



City of Bellevue 2011-2017 Capital Investment Program Plan



Safe Community • Improved Mobility • Healthy & Sustainable Environment • Innovative, Vibrant & Caring Community
Quality Neighborhoods • Economic Growth & Competitiveness • Responsive Government



City of Bellevue, Washington

Acknowledgements

2011-2017 Capital Investment Program Plan

Don Davidson, Mayor
Conrad Lee, Deputy Mayor
Claudia Balducci, Councilmember
John Chelminiak, Councilmember
Grant Degginger, Councilmember
Jennifer Robertson, Councilmember
Kevin Wallace, Councilmember

Steve Sarkozy, City Manager

Prepared By:

Jan Hawn, Finance Director

Sara Lane, Assistant Finance Director

Budget Office

David Baldwin
Carla Beauclair
Jason Bentosino
Robin Long

Andrea McMaster
Jan Penney
Rich Siegel
Melissa Treptow

A Special Thanks To:

Nav Ota, Project Manager	City Attorney's Office
Budget Planning Team	City Clerk's Office
Results Team Members	Civic Services Department
Leadership Team	City Manager's Office
Fiscal Managers and Staff	Development Services Department
	Finance Department
	Fire Department
	Human Resources Department
	Information Technology Department
	Office of Economic Development
	Parks & Community Services Department
	Planning & Community Development Department
	Police Department
	Transportation Department
	Utilities Department

Printing: Naomi Karch, Copiers Northwest



GOVERNMENT FINANCE OFFICERS ASSOCIATION

*Distinguished
Budget Presentation
Award*

PRESENTED TO

City of Bellevue

Washington

For the Biennium Beginning

January 1, 2009

President

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, 2009.

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
2011-2017 Capital Investment Program (CIP) Plan
Table of Contents

1. Reader’s Guide 1-1

2. Executive Summary.....2-1

3. CIP Plan Project Prioritization Criteria3-1

The following CIP Plan sections each contain:

- Introductory Comments
- Funded Projects List
- Funded Projects Map
- Cost and Resource Summary
- CIP Plan Project Description Pages
- Projects Completed, Combined, or Deleted List

4. Roadways 4-1

5. Intersections.....5-1

6. Walkways/Bikeways 6-1

7. Maintenance/Minor Capital 7-1

8. Park Acquisition & Development.....8-1

9. Park Redevelopment.....9-1

10. General Government..... 10-1

11. Public Safety 11-1

12. Community and Economic Development 12-1

13. Neighborhood Enhancement Program..... 13-1

14. Neighborhood Investment Strategy 14-1

15. Water..... 15-1

16. Sewer 16-1

17. Storm Drainage 17-1

Reader's Guide

Overview

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 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.

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

- Explains what Bellevue's CIP Plan is;
- Explains how citizens are involved;
- Explains how the CIP and the City's Operating Budget are related;
- Outlines the organization of specific information presented for each project category.

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 are integral components of this Plan.

The City of Bellevue has adopted a new budget process called Budget One. Budget One is an outcome-based process that looks at all operations and capital investments of the City, and focuses on important outcomes for the community rather than on department needs. Departments write investment proposals to a cross departmental evaluation team (called CIP Panel) who review the proposals. They rank the proposals in priority order, based on established criteria and draw a line where the money to fund the proposals runs out. Proposals below the line are not recommended for funding. Additionally, they evaluate proposals to ensure that they are delivering the right level of service for a reasonable price. These recommendations are forwarded to the City Manager who then submits a preliminary budget for review and approval to the Bellevue City Council. There are seven Outcome areas established by the City Council, they include:

- Safe Community
- Improved Mobility
- Healthy & Sustainable Environment
- Innovative, Vibrant & Caring Community
- Quality Neighborhoods
- Economic Growth & Competitiveness
- Responsive Government

The projects included in the CIP Plan were derived from a number of sources including formal long-range plans that have been adopted by the City Council; needs assessments and public surveys conducted by City staff; input from residents, the business community, and 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, funding allocation decisions, and a section describing the budget

Reader's Guide

Overview

development process, are included in the Comprehensive Financial Management Policies chapter of the City's Budget document.

This CIP Plan presents the highest priority projects which can be funded from available income sources. Projects presented in this document are placed in the City's ten major program areas to provide a more traditional presentation and organization of the projects. These areas are as follows:

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

How are Project Cost Estimates Made?

Project managers are responsible for the estimating of project costs based on a number of factors such as the prevailing costs of goods and wages, energy costs, and inflation. Project costs are updated during the biennial budget process, as projects get closer to execution.

How Can Citizens Get Involved in the CIP Plan?

The City Manager and the City Council require that staff seek information from the public to help design a CIP Plan which responds to the needs of our community. Citizens, community groups, businesses, and other stakeholders can communicate their opinions by participating in the City's planning process. Input is especially desired in the following areas:

1. *General Category Priorities*

What project categories are the highest and lowest priorities?

2. *Specific Project Priorities*

Which specific projects are the most and least important?

3. *Financing*

Should additional funding be allocated to specific projects or categories?

There are a number of ways that citizens and community groups may provide this information, including: testify at public hearings, participate in outreach programs, and communicate directly with City staff or City Councilmembers.



Reader's Guide

Overview

What is 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.

The City Council adopts a CIP Plan that identifies priority projects and appropriates funds for those projects. Operating costs for projects completed in the CIP are included in the City's Operating Budget and are funded primarily by unrestricted taxes.

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

What is the CIP Plan's Content?

The CIP Plan includes the components described in the following sections:

EXECUTIVE SUMMARY

This section provides information on resources and expenditures for projects funded in the 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 by the CIP Panel to prioritize projects citywide. Also included are criteria for each program area used when prioritizing and determining which projects to submit for funding consideration.

PROJECT CATEGORY CHAPTERS

These chapters contain CIP Plan detail, including summary information on each project category, and a description of each funded CIP project. The project category chapters 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
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

Reader's Guide

Overview

How are the Materials Organized?

Each of the project category chapters presents the following content and is organized in the order described below:

1. Introductory Comments - Summary comments about the project category.
2. Funded CIP Projects - CIP Plan numbers, project names, Outcome area, project status, and project costs for the current seven-year CIP Plan.
3. Project Map - Physical location for each project in the 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 Projects - List of projects that were included in the previous CIP Plan which are completed or anticipated to be completed by the start of the new biennium.

How to Read CIP Project Description Pages

Project description pages have been created for each of the projects in the CIP Plan. The following describes the information found on these pages.

1. PROJECT: The number assigned to the project, which normally remains the same for the project's duration.
2. TITLE: The name of the project being described, which usually stays the same for the project's duration.
3. STATUS: 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.
4. CATEGORY: This section indicates the projects general purpose within each major program area.
5. BUSINESS CENTER: The department responsible for management of the project.
6. PROJECT LOCATION: A description or address of the geographic location of the project within the City.
7. PROGRAMMED FUNDING: Estimated costs for the project approved for the current seven-year period.
8. 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.

Reader's Guide

Overview

9. **RATIONALE:** 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. **OPERATING BUDGET IMPACTS:** This section provides an explanation of the ongoing operating impacts of the project, including estimated annual costs in personnel, equipment, and materials needed to operate and maintain the new, expanded or modified capital facility. Approval of future annual operating budget requests will be based on this information.
12. **SCHEDULE OF ACTIVITIES:** This section includes the projects targeted begin and completion dates and estimated total project costs, including costs that extend beyond the current seven-year period.
13. **MEANS OF FINANCING:** Estimated project revenues approved for the current seven-year period. For projects that extend beyond the current seven-year period, future funding requirements will be indicated.
14. **CHANGES TO PREVIOUSLY APPROVED CIP PROJECT:** 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 has changed.



Reader's Guide

Glossary

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

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 non-operating/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.

Balanced Budget: The budget is in balance when revenues plus available resources are equal to or greater than planned expenditures plus reserves.

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 in one fiscal biennium because revenues collected were in excess of the budget and/or expenditures 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 – Preliminary and Adopted: The City Manager submits to the City Council a recommended expenditure and revenue level for all City operations for the coming biennial year as the Preliminary Budget. When the City Council agrees upon the revenue and expenditure levels, the Preliminary Budget becomes the Adopted Budget, funds are appropriated, and legal expenditure limits are established.

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

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.



Reader's Guide

Glossary

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. The City budgets and accounts for all funds on a modified accrual basis. This means that: 1) expenditures are recognized when goods are received or services are executed, and (2) revenues are recognized when they are measurable and available; provided that payments for expenditures are made, and revenues are collected, within a 60-day period thereafter.

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.

Budgeting for Outcomes: A process used to create budgets that focuses on achieving specific results with strategies that provide the highest value for the dollar.

Budget One: The term used for the City of Bellevue's budgeting for outcomes based budget process used for the 2011-2012 Budget.

Budget Oversight Steering Team (BOST) : A group composed of the City Manager, Deputy City Manager, Finance Director, and Project Manager responsible for making final approvals and decisions regarding the budget.

Budget Planning Team (BPT) : Representatives from multiple departments whose purpose is to develop a framework for a budgeting for outcomes based budget process, known as Budget One for the 2011-2012 Budget.

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 and 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: The "basis" of either accounting or budgeting refers to the timing with which we recognize revenues and expenses. Under cash basis, a transaction is recorded when cash is increased or decreased.

Cause and Effect Maps: A visual representation of the pathway to the result. Using words and/or images, it helps viewers understand the cause-effect connection between activities, strategies, factors and the outcome. Cause and Effect Maps are included in the Request for Results.

Chart of Accounts: A list of expenditure, revenue, and other accounts describing and categorizing financial transactions.



Reader's Guide

Glossary

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.

Community Development Block Grant (CDBG): A U.S. Department of Housing and Urban Development (HUD) annual grant to Bellevue and other local governments to support economic development projects, human services, low-income housing, and services in low-income neighborhoods.

Comprehensive Annual Financial Report of the City (CAFR): The City's annual financial statement prepared by the Finance Department.

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.

Credit Rating: The credit worthiness of a governmental unit as determined by an independent rating agency. The City of Bellevue is rated by two rating agencies: 1) Moody's Investors Service, and 2) Standard and Poor's.

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.

Department: A basic organizational unit of City government responsible for carrying out a specific function.

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, 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.

Reader's Guide

Glossary

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. The budget has not been adjusted to remove double budgeting.

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.

Enterprise Fund: Separate financial accounting used for government operations that are financed and operated in a manner similar to business enterprises and for which preparation of an income statement is desirable.

Expenditure: An expenditure is, in simple terms, the payment for goods and services. Under the modified accrual basis, expenditures are recognized when goods are received or services are rendered; provided that payments for expenditures are made within a 60-day period thereafter.

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, 2011 - December 31, 2012).

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 Balance: The difference between assets and liabilities (the equity) of a particular fund. This incorporates the accumulated difference between the resources and expenditures each year.

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.



Reader's Guide

Glossary

GAAP: 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 Fund: A central fund into which most of the City's general tax revenues and discretionary resources are pooled and which is allocated to support many of the operations of City government.

General Obligation (GO) Bond: This type of bond is backed by the full faith, credit, and taxing power of the government.

Goal: The end toward which effort or ambition is directed. Condition or state to be brought about by a course of action.

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.

Indicator: An indicator is a value, characteristic, or metric used to track the performance of a program, service, or organization, or to gauge a condition. Synonymous with the term "measure." There are three levels of indicators:

Key Community Indicators (KCI): As used by the City of Bellevue, KCI's are measurements of resident opinion relating to the priority outcomes of the budget. They provide information about past and current trends of residents' perceptions gathered through valid, scientific opinion research.

Key Performance Indicators (KPI): KPI's are "marquee" or "headline" measures that amplify each priority outcome in the budget. When looked at together in relation to a specific priority outcome, they show past and current trends of operational efficiency, effectiveness or community perception.

Key Departmental Indicators (KDI): KDI's are drawn from department proposals and when combined with a target, tell a story of planned or intended achievement. They are usually efficiency (output) or effectiveness (outcome) metrics.

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).

Interfunds: 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



Reader's Guide

Glossary

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 Directors, the Deputy and Assistant City Managers, and the City Manager.

LEOFF 1: 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.

