensive Plan or other City policy documents. Separate public or private funding may be sought for portions of these projects.

The Community Development category program also integrates a public arts program to link the City's investments in public art to other public facility development opportunities. In development of the Ashwood plaza, for instance, a major artwork commission was included in other physical improvements to a gathering space adjacent to the downtown library.

Projects established for community development planning (CD-2) recognize that the nature of the Community Development category entails an ability to invest in analysis of alternatives, early efforts to chart a course toward complex objectives, and the ability to capitalize on unforeseen opportunities through land acquisition or other actions.

Projects which demonstrate both partnership and seizing opportunities to accomplish City goals include teaming with private developers on placement of public art in the downtown, gateway and neighborhood identity projects through the City, and ongoing work to increase open space opportunities in urban districts.

2005-2011 Adopted CIP: Community Development

Funded Projects

CIP Plan Number	Project Name	Project Status	\$ in 000s	
			2005-2011 Project Cost	Total Estimated Cost
CD-2	Community Development Planning	O	\$490	\$810
CD-5	Metro Site Acquisition	AB	3,560	10,634
CD-11	Public Art Program	O	2,450	4,750
CD-17	Gateways and Neighborhood Identity	AB	344	394
CD-19	Early Implementation of Downtown Plan	AB	550	600
CD-21	Eastgate Subarea Plan	N	145	145
	Available Resource Allocation		<u>2,784</u>	<u>2,784</u>
TOTAL COMMUNITY DEVELOPMENT			<u>\$10,323</u>	<u>\$20,117</u>

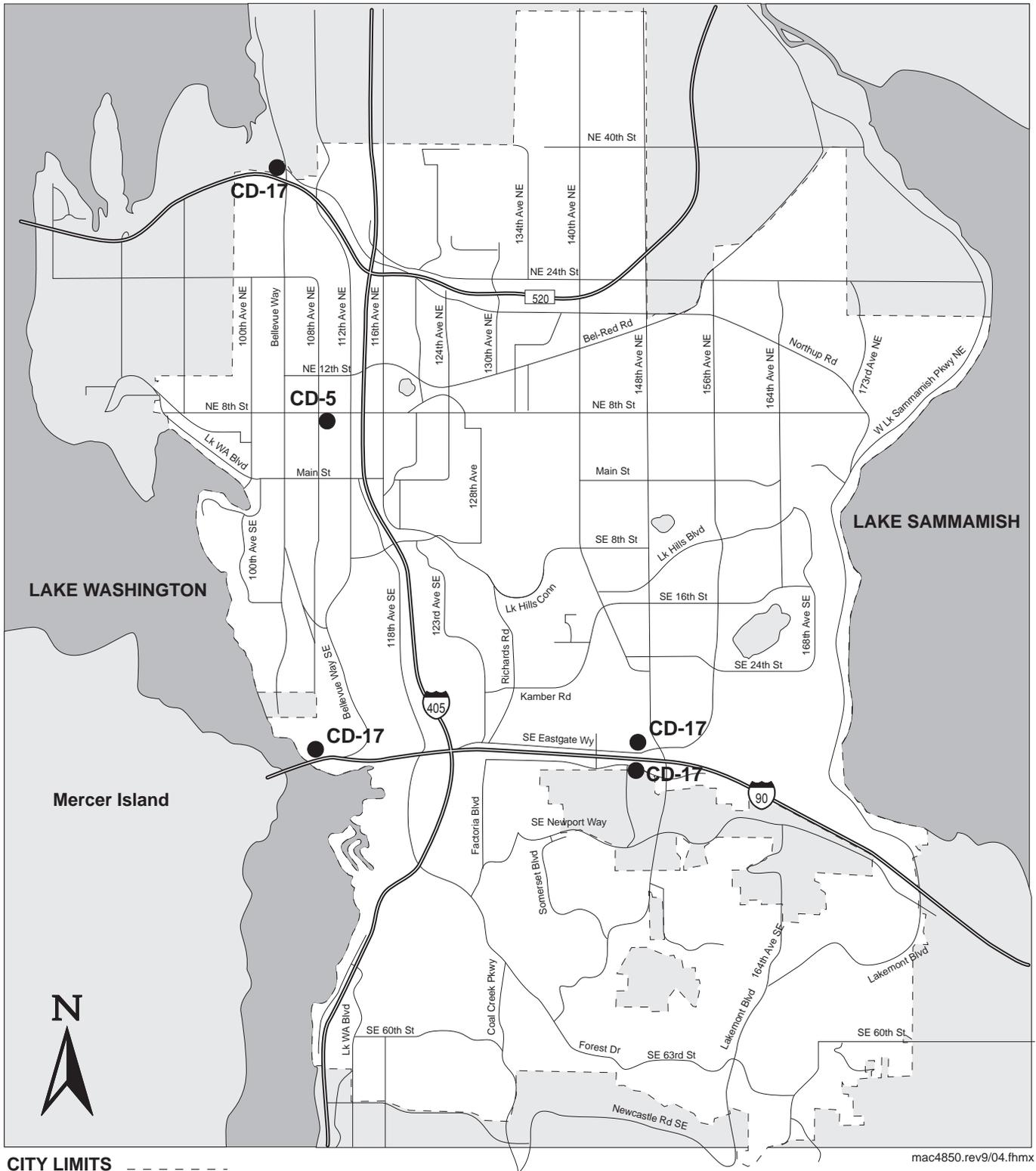
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2005-2006 City of Bellevue Budget

**2005-2011
CIP Projects**

COMMUNITY DEVELOPMENT

- Notes:**
1. CD-17 has multiple undetermined locations in addition to the above.
 2. CD-2 and CD-11 have undetermined locations in the city.
 3. CD-19 has multiple undetermined locations within the downtown subarea.
 4. CD-21 is not shown as it is a study project.

2005-2011 Adopted CIP: Community Development

Cost and Resource Summary
\$000

	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2005-2011 Total</u>
PROJECT COSTS	\$1,634	\$1,380	\$987	\$986	\$934	\$811	\$807	\$7,539
AVAILABLE RESOURCE ALLOCATION	-	-	-	-	926	738	1,120	2,784
TOTAL PROJECT COSTS	<u>\$1,634</u>	<u>\$1,380</u>	<u>\$987</u>	<u>\$986</u>	<u>\$1,860</u>	<u>\$1,549</u>	<u>\$1,927</u>	<u>\$10,323</u>
RESOURCES								
GENERAL CIP REVENUE	<u>\$1,634</u>	<u>\$1,380</u>	<u>\$987</u>	<u>\$986</u>	<u>\$1,860</u>	<u>\$1,549</u>	<u>\$1,927</u>	<u>\$10,323</u>
TOTAL RESOURCES	<u>\$1,634</u>	<u>\$1,380</u>	<u>\$987</u>	<u>\$986</u>	<u>\$1,860</u>	<u>\$1,549</u>	<u>\$1,927</u>	<u>\$10,323</u>

2005-2011 Adopted CIP: Community Development

CIP PLAN NUMBER: CD-2

PROJECT NAME: Community Development Planning

PROJECT LOCATION: Various locations

DEPT/PROGRAM: Planning and Community Development/Community and Economic Development

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: Ongoing

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: The planning efforts will target emerging City needs, including feasibility studies of proposed capital projects, staffing of citizen committees to explore project options, and preliminary scoping of proposed facilities. The category will also set aside resources to respond to public/private ventures or capture regional opportunities to accomplish City goals. Ongoing program support capacity is also funded through this project.

PROJECT JUSTIFICATION/BENEFITS: When the Council established the Community Development (CD) program, the Council directed that the program seize opportunities to accomplish City goals through collaborations between departments, with the private sector, and with other jurisdictions. The CD Planning funds allow for preliminary planning activities which, if successful, would result in new CD projects. Having resources available to evaluate emerging projects allows staff to present Council with better information before financial commitments are made. Projects initiated through public or private efforts can be explored through early studies prior to a request for ongoing CIP project status.

ENVIRONMENTAL IMPACTS: Site and financial studies are exempt from the State Environmental Protection Act (SEPA). Any land development will require environmental review at the time of development.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: The capital cost and revenue have been increased by \$100,000 to continue these ongoing planning efforts into 2010 and 2011, and for funding of the Civic Center Study.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	320	80	80	80	75	75	50	50	490	810
REVENUE:										
Gen CIP Revenue	270	80	80	80	75	75	50	50	490	760
Sale of Fixed Assets	50									50
TOTAL REVENUE	320	80	80	80	75	75	50	50	490	810
M&O COSTS:										

Capital Costs Beyond 2011: Ongoing project

2005-2011 Adopted CIP: Community Development

CIP PLAN NUMBER: CD-5

PROJECT NAME: Metro Site Acquisition

PROJECT LOCATION: 110th Avenue NE and NE 6th Street

DEPT/PROGRAM: Planning and Community Development/Community and Economic Development

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 1994

ESTIMATED COMPLETION DATE: 2014

PROJECT DESCRIPTION/SCOPE: The project consists of the purchase of this undeveloped parcel for future municipal purposes, including possible siting of a performing arts facility, and/or other uses supportive of Meydenbauer Center. Project funding will pay debt service costs for acquisition of the west half of the site

PROJECT JUSTIFICATION/BENEFITS: The site is one of the largest undeveloped parcels left in the Central Business District, located within the "special opportunity area" where cultural, conference, civic, hotel, and governmental facilities, or compatible private development is appropriate. The site purchase provided land on which to locate high-priority cultural or municipal facilities.

ENVIRONMENTAL IMPACTS: Acquisition of the property was exempt from the State Environmental Protection Act (SEPA). Any specific development of this site will require further environmental review at the time development is proposed.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: 2003-2009 cost decreased by \$260,000 to reflect savings due to refunding of the City's 1994 Limited Tax General Obligation Bond, which was originally issued to finance the acquisition of the Metro Site. Total savings through the life of the bond, which will be retired in 2014, is \$483,000.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	5,556	504	511	507	511	509	511	507	3,560	9,116
REVENUE:										
Gen CIP Revenue	4,983	504	511	507	511	509	511	507	3,560	8,543
Residual Equity Transf	28									28
Sale of Fixed Assets	545									545
TOTAL REVENUE	5,556	504	511	507	511	509	511	507	3,560	9,116
M&O COSTS:										

Capital Costs Beyond 2011: \$1,518,000

2005-2011 Adopted CIP: Community Development

CIP PLAN NUMBER: CD-11

PROJECT NAME: Public Art Program

PROJECT LOCATION: Citywide

DEPT/PROGRAM: Planning and Community Development/Community and Economic Development

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: 2001

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This project provides funding for the Public Art Program as established by Ordinance. In this program monies are allocated for artwork which is considered a capital investment. Guided by the Public Art Plan, anticipated projects for the 2005-2011 budget period include: 1) Public art integrated into approved transportation street improvement projects; 2) neighborhood identity projects; 3) NE 8th St children tiles; 4) sculpture exhibitions; and 5) projects to focus on arts education and public art partnerships.

Whenever possible, this program attempts to capitalize on special opportunities, such as art associated with Community Development projects. Cost for the program include selection, acquisition, construction, display, and required maintenance of works of art to be installed in public places within the City.

PROJECT JUSTIFICATION/BENEFITS: Public Art Program funds implement the City's commitment to investment in art. Public art investments are linked to park improvements, public buildings, transportation projects, and neighborhood sites to integrate visual art into the everyday life of Bellevue citizens.

The community will obtain permanent and temporary art works with this funding. These art works are intended to contribute aesthetically and culturally to the community's quality of life by being accessible, in public ownership, representative of various styles, periods, or materials, and/or relating to the life of the community.

ENVIRONMENTAL IMPACTS: Reviewed on a per project basis.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Capital cost and revenue have been increased by \$500,000 to reflect continued funding in 2010 and 2011.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	2,300	400	400	400	400	350	250	250	2,450	4,750
REVENUE:										
Gen CIP Revenue	1,260	400	400	400	400	350	250	250	2,450	3,710
Sale Fixed Assets	612									612
Equity Transfer	428									428
TOTAL REVENUE	2,300	400	400	400	400	350	250	250	2,450	4,750
M&O COSTS:										

Capital Costs Beyond 2011: Ongoing project

2005-2011 Adopted CIP: Community Development

CIP PLAN NUMBER: CD-17

PROJECT NAME: Gateways and Neighborhood Identity

PROJECT LOCATION: Citywide

DEPT/PROGRAM: Planning and Community Development/Community and Economic Development

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2003

ESTIMATED COMPLETION DATE: 2006

PROJECT DESCRIPTION/SCOPE: Bellevue Gateways and Neighborhood Identity is a unique investment opportunity to communicate Bellevue's civic and neighborhood identity to citizens and visitors. This investment will establish this presence through the use of gateways, portals, and neighborhood identification elements. Four gateways to the City: I-90 at Bellevue Way, I-90 at 148th SE, I-90 at 150th SE and Bellevue Way at 520 have been preliminarily studied for opportunities to announce entry to Bellevue. These treatments could vary from a single monument to a repetitive element such as banners, to a portal feature spanning the roadway. Cherry Crest and Lakehills are residential neighborhoods that have been studied for opportunities to express the individuality of those areas through treatments ranging from entry signage, and sidewalk treatment to gathering spots such as kiosks and mail drops.

This project would include planning; public outreach, design and implementation of a basic kit of parts to be used as a "springboard" for gateways and neighborhood identity programs. Common elements and simplicity of construction would ensure a system that could be used in a number of locations yet with flexibility to specifically express a neighborhood's roots or Bellevue's unique character in relation to its neighbors.

PROJECT JUSTIFICATION/BENEFITS: This identity program serves neighborhoods interested in expressing a local identity. A common language of "you are here" that relates neighborhoods to one another, as well as signifiers of Bellevue's city limits, helps orient visitors as they offer a "wayfinding" system and strengthen Bellevue's sense of place on the Eastside.

Distribution of art and public places is intertwined with this proposal. Gateways become landmarks and potential gathering places in a community. They can be the visual clues and expression of a community's image that last through our quickly changing environment.

ENVIRONMENTAL IMPACTS: Environmental impacts will be determined on a project by project basis.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: The project budget has decreased by \$206,000 to reflect a transfer of funding to the New City Hall project (NCH-1) to fund Gateway Identification at City Hall campus.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	50	200	144						344	394
REVENUE:										
Gen CIP Revenue	50	200	144						344	394
TOTAL REVENUE	50	200	144						344	394
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Community Development

CIP PLAN NUMBER: CD-19

PROJECT NAME: Early Implementation of Downtown Plan

PROJECT LOCATION: Downtown Subarea

DEPT/PROGRAM: Planning & Community Development/Community and Economic Development
Parks & Community Services/Planning, Design & Project Management
Transportation/Transportation Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2003

ESTIMATED COMPLETION DATE: 2006

PROJECT DESCRIPTION/SCOPE: The Citizen Advisory Committee (CAC) process to update the Downtown Subarea Plan and Downtown Implementation Plan was completed in 2003. The final plan will contain transportation, parks, urban design, and fire & life safety implementation measures spread over the next 20 years to further downtown Bellevue's evolution as an urban center. Early work, in the first three years of the 2003-2009 CIP, focuses on a small subset of the plan recommendations. The early work will ensure that new public and private development is consistent with plan direction, and preserve opportunities for future implementation. The funding in this project will be used to implement the following work initiatives:

- (1) Readiness work: Includes the development of district-specific design guidelines that will result in unique design features that help define and enliven downtown neighborhoods; drafting of new zoning incentives that will enable private development to further the plan's urban design recommendations; and parking amendments that will improve both parking supply and management.
- (2) Physical Improvements: Candidate streets for off-peak, on-street parking will be studied through focused traffic engineering analysis regarding roadway volumes, safety, driveway conflicts, etc. and will be implemented on appropriate streets with changes to signage and channelization. Mid-block pedestrian crossings will function as pilot projects and will be used for evaluation purposes prior to further improvements in the area. Among the concepts to be tested are geometric design elements, weather protection, lighting, wayfinding, aesthetic treatments, and traffic progression and delay.

PROJECT JUSTIFICATION/BENEFITS: The Downtown Subarea and Downtown Implementation Plan provide the mechanism to further downtown Bellevue's evolution as an urban center. Key early actions are needed now to ensure that new public and private developments are consistent with the plan direction, and to preserve opportunities for future implementation.

ENVIRONMENTAL IMPACTS: NA

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	50	450	100						550	600
REVENUE:										
General CIP Revenue	50	450	100						550	600
TOTAL REVENUE	50	450	100						550	600
M&O COSTS:										

Capital Costs Beyond 2011: N/A

2005-2011 Adopted CIP: Community Development

CIP PLAN NUMBER: CD-21

PROJECT NAME: Eastgate Subarea Plan Update

PROJECT LOCATION: Eastgate

DEPT/PROGRAM: Planning & Community Development/Community Development

STATUS: New

ACTUAL/ESTIMATED START DATE: 2006

ESTIMATED COMPLETION DATE: 2006

PROJECT DESCRIPTION/SCOPE: This project includes the development of urban design and development alternatives and will result in the first major update of the Eastgate Subarea Plan in 14 years. The Plan update will build on this gateway area's assets of accessibility, visibility, parks, diverse jobs, and stable neighborhoods. The update will engage residents and property owners in the unincorporated part of Eastgate in an initial exploration of issues surrounding annexation to Bellevue. The planning process will include extensive public involvement with residents, business owners and other stakeholders in addressing urban design land use, and annexation issues.

PROJECT JUSTIFICATION/BENEFITS: In recent years, this highly visible area has developed in a piecemeal fashion with no unifying identity. During this time significant development has changed the character of this highway-dominated gateway to Bellevue. Recent major developments include the Sunset Office Park, expansion at Bellevue Community College, and the expanded Eastgate Park and Ride Lot. Sunset Village Shopping Center is undergoing a major transformation with the loss of its grocery store anchor and partial conversion to auto retail. Land use changes on the Boeing property and the City's acquisition of adjacent land from the Bellevue School District for park uses could potentially transform the eastern end of the area. Newer multifamily and older single family neighborhoods co-exist with the existing nonresidential development in Eastgate. The updated Subarea Plan developed through this project will provide a more coherent identity for this area, improving its economic vitality and character.

ENVIRONMENTAL IMPACTS: NA

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:			145						145	145
REVENUE:										
General CIP Revenue			145						145	145
TOTAL REVENUE			145						145	145
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Community Development**Projects Contained in the 2003-2009 CIP Plan
Which Have Been Completed, Combined, or Deleted**

CIP PLAN NUMBER	PROJECT NAME AND COMMENT	YEAR COMPLETED
CD-18	Meydenbauer Marina to Downtown Link - This project was deleted	
CD-20	Cultural Plan	2003



Introductory Comments

The Economic Development project category is designed to accomplish projects that contribute to the economic health of Bellevue. The program's goals are to achieve growth in retail, housing capacity, or business activity in the City and contribute to other City goals. Like the Community Development category, many of the Economic Development projects involve interdepartmental collaborations, or public/private partnerships.

Projects in this category are sometimes precipitated by private development activity which offers an opportunity for appropriate City involvement, or where the City's participation becomes a key ingredient in accomplishing a public purpose. In the case of the Downtown Parking Initiative, for example, City participation in creating general public parking supply in the downtown, or in addressing parking needs of the Meydenbauer Center vicinity may stimulate business activity and simplify access to multiple business destinations in the downtown.

Analysis of the Bel-Red corridor may identify opportunities for economic development that will help implement the City's overall growth strategy and enhance the area's role as a regional employment center.

Projects funded in this category present quantifiable economic benefits through increased tax revenues to the City, business receipts, or operating surplus. These benefits are estimated to significantly outweigh the investment necessary to accomplish them.

2005-2011 Adopted CIP: Economic Development

Funded Projects

CIP Plan Number	Project Name	Project Status	\$ in 000s	
			2005-2011 Project Cost	Total Estimated Cost
ED-2	Downtown Parking Initiative	AB	\$354	\$387
ED-5	Urban Corridor Design/High Capacity Transit	N	962	962
TOTAL ECONOMIC DEVELOPMENT			\$1,316	\$1,349

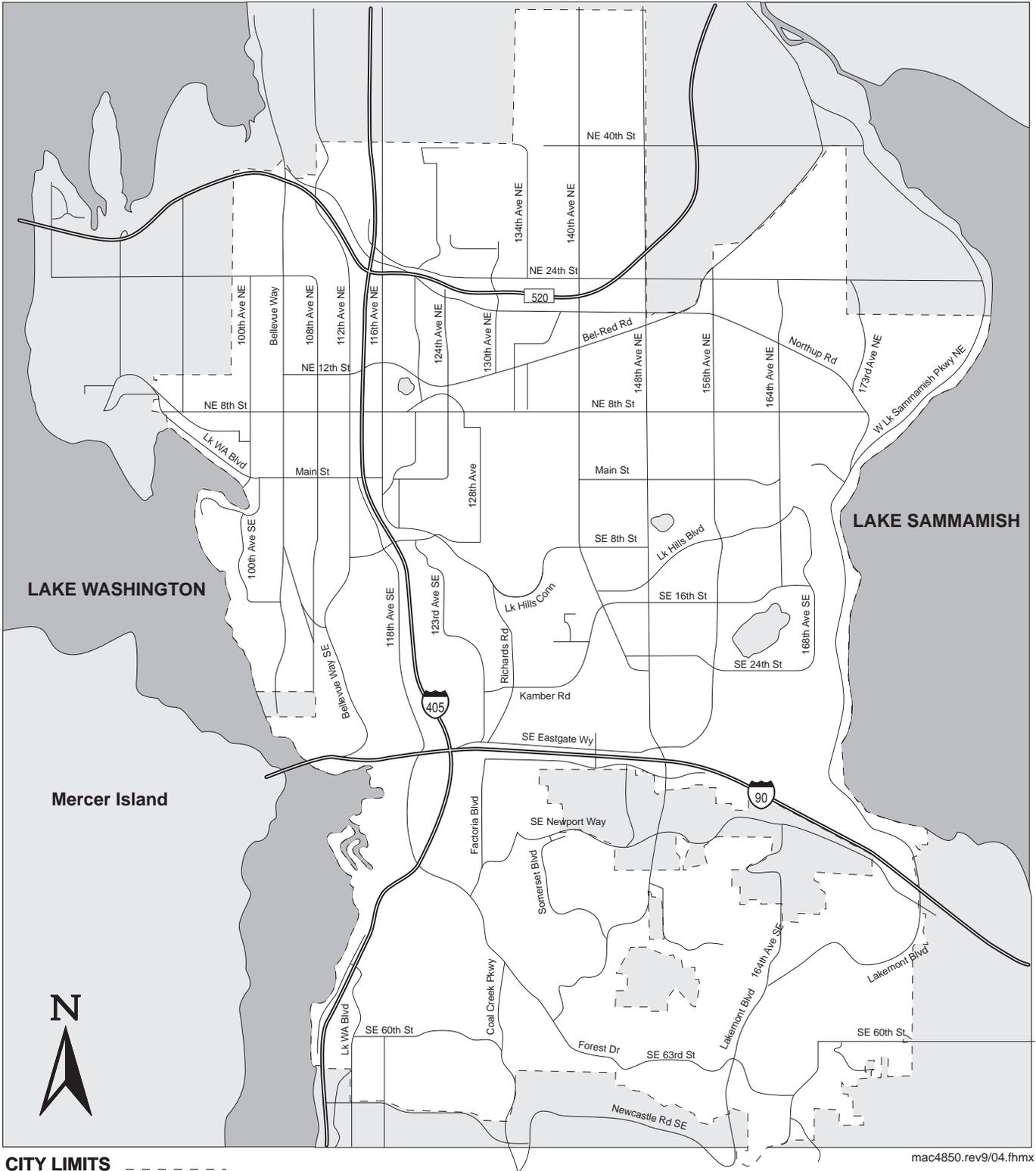
Project Status Key:

AB = Approved and Begun

O = Ongoing

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2005-2006 City of Bellevue Budget

**2005-2011
 CIP Projects**

ECONOMIC DEVELOPMENT

Note: ED-2 and ED-5 are not shown as the location is not yet determined.

2005-2011 Adopted CIP: Economic Development

Cost and Resource Summary
\$000

	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2005-2011 Total</u>
TOTAL PROJECT COSTS	<u>\$500</u>	<u>\$816</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>\$1,316</u>
RESOURCES								
GENERAL CIP REVENUE	<u>\$500</u>	<u>\$816</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>\$1,316</u>
TOTAL RESOURCES	<u>\$500</u>	<u>\$816</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>\$1,316</u>

2005-2011 Adopted CIP: Economic Development

CIP PLAN NUMBER: ED-2

PROJECT NAME: Downtown Parking Initiative

PROJECT LOCATION: Central Business District (CBD)

DEPT/PROGRAM: Planning and Community Development/Community and Economic Development

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2003

ESTIMATED COMPLETION DATE: 2006

PROJECT DESCRIPTION/SCOPE: This project provides funding for a more efficient use of downtown parking supply in order to help create more short-term visitor parking opportunities. The specific elements of this project include:

- Working with several property owners to analyze the costs and benefits of using existing proprietary parking for public short-term parking;
- Developing and implementing a "Park Once" signage, way-finding and marketing program to make it easier for motorists and visitors to find parking;
- Analyzing and helping to develop off-peak, on-street parking spaces for short-term visitor use, as identified in the draft Downtown Implementation Plan (DIP), including looking at potential enforcement options; and
- Additional analysis on downtown parking financing and management structure.

PROJECT JUSTIFICATION/BENEFITS: The Downtown Implementation Plan provides the mechanism to further downtown Bellevue's evolution as a mixed use urban center. Provision and better coordination of short-term public parking will enhance pedestrian activity in the downtown, influence the street character, and help improve economic viability for downtown businesses by giving visitors to the downtown more options about where to walk and shop once they arrive downtown. The existing economic downturn and current status of downtown parking utilization provide unique opportunities for the City to take action now on this issue, while planning for long-term strategies (such as possible development of a parking structure) when more development occurs in the future. This project will require a close collaboration between the Planning and Community Development and Transportation departments, Bellevue Downtown Association (BDA), and downtown property owners.

ENVIRONMENTAL IMPACTS: A Draft Environmental Impact Statement has recently been released for the update of the Downtown Subarea Plan and Downtown Implementation Plan.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Project cost and revenue have been accelerated to provide funding to conduct a survey and focus group discussions in 2003.

PROJECT BUDGET:

\$000

	Through								2005-2011 Total	Project Total
	2004	2005	2006	2007	2008	2009	2010	2011		
TOTAL CAPITAL COST:	33		354						354	387
REVENUE:										
Gen CIP Revenue	33		354						354	387
TOTAL REVENUE	33		354						354	387
M&O COSTS:*										

* No ongoing M&O costs are anticipated to be funded from the CIP.

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Economic Development

CIP PLAN NUMBER: ED-5

PROJECT NAME: Urban Corridor Design/High Capacity Transit

PROJECT LOCATION: Bel-Red Corridor

DEPT/PROGRAM: Planning & Community Development and Transportation/Economic Development

STATUS: New

ACTUAL/ESTIMATED START DATE: 2005

ESTIMATED COMPLETION DATE: 2006

PROJECT DESCRIPTION/SCOPE: This project, to be jointly conducted by PCD and Transportation, will examine alternative future development scenarios for the Bel-Red corridor. It will identify a preferred future land use and transportation vision that re-focuses growth in the area based on recent market and development trends and consistent with the City's overall growth and economic development strategy. This work will be closely coordinated with Phase 2 High Capacity Transit (HCT) planning being conducted in the same timeframe by Sound Transit, and will help identify potential HCT alignments and station locations in the area and realize the land use potential provided by an Eastside HCT investment. This project will also be coordinated with the work on the NE 10th Street extension, which may help provide additional regional access for this area.

PROJECT JUSTIFICATION/BENEFITS: The land use pattern in the Bel-Red area is currently in transition. Recent development trends within the area and the city overall (such as a reduction in manufacturing jobs) have led to a re-consideration of whether the light industrial zoning that predominates in this area is the most appropriate to accommodate future growth. The Comprehensive Plan recognizes that while Downtown is the City's most important regional growth center, there are several regional employment centers in Bellevue, including the Bel-Red corridor. At the same time, Sound Transit's initiation of High Capacity Transit planning, with a likely route running through or adjacent to the Bel-Red area, will raise a number of land use and transportation issues as work proceeds to delineate an alignment and station locations, and to address the specific issues and opportunities created. In addition, the Bel-Red area is part of the BROTS agreement between Bellevue and Redmond. Redmond is re-examining the land use future for the Overlake area, which provides additional rationale for Bellevue to analyze alternative growth scenarios in Bel-Red, since this area is very much linked with Overlake. Re-thinking the development future of this area will require joint work with both cities and would eventually lead to updating the BROTS agreement as well as other City plans.

This project will update the vision for the Bel-Red area, integrating work on land use with regional access and HCT corridor planning, and strategies to ensure the protection of nearby neighborhoods from anticipated changes.

ENVIRONMENTAL IMPACTS: An Environmental Impact Statement (EIS) will be developed as part of the scope of this project.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:		500	462						962	962
REVENUE:										
General CIP Revenue		500	462						962	962
TOTAL REVENUE		500	462						962	962
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Economic Development**Projects Contained in the 2003-2009 CIP Plan
Which Have Been Completed, Combined, or Deleted**

CIP PLAN NUMBER	PROJECT NAME AND COMMENT	YEAR COMPLETED
None		



Introductory Comments

The Neighborhood Enhancement Program (NEP) provides the citizens of Bellevue with better access to local government and a means of working with City staff to improve their neighborhoods. Using a neighborhood meeting format, an interdepartmental team meets with people in their neighborhoods, explains City services, listens to neighborhood concerns and follows through on citizen recommendations.

In 1995, the 10-year-old program was expanded to include the following program elements:

- more frequent contact with neighborhoods (an accelerated NEP cycle from five to three years);
- activities within school attendance areas, using schools as the "hubs";
- participation of other agencies such as Bellevue School District, King County, Washington State Department of Transportation, and Metro;
- easier access to participation for all Bellevue residents including multi-family residents; and
- ability to receive and address citizens' requests for non-physical community improvements.

The physical "enhancements" of a neighborhood generally fall into two main categories:

- small, usually locally-focused concerns which can be promptly resolved by City staff through a relatively small capital outlay or staff time; and
- large, usually widespread concerns which require greater capital outlay and can become part of the City's future CIP work program.

NEP/CIP funds are targeted for the small projects that may otherwise be unable to compete with larger more expensive CIP projects that respond to larger needs and may have widespread support. By targeting smaller projects, NEP addresses and resolves local concerns that significantly affect a resident's daily life.

NEP funds are allocated to enhance pedestrian safety, improve rights-of-way, provide traffic control measures, and make physical improvements to enhance neighborhood parks and open space.

All NEP projects must go through an established prioritization process and receive final approval from the Capital Planning Roundtable before they are implemented.

NEP/CIP funding remained constant between 1989 and 1994. In 1995 a \$200,000 annual increase was approved, based upon actual inflation between 1989 and 1994. This increase brought NEP up-to-date with the original buying power when the program was established.

Beginning in fall of 1995, the expanded NEP began its first three-year cycle of the City. That cycle concluded in fall of 1997 after engaging 6,790 households as active program participants, addressing 920 citizen requests and funding more than 77 individual improvement projects. Improvements included asphalt and soft surface walkways, trails, mini parks, improvements to existing parks, playgrounds, pedestrian improvements, portions of sidewalk, traffic control projects, street lighting, and neighborhood beautification projects. A match program was implemented to maximize available funding and to encourage greater citizen and neighborhood involvement in the planning, construction and maintenance of neighborhood improvements.

2005-2011 Adopted CIP: Neighborhood Enhancement Program

Funded Projects

CIP Plan Number	Project Name	Project Status	\$ in 000s	
			2005-2011 Project Cost	Total Estimated Cost
NEP-1	Neighborhood Enhancement Program	O	\$8,700	\$20,229
	Available Resource Allocation		750	750
TOTAL NEIGHBORHOOD ENHANCEMENT PROGRAM			<u>\$9,450</u>	<u>\$20,979</u>

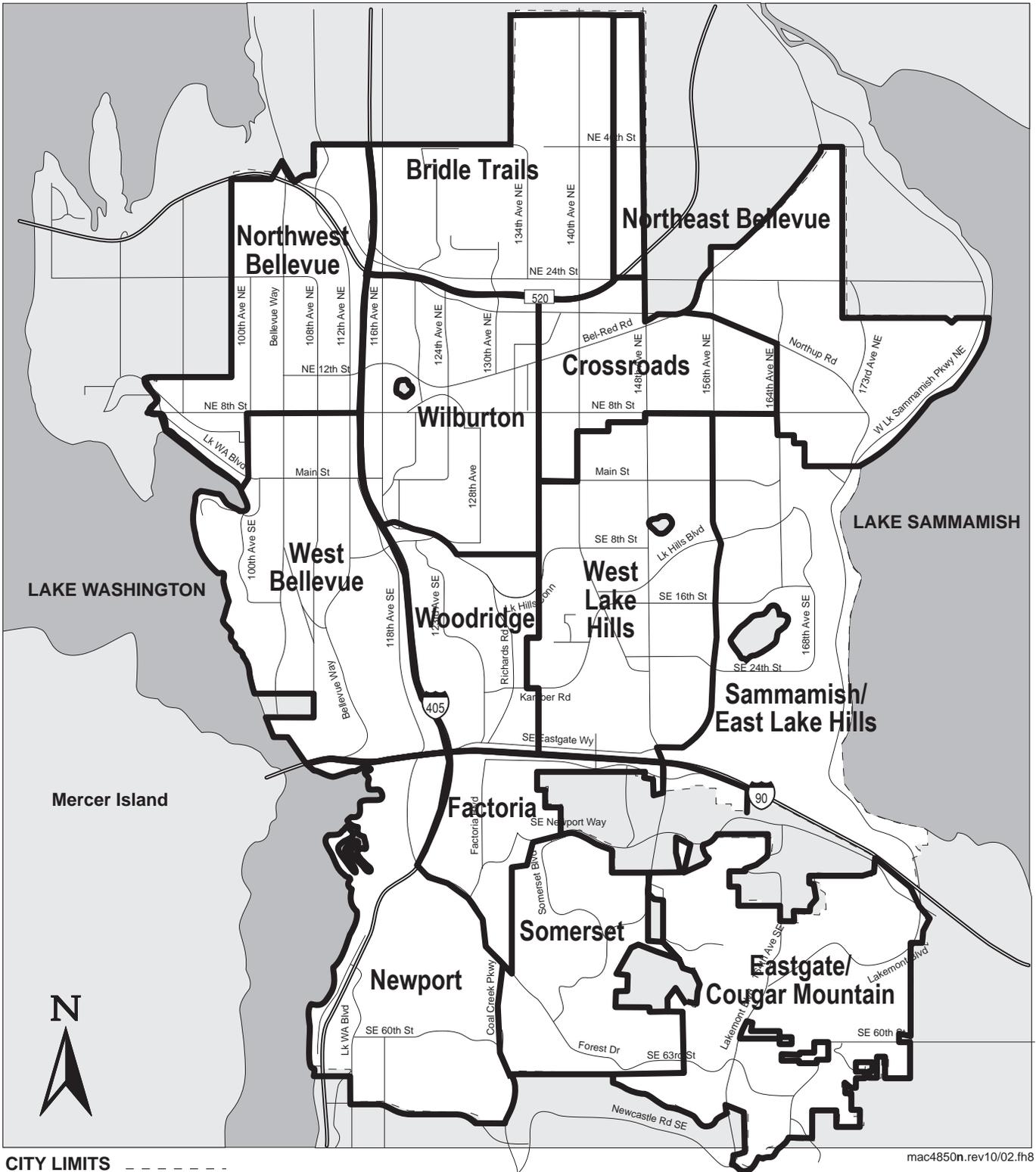
Project Status Key:

AB = Approved and Begun

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2005-2006 City of Bellevue Budget

2005-2011 CIP Projects

NEIGHBORHOOD ENHANCEMENT PROGRAM

Note: The boundaries for the target areas were established to align with Bellevue School District's elementary school attendance zones. NEP visits each area once every three years. In 2005 NE Bellevue, Bridle Trails, NW Bellevue, and West Lake Hills will be selecting projects for funding. In 2006, Crossroads, Wilburton, West Bellevue, and Woodridge will be selecting projects for funding.

2005-2011 Adopted CIP: Neighborhood Enhancement Program

**Cost and Resource Summary
\$000**

	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	2005-2011 Total
PROJECT COSTS	\$1,500	\$1,200	\$1,200	\$1,200	\$1,200	\$1,200	\$1,200	\$8,700
AVAILABLE RESOURCE ALLOCATION	-	-	-	-	250	250	250	750
TOTAL PROJECT COSTS	<u>\$1,500</u>	<u>\$1,200</u>	<u>\$1,200</u>	<u>\$1,200</u>	<u>\$1,450</u>	<u>\$1,450</u>	<u>\$1,450</u>	<u>\$9,450</u>
<u>RESOURCES</u>								
GENERAL CIP REVENUE	<u>\$1,500</u>	<u>\$1,200</u>	<u>\$1,200</u>	<u>\$1,200</u>	<u>\$1,450</u>	<u>\$1,450</u>	<u>\$1,450</u>	<u>\$9,450</u>
TOTAL RESOURCES	<u>\$1,500</u>	<u>\$1,200</u>	<u>\$1,200</u>	<u>\$1,200</u>	<u>\$1,450</u>	<u>\$1,450</u>	<u>\$1,450</u>	<u>\$9,450</u>

2005-2011 Adopted CIP: Neighborhood Enhancement Program

CIP PLAN NUMBER: NEP-1

PROJECT NAME: Neighborhood Enhancement Program

PROJECT LOCATION: Various locations

DEPT/PROGRAM: Planning & Community Development/Neighborhood and Community Outreach

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: Ongoing

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: The Neighborhood Enhancement Program provides funding and coordination for small improvement projects in Bellevue neighborhoods. The enhancements are requested by, prioritized by, and directly benefit local residents. This part of the overall program provides the necessary funds for capital expenses which are related to the Transportation and Parks & Community Services Departments, as well as staff time necessary to administer the program. Funds will be used for physical improvements to enhance pedestrian safety, improve rights-of-way, provide traffic control measures and enhance parks and open space. The program is administered using a set of written guidelines, including criteria for determining project eligibility.

PROJECT JUSTIFICATION/BENEFITS: This is a high priority program of the city. It is designed to respond to localized neighborhood needs that would not otherwise compete for citywide CIP funding. Direct benefits include a better living environment for Bellevue residents through the physical improvements provided. Indirect benefits include improved communications between Bellevue residents and city staff and more convenient access to city services.

ENVIRONMENTAL IMPACTS: This project is not site specific and the environmental impacts have not been determined at this time.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Capital cost and revenue have been increased by \$2,400,000 to cover two additional years, 2010 and 2011.

Project Schedule: Projects approved through the Neighborhood Enhancement Program generally are designed and built within two years from the date of approval. A two-year lag (on average) from approval to expenditure is to be expected.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	11,529	1,500	1,200	1,200	1,200	1,200	1,200	1,200	8,700	20,229
REVENUE:										
Gen CIP Revenue	11,529	1,500	1,200	1,200	1,200	1,200	1,200	1,200	8,700	20,229
TOTAL REVENUE	11,529	1,500	1,200	1,200	1,200	1,200	1,200	1,200	8,700	20,229
M&O COSTS*:										

* M&O costs are dependent upon specific projects selected.

Capital Costs Beyond 2011: Ongoing project

2005-2011 Adopted CIP: Neighborhood Enhancement Program**Projects Contained in the 2003-2009 CIP Plan
Which Have Been Completed, Combined, or Deleted**

CIP PLAN NUMBER	PROJECT NAME AND COMMENT	YEAR COMPLETED
None		

Introductory Comments

Introduced in 2001, the Neighborhood Investment Strategy (NIS) combines innovative outreach methods with better coordination of work the City is already doing to provide more focused delivery of services and more effective responses to problems within Bellevue's older neighborhoods. A major emphasis of the program is strengthening the City's relationship with citizens by involving them in decisions about what is needed to improve and sustain neighborhood livability.