Managing for Results: Managing for Results is a comprehensive and integrated management system that relies on planning, budgeting, employee management, performance measurement, data collection, evaluation and reporting to achieve desired results. Managing for Results is another term used to describe a performance management system.

Mandate: A legal requirement that a jurisdiction provide a specific service at a specific level.

Modified Accrual: The basis of accounting used by the City of Bellevue to recognize revenues and expenditures. The "basis" of either accounting or budgeting refers to the timing with which we recognize revenues and expenses. Under modified accrual, expenditures are recognized when goods are received or services are executed, and revenues are recognized when they are measurable and available; provided that payments for expenditures are made, and revenues are collected, within a 60-day period thereafter.

Reader's Guide

Glossary

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

Non-Operating/Special Purpose Fund: A budgeting, accounting, and reporting entity established to receive revenues typically of a non-continuing nature and to make expenditures for non-continuing 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 non-lapsing 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.

Offer: A proposal by a department(s) in response to a Request for Results, issued by a Results Team, to provide a particular service, program or activity that achieves a result. It indicates what the department proposes to do to produce an outcome, how much it will cost, and how success will be measured. Offers can be submitted by one department or multiple departments in collaboration with each other.

Offer Teams: A department or collaboration of departments submitting an offer in response to Request for Results. Also known as "Seller".

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

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 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.

Outcome: An outcome is the result of a program, service, set of activities, or strategy. It should be used to describe the impact of the service, set of activities, or strategy, not to describe what was done. Outcomes are often identified as immediate, intermediate, and long term. Synonymous with "result".

Output: An output is a unit of a product or service produced through activities and programs (e.g. clients served, lunches served, tons of waste collected, and applications processed).



Reader's Guide

Glossary

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: A value, characteristic, or metric used to track the performance of a program, service, or organization, or to gauge a condition. Synonymous with the term "indicator."

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.

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.

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.

Purchasing Strategies: A set of actions chosen to achieve an outcome. A strategy is based on an understanding (or assumption) of the cause-effect connection between specific actions and specific outcomes. Purchasing strategies are included in the Request for Results.

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

Result: A result is the outcome of a program, service, set of activities, or strategy. It should be used to describe the impact of the service, set of activities, or strategy, not to describe what was done. Outcomes are often identified as immediate, intermediate, and long term. Synonymous with "outcome".

Results Team (RT) : A group designated to create Requests for Results and to rank offers. Also known as "Buyer".

Request for Results (RFR): A description of the desired outcome, the factors that contribute to the outcome, the strategies that will influence each outcome, and the indicators that will serve as a gauge in determining if the results have been achieved.

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.



Reader's Guide

Glossary

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 payer, 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.

Revenue Estimate: A formal estimate of how much revenue will be earned from a specific revenue source for some future period, typically a future fiscal year.

Scalability: Sellers indicate in their offers how much of a result they can produce at various price levels. Also known as "Service Levels".

Seller: A department or collaboration of departments submitting an offer in response to Request for Results. Also known as "Offer Teams".

Service Levels: Sellers indicate in their offers how much of a result they can produce at various price levels. Also known as "Scalability". 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.

Supplemental CIP: In 2007, the City Council adopted the Supplemental CIP which represents high priority capital projects that focus on the following priority areas: 1) Downtown Implementation; 2) Transportation Capacity and Congestion; and 3) Neighborhood Investments. Funding for these projects is provided by limited tax general obligation bonds.

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 required extensive training such as police officers.

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.



Reader's Guide

Glossary

Unless otherwise noted, the 2007, 2008, 2009, and 2010 budget values shown in this document have been amended. They represent the adopted budgets plus additional appropriations resulting from City Council decisions made throughout the year and any reorganizations.

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).



Reader's Guide

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 Comprehensive Annual Financial Report (CAFR) presents the year-end financial status and results of operations for each of the City's funds, as well as statistical and demographic information about the City of Bellevue.
- Quarterly Monitoring Reports discuss the status of operating and CIP resources and expenditures each quarter including a year-end projection of probable outcomes.
- Annual Performance Report 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 Cities Report compares Bellevue's performance to other cities nationwide.
- Our financial reports can be found at <http://www.bellevuewa.gov/finance.htm>.

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
 City of Bellevue
 P.O. Box 90012
 Bellevue, WA 98009-9012
 Phone: (425) 452-7114
 Fax: (425) 452-6163

Executive Summary

Overview

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

A. Budgeting for Outcomes Approach

As the City responds to the current economic environment and “resets” the budget, it focuses on providing the highest sustainable level of priority capital investments. These investments strive to deliver outcomes that are important to our community and reflect the values and priorities recognized by the Council and City Management. The Budget includes significant reductions and realigns existing resources to meet priorities, for example, ongoing programmatic projects that receive an annual allocation were significantly reduced (nearly 30%) compared to the prior plan. The City's Budget One process reflects this “Budgeting for Outcomes” philosophy and makes high priority investments that are consistent with Bellevue's long term plans, voter approved Parks & Natural Areas Levy (Parks Levy), and the Council endorsed Mobility & Infrastructure Initiative (M&I).

The seven Outcome areas identified and highlights of some of the more significant capital investments funded in the 2011-2017 CIP are described below.

Safe Community

Safe Community investments focused on maintaining a safe place to live, work and play. Capital investments over the next seven years will focus on:

- Major renovation and maintenance for public safety facilities, pedestrian and traffic safety related needs.
- Providing initial funding for a Downtown Fire Station.

Improved Mobility

Improved Mobility investments focused on existing and future infrastructure, traffic flow, built environment and travel options. Capital investments over the next seven years will focus on:

- Maintaining the City's investment in existing infrastructure through road, signal, lighting and operations maintenance; continued implementation of the Intelligent Transportation System (ITS); and continued funding for pedestrian access improvements.
- Providing increased capacity and mobility in Bellevue's transportation system through:
 - Capacity projects that support current and planned growth in Downtown and the Bel-Red area, including NE 4th Street, 120th Avenue NE, etc.
 - Neighborhood projects that improve current and planned traffic flow, including 145th Place and 108th Avenue SE.
 - Continued funding for neighborhood sidewalks and traffic calming projects.



Executive Summary

Overview

- Planning for future investments through the Downtown Transportation plan update, East Link Analysis & Development, and West Lake Sammamish Phase I.

Healthy and Sustainable Environment

Healthy and Sustainable Environment investments focused on preserving nature spaces and providing a healthy environment, which supports healthy living for current and future generations. Capital investments over the next seven years will focus on:

- Restoring, enhancing and renovating degraded natural areas within Bellevue's 2600 acre Parks & Open Space system.
- Continuing implementation of the 2008 voter-approved Parks & Open Space Levy by expanding and providing amenities to the City's trail system for increased recreation opportunities.
- Completing open space acquisition and trail development funded from the 2007 voter-approved King County Levy, part of which is distributed to cities for these purposes.

Innovative, Vibrant and Caring Community

Innovative, Vibrant and Caring Community investments promote community engagement and foster diversity and creativity in City provided services. Capital investments over the next seven years will focus on:

- Continuing implementation of the 2008 voter-approved Parks & Open Space Levy by:
 - Acquiring and beginning development of parks and open space areas, including Bellevue Airfield Park, Surrey Downs Park, Lewis Creek Park, Downtown Park and the Bellevue Botanical Garden.
 - Constructing a new theatre facility in Crossroads Community Park. This project is being developed in cooperation with The Bellevue Youth Theatre Foundation.
- Major renovation and refurbishment of Park facilities.
- Continuing the City's investment in supporting Bellevue's public art program.

Quality Neighborhoods

Quality Neighborhoods investments create a "sense of community" by maintaining neighborhoods that support families and provide convenient access to day-to-day activities. Capital investments over the next seven years will focus on:

- Continuing the Neighborhood Enhancement Program (NEP).
- Continuing implementation of the 2008 voter-approved Parks & Open Space Levy by focusing on two neighborhood park planning and development projects, one in the Bridle Trails neighborhood area and the other along Lake Sammamish.

Executive Summary

Overview

Economic Growth and Competitiveness

Economic Growth and Competitiveness investments are intended to plan for growth that will add value to the quality of the City and create a competitive business environment that supports entrepreneurs and creates jobs. Capital investments over the next seven years will focus on:

- Completing the Electrical Reliability Study (ERS) from the prior budget which seeks ways to improve the reliability of supplying adequate electricity within Bellevue, including future growth and development.

Responsive Government

Responsive Government investments are intended to foster stewardship of financial and property interest and ensure deployment of programs that are necessary to deliver the highest priority services. Capital investments over the next seven years will focus on:

- Implementing and renovating some of the City’s major technology systems, such as the Enterprise Content Management (ECM) System, JDE Financial System, Business Tax and License System (BTLIS) and Budget System.

Debt Service and Council Contingency

Investments in this area cover the debt service requirements for the City’s debt obligations issued for capital investments, for example bonds issued for City Hall, Supplemental CIP and Mobility & Infrastructure Initiative. Also included is a \$25 million Council Contingency, representing funds available for future Council allocation to other priority projects.

In total, the 7-year CIP Plan is \$519.7 million, of which \$356.8 million is allocated for the General CIP and \$162.9 million for the Utility CIP.

Outcome Area	Adopted 2011-2017 CIP Plan (\$M)		
	General CIP	Utility CIP	Total
Safe Community	\$12.0	-	\$12.0
Improved Mobility	150.6	-	150.6
Healthy and Sustainable Environment	6.8	162.9	169.7
Innovative, Vibrant and Caring Community	69.1	-	69.1
Quality Neighborhoods*	14.8	-	14.8
Economic Growth and Competitiveness*	0.3	-	0.3
Responsive Government	6.1	-	6.1
Debt Service	72.1	-	72.1
Council Contingency	25.0	-	25.0
Total	\$356.8	\$162.9	\$519.7

* Other Outcomes contribute to the Economic Growth & Competitiveness and Quality Neighborhoods Outcomes.

Note: Totals may not foot due to rounding.

B. Frontloaded CIP

The Plan also continues the practice of moving more projects forward in the early years of the seven-year period, approximately \$206.7 million or 40% of total expenditures are programmed in the first two years of the Plan. We refer to this as “frontloading” the CIP Plan. The Plan assumes that interim cash flow borrowing will be necessary, as such the Plan sets aside \$7.4 million to pay the interest on the interim borrowing. The Plan



Executive Summary

Overview

assumes full repayment by the end of 2017. Frontloading provides several significant benefits including:

- Delivering CIP projects as quickly as feasibly possible
- Taking advantage of low costs of construction
- Taking advantage of low-interest rate environment
- Providing local economic stimulus during the economic downturns.

The following two sections provide further discussion of the projects programmed in the 2011-2017 CIP related to the 2008 voter approved Parks and Natural Areas Levy and the 2009 Council endorsed Mobility & Infrastructure Initiative (M&I).

C. Parks and Natural Areas Levy

Voters overwhelmingly approved a parks and natural areas levy in November 2008. The levy, which replaced one which expired in 2008, provides funding to provide investments in Bellevue's nationally accredited park and natural areas system. Recognizing the current economic condition, investments focus on park development projects that can be completed within available levy proceeds and limits the use of City matching funds. The City's matching funds are focused on Parks and Open Space Acquisition and two Challenge Grant projects (Bellevue Botanical Garden and Youth Theater). The table below provides a summary of investments programmed for the Parks and Natural Areas Levy.

Expenditures (\$M)	Adopted CIP 2011-2017	Funding Sources	
		Levy	City \$
Parks and Open Space Acquisition	\$7.0	-	\$7.0
Bellevue Airfield Park Development	1.5	1.5	
Surrey Downs Park Development	7.0	7.0	
Lewis Creek Park Picnic Area Development	2.0	2.0	
Downtown Park Development	5.0	5.0	
Bellevue Botanical Garden Development	5.5	2.0	3.5
New Youth Theater in Crossroads Park	5.5	2.0	3.5
Neighborhood Park Development - Bridle Trails and Lake Sammamish	5.0	5.0	
Nature Trail Expansion	2.0	2.0	
Total Expenditures	\$40.5	\$26.5	\$14.0

Note: Totals may not foot due to rounding.