The goals of the NIS West Lake Hills pilot project were to:

1. Implement strategies to preserve the unique identity of the neighborhood.
2. Proactively address issues related to the aging of the neighborhood and its infrastructure.
3. Catalog and respond to specific needs and opportunities in the neighborhood.
4. Systematically apply City resources to make an impact at the neighborhood level.
5. Develop neighborhood leadership and foster community participation to sustain the effort.

CIP projects funded in the CIP include investments identified as high priority by the West Lake Hills community: \$5.5 million for improvements of pedestrian facilities; and \$1 million for improvements of trails, parks and open space amenities.

Beginning in 2005, an allocation of \$250,000 per year will enable the City to build upon its earlier efforts – to reinforce work completed in the pilot program, and to focus resources on solving specific problems related to the aging of Bellevue neighborhoods. In exploring and implementing solutions, the City will act as a catalyst, leveraging its resources to encourage private reinvestment in older neighborhoods.

2005-2011 Adopted CIP: Neighborhood Investment Strategy

Funded Projects

CIP Plan Number	Project Name	Project Status	\$ in 000s	
			2005-2011 Project Cost	Total Estimated Cost
NIS-1	West Lake Hills NIS Improvements	AB	\$5,195	\$6,500
NIS-2	NIS Future Areas	N	1,750	1,750
	Available Resource Allocation		750	750
TOTAL NEIGHBORHOOD INVESTMENT STRATEGY			<u>\$7,695</u>	<u>\$9,000</u>

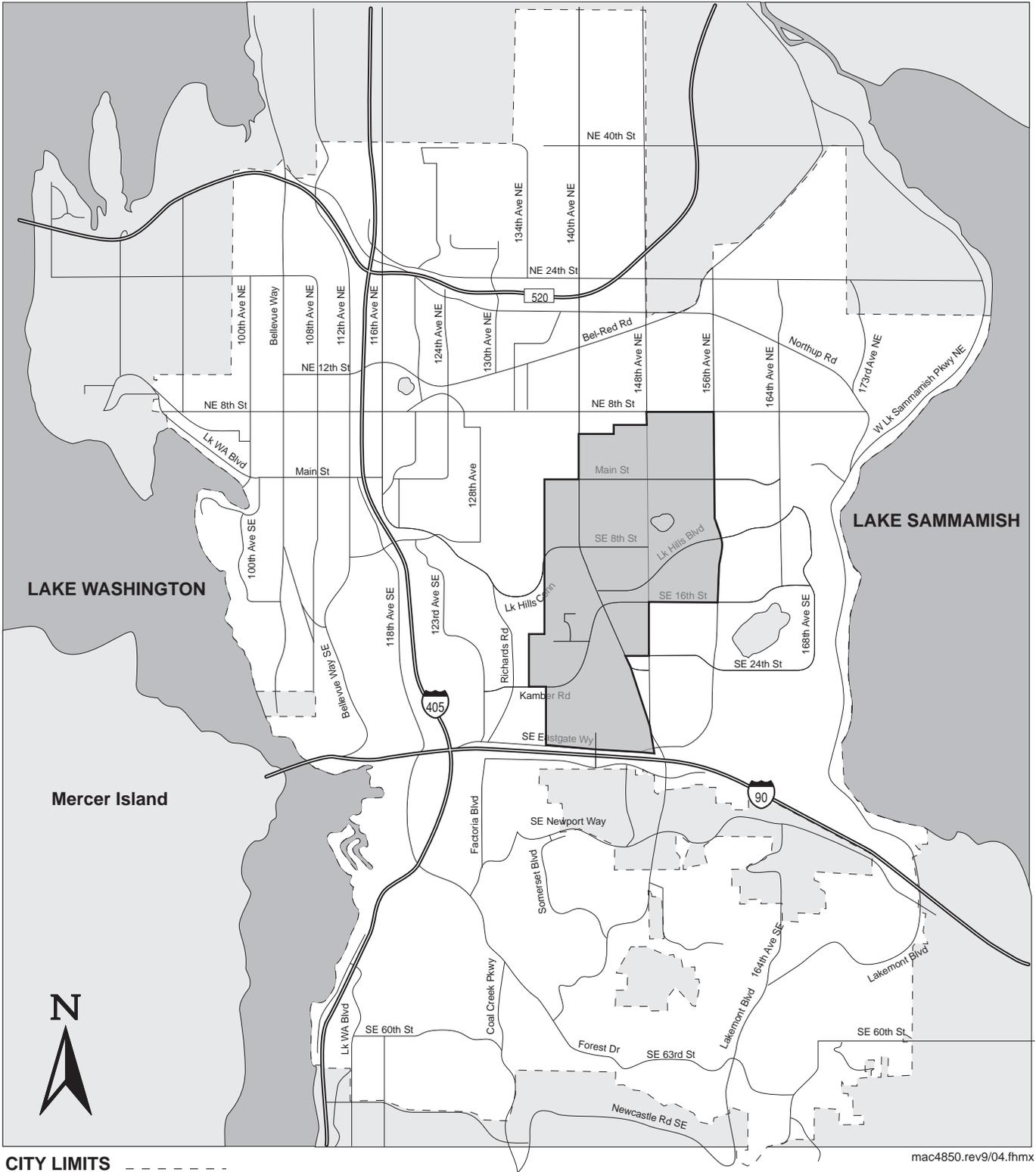
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2005-2006 City of Bellevue Budget

2005-2011 CIP Projects

NEIGHBORHOOD INVESTMENT STRATEGY

Note: NIS-2 location not yet determined.

2005-2011 Adopted CIP: Neighborhood Investment Strategy

Cost and Resource Summary
\$000

	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	2005-2011 Total
PROJECT COSTS	\$2,735	\$2,960	\$250	\$250	\$250	\$250	\$250	\$6,945
AVAILABLE RESOURCE ALLOCATION	-	-	-	-	250	250	250	750
TOTAL PROJECT COSTS	<u><u>\$2,735</u></u>	<u><u>\$2,960</u></u>	<u><u>\$250</u></u>	<u><u>\$250</u></u>	<u><u>\$500</u></u>	<u><u>\$500</u></u>	<u><u>\$500</u></u>	<u><u>\$7,695</u></u>
<u>RESOURCES</u>								
GENERAL CIP REVENUE	<u>\$2,735</u>	<u>\$2,960</u>	<u>\$250</u>	<u>\$250</u>	<u>\$500</u>	<u>\$500</u>	<u>\$500</u>	<u>\$7,695</u>
TOTAL RESOURCES	<u><u>\$2,735</u></u>	<u><u>\$2,960</u></u>	<u><u>\$250</u></u>	<u><u>\$250</u></u>	<u><u>\$500</u></u>	<u><u>\$500</u></u>	<u><u>\$500</u></u>	<u><u>\$7,695</u></u>

2005-2011 Adopted CIP: Neighborhood Investment Strategy

CIP PLAN NUMBER: NIS-1

PROJECT NAME: West Lake Hills NIS Improvements

PROJECT LOCATION: Various Locations within the West Lake Hills Neighborhood

DEPT/PROGRAM: Parks & Community Services/Planning, Design & Project Management
Transportation/Transportation Maintenance/Transportation Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2003

ESTIMATED COMPLETION DATE: 2006

PROJECT DESCRIPTION/SCOPE: This project includes capital improvements to the West Lake Hills area in order to implement neighborhood safety and livability projects identified through the Neighborhood Investment Strategy - a City Council initiated program designed to maintain the character of older neighborhoods and to demonstrate the City's commitment to neighborhood quality.

The CAC developed the following recommendations as the keys to maintaining the quality and character of West Lake Hills.

- Improve neighborhood shopping centers
- Improve the safety and appearance of arterials
- Develop strategies for maintaining and improving the value, appearance and quality of neighborhoods
- Preserve and protect the area's parks and open space assets
- Develop a stronger sense of community in Lake Hills

The following projects are the areas for improvement funded in the CIP.

- A. 145th Place SE-SE 8th to SE 24th, and SE 22 Design Report & Early Implementation project \$3,100,000
- B. 156th Ave SE Non-motorized improvements \$1,400,000
- C. Miscellaneous Sidewalk Improvements in West Lake Hills \$1,000,000
- D. Other Non-Transportation Improvements \$1,000,000

These projects are compatible with Transportation, Parks and PCD projects currently funded in the CIP, and are consistent with long-term plans, including the Comprehensive Plan, the Pedestrian-Bicycle Transportation Plan, and the East Bellevue Transportation Study.

PROJECT JUSTIFICATION/BENEFITS: This investment is needed to implement neighborhood safety and livability projects identified through the Neighborhood Investment Strategy -- a City-Council-initiated program designed to maintain the character of older neighborhoods and to demonstrate the City's commitment to neighborhood quality.

Funding of this request will:

- Enable City staff to proceed with work identified by the community as desirable and necessary to maintain neighborhood character;
- Respond to City Council direction and address an established City priority;
- Help demonstrate the City's commitment to serving and investing in neighborhoods.

The projects to be funded through this investment are compatible with Transportation, Parks and PCD projects currently funded in the CIP, and are consistent with long-term plans, including the Comprehensive Plan, the Pedestrian-Bicycle Transportation Plan, and the East Bellevue Transportation Study.

ENVIRONMENTAL IMPACTS: Environmental impacts will be determined on a project by project basis.

PROJECT BUDGET:

\$000

	Through									2005-2011 Total	Project Total
	2004	2005	2006	2007	2008	2009	2010	2011			
TOTAL CAPITAL COST:	1,305	2,485	2,710							5,195	6,500
REVENUE:											
General CIP Revenue	1,305	2,485	2,710							5,195	6,500
TOTAL REVENUE	1,305	2,485	2,710							5,195	6,500
M&O COSTS:		9	19	20	20	21	21	22			

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Neighborhood Investment Strategy

CIP PLAN NUMBER: NIS-2

PROJECT NAME: Neighborhood Investment Strategy (NIS) Future Areas

PROJECT LOCATION: Various Locations

DEPT/PROGRAM: Planning & Community Development, Transportation, and Parks & Community Services/Neighborhood Investment Strategy

STATUS: New

ACTUAL/ESTIMATED START DATE: 2005

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: The Neighborhood Investment Strategy (NIS) West Lake Hills pilot project involved the community in an intensive effort to address high priority needs and preserve the character of an aging neighborhood. NIS-1 resulted in community partnerships, improvements to City of Bellevue programs, educational and community-building activities, and capital improvements to streets, walkways, and open space.

NIS-2 will build upon the successes of NIS-1, once again focusing City resources on the specific challenges facing older neighborhoods. The City will narrow and refine its efforts in NIS-2, concentrating on projects and partnerships to stimulate private investment and restore neighborhood vitality. In NIS-2, the City's primary role will be as a catalyst, engaging in activities which both demonstrate and encourage a resurgence of confidence in the quality and appeal of Bellevue's older neighborhoods.

PROJECT JUSTIFICATION/BENEFITS: Council has set a high priority on neighborhood services. NIS-1 has shown itself to be an effective tool for addressing the high priority needs of older neighborhoods. NIS-2 takes the next step to address specific and persistent problems reported by residents of these aging areas.

Major goals and outcomes include:

- ◆ Increased private investment in the neighborhood, with the City acting as a catalyst;
- ◆ Reinforcement of older neighborhoods' image;
- ◆ Enhancement of neighborhood character and identity;
- ◆ Resolution of problems related to aging;
- ◆ Continued emphasis on coordination of work already being done by City departments;
- ◆ Stronger relationships with neighborhoods;
- ◆ Continued development of citizen participation and leadership at the neighborhood level.

ENVIRONMENTAL IMPACTS: Environmental impacts will be determined on a project by project basis.

PROJECT BUDGET:

\$000

	Through 2004	2005	2006	2007	2008	2009	2010	2011	2005-2011 Total	Project Total
TOTAL CAPITAL COST:		250	250	250	250	250	250	250	1,750	1,750
REVENUE:										
General CIP Revenue		250	250	250	250	250	250	250	1,750	1,750
TOTAL REVENUE		250	250	250	250	250	250	250	1,750	1,750
M&O COSTS:			16	16	16	16	16	16		

Capital Costs Beyond 2011: Ongoing program

2005-2011 Adopted CIP: Neighborhood Investment Strategy

**Projects Contained in the 2003-2009 CIP Plan
Which Have Been Completed, Combined, or Deleted**

CIP PLAN NUMBER	PROJECT NAME AND COMMENT	YEAR COMPLETED
None		



Introductory Comments

The Water Utility owns and operates 616 miles of water distribution and transmission mains, 27 reservoirs with over 40 million gallons of storage, and 22 pump stations. Water is supplied by the Cascade Water Alliance by contractual arrangement with the City of Seattle through the Tolt and Cedar River Supply Systems. Bellevue's Water Utility serves virtually all of Bellevue as well as some neighboring communities and a small amount of unincorporated King County.

The capital improvements for the Water Utility are generally based on the 1998 "Bellevue Water Comprehensive Plan". The Plan provides a guide for orderly system expansion and improvements which increase system reliability, efficiency, and level of service. A Water Comprehensive Plan update will be completed in 2005 to identify system improvements needed to continue to meet the demands of population growth and system aging

The water system was analyzed by computer model to identify pressure, capacity, and storage needs. Other capital investment projects reflect the increasing resource needed to maintain a high level of service and reliability as the water system ages (infrastructure renewal and replacement). Additionally, new state and federal regulations require ongoing new investment in water quality and system security enhancements.

2005-2011 Adopted CIP: Water

Funded Projects

CIP Plan Number	Project Name	Project Status	\$ in 000s	
			2005-2011 Project Cost	Total Estimated Cost
W-16	Small Diameter Water Main Replacement	O	\$13,006	\$27,974
W-67	Pressure Reducing Valve (PRV) Rehabilitation	O	1,890	3,530
W-68	Water Service Extension	O	1,505	3,738
W-69	Minor Water Capital Improvement Projects	O	1,290	4,005
W-82	Fire Hydrant Improvements	AB	354	1,110
W-85	Structural/Seismic Reservoir Rehabilitation	O	2,792	10,511
W-87	Rosemont Asbestos Cement Water Main Replacement	AB	689	735
W-90	Water Telemetry Upgrades	AB	64	650
W-91	Water Pump Station Rehabilitation	ANB	4,314	11,338
W-92	Reservoir Water Quality Upgrades	AB	1,012	1,197
W-95	Water System Security Enhancements	AB	186	550
W-98	Replacement of Large Commercial Water Meters	N	1,500	1,500
W-99	Water Service Line and Saddle Replacement Program	N	1,077	1,077
TOTAL WATER			<u>\$29,679</u>	<u>\$67,915</u>

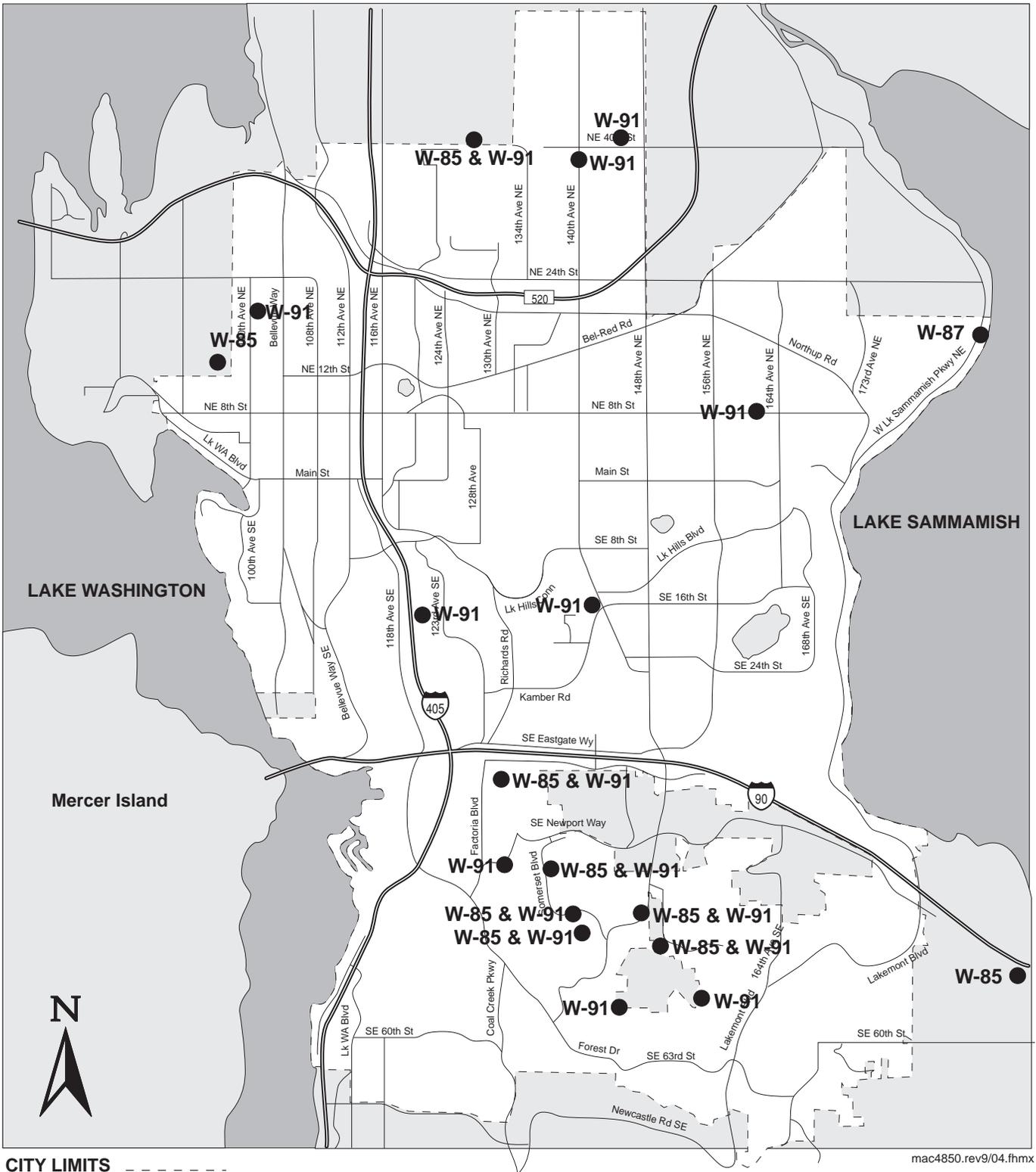
Project Status Key:

AB = Approved and Begun

O = Ongoing

ANB = Approved and Not Begun

N = New



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2005-2006 City of Bellevue Budget

2005-2011 CIP Projects

WATER

Note: Projects W-16, W-67, W-68, W-69, W-82, W-90, W-92, W-95, W-98, and W-99 are not shown as they will be located throughout the service area.

2005-2011 Adopted CIP: Water

Cost and Resource Summary
\$000

	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	2005-2011 Total
TOTAL PROJECT COSTS	<u>\$3,327</u>	<u>\$3,850</u>	<u>\$3,523</u>	<u>\$4,056</u>	<u>\$4,843</u>	<u>\$4,973</u>	<u>\$5,107</u>	<u>\$29,679</u>
RESOURCES								
UTILITY OPERATING REVENUES:								
Water Utility Fund	<u>\$3,327</u>	<u>\$3,850</u>	<u>\$3,523</u>	<u>\$4,056</u>	<u>\$4,843</u>	<u>\$4,973</u>	<u>\$5,107</u>	<u>\$29,679</u>
TOTAL RESOURCES	<u>\$3,327</u>	<u>\$3,850</u>	<u>\$3,523</u>	<u>\$4,056</u>	<u>\$4,843</u>	<u>\$4,973</u>	<u>\$5,107</u>	<u>\$29,679</u>

2005-2011 Adopted CIP: Water

CIP PLAN NUMBER: W-16

PROJECT NAME: Small Diameter Water Main Replacement

PROJECT LOCATION: Replacement of small diameter water mains located throughout the water distribution system

DEPT/PROGRAM: Utilities/Utility Improvements

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: Ongoing

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This ongoing program consists of designing and installing new water mains to replace existing small diameter lines (primarily asbestos-cement lines) to achieve a performance goal of 1,000 gallons per minute fireflow throughout the system. Pipe is prioritized for replacement based on several factors including degree of fireflow deficiency, break history, and scheduled street improvements.

PROJECT JUSTIFICATION/BENEFITS: This program was established to replace aging pipes that have experienced breaks and/or leaks or show signs of potential loss of strength. The Water Utility has about 325 miles of asbestos-cement pipe which were installed from the late 1940s through the early 1960s. This pipe is generally smaller diameter than is required by today's standards, and is the pipe most likely to fail in the water system.

This program will enhance the level of service by increasing fireflow availability while at the same time reducing the possibility of water main breaks which can result in property damage, and will reduce unanticipated system service interruptions.

ENVIRONMENTAL IMPACTS: The water mains being replaced are usually eight inches in diameter or less and are generally exempt from environmental review unless they are in or adjacent to sensitive areas. The status of environmental review of specific projects is undetermined.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Project Schedule: The program was originally to achieve this performance goal by 2015, which would require replacing between 2.3 and 2.5 miles of pipe per year. Because the unit price to replace pipe has increased significantly, that target will likely be met by 2020 at the current funding level.

Capital Cost/Revenue: The program budget has been increased by \$4,600,000 for the addition of CIP program years 2010 and 2011. Annual program costs are continuing to ramp up over time in anticipation of increased need to rehabilitate and replace aging system components. Annual program costs have also been adjusted for inflation.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	14,968	685	1,666	1,764	2,080	2,211	2,266	2,334	13,006	27,974
REVENUE:										
Water Utility Revenue	14,968	685	1,666	1,764	2,080	2,211	2,266	2,334	13,006	27,974
TOTAL REVENUE	14,968	685	1,666	1,764	2,080	2,211	2,266	2,334	13,006	27,974
M&O COSTS:										

Capital Costs Beyond 2011: This program will continue through 2020, at minimum.

2005-2011 Adopted CIP: Water

CIP PLAN NUMBER: W-67

PROJECT NAME: Pressure Reducing Valve (PRV) Rehabilitation

PROJECT LOCATION: Various locations throughout the Water Utility's service area

DEPT/PROGRAM: Utilities/Utility Improvements

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: 1991

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This ongoing program consists of the rehabilitation or replacement of old, deteriorating, and unsafe water system vaults containing pressure reducing valves throughout the water service area. The number of pressure reducing valves that are rehabilitated varies slightly from year to year based on the annual program budget and the rehabilitation costs, but averages 5 PRVs per year. There are a total of approximately 180 PRVs in the system. Replacement criteria include service requirements, safety, maintenance history, age, and availability of replacement parts.

PROJECT JUSTIFICATION/BENEFITS: The City maintains numerous vaults containing pressure reducing valves. Many of these facilities are over 25 years old and contain galvanized pipe, valves, meters, and other equipment which are deteriorating. Reliability has become a concern, and repair parts are difficult or impossible to find. The size and difficulty of access to many of these older vaults makes increased maintenance and repair activities difficult, and raises maintenance and personnel safety concerns.

This program will reduce the likelihood of pressure reducing valve failure, thereby increasing the reliability of water supply to areas served by these stations. The amount of time spent on maintenance of these facilities will be reduced. Access and safety of the vaults will be improved.

ENVIRONMENTAL IMPACTS: The specific environmental impacts or the State Environmental Protection Act (SEPA) requirements will be determined for each specific project. They are generally exempt.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Project Description: This program originally included replacement of large commercial water meters in addition to PRVs. The programs were separated in 2005 to recognize the increased rate of PRV replacement required to begin to approach renewal & replacement goals, and because the benefits of replacing large commercial water meters differ in nature.

Capital Cost/Revenue: The program budget has been increased by \$616,000 for the addition of CIP program years 2010 and 2011. Project costs will continue to ramp up over time in anticipation of increased need to rehabilitate and replace aging system components. Project costs have also been adjusted for inflation.

PROJECT BUDGET:

\$000

	Through 2004	2005	2006	2007	2008	2009	2010	2011	2005-2011 Total	Project Total
TOTAL CAPITAL COST:	1,640	347	250	250	253	256	263	271	1,890	3,530
REVENUE:										
Water Utility Revenue	1,640	347	250	250	253	256	263	271	1,890	3,530
TOTAL REVENUE	1,640	347	250	250	253	256	263	271	1,890	3,530
M&O COSTS:										

Capital Costs Beyond 2011: This program will continue indefinitely. Annual funding will need to increase with the rate of PRV replacement as the components age.

2005-2011 Adopted CIP: Water

CIP PLAN NUMBER: W-68

PROJECT NAME: Water Service Extension

PROJECT LOCATION: Various locations throughout the Water Utility's service area

DEPT/PROGRAM: Utilities/Utility Improvements

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: 1990

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This ongoing program consists of designing and constructing water distribution facilities at various locations throughout the water system service area. These facilities are constructed to serve areas which currently do not have City water available. The program may include installation of water system supply components including PRV's and master meters, typically associated with water system expansion.

PROJECT JUSTIFICATION/BENEFITS: Projects are typically constructed in areas where the City is approached by affected property owners or in conjunction with other Utility or roadway construction. Each project requires majority support of affected property owners, except in cases where other utility priorities such as public health or safety take precedence. These projects typically serve areas where well systems are either going dry or are providing water of unacceptable quality. Project costs are generally recovered via connection fees to benefited properties.

This program eliminates dependence on well systems by providing City water service. It provides a reliable source of high-quality water to areas with old well systems which may be going dry or are providing water of unacceptable quality. It reduces costs and disruption to communities when constructed in conjunction with other Utility or roadway improvement projects.

ENVIRONMENTAL IMPACTS: The environmental impacts or State Environmental Protection Act (SEPA) requirements will be determined for each specific project.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Capital cost and revenue has been adjusted to add CIP program years 2010 and 2011, and to reflect lower than anticipated request for system extension through 2004, for a net increase of \$104,000. Project costs have also been adjusted for inflation.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	2,233	210	210	210	212	215	221	227	1,505	3,738
REVENUE:										
Water Utility Revenue	2,233	210	210	210	212	215	221	227	1,505	3,738
TOTAL REVENUE	2,233	210	210	210	212	215	221	227	1,505	3,738
M&O COSTS:										

Capital Costs Beyond 2011: This program will continue indefinitely.

2005-2011 Adopted CIP: Water

CIP PLAN NUMBER: W-69

PROJECT NAME: Minor Water Capital Improvement Projects

PROJECT LOCATION: Various locations throughout the Water Utility's service area

DEPT/PROGRAM: Utilities/Utility Improvements

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: 1991

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This is an ongoing program to fund minor capital improvements to the City's water system which correct minor deficiencies, solve maintenance problems, often in conjunction with other department or City projects such as street overlays or other street improvements, or to address priorities of Council-appointed Neighborhood Capital Investment Citizen Advisory Committees.

PROJECT JUSTIFICATION/BENEFITS: These improvements correct minor deficiencies or maintenance problems of the existing system. This program allows the City to efficiently maintain and upgrade its water system by coordinating minor improvements with other City projects and maintenance activities.

ENVIRONMENTAL IMPACTS: The environmental impacts and State Environmental Protection Act (SEPA) requirements will be determined for each specific project, but are generally exempt.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Capital cost and revenue has been increased by \$338,000 for the addition of CIP program years 2010 and 2011, to recognize actual program expenditures below budget through 2004, and to adjust for projected inflation.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	2,715	180	180	180	182	185	189	195	1,290	4,005
REVENUE:										
Water Utility Revenue	2,715	180	180	180	182	185	189	195	1,290	4,005
TOTAL REVENUE	2,715	180	180	180	182	185	189	195	1,290	4,005
M&O COSTS:										

Capital Costs Beyond 2011: This program will continue indefinitely.

2005-2011 Adopted CIP: Water

CIP PLAN NUMBER: W-82

PROJECT NAME: Fire Hydrant Improvements

PROJECT LOCATION: Various locations throughout Water Utility's service area

DEPT/PROGRAM: Utilities/Utility Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 1993

ESTIMATED COMPLETION DATE: 2011

PROJECT DESCRIPTION/SCOPE: The first phase of this program was a multi-year project to add hydrants to locations where hydrant spacing exceeded 1,000 feet. Phase 2 of this program (currently underway) will replace over 200 outdated 2-port hydrants.

PROJECT JUSTIFICATION/BENEFITS: This program was recommended in the 1992 Water Comprehensive Plan Update. Phase 1 of this project improved fire protection within the water service area. Phase 2 of this project is improving the fireflow and the response time in the event of a fire. Existing 2-port hydrants require extra time and connection equipment to supply water from both ports to the fire pumper trucks.

The project provided increased fire protection for areas where hydrant spacing was the limiting factor, and will improve emergency response time in the event of a fire by replacing hydrants that do not comply with current standards. Maintenance and operational costs of the fire hydrants will remain about the same.

ENVIRONMENTAL IMPACTS: Fire hydrant replacement projects are generally exempt from State Environmental Protection Act (SEPA). Impacts are anticipated to be insignificant.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Capital cost and revenue has been increased by \$152,000 to complete the project, based on revised estimates. The total number of 2-port hydrants increased when the service area was increased. The remaining hydrants are in many cases more difficult and costly to replace. Project costs have also been adjusted for inflation.

Project Schedule: The schedule has been extended over several years to allow completion of higher priority projects.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	756	50	50	50	51	52	53	48	354	1,110
REVENUE:										
Water Utility Revenue	756	50	50	50	51	52	53	48	354	1,110
TOTAL REVENUE	756	50	50	50	51	52	53	48	354	1,110
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Water

CIP PLAN NUMBER: W-85

PROJECT NAME: Structural/Seismic Reservoir Rehabilitation

PROJECT LOCATION: Reservoir locations throughout Water Utility's service area

DEPT/PROGRAM: Utilities/Utility Improvements

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: 1993

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This program will modify or replace existing reservoirs to mitigate water system earthquake damage and maintain their function during seismic events. Pre-design studies will be conducted prior to design and construction of projects to address structural/seismic issues at individual sites.

Demolition of the old Water District 68 water treatment plant will be included in this project and will be done in conjunction with the demolition and reconstruction of the adjacent Meydenbauer Reservoir. That work was completed in 2004. To date, improvements have been completed at seven of the eighteen reservoirs requiring rehabilitation or replacement under this project.

PROJECT JUSTIFICATION/BENEFITS: An assessment of seismic vulnerability identified reservoirs at risk for failure in a seismic event. This project will modify existing reservoirs as necessary to mitigate earthquake damage and maintain system function after a major seismic event.

The improvements will reduce life safety risks and optimize reduction of economic risk during seismic events. Failure consequences that will be reduced include loss of tank system operation, loss of use of communications systems, and resultant property damage. The maintenance and operational costs of the reservoirs will remain about the same.

ENVIRONMENTAL IMPACTS: The environmental impacts will be determined during the design of each specific project.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Project Scope: The project scope has been expanded to include rehabilitation required at the Factoria Reservoir. Specific costs for this project have not yet been determined.

Capital Cost/Revenue: Capital cost and revenue has been increased by \$1,474,000 for the addition of CIP program years 2010 and 2011. Project costs have also been adjusted for inflation. If Council so chooses, sale of the property previously occupied by the WD 68 treatment plant can be used to offset costs associated with the treatment plant demolition.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	7,219	540	165	154	354	513	525	541	2,792	10,011
REVENUE:										
Water Utility Revenue	7,219	540	165	154	354	513	525	541	2,792	10,011
TOTAL REVENUE	7,219	540	165	154	354	513	525	541	2,792	10,011
M&O COSTS:										

Capital Costs Beyond 2011: This program will continue at least through 2012. Pre-design studies will quantify the resources needed at each of the remaining project sites.

2005-2011 Adopted CIP: Water

CIP PLAN NUMBER: W-87

PROJECT NAME: Rosemont Asbestos Cement Water Main Replacement

PROJECT LOCATION: Private Road, East of West Lake Sammamish Parkway between approximately the extensions of NE 19th and NE 8th Streets

DEPT/PROGRAM: Utilities/Utility Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2003

ESTIMATED COMPLETION DATE: 2006

PROJECT DESCRIPTION/SCOPE: This project will replace approximately 1 mile of 6-inch asbestos-cement water main in a private road easement that provides water service and fire protection to approximately 100 properties.

PROJECT JUSTIFICATION/BENEFITS: This water main has a history of water service failures dating back to 1989. Below this water main are steep slopes with private homes on them. There is a chance for potentially catastrophic home and property damage if this water main were ever to fail. Approximately one third of the homes served by this line have existing fire flows below 1000 gpm. This project will increase fireflow to a minimum of 1500 gpm for all properties.

This project will increase water service reliability and fireflow protection while reducing property damage risk factors associated with water main breaks. The maintenance and operational costs of the water main will remain about the same.

ENVIRONMENTAL IMPACTS: The environmental impacts will be determined during the design.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Project Schedule: The schedule has been extended two years, to allow time for coordination with other neighborhood projects (private) planned by adjacent property owners.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	46	215	474						689	735
REVENUE:										
Water Utility Revenue	46	215	474						689	735
TOTAL REVENUE	46	215	474						689	735
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Water

CIP PLAN NUMBER: W-90

PROJECT NAME: Water Telemetry Upgrades

PROJECT LOCATION: Various sites throughout the water service area and at the Bellevue Service Center

DEPT/PROGRAM: Utilities/Utility Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2001

ESTIMATED COMPLETION DATE: 2005

PROJECT DESCRIPTION/SCOPE: This project will upgrade the existing water telemetry system by replacing the older tone-based communications system with Programmable Logic Controller based communications.

PROJECT JUSTIFICATION/BENEFITS: The current system cannot efficiently support increased water quality and other monitoring requirements, and will be technologically obsolete within approximately 2 years.

Changing to smart remote telemetry units (RTUs) will enhance system functionality, allow water pump stations to operate as "stand alone" stations if necessary, and will reduce system control issues during emergency conditions.

ENVIRONMENTAL IMPACTS: No anticipated impacts associated with the upgrade project. Reduces potential for environmental damage as a result of system failure through enhanced system monitoring.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Project Schedule: Estimated project completion has been extended one year.

PROJECT BUDGET:

\$000

	Through 2004	2005	2006	2007	2008	2009	2010	2011	2005-2011 Total	Project Total
TOTAL CAPITAL COST:	586	64							64	650
REVENUE:										
Water Utility Revenue	586	64							64	650
TOTAL REVENUE	586	64							64	650
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Water

CIP PLAN NUMBER: W-91

PROJECT NAME: Water Pump Station Rehabilitation

PROJECT LOCATION: Various locations throughout the water service area

DEPT/PROGRAM: Utilities/Utility Improvements

STATUS: Approved and Not Begun

ACTUAL/ESTIMATED START DATE: 2005

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This project will replace mechanical and electrical pump station components which have reached their useful life, and bring other life/safety and functional features of 22 aging pump stations up to current codes.

PROJECT JUSTIFICATION/BENEFITS: These stations were last rehabilitated beginning in the early 1980's, making some over 25 years old. This project would rehabilitate the stations when they reached 25 to 30 years old, which is the projected useful life of the mechanical and electrical components. The program would rehabilitate approximately 2 pump stations per year over a 10± year period.

The pump stations are used to supply water to various areas throughout the system, and in most cases provide not only domestic water but also support fire flows. This project will maintain the reliability of these critical facilities.

ENVIRONMENTAL IMPACTS: Most work will be within the confines of the existing pump station buildings, therefore no impacts are anticipated.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/revenue: Capital cost and revenue through 2011 has been increased by \$1,859,000 for the addition of CIP program years 2010, and 2011. Project costs have also been adjusted for inflation and to accommodate the pump station(s) acquired with revised service area boundaries.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:		200	200	465	470	953	998	1,028	4,314	4,314
REVENUE:										
Water Utility Revenue		200	200	465	470	953	998	1,028	4,314	4,314
TOTAL REVENUE		200	200	465	470	953	998	1,028	4,314	4,314
M&O COSTS:										

Capital Costs Beyond 2011: Approximately \$7 million.

2005-2011 Adopted CIP: Water

CIP PLAN NUMBER: W-92

PROJECT NAME: Reservoir Water Quality Upgrades

PROJECT LOCATION: Various reservoirs/tanks throughout the water service area

DEPT/PROGRAM: Utilites/Utility Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2001

ESTIMATED COMPLETION DATE: 2009

PROJECT DESCRIPTION/SCOPE: This project will improve or maintain drinking water quality by installation of online chlorine analyzers at water storage reservoirs, separation of common water inlets/outlets at reservoirs that experience poor mixing, and piping upgrades/arrangements, and piping upgrades in the distribution system to decrease water age and maintain minimum chlorine residuals.

PROJECT JUSTIFICATION/BENEFITS: The program is needed to improve or maintain drinking water quality for upcoming disinfection byproduct regulations. The program will help to insure continued compliance with State and Federal mandates for drinking water quality, and will also improve aesthetics related to taste and odor.

The program will ensure a safe supply of drinking water by maintaining 100% compliance with State and Federal drinking water standards with an emphasis on Disinfection By-Products Regulation and Total Coliform Rule (TCR). The program expansion (years 2007-2009) will ensure compliance with pending Presidential Directive HSPD-10 for water quality, which will become mandatory under new water quality regulations within 2-3 years.

ENVIRONMENTAL IMPACTS: Since all work will be performed within existing facilities, no impacts are anticipated.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Project Scope: The project scope has been expanded to include a second tier of improvements required to monitor, improve or maintain drinking water quality to meet anticipated regulations. (Scope enhancement was proposed as a new investment in 2005.)

Capital Cost/Revenue: Capital cost and revenue has been increased by \$607,000 to reflect implementation of a second tier of water quality improvements.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	185	200	205	200	202	205			1,012	1,197
REVENUE:										
Water Utility Revenue	185	200	205	200	202	205			1,012	1,197
TOTAL REVENUE	185	200	205	200	202	205			1,012	1,197
M&O COSTS:										

Capital Costs Beyond 2011: Not quantified, but additional costs are likely as stricter drinking water quality regulations are required.

2005-2011 Adopted CIP: Water

CIP PLAN NUMBER: W-95

PROJECT NAME: Water System Security Enhancements

PROJECT LOCATION: Various locations throughout the water service area

DEPT/PROGRAM: Utilities/Utility Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2003

ESTIMATED COMPLETION DATE: 2005

PROJECT DESCRIPTION/SCOPE: This project will install new security measures to protect the City's water system.

PROJECT JUSTIFICATION/BENEFITS: Events of September 11, 2001 made us aware of an increased threat to public safety, specifically terrorist threat to the City's water system. This project is a response to these concerns and it is one of several initiated by various departments in the City to safeguard our citizens and employees.

This project provides critical measures to make the City's water system more secure. The proposed measures also increase the Utility's ability to respond to other threats to the water system such as earthquakes and storms.

ENVIRONMENTAL IMPACTS: Since the work will be performed within the existing water system, no significant impacts are anticipated

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Project Schedule: Project was extended one year as a result of delays due to complications with project bidding.

PROJECT BUDGET:

\$000

	Through 2004	2005	2006	2007	2008	2009	2010	2011	2005-2011 Total	Project Total
TOTAL CAPITAL COST:	364	186							186	550
REVENUE:										
Water Utility Revenue	364	186							186	550
TOTAL REVENUE	364	186							186	550
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Water

CIP PLAN NUMBER: W-98

PROJECT NAME: Replacement of Large Commercial Water Meters

PROJECT LOCATION: Throughout the Water Service Area

DEPT/PROGRAM: Utilities / Utility Improvements

STATUS: New

ACTUAL/ESTIMATED START DATE: 2005

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: Replace large (high volume) commercial water meters. Large commercial meters are defined as 3" and larger.

PROJECT JUSTIFICATION/BENEFITS: This project was recommended in the 2003 Water Loss Study. Field tests indicated that a significant number of the large commercial meters significantly under-register the flow passing through them. There are approximately 140 of these meters in the system (out of 35,000 meters), which account for nearly 30% of the total volume of water sold. The study estimated that large commercial meters may under-register as much as 102 million gallons annually. The revenue lost by the meter inaccuracies is experienced in both the water and sewer utilities, since sewer rates are based on winter water usage.

The proposed investment will enhance revenues by accurately measuring water consumed and charging the user. This results in more accurate rate allocation among user classes (residential and commercial customers) and reduced unaccounted (and non-revenue producing) water.