Executive Summary

Overview

D. Mobility & Infrastructure Initiative (M&I)

The 2011-2017 CIP Plan represents a phased approach to project implementation, with a mix of partial and full funding of seven M&I projects, primarily focused on arterial streets, over the next seven-year CIP period to match resources available. In total, the programmed \$86.7 million represents 29% of the original M&I finance plan endorsed by Council in 2009. More than \$200 million of the original M&I plan remains unfunded. The table below provides a summary of investments programmed for the M&I.

Expenditures (\$M)	Council Endorsed MII Finance Plan	Adopted CIP 2011- 2017	Total Project Funding
NE 4th Street Extension 116th to 120th Avenues	\$50.0 ⁽¹⁾	\$36.7	\$38.4
120th Ave NE Improvements (Stage 1) - NE 4th to NE 8th	-	5.1	7.0
120th Ave NE Improvements (Stage 2 & 3) - NE 8th to	13.0 ⁽²⁾	20.8	21.5
NE 6th Street Extension	6.0	0.6	1.0
NE 15th Street Multi-Modal Corridor (Stage 1)	83.0	4.6	5.4
124th Ave NE - NE 15th/16th Extension to Northup Way	3.0	1.8	1.8
ITS Master Plan Implementation Program	2.0	2.4	2.4
Other Downtown Projects	16.0	-	-
Downtown Circulator	3.0	-	-
Ped/Bike/Neighborhood Sidewalks	15.0	-	-
Metro Site	18.0	-	-
Bel-Red Land Acquisition	32.0	-	4.6
Public Safety Project	3.0	-	-
Finance Costs	55.0	4.6	4.6
Total Expenditures	\$299.0	\$76.5	\$86.7

⁽¹⁾ Original cost estimate included 120th Avenue Stages 1 & 2

⁽²⁾ Original cost estimate included only 120th Avenue Stage 3

Note: Totals may not foot due to rounding.



Executive Summary

Estimated Future Maintenance & Operating (M&O) Costs

This section provides a summary of estimated future M&O costs for some of the more significant CIP projects included in the 2011-2017 CIP Plan. For some of the larger projects (e.g., West Lake Sammamish Parkway, 120th Avenue NE – Stage 2 &3 and Northup Way Corridor Improvements) design and amenities are still being determined, therefore estimated future M&O costs are currently unavailable. Likewise, the CIP includes ongoing programmatic projects that construct capital improvements that may have impacts to the operating budget. Estimated future M&O costs for these are determined through the design phase of each individual project.

CIP Plan No.	Project Name	Estimated Impact of Capital Investments on Operating Budget
PW-R-149	NE 10 th Street Extension	Future maintenance and operation of the proposed ramp will be a WSDOT responsibility.
PW-R-151	145th Place SE/SE 16th St to SE 24th St and SE 22nd St/145th	\$26,700 annually beginning in 2013 for street sweeping, landscape maintenance and lighting.
PW-R-160	NE 4th Street Extension - 116th to 120th Avenue NE	\$21,700 annually beginning in 2014 for street & signal lighting and landscape maintenance.
PW-R-161	120th Avenue NE (Stage 1) - NE 4th to NE 8th	\$15,600 annually beginning in 2013 for street & signal lighting and landscape maintenance.
PW-W/B-56	Pedestrian Access Improvements	\$14,700 annually beginning in 2012 for maintenance of new trail expected to be completed in 2011. Additional operating costs may be required for future improvements completed through this ongoing CIP program.
PW-W/B-71	108th Avenue SE/Bellevue Way to I-90	\$9,700 annually beginning in 2013 for landscape maintenance and street, bikeway, and walkway maintenance.
P-AD-82	Parks & Open Space Acquisition - 2008 Parks Levy	\$7,500 annually beginning in 2013 in estimated maintenance costs that will ensure that these acquisitions are safe and accessible to the community. These costs will be funded by the ongoing M&O component of the 2008 levy.
P-AD-85	Bellevue Botanical Garden Development - 2008 Parks Levy	\$150,000 annually beginning in 2014 for maintenance and operations of the new gardens and facilities. These costs will be funded by the ongoing M&O component of the 2008 levy.



Executive Summary

Estimated Future Maintenance & Operating (M&O) Costs

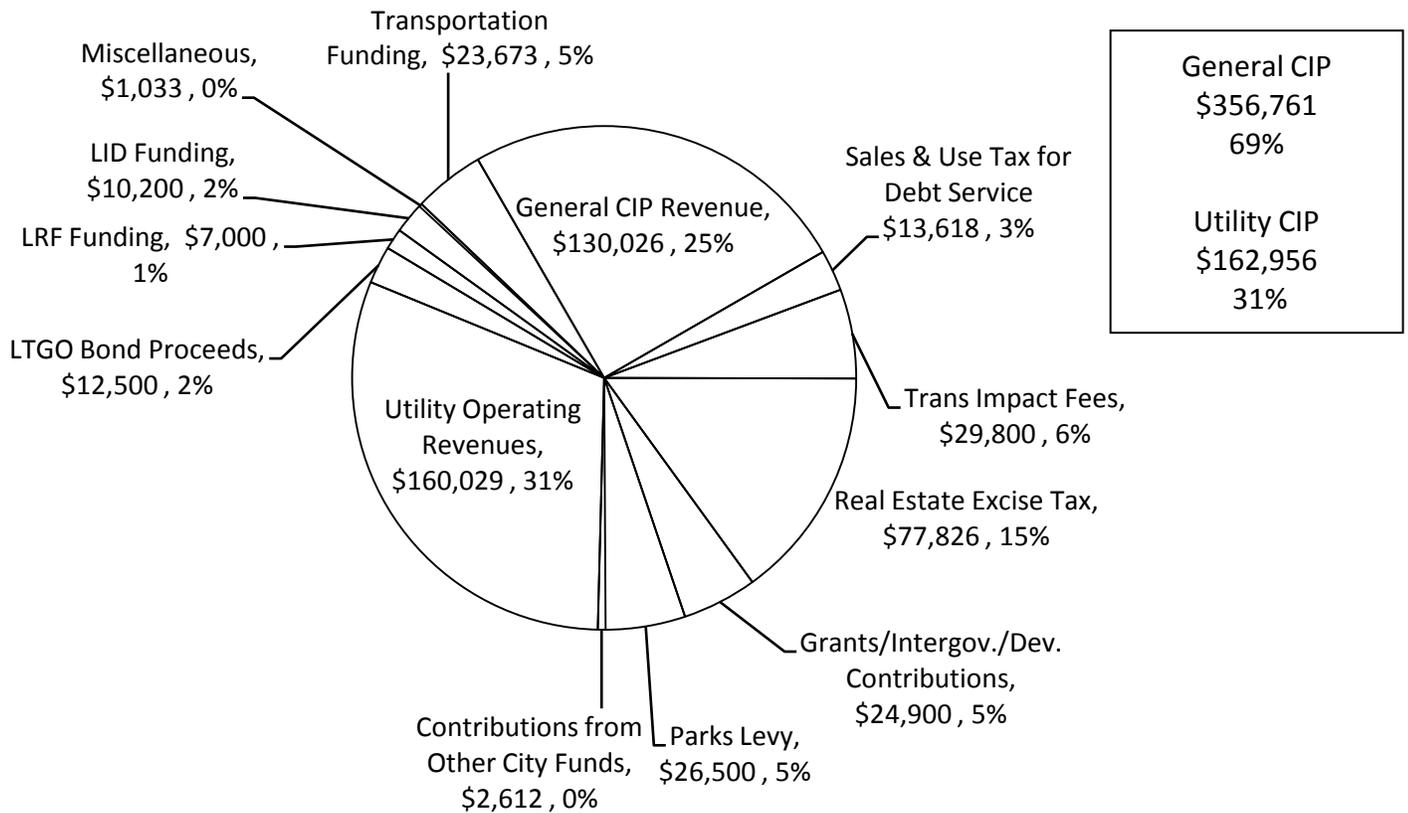
CIP Plan No.	Project Name	Estimated Impact of Capital Investments on Operating Budget
P-AD-86	Surrey Downs Park Development - 2008 Parks Levy	\$150,000 annually beginning in 2016 for maintenance and operations of the developed park. These costs will be funded by the ongoing M&O component of the 2008 levy.
P-AD-87	Downtown Park Development - 2008 Parks Levy	\$150,000 annually beginning in 2015 for maintenance and operations of the developed park. These costs will be funded by the ongoing M&O component of the 2008 levy.
P-AD-88	Neighborhood Park Development - 2008 Parks Levy	\$120,000 annually beginning in 2016 for maintenance costs. These costs will be funded by the ongoing M&O component of the 2008 levy.
P-AD-89	Nature Trail Expansion - 2008 Parks Levy	\$50,000 annually beginning in 2013 for maintenance costs. These costs will be funded by the ongoing M&O component of the 2008 levy.
P-AD-90	New Youth Theatre - 2008 Parks Levy	\$150,000 annually beginning in 2014 for maintenance and operations costs. These costs will be funded by the ongoing M&O component of the 2008 levy.
P-AD-91	Lewis Creek park Picnic Area Development - 2008 Parks Levy	\$50,000 annually beginning in 2013 for maintenance costs. These costs will be funded by the ongoing M&O component of the 2008 levy.
D-74	Lower Newport Stream Channel Modification	\$3,000 annually beginning in 2012 for maintenance costs. These costs will be funded by storm and surface water utility rates.
D-95	Coal Creek Upper Reach Bank and Slope Stabilization	\$4,000 annually beginning in 2015 for maintenance costs. These costs will be funded by storm and surface water utility rates.
D-100	Coal Creek Stream Bed Grade Control	\$4,000 annually beginning in 2015 for maintenance costs. These costs will be funded by storm and surface water utility rates.



Executive Summary
Fig. 2-1: Resources by Source
\$000

This chapter presents a summary of the 2011-2017 Capital Investment Program (CIP) Plan primarily through the use of graphs and tables.

This figure displays the resources supporting the CIP Plan. Utility Operating Revenues provide the largest source of funding (31% of overall resources), which is restricted specifically for Utility capital improvements. General CIP Revenue, the combination of sales and business and occupation taxes, is the next largest source of funding, comprising 25% of overall resources.



Total = \$519,717

Note: Totals may not foot due to rounding.



Executive Summary
Fig. 2-2: Resource Summary by Program Area
\$000

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.

RESOURCES	Transportation	Parks	General Government
GENERAL CIP REVENUE	\$13,217	\$4,217	\$86,468
SALES & USE TAX FOR DEBT SERVICE			13,618
REAL ESTATE EXCISE TAX	38,913	38,913	
TRANSPORTATION IMPACT FEES	29,800		
PARKS PROPERTY TAX LEVY		26,500	
GRANTS / INTERGOVERNMENTAL / DEVELOPER CONTRIBUTIONS:			
King County Contributions	189	936	
Federal Grants	8,854		
State Grants	11,350		
Contract Cities Contributions			
Subtotal	20,393	936	-
TRANSPORTATION FUNDING:			
Transportation B&O Tax	14,020		
Motor Vehicle Fuel Tax	9,653		
Subtotal	23,673	-	-
CONTRIBUTIONS FROM OTHER CITY FUNDS:			
Parks Enterprise Fund		2,612	
Subtotal	-	2,612	-
MISCELLANEOUS:			
Investment Interest			
Space/Facility Rentals		120	892
Subtotal	-	120	892
LTGO BOND PROCEEDS	12,500		
LOCAL REVITALIZATION FUNDING (LRF)	7,000		
LOCAL IMPROVEMENT DISTRICT (LID)	10,200		
UTILITY OPERATING REVENUES:			
Water Utility Revenues			
Sewer Utility Revenues			
Storm Drainage Utility Revenues			
Subtotal	-	-	-
TOTAL RESOURCES	\$155,696	\$73,298	\$100,978

Note: Totals may not foot due to rounding.