The project meets the Utility's CIP program objectives of improved reliability & integrity of the Utility's infrastructure; promotes fiscal stewardship by enhancing revenue and appropriately allocating cost among customers.

ENVIRONMENTAL IMPACTS: Replacement of large meters often involves replacement of the vault to meet the design requirements of new meters and current safety and operational standards. However, in most cases there is no environmental impact associated with replacement of meter and vault.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:		300	300	100	100	100	300	300	1,500	1,500
REVENUE:										
Water Utility Revenue		300	300	100	100	100	300	300	1,500	1,500
TOTAL REVENUE		300	300	100	100	100	300	300	1,500	1,500
M&O COSTS:										

Capital Costs Beyond 2011: Ongoing

2005-2011 Adopted CIP: Water

CIP PLAN NUMBER: W-99

PROJECT NAME: Water Service Line and Saddle Replacement Program

PROJECT LOCATION: Throughout the water service area

DEPT/PROGRAM: Utilities / Utility Improvements

STATUS: New

ACTUAL/ESTIMATED START DATE: 2005

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: Replace aging and deteriorating water service saddles (the component connecting the water service line to the main water line) and deteriorating water service lines (the pipes from the city's water main to the customer's water meter).

PROJECT JUSTIFICATION/BENEFITS: The City is responsible for maintaining approximately 33,000 water services and saddles (connections to the main water line). This project is needed to address the increasing need for replacement of aging and deteriorating service saddles and associated service lines. Specific projects will be identified through a service saddle condition assessment program (proactive) or by actual saddle failure (reactive). Specific service lines in need of replacement would be identified, with Carlton-type service lines in the Lake Hills neighborhood a priority.

The project will provide the means for a more proactive approach towards maintaining the function of water service saddles and service lines. It will ultimately help the City maintain more consistent long term customer service levels by reducing the number of service saddle failures and resulting service interruptions. The result will be increased customer satisfaction; reduced service interruptions; and reduced increases in claims as the system ages.

The project meets the Utility's CIP program objectives of improved reliability & integrity of the Utility's infrastructure; helps maintain the high level of customer service, and promotes fiscal stewardship by reducing potential liability from claims resulting from service line or saddle failure.

ENVIRONMENTAL IMPACTS: Replacement of existing water service lines and saddles will in most cases result in no environmental impact.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:		150	150	150	152	154	158	163	1,077	1,077
REVENUE:										
Water Utility Revenue		150	150	150	152	154	158	163	1,077	1,077
TOTAL REVENUE		150	150	150	152	154	158	163	1,077	1,077
M&O COSTS:										

Capital Costs Beyond 2011: Ongoing.

2005-2011 Adopted CIP: Water**Projects Contained in the 2003-2009 CIP Plan
Which Have Been Completed, Combined, or Deleted**

CIP PLAN NUMBER	PROJECT NAME AND COMMENT	YEAR COMPLETED
W-94	Emergency Generator Connections	2003

Introductory Comments

The Sewer Utility owns 519 miles of sewer trunk and collector lines, over 13,500 manholes, and 46 pumping and flushing stations throughout its service area. All sewage is conveyed to King County/METRO trunklines or pump stations, which then convey it to the Renton wastewater treatment facility. The Sewer Utility serves virtually all of Bellevue as well as the Points Communities, Beaux Arts, and some unincorporated areas.

The capital improvements for the Sewer Utility are generally based on the 2002 "Bellevue Comprehensive Wastewater Plan". The plan provides a guide for orderly system expansion to undeveloped areas and to those areas served by septic tank systems, and recommends improvements which increase or maintain system reliability, efficiency, and level of service. The Sewer Utility's capital improvements are consistent with the plan's recommendations.

As part of the Comprehensive Wastewater Plan's development, the sewer system was analyzed by computer model to identify potential capacity problems. Other capital investment projects reflect the increasing resource required to maintain a high level of service and reliability as the sewer system ages (infrastructure renewal and replacement).

2005-2011 Adopted CIP: Sewer

Funded Projects

CIP Plan Number	Project Name	Project Status	\$ in 000s	
			2005-2011 Project Cost	Total Estimated Cost
S-16	Sewage Pump Station Improvements	O	\$2,571	\$10,637
S-24	Sewer System Pipeline Rehabilitation	O	5,783	10,601
S-30	Sewer Service Extension	O	2,586	8,961
S-32	Minor Sewer Capital Improvement Projects	O	949	2,154
S-50	Bogline Lift Station	AB	358	415
S-52	East CBD Sewer Trunkline Improvements	N	1,839	1,839
TOTAL SEWER			<u>\$14,086</u>	<u>\$34,607</u>

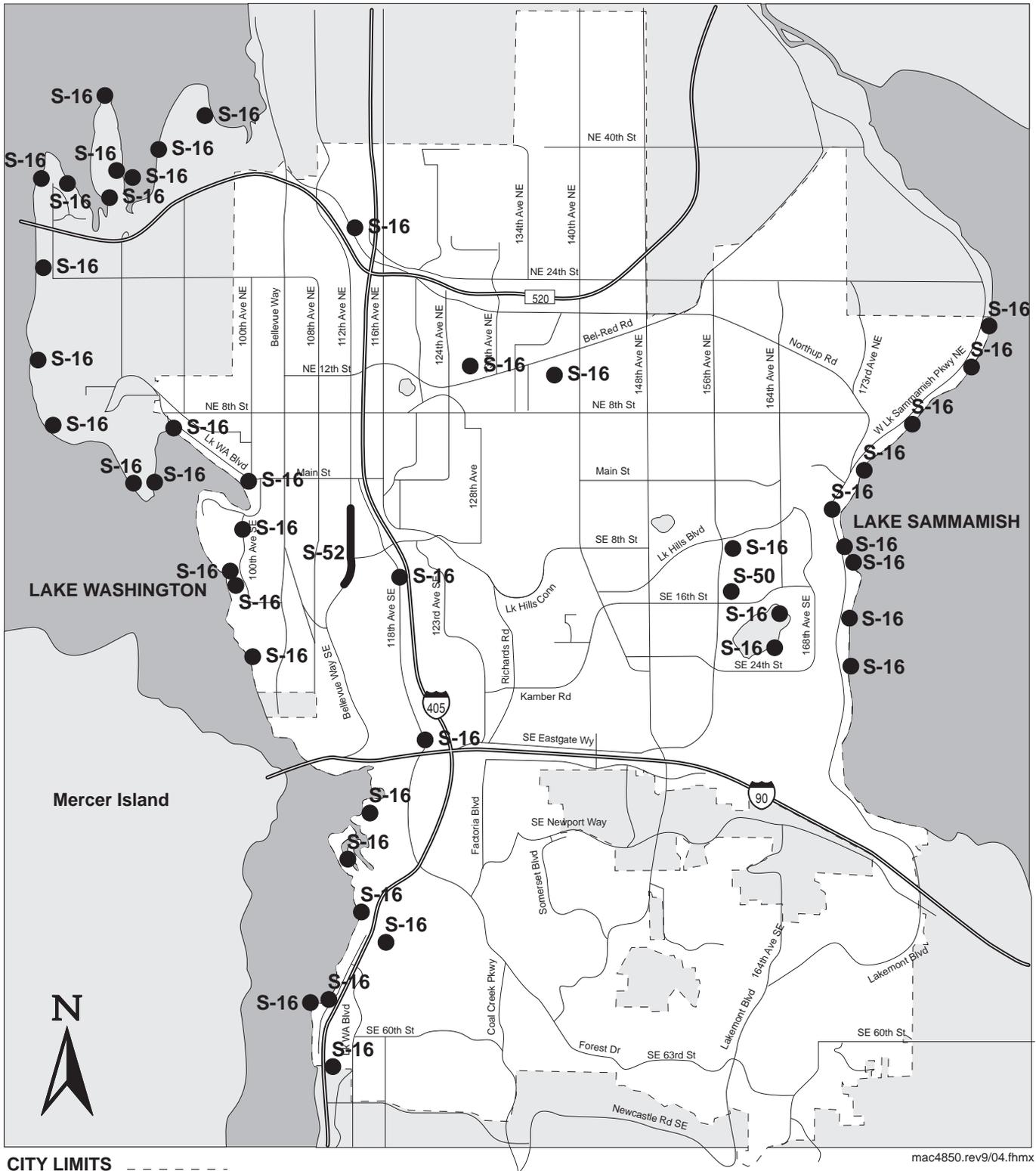
Project Status Key:

AB = Approved and Begun

O = Ongoing

ANB = Approved and Not Begun

N = New



CITY LIMITS - - - - -

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2005-2006 City of Bellevue Budget

2005-2011 CIP Projects

SEWER

Note: Projects S-24, S-30, and S-32 are not shown as they will be located throughout the service area.

2005-2011 Adopted CIP: Sewer

**Cost and Resource Summary
\$000**

	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	2005-2011 Total
TOTAL PROJECT COSTS	<u>\$1,283</u>	<u>\$1,693</u>	<u>\$1,668</u>	<u>\$1,791</u>	<u>\$1,835</u>	<u>\$2,909</u>	<u>\$2,907</u>	<u>\$14,086</u>
RESOURCES								
UTILITY OPERATING REVENUES:								
Sewer Utility Fund	<u>\$1,283</u>	<u>\$1,693</u>	<u>\$1,668</u>	<u>\$1,791</u>	<u>\$1,835</u>	<u>\$2,909</u>	<u>\$2,907</u>	<u>\$14,086</u>
TOTAL RESOURCES	<u>\$1,283</u>	<u>\$1,693</u>	<u>\$1,668</u>	<u>\$1,791</u>	<u>\$1,835</u>	<u>\$2,909</u>	<u>\$2,907</u>	<u>\$14,086</u>

2005-2011 Adopted CIP: Sewer

CIP PLAN NUMBER: S-16

PROJECT NAME: Sewage Pump Station Improvements

PROJECT LOCATION: Numerous sewage pump stations throughout the Sewer Utility's service area

DEPT/PROGRAM: Utilities/Utility Improvements

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: 1985

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This program consists of rehabilitating and repairing sewage pump stations and flushing stations throughout the sewer system. Pump station improvements include upgrades to meet Department of Ecology standards, odor control, overflow elimination, pump or other mechanical equipment retrofit, safety improvements, and similar improvements. Pump station improvements are prioritized based on consultant studies, engineering reports, maintenance, and operation history, and coordination with other projects.

Specific additional improvement needs have been identified at Lake Heights, Kimberlee Park, and Southridge lift stations; renovations at Wilburton and Emerald Ridge Pump Stations; engineering evaluation to confirm the costs for improvements at the five stations listed; replacement of mercury manometers at 23 stations for improved reliability and environmental protection.

PROJECT JUSTIFICATION/BENEFITS: The majority of Bellevue's sewer pump stations were constructed 30+ years ago. Prior to implementation of this program, few improvements were made to the stations except on a semi-emergency basis or in response to equipment failure. This had resulted in increased maintenance and system down time. Equipment replacement parts are difficult to obtain.

This program will marginally reduce maintenance and operating costs for the pump stations. Station reliability and safety will be improved; the risk of system overflow & failure and the liability associated with such failures will be reduced.

ENVIRONMENTAL IMPACTS: The majority of the improvement work will be within the existing pump stations and no substantial environmental impacts are anticipated. The State Environmental Protection Act (SEPA) determinations (typically Determinations of Non-Significance) and exemptions from Shoreline regulations are obtained as required for each pump station as it is upgraded.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Specific improvement needs have been identified at Lake Heights, Kimberlee Park, and Southridge lift stations; renovations at Wilburton and Emerald Ridge Pump Stations; engineering evaluation to confirm the costs for improvements at the five stations listed; replacement of mercury manometers at 23 stations for improved reliability and environmental protection.

Schedule: The schedule has been extended to reflect the ongoing nature of this program.

Capital Cost/Revenue: Capital cost and revenue has been increased by \$2,777,000 based on preliminary engineering cost estimates for the specific improvements listed above, as well as based on revised estimates for work previously identified in the program scope.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	8,066	200	200	400	405	410	415	541	2,571	10,637
REVENUE:										
Sewer Utility Revenue	8,066	200	200	400	405	410	415	541	2,571	10,637
TOTAL REVENUE	8,066	200	200	400	405	410	415	541	2,571	10,637
M&O COSTS:										

Capital Costs Beyond 2011: This program will continue indefinitely based on need.

2005-2011 Adopted CIP: Sewer

CIP PLAN NUMBER: S-24

PROJECT NAME: Sewer System Pipeline Rehabilitation

PROJECT LOCATION: Rehabilitation of old and deteriorating sewer lines throughout the Sewer Utility's service area

DEPT/PROGRAM: Utilities/Utility Improvements

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: 1990

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This ongoing program rehabilitates or replaces defective sewer lines most often identified from the Utility's infrastructure condition assessment program. This program consists of identifying existing sewer lines which are deteriorating throughout the sewer system service area, quantifying the severity of deterioration, and prioritizing projects within the program.

PROJECT JUSTIFICATION/BENEFITS: The Sewer Utility has approximately 520 miles of sewer mainline pipe. Some of these lines were installed as early as the mid-1950s and are showing problems related to aging. Problems that have been found include deterioration of pipes and joints between pipes, increased infiltration of ground water into the system, blockages and partial blockages due to collapsed pipes, separated joints, or root intrusion through cracks. The condition assessment program allows for the best resource management of the sewer lines to reduce the possibility of pipeline collapse, blockage, and ground water entering the system.

Program benefits include a better understanding of system condition, upgrading the sewer system, reducing the possibility of pipeline collapse or blockage which may result in property damage, and reducing the amount of ground water entering the system which will in turn reduce the risk of exceeding the system capacity. The maintenance and operational costs of the sewer mains will marginally decrease. The property damage risk factors associated with sewer main breaks will be reduced.

ENVIRONMENTAL IMPACTS: The environmental impacts and the State Environmental Protection Act (SEPA) requirements will be determined for each replacement segment, but they are generally SEPA exempt.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Capital cost and revenue has been increased by \$3,198,000 for the addition of CIP program years 2010 and 2011, to reflect actual cost experience through 2004, and to increase the annual funding level by approximately \$200,000 to reflect actual system needs based on recent condition assessment work. Project costs will continue to ramp up over time to rehabilitate and replace system components as they age. Project costs have also been adjusted for inflation.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	4,818	463	755	785	895	925	975	985	5,783	10,601
REVENUE:										
Sewer Utility Revenue	4,818	463	755	785	895	925	975	985	5,783	10,601
TOTAL REVENUE	4,818	463	755	785	895	925	975	985	5,783	10,601
M&O COSTS:										

Capital Costs Beyond 2011: This program will continue indefinitely. Program need will accelerate as the sewer system ages.

2005-2011 Adopted CIP: Sewer

CIP PLAN NUMBER: S-30

PROJECT NAME: Sewer Service Extension

PROJECT LOCATION: Various locations throughout the Sewer Utility's service area

DEPT/PROGRAM: Utilities/Utility Improvements

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: 1990

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This ongoing program consists of designing and constructing sewer mains at various locations throughout the sewer system service area. These sewer mains will serve existing single-family homes or areas which currently or would otherwise use on-site septic systems.

PROJECT JUSTIFICATION/BENEFITS: Sewer service extension projects are constructed in areas where the City is approached by affected property owners. Each project requires support by the majority of affected property owners unless public health or environmental impacts are a concern. These projects serve areas where septic system failures are occurring or are likely to occur in the future, or to preclude new septic systems from being constructed. Benefited properties pay their share of the project costs when they connect.

This program eliminates dependence on septic tanks by providing sewer service. It reduces potential impacts to ground and surface water quality. There will be only a marginal increase in maintenance and operational costs.

ENVIRONMENTAL IMPACTS: The environmental impacts and the State Environmental Protection Act (SEPA) requirements are determined for each specific project.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Capital cost and revenue has been increased by \$708,000 for the addition of CIP programs years 2010 and 2011. Project costs have also been adjusted for inflation.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	6,376	397	355	355	359	363	373	384	2,586	8,961
REVENUE:										
Sewer Utility Revenue	6,376	397	355	355	359	363	373	384	2,586	8,961
TOTAL REVENUE	6,376	397	355	355	359	363	373	384	2,586	8,961
M&O COSTS:										

Capital Costs Beyond 2011: This program will continue indefinitely based on demonstrated need.

2005-2011 Adopted CIP: Sewer

CIP PLAN NUMBER: S-32

PROJECT NAME: Minor Sewer Capital Improvement Projects

PROJECT LOCATION: Various locations throughout the Sewer Utility's service area

DEPT/PROGRAM: Utilities/Utility Improvements

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: 1990

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This is an ongoing program to fund minor capital improvements to the City's sewer system which are needed to resolve minor deficiencies, solve maintenance problems in conjunction with other City projects such as street overlays or improvements, or address priorities of Council appointed Neighborhood Capital Investment Citizens Advisory Committees.

PROJECT JUSTIFICATION/BENEFITS: These improvements correct minor deficiencies or maintenance problems to the existing system, resulting in a marginal decrease in maintenance and operational costs.

This program allows the City to efficiently maintain and upgrade its sewer system by coordinating minor improvements with other City projects and maintenance activities.

ENVIRONMENTAL IMPACTS: The environmental impacts and the State Environmental Protection Act (SEPA) requirements are determined for each specific project, but are generally exempt.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Capital cost and revenue has been increased by \$211,000 to reflect the addition of years 2010 and 2011; to adjust for inflation; and to reflect the lower-than-anticipated actual program needs through 2004.

PROJECT BUDGET:

\$000

	Through 2004	2005	2006	2007	2008	2009	2010	2011	2005-2011 Total	Project Total
TOTAL CAPITAL COST:	1,205	123	125	128	133	137	146	156	949	2,154
REVENUE:										
Sewer Utility Revenue	1,205	123	125	128	133	137	146	156	949	2,154
TOTAL REVENUE	1,205	123	125	128	133	137	146	156	949	2,154
M&O COSTS:										

Capital Costs Beyond 2011: This program will continue indefinitely.

2005-2011 Adopted CIP: Sewer

CIP PLAN NUMBER: S-50

PROJECT NAME: Bogline Lift Station

PROJECT LOCATION: 1229 158th Ave SE

DEPT/PROGRAM: Utilities/Utility Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2003

ESTIMATED COMPLETION DATE: 2006

PROJECT DESCRIPTION/SCOPE: Conduct a predesign study to determine the optimal solution, and then design and construct facilities to reduce backups, overflows, and maintenance requirements at an area with chronic problems due to flat sewer lines. The solution may involve construction of a new sewer lift station and pressure main in 158th Ave SE.

PROJECT JUSTIFICATION/BENEFITS: The existing sewer line has had chronic problems since annexation of the Lake Hills Sewer District. The line was re-installed once to improve grades. However, due to wet soil and peat conditions, the line floats with the water table and no longer has positive slope.

The project will replace a highly maintenance-intensive sewer line and minimize the potential for future overflows. This will greatly reduce the potential for property damage claims, health hazards, and negative environmental impacts to surface waters.

ENVIRONMENTAL IMPACTS: There would be potential for some short term environmental impacts during construction, which would be mitigated by appropriate temporary erosion control measures. State Environmental Protection Act (SEPA) would be required.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Schedule: The project completion date has been extended one year due to competing priorities and staff availability.

Capital Cost/Revenue: No change.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	57	100	258						358	415
REVENUE:										
Sewer Utility Revenue	57	100	258						358	415
TOTAL REVENUE	57	100	258						358	415
M&O COSTS:		9	9	9	9	9	10	10		

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Sewer

CIP PLAN NUMBER: S-52

PROJECT NAME: East CBD Sewer Trunkline Improvements

PROJECT LOCATION: 112th Ave SE, from approximately 500 feet north of SE 8th Street to the Bellefield Pump Station at SE 15th Street

DEPT/PROGRAM: Utilities / Utility Improvements

STATUS: New

ACTUAL/ESTIMATED START DATE: 2010

ESTIMATED COMPLETION DATE: 2011

PROJECT DESCRIPTION/SCOPE: This project would provide funding to replace approximately 1600 feet of 12" and 20" diameter pipe with 24" and 27" sewer pipelines (estimated).

PROJECT JUSTIFICATION/BENEFITS: The project will provide sufficient sewer capacity to allow planned (anticipated) development in the eastern part of the CBD. Sufficient capacity will reduce the likelihood and occurrence of sewer overflows which pollute surface waters and create potential health and safety hazards.