Executive Summary
Fig. 2-2: Resource Summary by Program Area
\$000

Public Safety	Community & Economic Development	NEP/NIS	Water	Sewer	Storm Drainage	2011-2017 Total
\$7,161	\$9,165	\$9,798				\$130,026
						13,618
						77,826
						29,800
						26,500
					2,415	3,540
					491	8,854
						11,841
665						665
665	-	-	-	-	2,906	24,900
						14,020
						9,653
-	-	-	-	-	-	23,673
						2,612
-	-	-	-	-	-	2,612
					21	21
						1,012
-	-	-	-	-	21	1,033
						12,500
						7,000
						10,200
			80,262			80,262
				47,798		47,798
					31,969	31,969
-	-	-	80,262	47,798	31,969	160,029
\$7,826	\$9,165	\$9,798	\$80,262	\$47,798	\$34,896	\$519,717



Executive Summary
Fig. 2-3: Project Costs by Year and Project Category
\$000

This table displays the 2011-2017 budgets for each CIP project category, the years in which the expenditures are expected to occur, and a breakdown of the Mobility & Infrastructure CIP. The table indicates that the CIP Plan is heavily weighted with nearly 40% of total project costs scheduled during the first two years of the Plan.

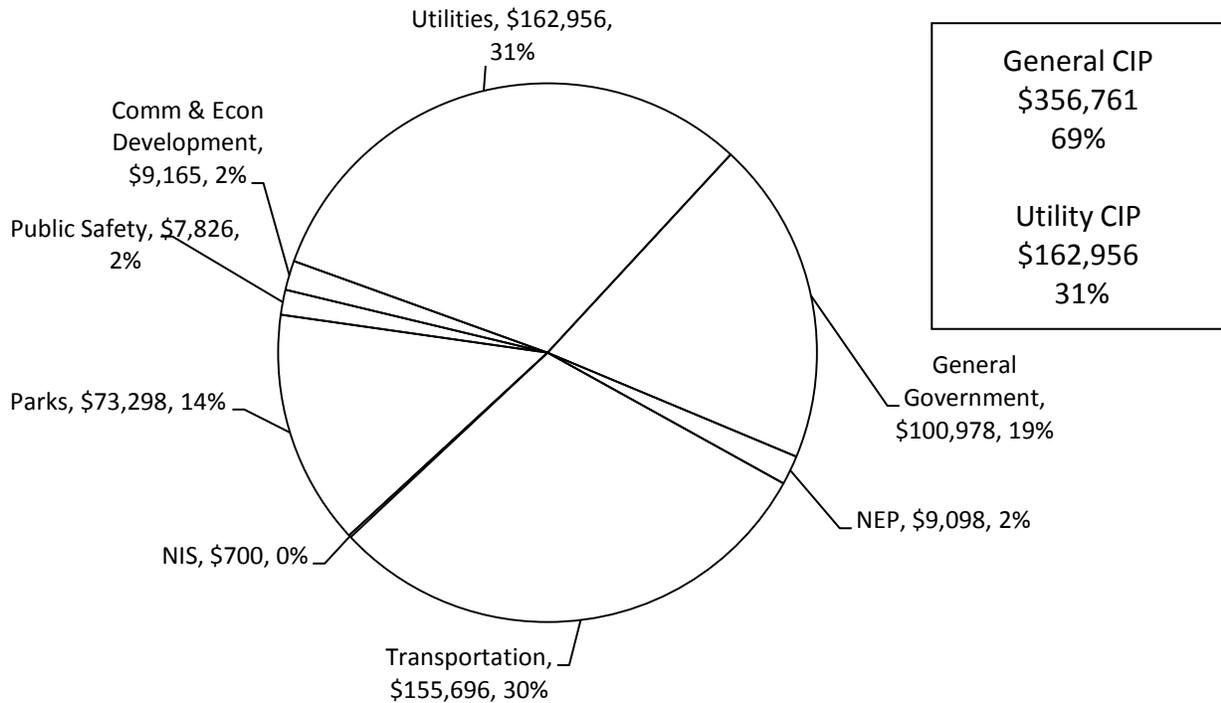
Project Category	2011	2012	2013	2014	2015	2016	2017	2011-2017 Total
GENERAL CIP								
Roadways	\$40,973	\$39,287	\$17,883	\$2,203	\$543	\$543	\$543	\$101,974
Intersections	60	-	220	220	-	-	-	500
Walkways/Bikeways	2,902	1,103	950	1,000	1,000	500	500	7,955
Maintenance/Minor Capital	5,764	6,159	6,387	6,598	6,809	6,661	6,889	45,267
Subtotal Transportation	\$49,699	\$46,549	\$25,440	\$10,021	\$8,352	\$7,704	\$7,932	\$155,696
Park Acquisition & Development	8,647	7,345	9,544	7,530	8,900	200	0	42,166
Park Redevelopment	3,881	4,014	4,228	4,412	4,627	4,862	5,108	31,132
Subtotal Parks	\$12,528	\$11,359	\$13,772	\$11,942	\$13,527	\$5,062	\$5,108	\$73,298
General Government	15,071	17,104	13,919	14,254	13,945	13,538	13,145	100,978
Public Safety	2,350	1,260	786	813	842	872	903	7,826
Community & Economic Development	1,793	1,577	1,444	1,456	965	965	965	9,165
Neighborhood Enhancement (NEP)	1,549	1,549	0	1,500	1,500	1,500	1,500	9,098
Neighborhood Investment (NIS)	100	100	100	100	100	100	100	700
TOTAL BASE CIP	\$83,090	\$79,497	\$55,461	\$40,086	\$39,231	\$29,741	\$29,653	\$356,761
UTILITY CIP								
Water	\$7,150	\$8,539	\$9,392	\$12,517	\$13,591	\$13,464	\$15,609	\$80,262
Sewer	5,828	12,284	9,408	6,234	6,484	3,706	3,854	47,798
Storm Drainage	4,259	6,058	6,492	3,991	4,309	4,658	5,130	34,896
TOTAL UTILITY CIP	\$17,237	\$26,880	\$25,292	\$22,742	\$24,383	\$21,828	\$24,594	\$162,956
TOTAL CIP PROJECTS	\$100,327	\$106,377	\$80,753	\$62,828	\$63,614	\$51,569	\$54,247	\$519,717

Note: Totals may not foot due to rounding.



Executive Summary
Fig. 2-4: Project Costs by Program Area
\$000

This figure displays project costs for the 2011-2017 CIP Plan broken down by each program area. The Utilities and Transportation program areas make up the largest share (30% each) of this Plan. This CIP also funds significant investments in Parks projects included in the 2008 voter approved Parks & Natural Areas Levy. The General Government area is significant because it includes the annual debt service requirements for capital projects previously financed by long-term debt, including the City's acquisition and development several years ago of the current City Hall.



Total = \$519,717

Note: Totals may not foot due to rounding.



Executive Summary
Cost and Resource Summary
\$000

2011-2017 Adopted CIP: Transportation - Roadways

	2011	2012	2013	2014	2015	2016	2017	2011-2017 Total
TOTAL COSTS	\$40,973	\$39,287	\$17,883	\$2,203	\$543	\$543	\$543	\$101,974
RESOURCES								
GENERAL CIP REVENUE	\$7,342	\$5,277	\$293	\$43	\$43	\$43	\$43	\$13,084
REAL ESTATE EXCISE TAX	673	659	1,397	1,502	100	100	100	4,531
TRANSPORTATION IMPACT FEES	9,262	16,190	4,348	-	-	-	-	29,800
GRANTS/INTERGOVERNMENTAL/ DEVELOPER CONTRIBUTIONS:								
King County Contributions	189	-	-	-	-	-	-	189
State Grant	550	4,500	6,000	-	-	-	-	11,050
Federal Grant	3,200	3,058	2,392	-	-	-	-	8,650
Subtotal	3,939	7,558	8,392	-	-	-	-	19,889
TRANSPORTATION FUNDING								
Transportation B&O	715	501	2,253	301	400	400	400	4,970
LTGO BOND PROCEEDS	8,842	2,102	1,200	357	-	-	-	12,500
LOCAL REVITALIZATION FUNDING (LRF)	-	7,000	-	-	-	-	-	7,000
LOCAL IMPROVEMENT DISTRICT (LID)	10,200	-	-	-	-	-	-	10,200
TOTAL RESOURCES	\$40,973	\$39,287	\$17,883	\$2,203	\$543	\$543	\$543	\$101,974

Note: Totals may not foot due to rounding.



Executive Summary
Cost and Resource Summary
\$000

2011-2017 Adopted CIP: Transportation - Intersections

	2011	2012	2013	2014	2015	2016	2017	2011-2017 Total
TOTAL COSTS	\$60	\$0	\$220	\$220	\$0	\$0	\$0	\$500
RESOURCES								
REAL ESTATE EXCISE TAX	\$60	\$0	\$220	\$220	\$0	\$0	\$0	\$500
TOTAL RESOURCES	\$60	\$0	\$220	\$220	\$0	\$0	\$0	\$500

Note: Totals may not foot due to rounding.



Executive Summary
Cost and Resource Summary
\$000

2011-2017 Adopted CIP: Transportation - Walkways/Bikeways

	2011	2012	2013	2014	2015	2016	2017	2011-2017 Total
TOTAL COSTS	<u>\$2,902</u>	<u>\$1,103</u>	<u>\$950</u>	<u>\$1,000</u>	<u>\$1,000</u>	<u>\$500</u>	<u>\$500 #</u>	<u>\$7,955</u>
REAL ESTATE EXCISE TAX	1,947	500	-	-	-	-	-	2,447
GRANTS/INTERGOVERNMENTAL/ DEVELOPER CONTRIBUTIONS:								
State Grant	300	-	-	-	-	-	-	300
Federal Grant	154	-	-	-	-	-	-	154
Subtotal	<u>454</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>454</u>
TRANSPORTATION FUNDING								
Transportation B&O	501	603	950	1,000	1,000	500	500	5,054
TOTAL RESOURCES	<u>\$2,902</u>	<u>\$1,103</u>	<u>\$950</u>	<u>\$1,000</u>	<u>\$1,000</u>	<u>\$500</u>	<u>\$500 #</u>	<u>\$7,955</u>

Note: Totals may not foot due to rounding.



Executive Summary
Cost and Resource Summary
\$000

2011-2017 Adopted CIP: Transportation - Maintenance/Minor Capital

	2011	2012	2013	2014	2015	2016	2017	2011-2017 Total
TOTAL COSTS	\$5,764	\$6,159	\$6,387	\$6,598	\$6,809	\$6,661	\$6,889	\$45,267
GENERAL CIP REVENUE	\$18	\$62	\$18	\$17	\$18	\$0	\$0	\$133
REAL ESTATE EXCISE TAX	3,815	4,064	4,255	4,497	4,710	4,932	5,163	\$31,435
GRANTS/INTERGOVERNMENTAL/ DEVELOPER CONTRIBUTIONS:								
Federal Grant	50	-	-	-	-	-	-	\$50
Subtotal	50	-	-	-	-	-	-	\$50
TRANSPORTATION FUNDING								
Transportation B&O	495	700	700	701	700	350	350	\$3,996
Motor Vehicle Fuel Tax	1,387	1,333	1,414	1,383	1,381	1,379	1,376	\$9,653
Subtotal	1,882	2,033	2,114	2,084	2,081	1,729	1,726	\$13,649
TOTAL RESOURCES	\$5,764	\$6,159	\$6,387	\$6,598	\$6,809	\$6,661	\$6,889	\$45,267

Note: Totals may not foot due to rounding.



Executive Summary
Cost and Resource Summary
\$000

2011-2017 Adopted CIP: Park Acquisition & Development

	2011	2012	2013	2014	2015	2016	2017	2011-2017 Total
TOTAL COSTS	\$8,647	\$7,345	\$9,544	\$7,530	\$8,900	\$200	\$0	\$42,166
RESOURCES								
GENERAL CIP REVENUE	\$335	\$333	\$32	\$30	\$0	\$0	\$0	\$730
REAL ESTATE EXCISE TAX	2,500	4,000	5,811	1,689	-	-	-	14,000
PARKS PROPERTY TAX LEVY	5,500	2,700	3,389	5,811	8,900	200	-	26,500
GRANTS/INTERGOVERNMENTAL/ DEVELOPER CONTRIBUTIONS: King County Contributions	312	312	312	-	-	-	-	936
TOTAL RESOURCES	\$8,647	\$7,345	\$9,544	\$7,530	\$8,900	\$200	\$0	\$42,166

Note: Totals may not foot due to rounding.



Executive Summary
Cost and Resource Summary
\$000

2011-2017 Adopted CIP: Park Redevelopment

	2011	2012	2013	2014	2015	2016	2017	2011-2017 Total
TOTAL COSTS	\$3,881	\$4,014	\$4,228	\$4,412	\$4,627	\$4,862	\$5,108	\$31,132
GENERAL CIP REVENUE	\$2,205	\$1,282	\$0	\$0	\$0	\$0	\$0	\$3,487
REAL ESTATE EXCISE TAX	1,315	2,358	3,840	4,010	4,240	4,460	4,690	24,913
CONTRIBUTIONS FROM OTHER CITY FUNDS:								
Parks Enterprise Fund	331	344	358	372	387	402	418	2,612
MISCELLANEOUS:								
Space/Facility Rentals	30	30	30	30	-	-	-	120
TOTAL RESOURCES	\$3,881	\$4,014	\$4,228	\$4,412	\$4,627	\$4,862	\$5,108	\$31,132

Note: Totals may not foot due to rounding.



Executive Summary
Cost and Resource Summary
\$000

2011-2017 Adopted CIP: General Government

	2011	2012	2013	2014	2015	2016	2017	2011-2017 Total
TOTAL COSTS	\$15,071	\$17,104	\$13,919	\$14,254	\$13,945	\$13,538	\$13,145	\$100,978
GENERAL CIP REVENUE	\$12,958	\$14,985	\$11,796	\$12,125	\$11,811	\$11,593	\$11,200	\$86,468
RETAIL SALES/USE TAX								
Supplemental CIP	1,078	1,078	1,078	1,078	1,078	1,078	1,078	7,546
Mobility & Infrastructure Initiative	867	867	867	867	867	867	867	6,072
Subtotal	1,945	1,945	1,945	1,945	1,945	1,945	1,945	13,618
MISCELLANEOUS:								
Space/Facility Rentals	168	173	178	184	189	-	-	892
TOTAL RESOURCES	\$15,071	\$17,104	\$13,919	\$14,254	\$13,945	\$13,538	\$13,145	\$100,978

Note: Totals may not foot due to rounding.



Executive Summary
Cost and Resource Summary
\$000

2011-2017 Adopted CIP: Public Safety

	2011	2012	2013	2014	2015	2016	2017	2011-2017 Total
TOTAL COSTS	\$2,350	\$1,260	\$786	\$813	\$842	\$872	\$903	\$7,826
GENERAL CIP REVENUE	\$2,213	\$1,125	\$708	\$735	\$764	\$794	\$825	\$7,161
GRANTS/INTERGOVERNMENTAL/ DEVELOPER CONTRIBUTIONS: Contract Cities Contributions	137	135	79	79	79	79	79	665
TOTAL RESOURCES	\$2,350	\$1,260	\$786	\$813	\$842	\$872	\$903	\$7,826

Note: Totals may not foot due to rounding.



Executive Summary
Cost and Resource Summary
\$000

2011-2017 Adopted CIP: Community & Economic Development

	2011	2012	2013	2014	2015	2016	2017	2011-2017 Total
TOTAL COSTS	\$1,793	\$1,577	\$1,444	\$1,456	\$965	\$965	\$965	\$9,165
GENERAL CIP REVENUE	\$1,793	\$1,577	\$1,444	\$1,456	\$965	\$965	\$965	\$9,165
TOTAL RESOURCES	\$1,793	\$1,577	\$1,444	\$1,456	\$965	\$965	\$965	\$9,165

Note: Totals may not foot due to rounding.



**Executive Summary
Cost and Resource Summary
\$000**

2011-2017 Adopted CIP: Neighborhood Enhancement Program

	2011	2012	2013	2014	2015	2016	2017	2011-2017 Total
TOTAL COSTS	\$1,549	\$1,549	\$0	\$1,500	\$1,500	\$1,500	\$1,500	\$9,098
GENERAL CIP REVENUE	\$1,549	\$1,549	\$0	\$1,500	\$1,500	\$1,500	\$1,500	\$9,098
TOTAL RESOURCES	\$1,549	\$1,549	\$0	\$1,500	\$1,500	\$1,500	\$1,500	\$9,098

Note: Totals may not foot due to rounding.



**Executive Summary
Cost and Resource Summary
\$000**

2011-2017 Adopted CIP: Neighborhood Investment Strategy

	2011	2012	2013	2014	2015	2016	2017	2011-2017 Total
TOTAL COSTS	\$100	\$100	\$100	\$100	\$100	\$100	\$100	\$700
GENERAL CIP REVENUE	\$100	\$100	\$100	\$100	\$100	\$100	\$100	\$700
TOTAL RESOURCES	\$100	\$100	\$100	\$100	\$100	\$100	\$100	\$700

Note: Totals may not foot due to rounding.



Executive Summary
Cost and Resource Summary
\$000

2011-2017 Adopted CIP: Water

	2011	2012	2013	2014	2015	2016	2017	2011-2017 Total
TOTAL COSTS	\$7,150	\$8,539	\$9,392	\$12,517	\$13,591	\$13,464	\$15,609	\$80,262
UTILITY OPERATING REVENUES:								
Water Utility Fund	\$7,150	\$8,539	\$9,392	\$12,517	\$13,591	\$13,464	\$15,609	\$80,262
TOTAL RESOURCES	\$7,150	\$8,539	\$9,392	\$12,517	\$13,591	\$13,464	\$15,609	\$80,262

Note: Totals may not foot due to rounding.



Executive Summary
Cost and Resource Summary
\$000

2011-2017 Adopted CIP: Sewer

	2011	2012	2013	2014	2015	2016	2017	2011-2017 Total
TOTAL COSTS	\$5,828	\$12,284	\$9,408	\$6,234	\$6,484	\$3,706	\$3,854	\$47,798
UTILITY OPERATING REVENUES:								
Sewer Utility Fund	\$5,828	\$12,284	\$9,408	\$6,234	\$6,484	\$3,706	\$3,854	\$47,798
TOTAL RESOURCES	\$5,828	\$12,284	\$9,408	\$6,234	\$6,484	\$3,706	\$3,854	\$47,798

Note: Totals may not foot due to rounding.



Executive Summary
Cost and Resource Summary
\$000

2011-2017 Adopted CIP: Storm Drainage

	2011	2012	2013	2014	2015	2016	2017	2011-2017 Total
TOTAL BASE CIP COSTS	\$4,259	\$6,058	\$6,492	\$3,991	\$4,309	\$4,658	\$5,130	\$34,896
UTILITY OPERATING REVENUES:								
Storm Drainage Fund	\$3,408	\$5,707	\$6,147	\$3,646	\$3,964	\$4,313	\$4,785	\$31,969
GRANTS/INTERGOVERNMENTAL/ DEVELOPER CONTRIBUTIONS:								
State Grants	491	-	-	-	-	-	-	491
King County Contributions	345	345	345	345	345	345	345	2,415
Subtotal	836	345	345	345	345	345	345	2,906
MISCELLANEOUS:								
Investment Interest	15	6	-	-	-	-	-	21
TOTAL RESOURCES	\$4,259	\$6,058	\$6,492	\$3,991	\$4,309	\$4,658	\$5,130	\$34,896

Note: Totals may not foot due to rounding.



Executive Summary Funded Projects List

2011-2017 Adopted CIP: Transportation - Walkways/Bikeways

Funded CIP Projects

CIP Plan Number	Project Name	Outcome Area	Project Status	\$ in 000s	
				2011-2017 Project Cost	Total Estimated Cost
PW-W/B-49	Wheelchair Ramps	IVCC	O	700	1,782
PW-W/B-56	Pedestrian Access Improvements	IM	O	3,255	8,461
PW-W/B-71	108th Avenue SE/Bellevue Way to I-90	IM	AB	2,447	3,041
PW-W/B-76	Neighborhood Sidewalks	IM	AB	1,553	4,060
TOTAL WALKWAYS/BIKEWAYS				\$7,955	\$17,344

Note: Totals may not foot due to rounding.

Outcome Area Key:
 EGC = Economic Growth & Competitiveness HSE = Healthy & Sustainable Environment
 IM = Improved Mobility IVCC = Innovative, Vibrant and Caring Community QN = Quality Neighborhoods
 RG = Responsive Government SC = Safe Community Debt = Debt Service Reserve = Council Contingency

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



Executive Summary Funded Projects List

2011-2017 Adopted CIP: Transportation - Maintenance/Minor Capital

Funded CIP Projects

CIP Plan Number	Project Name	Outcome Area	Project Status	\$ in 000s	
				2011-2017 Project Cost	Total Estimated Cost
PW-M-1	Overlay Program	IM	O	\$36,977	\$115,642
PW-M-2	Minor Capital - Traffic Operations	IM	O	1,100	8,615
PW-M-7	Neighborhood Traffic Calming Program	IM	O	1,500	7,640
PW-M-15	Wetland Monitoring	RG	O	90	204
PW-M-19	Major Maintenance Program	SC	O	4,200	5,221
PW-M-20	Minor Capital - Streets & Lighting	IM	O	1,400	1,400
TOTAL MAINTENANCE/MINOR CAPITAL				\$45,267	\$138,722

Note: Totals may not foot due to rounding.

Outcome Area Key:

EGC = Economic Growth & Competitiveness HSE = Healthy & Sustainable Environment
 IM = Improved Mobility IVCC = Innovative, Vibrant and Caring Community QN = Quality
 Neighborhoods RG = Responsive Government SC = Safe Community Debt = Debt
 Service Reserve = Council Contingency

Project Status Key:

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



Executive Summary Funded Projects List

2011-2017 Adopted CIP: Park Acquisition & Development

Funded CIP Projects

CIP Plan Number	Project Name	Outcome Area	Project Status	\$ in 000s	
				2011-2017 Project Cost	Total Estimated Cost
P-AD-27	Planning/Design for Existing and Future Park Facilities	IVCC	AB	\$600	\$5,012
P-AD-49	LID Assessments for Park Properties	Debt	AB	130	1,626
P-AD-79	Open Space Acquisition & Trail Development - KC Levy Project	HSE	AB	936	1,872
P-AD-82	Parks & Open Space Acquisition - 2008 Parks Levy	IVCC	N	7,000	8,775
P-AD-83	Bellevue Airfield Park Dev - 2008 Parks Levy	IVCC	N	1,500	1,582
P-AD-85	Bellevue Botanical Garden Dev - 2008 Parks Levy	IVCC	N	5,500	5,533
P-AD-86	Surrey Downs Parks Dev - 2008 Parks Levy	IVCC	N	7,000	7,000
P-AD-87	Downtown Park Dev - 2008 Parks Levy	IVCC	N	5,000	5,000
P-AD-88	Neighborhood Park Dev - 2008 Parks Levy	QN	N	5,000	5,012
P-AD-89	Nature Trail Expansion - 2008 Parks Levy	HSE	N	2,000	2,086
P-AD-90	New Youth Theatre - 2008 Parks Levy	IVCC	N	5,500	5,540
P-AD-91	Lewis Creek Park Picnic Area Dev - 2008 Parks Levy	IVCC	N	2,000	2,179
TOTAL PARK ACQUISITION & DEVELOPMENT				\$42,166	\$51,217

Note: Totals may not foot due to rounding.

Outcome Area Key:

EGC = Economic Growth & Competitiveness HSE = Healthy & Sustainable Environment
 IM = Improved Mobility IVCC = Innovative, Vibrant and Caring Community QN = Quality
 Neighborhoods RG = Responsive Government SC = Safe Community Debt = Debt
 Service Reserve = Council Contingency

Project Status Key:

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



Executive Summary Funded Projects List

2011-2017 Adopted CIP: General Government

Funded CIP Projects

CIP Plan Number	Project Name	Outcome Area	Project Status	\$ in 000s	
				2011-2017 Project Cost	Total Estimated Cost
G-53	CIP Interest & Interim Financing Exp (LOC)	Debt	AB	7,399	7,649
G-57	Enterprise Content Management (ECM) System Implementation	RG	AB	450	1,625
G-59	Finance and Human Resources System Replacement	RG	AB	383	14,231
G-69	Supplemental CIP Debt Funding	Debt	AB	7,546	20,508
G-76	Electric Service Reliability Study	EGC	AB	330	430
G-82	City Hall Debt Service	Debt	N	48,593	221,779
G-83	M&I Debt Service	Debt	N	6,072	17,287
G-84	Relocation of Courts from Surrey Downs to Alternate Site	RG	N	4,455	4,455
G-85	Facility Emergency Generator Power Switch Gear Replacement	RG	N	750	750
G-86	Council Contingency	Reserve	N	25,000	25,000
TOTAL GENERAL GOVERNMENT				<u>\$100,978</u>	<u>\$313,714</u>

Note: Totals may not foot due to rounding.