The Comprehensive Wastewater Plan projects that future development within the east portion of the CBD will require construction of this project in the year 2010. The project is consistent with City Comprehensive Plan Policy UT-5, which indicates utility system capacity should not determine land use. (The current system capacity would limit downtown re-development.)

ENVIRONMENTAL IMPACTS: An environmental determination will be made in conjunction with preliminary design of this project. SEPA review will be required. Construction impacts will be mitigated during construction; the additional capacity will reduce the potential for sewer overflow and consequent negative environmental impacts.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:							1,000	839	1,839	1,839
REVENUE:										
Sewer Utility Revenue							1,000	839	1,839	1,839
TOTAL REVENUE							1,000	839	1,839	1,839
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Sewer**Projects Contained in the 2003-2009 CIP Plan
Which Have Been Completed, Combined, or Deleted**

CIP PLAN NUMBER	PROJECT NAME AND COMMENT	YEAR COMPLETED
S-47	Expand Bellefield Pump Station	2003
S-49	Sunset Creek Channel	2003
S-51	Auxiliary Power Upgrades at Sewer Pump Stations	2003



Introductory Comments

The Storm & Surface Water Utility was created in 1974 in response to citizen and City concerns over the increasing rate at which Bellevue's streams and wetlands were being adversely affected by urbanization. The Utility is responsible for managing public storm water conveyance systems; reviewing drainage systems associated with new land development; designing, constructing, maintaining, and repairing elements of the City's drainage system; and managing water quality within the system.

The City's drainage system includes networks of streams, lakes, pipelines, storm water detention, and water quality facilities. Ongoing Utility objectives for the system include managing high stream flows and flooding; limiting stream bank erosion; replacing undersized and/or deteriorating pipelines; reducing sedimentation and other water quality problems; and preserving or restoring aquatic wildlife habitat. Bellevue Storm & Surface Water Utility owns, operates and maintains 11 regional detention facilities, 320 residential detention facilities, and monitors almost 900 commercial detention facilities. Storm water is conveyed via 373 miles of pipelines, 93 miles of open ditch, and over 70 miles of open streams. The system includes over 19,000 structures such as manholes and catch basins that require regular maintenance and eventual retrofit/ replacement.

The Utility's capital construction projects are implemented under the Comprehensive Drainage Plan (CDP) (formerly the Drainage Master Plan) which was initiated in 1976, and updated in 1988 and again in 1994. Drainage basin studies, storm events, maintenance staff, and citizen input identify additional system needs. A citywide assessment of the storm drainage system, completed in 2002, ensures that capital dollars are directed to the highest priority and most pressing needs. Updating the Capital Investment Program includes review of all known system needs, evaluation of project merit, and preparing new cost estimates.

In October 2004 the City and King County settled a claim with the Newport Yacht Club and a resident of Newport Shores on a lawsuit regarding the impacts of erosions and sedimentation in Coal Creek. Part of the settlement agreement included a package of capital projects throughout the basin, intended to reduce the amount of upstream erosion. This suite of projects will stabilize upstream slopes, reduce erosion, and capture sediment that is transported. They will help reduce downstream sedimentation and preserve the flood control functions of downstream facilities, as well as improve stream conditions for fish. The projects are included as new projects in the 2005-2011 CIP.

2005-2011 Adopted CIP: Storm Drainage

Funded Projects

CIP Plan Number	Project Name	Project Status	\$ in 000s	
			2005-2011 Project Cost	Total Estimated Cost
D-59	Minor Storm & Surface Water Capital Improvement Projects	O	\$802	\$1,620
D-64	Stormwater System Conveyance Infrastructure Rehabilitation Program (IRP)	O	5,421	9,049
D-65	Neighborhood Enhancement Program (NEP)	O	210	345
D-69	Coal Creek Stabilization	AB	700	1,025
D-71	Richards Creek Culvert Reconstruction	AB	765	1,247
D-74	Lower Newport Stream Channel Modification	AB	430	601
D-76	116th Avenue SE Outfall	AB	423	476
D-77	Kelsey Creek Basin Storm Drainage Improvements	AB	163	221
D-78	Lakehurst Creek Channel Stabilization	AB	82	184
D-79	Petroleum Treatment Facilities	AB	225	297
D-80	Meydenbauer Creek Erosion Control	AB	223	275
D-81	Fish Passage Improvement Program	O	1,441	1,986
D-83	Rosemont Beach Storm Drainage Improvements	AB	200	221
D-84	Future Basin Plan Capital Projects	O	95	200
D-86	Stream Channel Modification Program	O	1,537	2,185
D-89	Sunset Creek/I-90 Outfall Channel Improvements	ANB	240	240
D-90	Richards Creek/East Creek Flow Management	AB	540	553
D-92	Retrofit Regional Detention Facilities for Improved Water Quality	AB	451	848
D-94	Flood Control Program	N	2,867	4,467
D-95	Coal Creek Upper Reach Bank and Slope Stabilization	N	600	600
D-98	Overbank Storm Water Outfall Improvements - King County	N	351	351
D-99	Overbank Storm Water Outfall Improvements - In Bellevue	N	475	475
D-100	Coal Creek Stream Bed Grade Control	N	800	800
D-101	Lower Coal Creek Sediment Pond	N	700	700
D-102	Coal Creek Projects Programmatic EIS	N	500	500
TOTAL STORM DRAINAGE			<u>\$20,241</u>	<u>\$29,466</u>

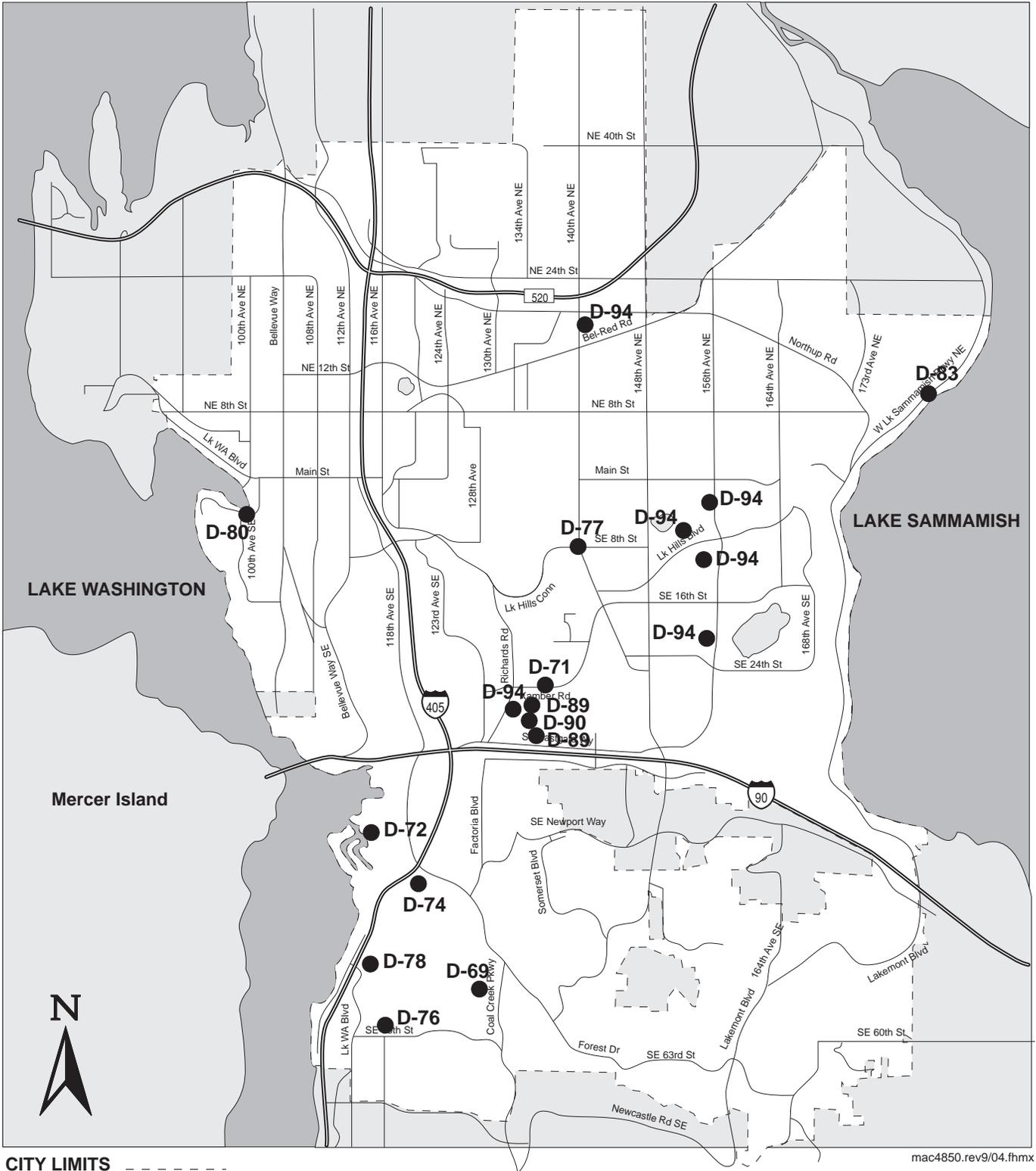
Project Status Key:

AB = Approved and Begun

O = Ongoing

ANB = Approved and Not Begun

N = New



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2005-2006 City of Bellevue Budget

2005-2011 CIP Projects

STORM DRAINAGE

Note: Projects D-59, D-64, D-65, D-79, D-81, D-84, D-86, and D-92 are not shown as they will be located throughout the service area.

2005-2011 Adopted CIP: Storm Drainage

Cost and Resource Summary
\$000

	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2005-2011 Total</u>
TOTAL PROJECT COSTS	<u>\$3,433</u>	<u>\$4,357</u>	<u>\$2,369</u>	<u>\$2,391</u>	<u>\$3,394</u>	<u>\$2,118</u>	<u>\$2,179</u>	<u>\$20,241</u>
RESOURCES								
UTILITY OPERATING REVENUES:								
Storm Drainage Fund	\$2,757	\$3,448	\$2,079	\$2,254	\$2,909	\$2,108	\$2,169	\$17,724
OTHER UTILITY REVENUES:								
Judgements/Settlements	538	786	285	137	485	10	10	2,251
Grants	138	123	5	-	-	-	-	266
Subtotal	<u>676</u>	<u>909</u>	<u>290</u>	<u>137</u>	<u>485</u>	<u>10</u>	<u>10</u>	<u>2,517</u>
TOTAL RESOURCES	<u>\$3,433</u>	<u>\$4,357</u>	<u>\$2,369</u>	<u>\$2,391</u>	<u>\$3,394</u>	<u>\$2,118</u>	<u>\$2,179</u>	<u>\$20,241</u>

2005-2011 Adopted CIP: Storm Drainage

CIP PLAN NUMBER: D-59

PROJECT NAME: Minor Storm & Surface Water Capital Improvement Projects

PROJECT LOCATION: Various locations throughout the City

DEPT/PROGRAM: Utilities/Utility Improvements

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: 1995

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This is an ongoing program to fund minor capital improvements to the City's storm drainage system which are needed to resolve minor deficiencies or maintenance problems in conjunction with other City projects such as street overlays or improvements.

PROJECT JUSTIFICATION/BENEFITS: These improvements correct minor deficiencies or maintenance problems to the existing system. This program will reduce maintenance costs and potentially alleviate flooding, erosion, and water quality problems at various locations throughout the City.

ENVIRONMENTAL IMPACTS: The environmental impacts will be determined for specific projects when they are identified.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Capital cost and revenue has been increased by \$247,000 for the addition of CIP programs years 2010 and 2011. Project costs have also been adjusted for inflation.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	818	110	110	110	112	115	120	125	802	1,620
REVENUE:										
Storm Utility Revenue	818	110	110	110	112	115	120	125	802	1,620
TOTAL REVENUE	818	110	110	110	112	115	120	125	802	1,620
M&O COSTS:										

Capital Costs Beyond 2011: This program will continue indefinitely.

2005-2011 Adopted CIP: Storm Drainage

CIP PLAN NUMBER: D-64

PROJECT NAME: Storm Water System Conveyance Infrastructure Rehabilitation Program (IRP)

PROJECT LOCATION: Various locations throughout the City

DEPT/PROGRAM: Utilities / Utility Improvements

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: 1995

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This ongoing program rehabilitates or replaces defective storm drainage pipelines and ditches identified in the Utility’s condition assessment program or other means. Projects are prioritized based on the severity of deterioration, the risk and consequence of failure, and coordination with planned street improvement projects.

PROJECT JUSTIFICATION/BENEFITS: This program is needed to make drainage system repairs and upgrades on projects that are initiated by other City departments, agencies, and private parties. A significant cost benefit to rate payers is realized when needed improvements to the aging drainage system are made in conjunction with other capital projects such as the street overlay program.

This program allows the Utility to efficiently maintain and upgrade the drainage system by coordinating improvements with other capital projects and maintenance activities. Improved facility condition reduces the likelihood of system failure which may result in flooding, erosion, and property damage. The maintenance and operational costs of the drainage system will marginally decrease.

ENVIRONMENTAL IMPACTS: The environmental impacts will be determined for each specific project.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: Capital cost and revenue has been increased by \$1,759,000 for the addition of CIP programs years 2010 and 2011. Project costs have also been adjusted for inflation

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	3,628	520	635	700	797	852	921	996	5,421	9,049
REVENUE:										
Storm Utility Revenue	3,628	520	635	700	797	852	921	996	5,421	9,049
TOTAL REVENUE	3,628	520	635	700	797	852	921	996	5,421	9,049
M&O COSTS:										

Capital Costs Beyond 2011: This program will continue indefinitely, and costs can be expected to increase as the infrastructure ages.

2005-2011 Adopted CIP: Storm Drainage

CIP PLAN NUMBER: D-65

PROJECT NAME: Neighborhood Enhancement Program (NEP)

PROJECT LOCATION: Various locations throughout the City

DEPT/PROGRAM: Utilities / Utility Improvements

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: 1995

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This project sets aside funding to respond to resident needs in specific geographic areas in concert with other City objectives and priorities as identified through the Neighborhood Enhancement Program or by the Council appointed Neighborhood Capital Investment Citizens Advisory Committees. Typical projects might include landscaping a detention pond or enhancing a neighborhood stream, often in partnership with the Parks Department.

PROJECT JUSTIFICATION/BENEFITS: Since surface water issues are often raised during the NEP process, this program provides funding to address surface water concerns in conjunction with NEP projects.

This program will fund minor drainage improvements to public property and rights-of-way as well as requested improvements to drainage facilities such as detention ponds and streams. It also funds plantings for aesthetic enhancements that do not impede function of drainage facilities. There will be no change in the maintenance and operational costs.

ENVIRONMENTAL IMPACTS: The environmental impacts will be determined for specific projects when they are identified.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: The capital cost and revenue has been decreased by \$30,000 to reflect less-than-budgeted expenditures through 2004; addition of CIP program years 2010 and 2011; and adjustments for inflation.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	135	30	30	30	30	30	30	30	210	345
REVENUE:										
Storm Utility Revenue	135	30	30	30	30	30	30	30	210	345
TOTAL REVENUE	135	30	30	30	30	30	30	30	210	345
M&O COSTS:										

Capital Costs Beyond 2011: This program will continue as long as needed to support the City's Neighborhood Enhancement Program.

2005-2011 Adopted CIP: Storm Drainage

CIP PLAN NUMBER: D-69

PROJECT NAME: Coal Creek Stabilization (A.K.A. Middle Reach Stabilization)

PROJECT LOCATION: Various locations from 119th Avenue SE upstream to Coal Creek Parkway SE and all of Coal Creek upstream of Coal Creek Parkway SE within the City limits

DEPT/PROGRAM: Utilities/Utility Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 1999

ESTIMATED COMPLETION DATE: 2008

PROJECT DESCRIPTION/SCOPE: This project will include the stabilization of eroded or eroding portions of Coal Creek through the placement of large woody debris, bioengineering, reforestation, construction of aquatic habitat channel, and bed control structures. Stabilization of approximately 2,500 feet of channel per year is recommended. Channel length is roughly estimated at 7,800 feet below the Parkway and 4,500 feet upstream of the Parkway for a total of 12,300 feet (main branch only).

PROJECT JUSTIFICATION/BENEFITS: The project will stabilize the stream bed which will reduce sediment transport and assist in maintaining flood conveyance capacity of downstream channels. This project will also reduce the amount of maintenance required for sediment removal at the two sedimentation facilities on Coal Creek, will minimize delta formation in Lake Washington and associated maintenance (dredging), and will reduce siltation and degradation of spawning areas.

The Utility has an agreement with Washington Department of Fish and Wildlife in the I-405 pond Hydraulic Project Approval to stabilize the stream in various locations from 119th Avenue SE upstream to Coal Creek Parkway SE (channel length roughly estimated at 7,800 feet). This project will meet that obligation.

This project will stabilize the eroded or eroding portions of Coal Creek. It will reduce stream sedimentation, improve stream water quality, improve aquatic habitat, and will protect nearby residences from property losses caused by erosion. There will not be any increased maintenance costs. The increased ongoing maintenance costs of the new facilities will be offset by the reduced sediment removal costs.

ENVIRONMENTAL IMPACTS: There will be increased potential for erosion and siltation during construction. An environmental checklist and a Hydraulic Project Approval from the Washington Department of Fish and Wildlife will be required.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Project Schedule: The estimated completion date has been extended until 2008, based on settlement agreement with King Co and other stakeholders.

Capital Cost/Revenue: Cost has been increased to reflect Coal Creek Settlement Agreement.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	325	355	325	10	10				700	1,025
REVENUE:										
Storm Utility Revenue	325	292	325	10	10				637	962
King County		63							63	63
TOTAL REVENUE	325	355	325	10	10				700	1,025
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Storm Drainage

CIP PLAN NUMBER: D-71

PROJECT NAME: Richards Creek Culvert Reconstruction

PROJECT LOCATION: Richards Creek at Kamber Road

DEPT/PROGRAM: Utilities/Utility Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 1999

ESTIMATED COMPLETION DATE: 2007

PROJECT DESCRIPTION/SCOPE: This project involves replacement of the East Creek culverts at Kamber Road and in-stream habitat improvements immediately up and downstream of the culverts. The culverts will be replaced with a wide box culvert or bridge and a berm will be installed at the upstream end of the culvert to improve capacity further.

PROJECT JUSTIFICATION/BENEFITS: Sedimentation has caused most of the Richards Creek flow to be diverted into the East Creek channel. The East Creek culverts crossing Kamber Road do not have adequate capacity to handle the increased flow and water frequently flows over the roadway. The road was closed during the 2/96 storm and on many other occasions. The optimal alternative to resolve flooding at Kamber Road was selected through the Richards Basin Study.

ENVIRONMENTAL IMPACTS: There will be increased potential for erosion and siltation during construction. An environmental checklist and a Hydraulic Project Approval from the Washington Department of Fish and Wildlife will be required.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: No change.

Project Schedule: The schedule has been adjusted to reflect construction delays due to private utility coordination.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	482	400	340	25					765	1,247
REVENUE:										
City Fish Passage Grant	4	138	123	5					266	270
Storm Utility Revenue	478	262	217	20					499	977
TOTAL REVENUE	482	400	340	25					765	1,247
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Storm Drainage

CIP PLAN NUMBER: D-74

PROJECT NAME: Lower Newport Stream Channel Modification

PROJECT LOCATION: 1,500 feet of Lower Newport Stream (tributary to Coal Creek)

DEPT/PROGRAM: Utilities/Utility Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2001

ESTIMATED COMPLETION DATE: 2011

PROJECT DESCRIPTION/SCOPE: This project will place large woody debris and boulders in approximately 1,500 feet of the stream to stabilize the streambed, reestablish stream meander, reduce bank erosion, improve pool to riffle ratios, and fish and riparian habitat. Coniferous trees will be planted to reduce willow monocultures and invasive non-native weed species.

PROJECT JUSTIFICATION/BENEFITS: This section of the stream has an incised channel along with significant sediment deposition. Without these modifications, the unstable streambed and increasing sediment deposition will eventually cause the flows to bypass existing stream channel improvements.

This project will stabilize the streambed and improve habitat resulting in improved water quality, reduced erosion, increased fish production potential, and reduced maintenance of the flood conveyance capacities of the channel. In addition, aquatic communities will be improved and connection to upstream habitat would be provided.

ENVIRONMENTAL IMPACTS: There will be increased potential for erosion and siltation during construction. An environmental checklist, a Hydraulic Project Approval from the Washington Department of Fish and Wildlife, and approval from King County Parks (since the project is within County park property) will be required.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: The capital cost and revenue have been increased by \$285,000 to reflect recent engineer's estimates, to accommodate three years of follow up monitoring required as permit conditions for this project, and for inflationary adjustments.

Project Schedule: The project schedule has been extended to reflect three years of monitoring required as permit conditions.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	171			225	159	20	21	5	430	601
REVENUE:										
Storm Utility Revenue	171			225	159	20	21	5	430	601
TOTAL REVENUE	171			225	159	20	21	5	430	601
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Storm Drainage

CIP PLAN NUMBER: D-76

PROJECT NAME: 116th Avenue SE Outfall

PROJECT LOCATION: Lakehurst Creek drainage at 116th Avenue SE near SE 60th Street

DEPT/PROGRAM: Utilities/Utility Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2000

ESTIMATED COMPLETION DATE: 2006

PROJECT DESCRIPTION/SCOPE: A street storm drainage outfall for 116th Avenue SE discharges to the steep slopes behind the homes on an undeveloped parcel (Reid Property). The resulting erosion has scoured out a large ravine (20' deep, 80' wide, 150' long) in the soft, sandy soils. The eroded sediments are trapped at a City-maintained sediment basin at the 112th Avenue SE Park 'n Ride (Lakehurst Creek). This project will involve installing a 12-inch overbank pipeline (HDPE) to bypass the ravine and backfilling the eroded area. Another design alternative involves redirecting the runoff to a more stable storm drainage outfall.

PROJECT JUSTIFICATION/BENEFITS: Continued erosion degrades water quality, contributes to the growing delta in Lake Washington at the mouth of Lakehurst Creek, and requires more frequent sediment removal from the sediment basin (maintenance costs). The discharge to the steep slopes may result in a landslide behind the homes.

This project will reduce erosion, downstream sedimentation, minimize scouring, minimize potential landslide hazards, and reduce maintenance at the sediment basin.

ENVIRONMENTAL IMPACTS: There will be increased potential for erosion and siltation during construction. An environmental checklist and a Hydraulic Project Approval from the Washington Department of Fish and Wildlife will be required.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION: None.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	53	200	223						423	476
REVENUE:										
Storm Utility Revenue	53	200	223						423	476
TOTAL REVENUE	53	200	223						423	476
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Storm Drainage

CIP PLAN NUMBER: D-77

PROJECT NAME: Kelsey Creek Basin Storm Drainage Improvements

PROJECT LOCATION: SE 8th Street at 143rd Avenue SE and west toward Lake Hills Connector

DEPT/PROGRAM: Utilities/Utility Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2001

ESTIMATED COMPLETION DATE: 2006

PROJECT DESCRIPTION/SCOPE: This project will construct a culvert and channel improvements in a public easement to alleviate structural flooding associated with the culvert at SE 8th Street and 225 feet of open channel to the north of SE 8th Street at 143rd Avenue SE. The project will be timed to coincide or follow downstream improvements to prevent any negative downstream impacts.

PROJECT JUSTIFICATION/BENEFITS: The existing culvert under SE 8th Street and approximately 255 feet of open channel just north of SE 8th Street, at 143rd Avenue SE, has insufficient capacity and overflows during major storm events. A house adjacent to the channel has flooded in the past, and is at high risk if the culvert and stream capacity are not increased or flows diverted.

ENVIRONMENTAL IMPACTS: This project will increase the potential for erosion and siltation during construction. A State Environmental Protection Act (SEPA) review and a Hydraulic Project Approval will be required.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Project Schedule: The project schedule has been adjusted to reflect current projected schedule.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	58	141	22						163	221
REVENUE:										
Storm Utility Revenue	58	141	22						163	221
TOTAL REVENUE	58	141	22						163	221
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Storm Drainage

CIP PLAN NUMBER: D-78

PROJECT NAME: Lakehurst Creek Channel Stabilization

PROJECT LOCATION: Lakehurst Creek, upstream of the sediment basin at 112th Avenue SE

DEPT/PROGRAM: Utilities/Utility Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2001

ESTIMATED COMPLETION DATE: 2006

PROJECT DESCRIPTION/SCOPE: High storm flows are eroding the soft sandy stream banks causing significant channel erosion. This project will construct check dams to control stream bed grade and bank revetments at critical locations along 1,500 feet of the creek to minimize erosion. Over-steepened banks may be sloped and re-vegetated with riparian plant species.

PROJECT JUSTIFICATION/BENEFITS: Storm flows are eroding the soft, sandy stream banks of Lakehurst Creek. This erosion degrades water quality, contributes to the growing delta in Lake Washington at the mouth of Lakehurst Creek, and requires an increased level of maintenance to remove captured sediments in the sediment basin.

ENVIRONMENTAL IMPACTS: There will be increased potential for erosion and siltation during construction. An environmental checklist and a Hydraulic Project Approval from the Washington Department of Fish and Wildlife will be required.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: None.

Project Schedule: The project duration has been extended to reflect actual anticipated schedule, due to delays associated with permitting and permit requirements.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	102	72	10						82	184
REVENUE:										
Storm Utility Revenue	102	72	10						82	184
TOTAL REVENUE	102	72	10						82	184
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Storm Drainage

CIP PLAN NUMBER: D-79

PROJECT NAME: Petroleum Treatment Facilities

PROJECT LOCATION: Various locations throughout the City

DEPT/PROGRAM: Utilities/Utilities Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2002

ESTIMATED COMPLETION DATE: 2006

PROJECT DESCRIPTION/SCOPE: This program was originally intended to treat runoff from high priority drainage areas throughout the City for removal of petroleum (oils, grease, etc.) prior to discharge to surface waters. Petroleum treatment structures such as oil/water separators, catch basin inserts, coalescing plate separators, floatable material separators, sand filters, and spill control structures were envisioned. Areas with the highest concentrations of total petroleum hydrocarbons that impact fish-bearing surface waters would be the highest priority.

Following a 2003 consultant study to identify effective treatment options, the scope of this project was reduced to focus on removal of the oil sheen at Meydenbauer Bay, at the storm water bypass outfall. This will likely involve catch basin inserts on pipes tributary to the 60-inch diameter bypass pipeline, although other treatment methods may be investigated.

PROJECT JUSTIFICATION/BENEFITS: A 1995 Technical Report identified the Crossroads area and Bel-Red Road as areas with high concentrations of total petroleum hydrocarbons due to automobiles and other modes of transportation. Treatment to remove these pollutant loadings is required to provide proper functioning conditions for salmonids. The project will reduce loadings of petroleum hydrocarbons to open streams to benefit surface water quality, stream habitat, and fisheries resource. This program is consistent with the Utility's objective to maintain a quality comprehensive storm water management program which complies with state and federal regulatory mandates, and meets local needs for the safe conveyance of clean surface water.

However, a 2003 study to identify optimum treatment methods indicated that current technologies for treating storm water would be ineffective to remove petroleum products in the concentrations generally found in storm water runoff. Until effective technologies evolve, petroleum treatment in storm water should be limited to areas with visible oil sheen.

ENVIRONMENTAL IMPACTS: Catch basin inserts in existing catch basins would have no adverse environmental impacts. An environmental checklist will likely not be required.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Project Description/Scope: The project scope has been scaled back to include only treatment technologies that are currently effective for the level of contamination found in Bellevue's surface water runoff.

Capital Cost/Revenue: The capital cost and revenue has been decreased by \$588,000 to reflect the scope reduction. Ongoing maintenance costs associated with catch basin inserts (\$258,000) have been identified in the operating budget.

PROJECT BUDGET:

\$000

	Through 2004	2005	2006	2007	2008	2009	2010	2011	2005-2011 Total	Project Total
TOTAL CAPITAL COST:	72	115	110						225	297
REVENUE:										
Storm Utility Revenue	72	115	110						225	297
TOTAL REVENUE	72	115	110						225	297
M&O COSTS:			40	42	42	43	45	46		

Capital Costs Beyond 2011: Continued investment in this program beyond 2011 will depend on the effectiveness of emerging treatment technologies. Depending on the solution chosen, maintenance of petroleum treatment facilities is expected to be an ongoing expense.

2005-2011 Adopted CIP: Storm Drainage

CIP PLAN NUMBER: D-80

PROJECT NAME: Meydenbauer Creek Erosion Control

PROJECT LOCATION: Meydenbauer Creek, along east side of 101st Avenue SE, upstream of culvert crossing

DEPT/PROGRAM: Utilities/Utility Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2001

ESTIMATED COMPLETION DATE: 2007

PROJECT DESCRIPTION/SCOPE: This project will construct a retaining wall and/or channel improvements between the two 60-inch culverts under 101st Avenue SE and approximately 120 feet upstream. Riparian vegetation will then be reestablished.

PROJECT JUSTIFICATION/BENEFITS: Meydenbauer Creek is eroding the stream bank directly adjacent to 101st Avenue SE. Left unchecked, utilities, sidewalks, and the roadway could be undermined and damaged.

Benefits include improving water quality in Meydenbauer Creek and Lake Washington, and protecting public infrastructure from damage.

ENVIRONMENTAL IMPACTS: There will be increased potential for erosion and siltation during construction. An environmental checklist and a Hydraulic Project Approval from the Washington Department of Fish and Wildlife will be required.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: None.

Project Schedule: The schedule has been extended to reflect delays as a result of negotiations with adjacent property owners.

PROJECT BUDGET:

\$000

	Through								2005-2011 Total	Project Total
	2004	2005	2006	2007	2008	2009	2010	2011		
TOTAL CAPITAL COST:	52	20	153	50					223	275
REVENUE:										
Storm Utility Revenue	52	20	153	50					223	275
TOTAL REVENUE	52	20	153	50					223	275
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Storm Drainage

CIP PLAN NUMBER: D-81

PROJECT NAME: Fish Passage Improvement Program

PROJECT LOCATION: Various fish production stream systems throughout the City

DEPT/PROGRAM: Utilities/Utility Improvements

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: 2000

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This project will provide ongoing funding to correct fish passage problems, such as impassable culverts, or debris jams, detected through the City's habitat assessment program. Potential corrections include small culvert replacement or modifications, debris removal, installation of log and boulder structures to correct low flow problems, and other minor corrections.

PROJECT JUSTIFICATION/BENEFITS: Blockages to adult salmon spawning and rearing habitat continue to be one of the most common and avoidable ways fish production is lost in the Pacific Northwest. Bellevue streams provide freshwater habitat for coho, chinook, sockeye, kokanee, cutthroat trout, and rainbow trout. These anadromous fish require open migration routes to Lake Washington and Lake Sammamish to complete their life cycles. This program will open blockages to migration caused by human influences, such as road building. This is critical to meet the Community's vision for fishable waters and regional efforts to protect and enhance salmon populations. Removal of impassable barriers will allow fish to reclaim existing suitable habitat upstream of the blockage.

Many miles of spawning and rearing habitat in Bellevue's streams will be made accessible for the existing salmon populations. Existing salmon populations will be maintained and enhanced through this program by opening up migration routes and making these upstream spawning and rearing habitat accessible. This program responds directly to citizen requests that the Utilities maintain stream conditions so that existing salmon populations can be maintained and enhanced. This program also addresses community issues raised during the Regional Needs Assessment process and Open Space Initiative.

ENVIRONMENTAL IMPACTS: Projects in this ongoing program will increase the potential for erosion and siltation during construction. An environmental checklist and a Hydraulic Project Approval from the Washington Department of Fish and Wildlife will be required. Riparian vegetation will be removed and replaced in order to construct the improvements.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: The capital cost and revenue have been increased by \$498,000 to reflect addition of program years 2010 and 2011. Costs have also been adjusted for inflation.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	545	135	136	214	223	234	244	255	1,441	1,986
REVENUE:										
Nat'l Fish & Wildlife Grant	100								0	100
Storm Utility Revenue	445	135	136	214	223	234	244	255	1,441	1,886
TOTAL REVENUE	545	135	136	214	223	234	244	255	1,441	1,986
M&O COSTS:										

Capital Costs Beyond 2011: Program will be ongoing indefinitely, and may need to increase in magnitude depending on regional direction.

2005-2011 Adopted CIP: Storm Drainage

CIP PLAN NUMBER: D-83

PROJECT NAME: Rosemont Beach Storm Drainage Improvements

PROJECT LOCATION: 900 West Lake Sammamish Parkway NE

DEPT/PROGRAM: Utilities/Utility Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2002

ESTIMATED COMPLETION DATE: 2006

PROJECT DESCRIPTION/SCOPE: The project will involve replacing or rehabilitating an 18-inch culvert that runs under West Lake Sammamish parkway at this location. The existing culvert is damaged and filled with debris, which contributes to flooding along a private road in the Rosemont Beach neighborhood.

PROJECT JUSTIFICATION/BENEFITS: Runoff from a storm drain system contributes to localized flooding along a private road in the Rosemont Beach neighborhood. The existing downslope drain system is not capable of handling the volume of runoff during major storm events.

This project will reduce flood damage to adjacent private property from the upstream street runoff, and associated liability risk.

ENVIRONMENTAL IMPACTS: This project will increase the potential for erosion and siltation during construction. An environmental checklist will be required.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Project Description/Scope: The project description has been refined somewhat based on pre-design work completed to date.

Capital Cost/Revenue: None.

Project Schedule: Project schedule has been updated to reflect actual anticipated schedule.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	21	100	100						200	221
REVENUE:										
Storm Utility Revenue	21	100	100						200	221
TOTAL REVENUE	21	100	100						200	221
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Storm Drainage

CIP PLAN NUMBER: D-84

PROJECT NAME: Future Basin Plan Capital Projects

PROJECT LOCATION: Various locations throughout the City

DEPT/PROGRAM: Utilities/Utility Improvements

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: 2003

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: The 1976 Drainage Master Plan and subsequent Drainage Comprehensive Plan updates have recommended various facilities throughout the City to control flooding of roads and properties. In general, projects involved construction of in stream detention and inundation of stream side wetlands, increasing road crossing culverts, and dredging of deposited sediments.

Future Basin Plans will reevaluate alternatives to solve flooding, with increased focus on current regulatory requirements, preventing sediment transport from bank erosion, and will include an assessment of needed water quality improvements in the basins. The plans will identify and recommend specific projects. This CIP project will provide a funding placeholder for high priority projects which are identified during the planning process, so that they can be considered individually during future CIP updates.

PROJECT JUSTIFICATION/BENEFITS: Stormwater runoff currently results in high peak flows, causing flooding that damages properties, and closes primary and secondary roadways in various locations throughout the City. Erosion and sedimentation caused by runoff contribute to water quality and habitat degradation.

This project will set aside funds to construct improvements to reduce the highest priority chronic flooding, erosion and sedimentation, and to maintain stream capacity while enhancing water quality and stream habitat.

ENVIRONMENTAL IMPACTS: The environmental impacts of proposed projects will be evaluated during the pre-design phase.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: The capital cost and revenue for this placeholder project have been decreased by \$1,094,000 to make funds available for specific projects which have been identified and recommended .

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	105	95							95	200
REVENUE:										
Storm Utility Revenue	105	95							95	200
TOTAL REVENUE	105	95							95	200
M&O COSTS:										

Capital Costs Beyond 2011: No estimate of these costs is possible at this time.

2005-2011 Adopted CIP: Storm Drainage

CIP PLAN NUMBER: D-86

PROJECT NAME: Stream Channel Modification Program

PROJECT LOCATION: Various locations as identified by the habitat assessment program

DEPT/PROGRAM: Utilities / Utility Improvements

STATUS: Ongoing

ACTUAL/ESTIMATED START DATE: 1999

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This ongoing program will fix unstable stream sections as identified by the City's habitat assessment program. It may also include projects to reduce stream sediment from sources other than those in or along the stream channel. Stabilizing the stream channel will consist primarily of placing large, woody debris and boulders in the stream channel and re-vegetating the stream banks. Coniferous trees will be planted to reduce willow monoculture and invasive non-native weed species.

PROJECT JUSTIFICATION/BENEFITS: Unstable stream channels affect water quality, fish habitat, and flooding. Placement of large, woody debris and boulders will stabilize the channel and reduce erosion through dissipation and focusing of stream energy. This program will stabilize source areas of eroded materials with the expectation that water quality and aquatic habitat will be improved and maintenance activities to remove eroded sediments and maintain channel capacity will be reduced.

Benefits from this program will vary by location. Priority habitat areas as identified in the Water Quality Assessment will be maintained for highest water quality, channel capacity, and fish habitat values. The program will stabilize streambeds and improve habitat quality resulting in improved water quality and aquatic habitat, reduced erosion and maintenance of the flood conveyance capacities of the channel and increased fish production potential.

ENVIRONMENTAL IMPACTS: Projects in this ongoing program would temporarily increase the potential for erosion and siltation during construction. An environmental checklist and a Hydraulic Project Approval from the Washington Department of Fish and Wildlife would be required. Riparian vegetation would be removed to construct channel improvements.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Project Scope: None.

Capital Cost/Revenue: The capital cost and revenue have been increased by \$617,000 for added program years 2010 and 2011. Project costs have also been adjusted for inflation.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	648	115	117	120	278	290	302	315	1,537	2,185
REVENUE:										
Storm Utility Revenue	648	115	117	120	278	290	302	315	1,537	2,185
TOTAL REVENUE	648	115	117	120	278	290	302	315	1,537	2,185
M&O COSTS:										

Capital Costs Beyond 2011: This program will continue indefinitely.

2005-2011 Adopted CIP: Storm Drainage

CIP PLAN NUMBER: D-89

PROJECT NAME: Sunset Creek / I-90 Outfall Channel Improvements

PROJECT LOCATION: Sunset Creek between SE 32nd Street and I-90 culverts outfall

DEPT/PROGRAM: Utilities/Utility Improvements

STATUS: Approved and Not Begun

ACTUAL/ESTIMATED START DATE: 2007

ESTIMATED COMPLETION DATE: 2009

PROJECT DESCRIPTION/SCOPE: Stabilization measures along approximately 450 feet of stream channel and at the I-90 culvert outfall to prevent channel erosion.

Stabilization measures would include bio-engineered channel banks, installation of riprap along eroding banks, and armoring of the I-90 culvert outfall. These measures were recommended in the Richards Creek Basin Plan.

PROJECT JUSTIFICATION/BENEFITS: Stream bank and channel erosion reduces downstream carrying capacity, degrades important spawning habitat, and increases flooding potential and maintenance efforts at downstream culverts. This project will eliminate some of the sediment sources in the stream system and thereby improve the downstream carrying capacity and fisheries habitat as well as reduce maintenance and flooding potential at downstream culverts.

ENVIRONMENTAL IMPACTS: There is potential for some short term impacts that would be mitigated through implementation of appropriate erosion control measures. State Environmental Protection Act (SEPA) review and Washington State Department of Fisheries Hydraulic Project Approvals would be required.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: The capital cost and revenue have been increased by \$4,000 to reflect updated inflation estimates.

Project Schedule: The schedule has been delayed to balance workload and complete higher priority projects. The delayed schedule will also provide time to investigate potential state funding for this project.

PROJECT BUDGET:

\$000

	Through								2005-2011 Total	Project Total
	2004	2005	2006	2007	2008	2009	2010	2011		
TOTAL CAPITAL COST:				50	137	53			240	240
REVENUE:										
Storm Utility Revenue				50	137	53			240	240
TOTAL REVENUE				50	137	53			240	240
M&O COSTS:										

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Storm Drainage

CIP PLAN NUMBER: D-90

PROJECT NAME: Richards Creek / East Creek Flow Management

PROJECT LOCATION: Richards Creek approximately 600 feet south of Kamber Road.

DEPT/PROGRAM: Utilities / Utility Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2002

ESTIMATED COMPLETION DATE: 2007

PROJECT DESCRIPTION/SCOPE: This project is a comprehensive stream restoration project that will reduce maintenance efforts and flooding potential and enhance fish passage and riparian and fishery habitat.