Outcome Area Key:

EGC = Economic Growth & Competitiveness HSE = Healthy & Sustainable Environment
 IM = Improved Mobility IVCC = Innovative, Vibrant and Caring Community QN = Quality
 Neighborhoods RG = Responsive Government SC = Safe Community Debt = Debt
 Service Reserve = Council Contingency

Project Status Key:

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



Executive Summary Funded Projects List

2011-2017 Adopted CIP: Public Safety

Funded CIP Projects

CIP Plan Number	Project Name	Outcome Area	Project Status	\$ in 000s	
				2011-2017 Project Cost	Total Estimated Cost
PS-16	Renovation of Public Safety Facilities	SC	O	\$6,126	\$12,620
PS-61	Downtown Fire Station	SC	AB	1,700	1,700
TOTAL PUBLIC SAFETY				\$7,826	\$14,320

Note: Totals may not foot due to rounding.

Outcome Area Key:

EGC = Economic Growth & Competitiveness HSE = Healthy & Sustainable Environment
 IM = Improved Mobility IVCC = Innovative, Vibrant and Caring Community QN = Quality
 Neighborhoods RG = Responsive Government SC = Safe Community Debt = Debt
 Service Reserve = Council Contingency

Project Status Key:

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



Executive Summary Funded Projects List

2011-2017 Adopted CIP: Neighborhood Enhancement Program

Funded CIP Projects

CIP Plan Number	Project Name	Outcome Area	Project Status	\$ in 000s	
				2011-2017 Project Cost	Total Estimated Cost
NEP-1	Neighborhood Enhancement Program	QN	AB	\$9,098	\$26,898
	TOTAL NEIGHBORHOOD ENHANCEMENT PROGRAM			\$9,098	\$26,898

Note: Totals may not foot due to rounding.

Outcome Area Key:

EGC = Economic Growth & Competitiveness HSE = Healthy & Sustainable Environment
 IM = Improved Mobility IVCC = Innovative, Vibrant and Caring Community QN = Quality
 Neighborhoods RG = Responsive Government SC = Safe Community Debt = Debt
 Service Reserve = Council Contingency

Project Status Key:

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



Executive Summary Funded Projects List

2011-2017 Adopted CIP: Sewer

Funded CIP Projects

CIP Plan Number	Project Name	Outcome Area	Project Status	\$ in 000s	
				2011-2017 Project Cost	Total Estimated Cost
S-16	Sewage Pump Station Improvements	HSE	O	\$3,508	\$13,719
S-24	Sewer System Pipeline Rehabilitation	HSE	O	10,844	23,122
S-30	Sewer Service Extension	HSE	O	2,916	11,068
S-32	Minor Sewer Capital Improvement Projects	HSE	O	1,084	3,033
S-52	East CBD Sewer Trunkline Improvements	HSE	AB	2,237	2,769
S-53	Bellefield Pump Station Capacity Improvement	HSE	AB	9,388	9,388
S-54	S-54 Wastewater West CBD Trunkline Capacity Improvement	HSE	AB	2,919	3,460
S-55	Relocate Sewer for WSDOT I-405/SR 520 Braids Project	HSE	AB	15	291
S-56	Relocate Sewer for WSDOT 520 Bridge Expansion	HSE	AB	1,523	1,523
S-58	Sewer Lakeline Replacement Program	HSE	AB	2,650	3,074
S-59	Add on-site Generation at Sewer Pump Stations	HSE	ANB	820	820
S-60	Wilburton Sewer Capacity Upgrade	HSE	AB	5,175	5,175
S-61	Midlakes Pump Station Capacity Impr	HSE	N	4,077	4,077
S-62	Design of Sewer Facilities for NE 15th Multi Modal Corridor	HSE	N	324	324
S-63	Utility Facilities for 120th Ave NE Impr (Seg 2)	HSE	N	85	85
S-65	Sewer Facilities for 120th Ave NE Impr (Seg 3)	HSE	N	233	233
TOTAL SEWER				\$47,798	\$82,162

Note: Totals may not foot due to rounding.

Outcome Area Key:

EGC = Economic Growth & Competitiveness HSE = Healthy & Sustainable Environment
 IM = Improved Mobility IVCC = Innovative, Vibrant and Caring Community QN = Quality
 Neighborhoods RG = Responsive Government SC = Safe Community Debt = Debt
 Service Reserve = Council Contingency

Project Status Key:

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



Executive Summary Funded Projects List

2011-2017 Adopted CIP: Storm Drainage

Funded CIP Projects

CIP Plan Number	Project Name	Outcome Area	Project Status	\$ in 000s	
				2011-2017 Project Cost	Total Estimated Cost
D-59	Minor Storm & Surface Water Capital Improvement Projects	HSE	O	\$1,065	\$2,501
D-64	Stormwater System Conveyance Infrastructure Rehabilitation Program (IRP)	HSE	O	6,144	13,984
D-65	Neighborhood Enhancement Program (NEP)	HSE	O	210	335
D-74	Lower Newport Stream Channel Modification	HSE	AB	5	655
D-81	Fish Passage Improvement Program	HSE	O	2,370	4,373
D-86	Stream Channel Modification Program	HSE	O	2,836	5,172
D-92	Retrofit Regional Detention Facilities for Improved Water Quality	HSE	AB	732	1,111
D-94	Flood Control Program	HSE	O	6,185	9,766
D-95	Coal Creek Upper Reach Bank and Slope Stabilization	HSE	AB	20	600
D-100	Coal Creek Stream Bed Grade Control	HSE	AB	32	799
D-101	Lower Coal Creek Sediment Pond	HSE	AB	19	814
D-103	Replace Coal Creek Prwy culvert @ Coal Creek	HSE	AB	5,932	6,038
D-104	Stream Restoration for Mobility & Infrastructure Initiative	HSE	AB	9,345	10,014
TOTAL STORM DRAINAGE				\$34,896	\$56,163

Note: Totals may not foot due to rounding.

Outcome Area Key:

EGC = Economic Growth & Competitiveness HSE = Healthy & Sustainable Environment
 IM = Improved Mobility IVCC = Innovative, Vibrant and Caring Community QN = Quality
 Neighborhoods RG = Responsive Government SC = Safe Community Debt = Debt
 Service Reserve = Council Contingency

Project Status Key:

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



Project Prioritization Criteria

Overview

The City of Bellevue has adopted a new budget process called Budget One. Budget One is an outcome-based process that looks at all operations and capital investments of the City, and focuses on important outcomes for the community rather than on department needs. Departments write capital investment proposals to a cross departmental evaluation team (called CIP Panel) who review the proposals. They rank the proposals in priority order, based on established criteria and draw a line where the money to fund the proposals runs out. Proposals below the line are not recommended for funding.

Additionally, the CIP Panel evaluates proposals to ensure that they are delivering the right level of service for a reasonable price. These recommendations are forwarded to the City Manager who then submits a preliminary budget for review and approval to the Bellevue City Council. There are seven Outcome areas established by the City Council, they include:

- Safe Community
- Improved Mobility
- Healthy & Sustainable Environment
- Innovative, Vibrant & Caring Community
- Quality Neighborhoods
- Economic Growth & Competitiveness
- Responsive Government

Virtually all of the projects included in the 2011-2017 CIP Plan were derived from a number of sources including formal long-range plans that have been adopted by the City Council; needs assessments and public surveys conducted by City staff; input from residents, the business community, and 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.

Examples of these supporting documents are: Transportation Facility Plans (Central Business District (CBD), Bellevue-Redmond Overlake Transportation Study (BROTS), East Bellevue Transportation Study (EBTS), and Newcastle), the Parks and Open Space Plan, the Municipal Facilities Plan, the Fire Master Plan, Downtown Implementation Plan (DIP), and the Comprehensive Plans of the Water, Sewer, and Storm & Surface Water utilities. There are exceptions, but they are relatively small when compared to the other major areas of expenditure noted above. These exceptions include activities such as the Neighborhood Enhancement Program (NEP), Neighborhood Investment Strategy (NIS), and the Community Development Program.

When establishing CIP priorities the City uses the following project prioritization and selection process as part of the update to the City's seven-year CIP Plan.

1. Each CIP major program area (MPA) establishes criteria to be used in the prioritization of specific projects and in determining which projects to submit for funding consideration. These specific criteria are developed in conjunction with City Council priorities and input from citizens and associated City boards and commissions (if applicable).



Project Prioritization Criteria

Overview

2. The Finance Department determines revenue projections available to non-utility CIP in consultation with various revenue-generating departments and the amount of resources available for new projects for each new seven-year Plan.
3. CIP program area managers recommend an expenditure plan, which includes all capital costs and any applicable maintenance and operations (m&o) and/or required short-term financing costs. Program area managers are responsible for the cost estimates of their proposed programs, including future m&o costs related to the implementation of completed projects.
4. A cross-departmental team (CIP Panel) evaluates, prioritizes and submits a recommendation to the City Manager of the projects to be funded for each new seven-year Plan.
5. The City Manager reviews the CIP Panel's recommendation, makes desired alterations and delivers the official Preliminary CIP Plan to the City Council along with the Operating Budget recommendation.
6. The City Council reviews the Operating and Preliminary CIP Plan, holds public hearings to allow for citizen input, makes desired alterations, and then officially adopts the budget and establishes related appropriations as a part of the City's biennial budget process.

The remainder of this section describes in further detail the overall criteria established for the CIP Panel evaluation process and the criteria used by each MPA in determining which projects to submit for funding consideration.



Project Prioritization Criteria

Citywide Funding Prioritization Criteria

Citywide Funding Prioritization Criteria

The prioritization process for the 2011-2017 CIP update is intended to directly link capital investments to the seven Outcome areas established by the City Council and those elements identified in the City's Comprehensive Plan and supporting documents. The following outlines the criteria used by the CIP Panel to evaluate all non-utility CIP projects submitted for funding consideration.

Effectiveness at achieving City Mission/Community Outcomes

- Effectiveness/extent to which project achieves Outcome
- Tangibility/clarity of project results
- Multiple benefits

Mandates

- Legal
- Appropriate level of investment needed to meet mandate

Financial Factors

- Leveraging other funds—extent to which project funded by external sources
- Cost v. benefit--“bang for the buck”
- Sunk costs—extent to which project expenditures already incurred
- Avoided costs—extent to which project creates savings/decreases future costs/reduces risks
- Stewardship—extent to which project protects and leverages existing investments

Timing/Urgency

- Project readiness—extent to which project can proceed within CIP period
- Need to move forward during this 7yr CIP period
- Critical linkage to other high priority projects

Scaling

- LOS
- Right element of project at this time (e.g. full build, partial build, design only)

Funds contractually committed, such as debt service obligations are funded first. There are a number of criteria that are not used by the CIP Panel in its evaluation, but are criteria that are generally considered by each Program area in its evaluation and prioritization process. The following are examples:

- Program area distribution
- “Policy Mandates”
- Community Support
- Geographic Distribution
- Outcome Distribution



Project Prioritization Criteria

Transportation

Transportation

The following describes the process and criteria used by the Transportation program area in prioritizing and determining which projects to submit for funding consideration.

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-106). 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. For transportation projects there are two sets of criteria, one set for Roadway and Intersection projects, and the second set 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 Criteria

Transportation

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 inclusion in the biennial update of the City's adopted 12-year Transportation Facilities Plan (TFP). The TFP provides the primary source of candidate projects evaluated for submittal into the City's Budget One process (described in the Project Prioritization Criteria Overview preceding this section). The main components of the TFP process are broken down further below:

I. Candidate TFP Projects are identified using various sources:

- 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.



Project Prioritization Criteria

Parks

Parks

The following describes the criteria used by the Parks program area in prioritizing and determining which projects to submit for funding consideration.

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

General Government

General Government

The General Government program area primarily includes technology investment projects and projects established for the repayment of debt obligations issued for previous capital investments. The following describes the role of the City's Information Technology Governance Committee (ITGC) when evaluating technology investments.

In Budget One, the ITGC's role changed from prioritization to review. Historically the ITGC prioritized technology projects and submitted a technology package for consideration in the budget. In the current process, the ITGC reviewed all technology related projects that were to be included in budget proposals. The review was to ensure that proposed projects were aligned with the City's Technology Strategic plan and technology standards, encourage collaboration, and to curtail uncontrolled proliferation of standalone systems. The City's Chief Information Officer participated in the CIP prioritization process and represented these projects for Citywide prioritization by the CIP Panel, within and across outcomes along with other programs and projects as part of the City's Budget.



Project Prioritization Criteria

Community and Economic Development

Community and Economic Development

The following describes the criteria used by the Community and Economic Development program area in prioritizing and determining which projects to submit for funding consideration.

Projects generally 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 submitted for funding consideration 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

Public Safety

Public Safety

The following describes the criteria used by the Public Safety program area in prioritizing and determining which projects to submit for funding consideration.

- 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

Neighborhood Enhancement Program

Neighborhood Enhancement Program

The Neighborhood Enhancement Program (NEP) engages residents in a process to identify and prioritize neighborhood improvement needs. City staff meets with residents to answer questions, listen to concerns and help the neighborhood find solutions that can be funded within the NEP budget.

Program funding is targeted to address small, locally-focused concerns which can be resolved with a relatively small outlay of capital and staff time. These projects may otherwise be unable to compete for CIP funding with larger, more costly projects that respond to larger community needs.

NEP funding is allocated among thirteen neighborhood areas, corresponding for the most part to elementary school boundaries. Through 2010, the program funded improvements in three to five target areas per year, with the program following a three-year cycle around the City. Beginning in 2011, the program is on a three-year hiatus. Restoration of funding is scheduled for 2014-17.

All NEP projects must go through an established prioritization process that includes final approval by the NEP Steering Committee. The 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, providing the neighborhood with detailed information on each citizen request that qualifies for NEP funding.
3. The NEP Steering Committee reviews the proposed project list and approves it for voting.
4. Voter pamphlets and ballots are mailed to all households within a target neighborhood to determine the neighborhood's priorities. Each household is allowed one ballot.
5. Residents are asked to consider:
 - What projects make 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 are implemented in the target area.



Project Prioritization Criteria

Neighborhood Investment Strategy

Neighborhood Investment Strategy

The Neighborhood Investment Strategy (NIS) is an 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.

In its original form, NIS focused City resources on improving the overall quality, appearance, mobility and community pride of one older neighborhood – West Lake Hills. Funding was provided for more than \$6.5 million in capital improvements.

In the next phase of NIS, emphasis shifted to projects in which the City could act as a catalyst, working to develop and encourage opportunities for private investment in the community. Drawing upon organizing techniques (volunteer mobilization, grassroots organizing) and using the mechanism of neighborhood clean-ups, restoration projects and celebrations, the program used CIP funding to help residents restore the appearance and revive the historical character of older, declining neighborhoods.

In its current form, NIS uses the mechanism of neighborhood matching grants to help residents improve the quality and appearance of their local community. Matching funds can be used to improve landscaping, install neighborhood signs and identity treatments, conduct clean-up campaigns, and rebuild certain structures such as community mailbox enclosures.

The new NIS approach requires neighborhoods to submit applications describing the projects they intend to complete. Projects must:

- Be within the public right-of-way;
- Be completed within one year of the grant;
- Demonstrate broad community support, including support from 100 percent of the immediately adjacent residents;
- Include a neighborhood match equal to the City's contribution. The maximum City grant is \$5,000. The neighborhood match can be provided in money, professional services, or labor.

All neighborhoods are eligible to participate. Neighborhoods that have not received grants are prioritized ahead of neighborhoods that have received grants within the past year. All other grants are prioritized on a first-come, first-served basis.



Project Prioritization Criteria

Utilities

Utility CIP Objective

The Capital Investment Program objective for each Utility follows directly from each Utility's vision, mission, and objectives statements, as stated on subsequent pages for each utility.

Utility CIP Project Prioritization Guidelines

Prioritization of projects and programs proposed for the Utility Capital Investment Plan requires a careful balancing of factors to achieve each utility's multiple objectives. The criteria used to develop a balanced CIP which meets each utility's objectives are explained on the following pages. Since all projects or programs are evaluated against the established criteria, the result is an "asset management approach" to evaluating alternatives, giving due consideration to economic, societal, and environmental factors.

There are a number of reasons why a project or program would be funded without going through a ranking or prioritization process. These include:

- Projects for which there is a legal settlement, easement agreement, Court Order, or regulatory mandate;
- Projects which are already under contract; and
- Projects which constitute an emergency as defined by Bellevue City Code 9.22.010 or which are required to prevent an imminent risk to health and safety.

Such projects will be funded before projects which are ranked. Other projects or programs which meet the CIP objective will be prioritized for funding and implementation based on the merit criteria defined for each utility on the following pages.

Scheduling of projects which rank sufficiently high for funding will give due consideration to any opportunity window such as coordination with other projects or funding source limitations will be considered. Projects may rank 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 the project's merit evaluation positively or negatively. However, such projects may be tracked for potential regional funding regardless of whether it ranks sufficiently high to be funded in the Utility CIP.

If a project is proposed for joint funding by two or more utility funds, the project will be evaluated for merit independently for each of the utilities. The project should 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 should be funded by some mechanism other than the CIP. Projects which contain some element of property acquisition (e.g. easement or right-of-way acquisition to facilitate project completion) are in no way precluded by these criteria.



Project Prioritization Criteria

Utilities

Water CIP Objective

A project or program will be considered for the Water CIP only if it is an appropriate use of Utility capital resources (i.e. is a public responsibility) 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 Project Ranking Criteria

All criteria are equally weighted, except 'Health and Safety', which is weighted double. Special Considerations are considered separately to recognize project merit not reflected in the standard criteria, and can add up to 10% to the total ranking.

- Health and Safety
- Reliability and Efficiency
- Fiscal Stewardship
- Environmental Issues
- Relationship to Other Projects
- Number of Customers Benefited
- Legal Considerations
- Special Considerations (For factors which are not considered above, such as council or citizen advisory committee priorities.)



Project Prioritization Criteria

Utilities

Wastewater (Sewer) CIP Objective

A project or program will be considered for the Sewer CIP only if it is an appropriate use of Utility capital resources (i.e. is a public responsibility) 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 Project Ranking Criteria

All criteria have equal weighting except 'Health and Safety', which is weighted double. Special Considerations are considered separately to recognize project merit not reflected in the standard criteria, and can add up to 10% to the total ranking.

- Health and Safety
- Reliability and Efficiency
- Fiscal Stewardship
- Environmental Issues
- Relationship to Other Projects
- Number of Customers Benefited
- Legal Considerations
- Special Considerations (For factors which are not considered above, such as council or citizen advisory committee priorities.)



Project Prioritization Criteria

Utilities

Storm & Surface Water (Storm Drainage) CIP Objective

A project or program will be considered for the Storm CIP only if it is an appropriate use of Utility capital resources (i.e. is a public responsibility) 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 Project Ranking Criteria

All criteria have equal weighting. Special Considerations are considered separately to recognize project merit not reflected in the standard criteria, and can add up to 10% to the total ranking.

- Health and Safety
- Improved Protection from Flooding & other Stream-related Damage
- Reliability and Efficiency
- Fiscal Stewardship
- Environmental:
- Improved Water Quality (WQ)
- Improved Fish & Riparian Wildlife Habitat
- Relationship to Other Projects
- Number of Customers Benefited
- Legal Considerations
- Special Considerations (For factors which are not considered above, such as council or citizen advisory committee priorities.)

Introductory Comments

2011-2017 Adopted CIP: Transportation - Roadways

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 Transportation Facilities Plan (TFP) serve as the primary source of candidate projects considered for the latest update of the Capital Investment Program (CIP) Plan. TFP roadway projects selected for inclusion in the CIP rank 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, a specific interlocal agreement, or impact to a regional facility, 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.



Funded Projects List

2011-2017 Adopted CIP: Transportation - Roadways

Funded CIP Projects

CIP Plan Number	Project Name	Outcome Area	Project Status	\$ in 000s	
				2011-2017 Project Cost	Total Estimated Cost
PW-R-46	Major Safety Improvements	IM	O	\$700	\$3,242
PW-R-82	Public Works Trust Fund Loan - Principal	Debt	AB	280	1,745
PW-R-83	Public Works Trust Fund Loan - Interest	Debt	AB	21	125
PW-R-141	West Lake Sammamish Parkway Improvements - North City Limit to I-90	IM	AB	6,843	8,290
PW-R-146	Northup Way/Bellevue Way to NE 24th Street	IM	AB	8,000	8,471
PW-R-149	NE 10th Street Extension	IM	AB	450	17,625
PW-R-151	145th Place SE/SE 16th to SE 24th & SE 22/145th Pl to 156 Pl SE	IM	AB	5,280	6,800
PW-R-153	Bel-Red Corridor Plan Implementation	IM	AB	750	3,702
PW-R-155	Traffic Computer System Upgrade	IM	AB	889	3,732
PW-R-156	ITS Master Plan Implementation Program	IM	AB	2,425	2,425
PW-R-159	East Link Analysis and Development	IM	AB	6,218	7,228
PW-R-160	NE 4th St Ext. - 116th to 120th Ave	IM	AB	36,658	38,400
PW-R-161	120TH Ave NE (Stage 1) - NE 4th to NE 8th	IM	AB	5,080	7,000
PW-R-162	NE 6th Street Extension	IM	AB	580	1,000
PW-R-163	NE 15th St Multi-Modal Corridor (Stage1)/116th Ave at NE 1th St to 12th Ave NE	IM	AB	4,606	5,366
PW-R-164	120th Ave NE (Stage 2 & 3) - NE 8th to Northup Way	IM	AB	20,794	21,484
PW-R-165	Downtown Transportation Plan Update	IM	N	350	350
PW-R-166	124th Ave NE - Proposed NE 15th/16th St Ext. to Northup Way	IM	N	1,800	1,800
PW-R-167	148th Ave NE Master Plan (Ph 1) - Bel Red Road to SR 520	IM	N	250	250
TOTAL ROADWAYS				\$101,974	\$139,035