The project will include removal of sediment deposits, stabilize and enhance approximately 600 feet of stream channel, and construct a flow diversion structure to maintain stream flows and spawning habitat in both creek channels.

PROJECT JUSTIFICATION/BENEFITS: This reach of Richards Creek supports documented spawning habitat. In the past, the original creek alignment was significantly modified by urban development. At present this area experiences sediment deposition which hinders fish passage and spawning, and causes excess flow diversions to East Creek that result in flooding downstream. The Washington State Department of Fisheries has also expressed interest in maintaining both channels.

The project will ensure a controlled flow split between the two channels, thus maintaining appropriate flows for downstream culverts and minimizing downstream flooding. Both channels will be maintained to ensure salmon migration and spawning.

ENVIRONMENTAL IMPACTS: There is potential for some short term impacts, that would be mitigated by implementation of appropriate erosion control measures. State Environmental Protection Act (SEPA) and Washington State Department of Fisheries Hydraulic Project Approvals would be required.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Alternate project designs are being considered to achieve project scope and better compliment the Kamber Rd. culvert reconstruction project schedule, as well as other work within Richards Creek.

Capital Cost/Revenue: None.

Project Schedule: The project schedule has been delayed to reflect that this project must be coordinated with reconstruction of the culverts on Kamber Road (D-71).

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	13	50	440	50					540	553
REVENUE:										
Storm Utility Revenue	13	50	440	50					540	553
TOTAL REVENUE	13	50	440	50					540	553
M&O COSTS:			15	15	16	16	17	17		

Capital Costs Beyond 2011: NA

2005-2011 Adopted CIP: Storm Drainage

CIP PLAN NUMBER: D-92

PROJECT NAME: Retrofit regional detention facilities for Improved Water Quality

PROJECT LOCATION: Various locations within the City

DEPT/PROGRAM: Utilities/Utility Improvements

STATUS: Approved and Begun

ACTUAL/ESTIMATED START DATE: 2001

ESTIMATED COMPLETION DATE: 2008

PROJECT DESCRIPTION/SCOPE: Evaluate existing public stormwater detention ponds and quantify improvements needed for improved water quality treatment performance from these facilities. Prioritize the improvements identified based on cost/benefit analysis, and construct improvements. Modifications would generally include control and outlet structure modifications, and possibly volume and/or area expansions to increase holding time for stormwater runoff from frequent storm events. Incidental property acquisition may be necessary in some cases.

Specific improvements have been identified at several sites based on the evaluation. At this time the highest priority needs are included in the appropriated funding. The improvements include regional facility telemetry improvements; rehabilitation of the stream diversion facility at Coal Creek I-405 pond; addition of a gate at the I-405 pond; modifications at the Valley Creek control gate; and addition of a runoff control gate at the West Tributary. Additional improvements may be identified in subsequent CIP updates.

PROJECT JUSTIFICATION/BENEFITS: All of the facilities to be studied were designed and constructed using outdated design criteria and performance goals. The areas that drain to these facilities have continued to develop, increasing the loading and demand on the facilities. Also, State and Federal regulations continue to tighten regarding surface water quality from runoff in urban areas.

The program would improve the water quality treatment performance of a number of existing public facilities, which will help ensure continued compliance with the Clean Water Act and support the community's vision of fishable and swimmable waters.

ENVIRONMENTAL IMPACTS: There is potential for some short term impacts that would be mitigated by implementation of appropriate erosion control measures. State Environmental Protection Act (SEPA) and Washington State Department of Fisheries Hydraulic Project Approvals may be required.

CHANGES TO PREVIOUSLY APPROVED CIP PROJECT DESCRIPTION:

Capital Cost/Revenue: The capital cost and revenue have been decreased by \$299,000 to reflect funding for only the first tier of recommended improvements. Additional improvements may be identified and recommended in subsequent CIP updates.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:	397	100	170	100	81				451	848
REVENUE:										
Storm Utility Revenue	397	100	170	100	81				451	848
TOTAL REVENUE	397	100	170	100	81				451	848
M&O COSTS:										

Capital Costs Beyond 2011: Additional improvements within the scope of this program may be identified and recommended in subsequent CIP updates.

2005-2011 Adopted CIP: Storm Drainage

CIP PLAN NUMBER: D-94

PROJECT NAME: Flood Control Program

PROJECT LOCATION: Various locations throughout the City

DEPT/PROGRAM: Utilities / Utility Improvements

STATUS: New

ACTUAL/ESTIMATED START DATE: 2005

ESTIMATED COMPLETION DATE: Ongoing

PROJECT DESCRIPTION/SCOPE: This program will construct improvements to public drainage systems to alleviate flooding where the Utility's goal for level of service for protection from flooding is not met. Six sites have been identified at this time (listed below). Project improvements could involve increasing conveyance capacity; re-routing drainage; or adding detention, infiltration, or other runoff control mechanisms.

- 156th Ave SE & SE 4th Storm Drainage Improvements
- SE 30th Street / Sunset Creek Flood Control
- SE 9th Street Storm Drainage Improvements
- Valley Creek Bypass Extension
- Phantom/Larsen Channel re-grading
- 153rd Ave SE & SE 22nd Street Storm Drainage Improvements

PROJECT JUSTIFICATION/BENEFITS: This program is needed to alleviate flooding at several locations throughout Bellevue where flooding exceeds our targeted level of protection as a result of public drainage system capacity. Presently the flooding at various sites includes residential and/or commercial structural flooding or flooding which limits access to businesses.

The program is consistent with the Storm & Surface Water Utility's mission of protection from flooding or other stream-related damage. It improves public safety; reduces exposure to health risks; reduces the risk of failure and associated liability. Specifically, the program will alleviate flooding which can cause risk to people within structures during and following a flood event. It will alleviate structural or road flooding which does not meet target levels of protection. Depending on the specific project, in-stream work will require stream restoration which could enhance water quality. Depending on the specific project, undersized older pipe will be replaced with new infrastructure. The program will result in claims avoidance and reduced liability.

Citizens who attended the Environmental Services Commission CIP Public Meeting spoke unanimously in favor of funding for flood control projects which impacted their homes and businesses.

ENVIRONMENTAL IMPACTS: An environmental determination will be made in conjunction with preliminary design of each project within this program

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:		400	400	400	404	410	420	433	2,867	2,867
REVENUE:										
Storm Utility Revenue		400	400	400	404	410	420	433	2,867	2,867
TOTAL REVENUE		400	400	400	404	410	420	433	2,867	2,867
M&O COSTS:										

Capital Costs Beyond 2011: Ongoing. The six projects identified to date are estimated to cost \$4.4 million dollars. It is anticipated other sites will be identified. Incremental improvements may improve the level of protection sufficiently to reduce the scope of individual projects. Proposed funding level of \$400,000 per year will allow completion of 60% of known projects within the 2005-2011 window.

2005-2011 Adopted CIP: Storm Drainage

CIP PLAN NUMBER: D-95

PROJECT NAME: Coal Creek Upper Reach Bank and Slope Stabilization

PROJECT LOCATION: Coal Creek – Coal Cr Pkwy to Lakemont Blvd.

DEPT/PROGRAM: Utilities / Utility Improvements

STATUS: New

ACTUAL/ESTIMATED START DATE: 2006

ESTIMATED COMPLETION DATE: 2011

PROJECT DESCRIPTION/SCOPE: Protect stream banks from on-going erosion and stabilize slopes that have the potential to deliver sediment to Coal Creek. Of particular concern are those slopes consisting of unconsolidated coal mining waste adjacent to the stream.

PROJECT JUSTIFICATION/BENEFITS: Coal Creek has a continuing problem of sediment transport. Currently, sedimentation is a potential limiting factor for salmonid production, affects downstream flood control facilities and impacts property and navigation at the mouth of the stream on Lake Washington.

In October 2004, the City and King County settled a lawsuit by Newport Yacht Club and a resident of Newport Shores with respect to sediment impacts. Part of the settlement agreement includes a basin-wide package of stabilization projects aimed at reducing the amount of upstream erosion. Stabilizing upstream slopes, particularly those comprised of mining waste in the upper basin, will help reduce downstream sedimentation problems at the mouth, preserve flood control functions of downstream facilities and improve stream conditions for fish.

The project meets the City's obligation under the settlement agreement. Also, the project addresses the Utility's CIP program objectives of improved reliability & integrity of the Utility's infrastructure, protects property from flood damages and promotes environmental stewardship by reducing sedimentation.

ENVIRONMENTAL IMPACTS: Stabilizing eroding banks and slopes may result in minor adverse impacts to stream resources during construction. These impacts will be reviewed under a programmatic EIS for the package of projects proposed for the stabilization of Coal Creek.

PROJECT BUDGET:

\$000

	Through								2005-2011 Total	Project Total
	2004	2005	2006	2007	2008	2009	2010	2011		
TOTAL CAPITAL COST:			50	50	50	430	10	10	600	600
REVENUE:										
King County			50	50	50	430	10	10	600	600
TOTAL REVENUE			50	50	50	430	10	10	600	600
M&O COSTS:										

2005-2011 Adopted CIP: Storm Drainage

CIP PLAN NUMBER: D-98

PROJECT NAME: Overbank Storm Water Outfall Improvements – King County

PROJECT LOCATION: Coal Creek - upper basin

DEPT/PROGRAM: Utilities / Utility Improvements

STATUS: New

ACTUAL/ESTIMATED START DATE: 2005

ESTIMATED COMPLETION DATE: 2007

PROJECT DESCRIPTION/SCOPE: Install new or repair / replace existing storm water outfalls in the Coal Creek basin that are contributing to erosion or contributing to slope instability problems. This project will focus on outfalls and overbank urban runoff located within the upper basin in unincorporated King County and the City of Newcastle.

PROJECT JUSTIFICATION/BENEFITS: Coal Creek has a continuing problem of sediment transport. Currently, sedimentation is a potential limiting factor for salmonid production, affects downstream flood control facilities and impacts property and navigation at the mouth of the stream on Lake Washington.

In October 2004, the City and King County settled a lawsuit by Newport Yacht Club and a resident of Newport Shores with respect to sediment impacts. Part of the settlement agreement includes a basin-wide package of stabilization projects aimed at reducing the amount of upstream erosion and sediment transport. Ensuring existing storm water outfalls and overbank urban runoff are not contributing to the on-going erosion and sedimentation problems in Coal Creek is an important element in the overall basin stabilization strategy.

The project meets the City's obligation under the settlement agreement. Also, the project addresses the Utility's CIP program objectives of improved reliability & integrity of the Utility's infrastructure, helps to protect property from flood damages, and promotes environmental stewardship by reducing erosion and sedimentation.

ENVIRONMENTAL IMPACTS: Installing new or repairing / replacing existing storm water outfalls may result in minor adverse impacts during construction. Because this work is straightforward, project impacts will be reviewed under a separate SEPA process while programmatic EIS is being prepared. This will allow for some early progress in addressing erosion concerns in the Coal Creek basin.

PROJECT BUDGET: As part of the settlement agreement, King County provided the funds for this work. King County has already expended \$149,000 of the mediated project budget of \$500,000 in addressing outfall erosion and slope instability problems. The balance of the project (\$349,000) will be budgeted for and managed by the City to complete the remaining work in this area as reflected in the table below.

\$000

	Through 2004	2005	2006	2007	2008	2009	2010	2011	2005-2011 Total	Project Total
TOTAL CAPITAL COST:		75	266	10					351	351
REVENUE:										
King County		75	266	10					351	351
TOTAL REVENUE		75	266	10					351	351
M&O COSTS:										

2005-2011 Adopted CIP: Storm Drainage

CIP PLAN NUMBER: D-99

PROJECT NAME: Overbank Storm Water Outfall Improvements – In Bellevue

PROJECT LOCATION: Coal Creek basin within Bellevue city limits

DEPT/PROGRAM: Utilities / Utility Improvements

STATUS: New

ACTUAL/ESTIMATED START DATE: 2005

ESTIMATED COMPLETION DATE: 2007

PROJECT DESCRIPTION/SCOPE: Install new or repair / replace existing storm water outfalls in the Coal Creek basin that are contributing to erosion or contributing to slope instability problems. This project will focus on outfalls and overbank urban runoff located within Bellevue city limits.

PROJECT JUSTIFICATION/BENEFITS: Coal Creek has a continuing problem of sediment transport. Currently, sedimentation is a potential limiting factor for salmonid production, affects downstream flood control facilities and impacts property and navigation at the mouth of the stream on Lake Washington.

In October 2004, the City and King County settled a lawsuit by Newport Yacht Club and a resident of Newport Shores with respect to sediment impacts. Part of the settlement agreement includes a basin-wide package of stabilization projects aimed at reducing the amount of upstream erosion and sediment transport. Ensuring existing storm water outfalls and overbank urban runoff are not contributing to the on-going erosion and sedimentation problems in Coal Creek is an important element in the overall basin stabilization strategy.

The project meets the City's obligation under the settlement agreement. Also, the project addresses the Utility's CIP program objectives of improved reliability & integrity of the Utility's infrastructure, helps to protect property from flood damages, and promotes environmental stewardship by reducing erosion and sedimentation.

ENVIRONMENTAL IMPACTS: Installing new or repairing / replacing existing storm water outfalls may result in minor adverse impacts during construction. Because this work is straightforward, project impacts will be reviewed under a separate SEPA process while programatic EIS is being prepared. This will allow for some early progress in addressing erosion concerns in the Coal Creek basin.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:		150	300	25					475	475
REVENUE:										
King County		150	300	25					475	475
TOTAL REVENUE		150	300	25					475	475
M&O COSTS:										

2005-2011 Adopted CIP: Storm Drainage

CIP PLAN NUMBER: D-100

PROJECT NAME: Coal Creek Stream Bed Grade Control

PROJECT LOCATION: Coal Creek – from I-405 to Lakemont Blvd.

DEPT/PROGRAM: Utilities / Utility Improvements

STATUS: New

ACTUAL/ESTIMATED START DATE: 2006

ESTIMATED COMPLETION DATE: 2010

PROJECT DESCRIPTION/SCOPE: Construct approximately 12 in-stream bed controls to help minimize stream incision and help trap excessive sediment currently in transport.

PROJECT JUSTIFICATION/BENEFITS: Coal Creek has a continuing problem of sediment transport. Currently, sedimentation is a potential limiting factor for salmonid production, affects downstream flood control facilities and impacts property and navigation at the mouth of the stream on Lake Washington.

In October 2004, the City and King County settled a lawsuit by Newport Yacht Club and a resident of Newport Shores with respect to sediment impacts. Part of the settlement agreement includes a basin-wide package of stabilization projects aimed at reducing the amount of upstream erosion and sediment transport. Constructing bed controls will help address the sediment that is currently in transport by providing for in-stream storage of sediments and minimizing future stream incision.

The project meets the City's obligation under the settlement agreement. Also, the project addresses the Utility's CIP program objectives of improved reliability & integrity of the Utility's infrastructure, protects property from flood damages and promotes environmental stewardship by reducing sedimentation.

ENVIRONMENTAL IMPACTS: Constructing bed controls may result in minor adverse impacts to stream resources during construction. Because this project includes in-stream construction, work will be limited to those periods during the summertime set forth in the hydraulic permits. Project impacts will be reviewed under a programmatic EIS for the package of projects proposed for the stabilization of Coal Creek.

PROJECT BUDGET:

\$000

	Through								2005-2011 Total	Project Total
	2004	2005	2006	2007	2008	2009	2010	2011		
TOTAL CAPITAL COST:			100	100	60	500	40		800	800
REVENUE:										
Storm Utility Revenue					23	500	40		563	563
King County			100	100	37				237	237
TOTAL REVENUE			100	100	60	500	40		800	800
M&O COSTS:										

2005-2011 Adopted CIP: Storm Drainage

CIP PLAN NUMBER: D-101

PROJECT NAME: Lower Coal Creek Sediment Pond

PROJECT LOCATION: Coal Creek – just upstream of I-405 and 119th Avenue SE

DEPT/PROGRAM: Utilities / Utility Improvements

STATUS: New

ACTUAL/ESTIMATED START DATE: 2006

ESTIMATED COMPLETION DATE: 2011

PROJECT DESCRIPTION/SCOPE: Construct a 1,500 cubic yard sediment pond on the main stem of Coal Creek upstream of I-405/119th Avenue SE. The volume of the pond was determined during litigation settlement negotiations.

PROJECT JUSTIFICATION/BENEFITS: Coal Creek has a continuing problem of sediment transport. Currently, sedimentation is a potential limiting factor for salmonid production, affects downstream flood control facilities and impacts property and navigation at the mouth of the stream on Lake Washington.

In October 2004, the City and King County settled a lawsuit by Newport Yacht Club and a resident of Newport Shores with respect to sediment impacts. Part of the settlement agreement includes a basin-wide package of stabilization projects aimed at reducing the amount of upstream erosion. Additional sediment capture will help reduce downstream sedimentation problems at the mouth and preserve flood conveyance capacity of downstream channel through Newport Shores.

The project meets the City's obligation under the settlement agreement. Also, the project addresses the Utility's CIP program objectives of improved reliability & integrity of the Utility's infrastructure and helps to protect property from flood damages.

ENVIRONMENTAL IMPACTS: Constructing a new sediment pond may result in adverse impacts to stream resources and mitigation will likely be required. These impacts will be reviewed under a programmatic EIS for the package of projects proposed for the stabilization of Coal Creek.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:			70	100	50	460	10	10	700	700
REVENUE:										
Storm Utility Revenue						405	10	10	425	425
King County			70	100	50	55			275	275
TOTAL REVENUE			70	100	50	460	10	10	700	700
M&O COSTS:										

2005-2011 Adopted CIP: Storm Drainage

CIP PLAN NUMBER: D-102

PROJECT NAME: Coal Creek Projects Programmatic Environmental Impact Statement

PROJECT LOCATION: Throughout the Coal Creek basin

DEPT/PROGRAM: Utilities / Utility Improvements

STATUS: New

ACTUAL/ESTIMATED START DATE: 2005

ESTIMATED COMPLETION DATE: 2006

PROJECT DESCRIPTION/SCOPE: A programmatic EIS for the package of projects proposed for the stabilization of Coal Creek as a result of the mediated settlement with King County and plaintiffs.

PROJECT JUSTIFICATION/BENEFITS: Coal Creek has a continuing problem of sediment transport. Currently, sedimentation is a potential limiting factor for salmonid production, affects downstream flood control facilities and impacts property and navigation at the mouth of the stream on Lake Washington.

In October 2004, the City and King County settled a lawsuit by Newport Yacht Club and a resident of Newport Shores with respect to sediment impacts. Part of the settlement agreement includes a basin-wide package of stabilization projects aimed at reducing the amount of upstream erosion and sediment transport. Ensuring existing storm water outfalls and overbank urban runoff are not contributing to the on-going erosion and sedimentation problems in Coal Creek is an important element in the overall basin stabilization strategy.

The project meets the City's obligation under the settlement agreement. Also, the project addresses the Utility's CIP program objectives of improved reliability & integrity of the Utility's infrastructure, helps to protect property from flood damages, and promotes environmental stewardship by reducing erosion and sedimentation.

ENVIRONMENTAL IMPACTS: This project is for development of a programmatic EIS to evaluate environmental impacts of projects included in the Coal Creek Settlement.

PROJECT BUDGET:

\$000

	Through								2005-2011	Project
	2004	2005	2006	2007	2008	2009	2010	2011	Total	Total
TOTAL CAPITAL COST:		250	250						500	500
REVENUE:										
Storm Utility Revenue			250						250	250
King County		250							250	250
TOTAL REVENUE		250	250						500	500
M&O COSTS:										

2005-2011 Adopted CIP: Storm Drainage

**Projects Contained in the 2003-2009 CIP Plan
Which Have Been Completed, Combined, or Deleted**

CIP PLAN NUMBER	PROJECT NAME AND COMMENT	YEAR COMPLETED
D-62	Kelsey Creek Fishway Replacement	2003
D-68	West Lake Sammamish Emergency Culvert Replacement	2003
*D-72	Lower Coal Creek Improvements	2004
D-91	Richards Creek Culvert Replacement	2003
D-93	West Lake Sammamish Emergency Culvert Replacement	2003

*Note that this project was deleted in accordance with the 2004 Coal Creek settlement agreement, which assigned dredging and flood control responsibility to others.