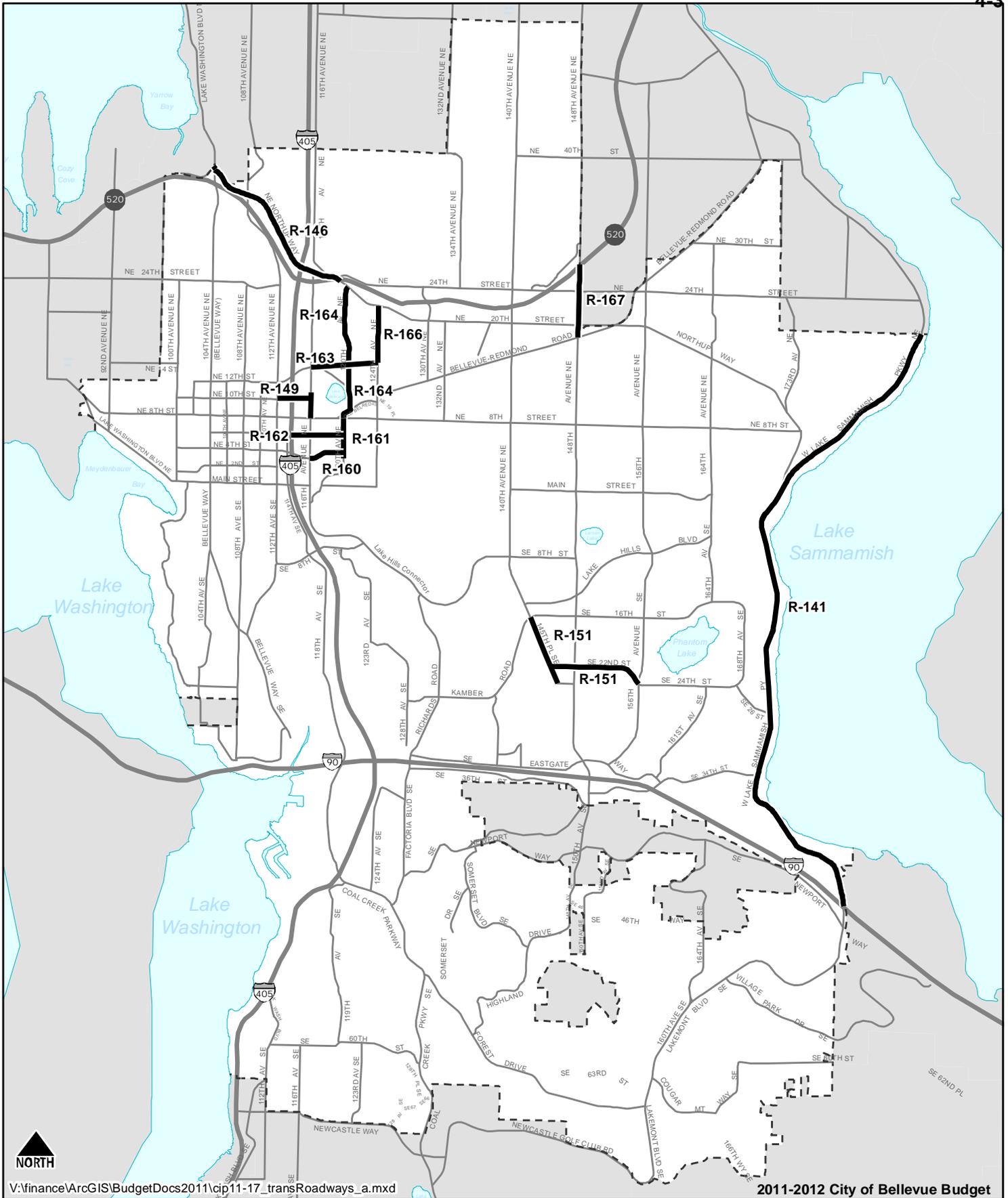
Note: Totals may not foot due to rounding.

Outcome Area Key:

EGC = Economic Growth & Competitiveness HSE = Healthy & Sustainable Environment
 IM = Improved Mobility IVCC = Innovative, Vibrant and Caring Community QN = Quality
 Neighborhoods RG = Responsive Government SC = Safe Community Debt = Debt
 Service Reserve = Council Contingency

Project Status Key:

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



2011-2012 City of Bellevue Budget

2011-2017 Roadway CIP Projects

Notes:

- 1. Projects R-46, R-153, R-155, R-156, R-159, and R-165 are not shown as they are in multiple or non-specific locations in the City.
- 2. Projects R-82 and R-83 are not shown as they are administrative projects.

The information on this map is a geographic representation derived from the City of Bellevue Geographic Information System. The City of Bellevue does not guarantee that the information on this map is accurate or complete. This map is provided on an "as is" basis and disclaims all warranties, express or implied, including but not limited to warranties of merchantability, fitness for a particular purpose and non-infringement. Any commercial use or sale of this map or portions thereof, is prohibited without express written authorization by the City of Bellevue. The City of Bellevue is not responsible for any damages arising from the use of information on this map. Use of this map is at user's risk. Users should verify the information before making project commitments.



Cost and Resource Summary

\$000

2011-2017 Adopted CIP: Transportation - Roadways

	2011	2012	2013	2014	2015	2016	2017	2011-2017 Total
TOTAL COSTS	\$40,973	\$39,287	\$17,883	\$2,203	\$543	\$543	\$543	\$101,974
RESOURCES								
GENERAL CIP REVENUE	\$7,342	\$5,277	\$293	\$43	\$43	\$43	\$43	\$13,084
REAL ESTATE EXCISE TAX	673	659	1,397	1,502	100	100	100	4,531
TRANSPORTATION IMPACT FEES	9,262	16,190	4,348	-	-	-	-	29,800
GRANTS/INTERGOVERNMENTAL/ DEVELOPER CONTRIBUTIONS:								
King County Contributions	189	-	-	-	-	-	-	189
State Grant	550	4,500	6,000	-	-	-	-	11,050
Federal Grant	3,200	3,058	2,392	-	-	-	-	8,650
Subtotal	3,939	7,558	8,392	-	-	-	-	19,889
TRANSPORTATION FUNDING								
Transportation B&O	715	501	2,253	301	400	400	400	4,970
LTGO BOND PROCEEDS	8,842	2,102	1,200	357	-	-	-	12,500
LOCAL REVITALIZATION FUNDING (LRF)	-	7,000	-	-	-	-	-	7,000
LOCAL IMPROVEMENT DISTRICT (LID)	10,200	-	-	-	-	-	-	10,200
TOTAL RESOURCES	\$40,973	\$39,287	\$17,883	\$2,203	\$543	\$543	\$543	\$101,974

Note: Totals may not foot due to rounding.

FY 2011 - FY 2017 Capital Investment Program

PW-R-46 Major Safety Improvements

Category: **Roadways**
 Department: **Transportation**

Status: **Ongoing**
 Location: **Citywide**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
3,242,000	2,542,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000

Description and Scope

This project will construct various roadway safety-related capital improvements citywide as identified through the Accident Reduction Program, deficiency analysis, and community input. Projects include road rechannelization to reduce traffic accidents, guardrail installation, roadside hazard removal, pedestrian crossing enhancements, improved roadway lighting, and other safety-related improvements.

Rationale

This program is the main funding source for the city's Accident Reduction Program. The Accident Reduction Program is a dedicated, proactive, and consistently applied program to reduce public accident costs to those that travel in Bellevue. Between the program's inception in 1990 and 2010, 65 individual projects have been implemented at intersections and within corridors, resulting in a public traffic accident cost savings of \$2.8 million annually. This program also funds safety improvements that are not included in the Accident Reduction Program, typically at locations that exhibit high accident potential, risk, or severity.

Environmental Impacts

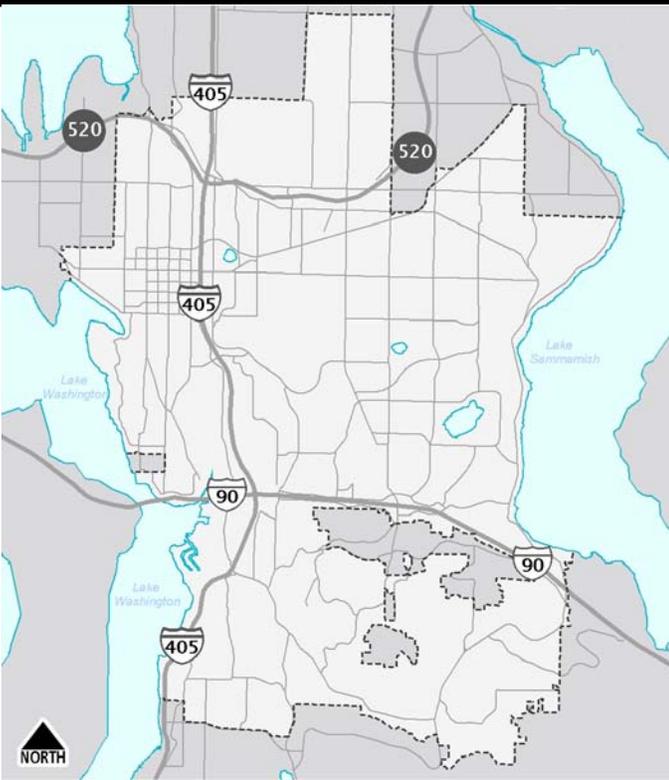
The environmental impacts will be evaluated as specific improvement projects are identified.

Operating Budget Impacts

Additional operating costs may be required for future improvements on an as needed basis.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	Ongoing	3,242,000
Total Budgetary Cost Estimate:		3,242,000
Means of Financing		
Funding Source	Amount	
Charges for Services	1,126	
Contributions from Other City Funds	69,000	
Developer Contributions	5,715	
Federal Grants	308,074	
General Taxes	446,454	
Interlocal Contributions	13,399	
Miscellaneous Revenue	152,448	
Real Estate Excise Tax	1,822,421	
Transportation Funding	423,363	
Total Programmed Funding:		3,242,000
Future Funding Requirements:		0

This project is in multiple or non-specific locations throughout the City.

Capital Costs/Revenue: Capital costs increased by \$77,000. Reflects continued annual allocation of \$100,000 for 2016 & 2017, less the elimination of annual inflationary & overhead adjustments previously applied.

FY 2011 - FY 2017 Capital Investment Program

PW-R-82 Public Works Trust Fund Loan - Principal

Category: **Roadways**
 Department: **Transportation**

Status: **Approved and Begun**
 Location: **None**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
1,395,000	1,115,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000

Description and Scope

This project is non-capital in nature. The costs represent the annual principal payments made by the City for any Public Works Trust Fund loans. Currently there is one active loan, a \$750,000 loan received for the construction of PW-W/B-69 - NE 24th Street - Northup Way to 130th Avenue NE. The loan repayment period is 20 years, ending in 2026, and the interest rate is one half of one percent. (Interest payments are made through a separate CIP, PW-R-83).

Rationale

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

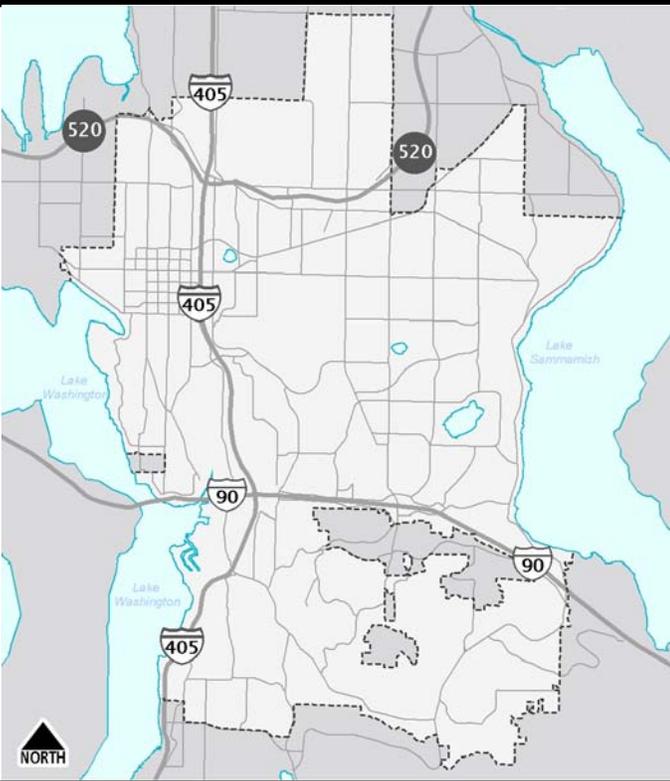
None

Operating Budget Impacts

This project will have no impact on operating revenues and/or expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	1990 - 2026	1,395,000
Total Budgetary Cost Estimate:		1,395,000
Means of Financing		
Funding Source	Amount	
General Taxes	1,272,954	
Transportation Funding	122,046	
Total Programmed Funding:		1,395,000
Future Funding Requirements:		0

This is an administrative project.

Capital Costs/Revenue: Capital costs increased by \$40,000 per year for 2016 & 2017 for continued PWTF loan payments.

Capital Costs Beyond 2017: \$350,000

FY 2011 - FY 2017 Capital Investment Program

PW-R-83 Public Works Trust Fund Loan - Interest

Category: **Roadways**
 Department: **Transportation**

Status: **Approved and Begun**
 Location: **NA**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
118,613	97,613	3,000	3,000	3,000	3,000	3,000	3,000	3,000

Description and 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 any Public Works Trust Fund loans. Currently there is one active loan, a \$750,000 loan received for the construction of PW-W/B-69 - NE 24th Street - Northup Way to 130th Avenue NE. The loan repayment period is 20 years, ending in 2026, and the interest rate is one half of one percent.

Rationale

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

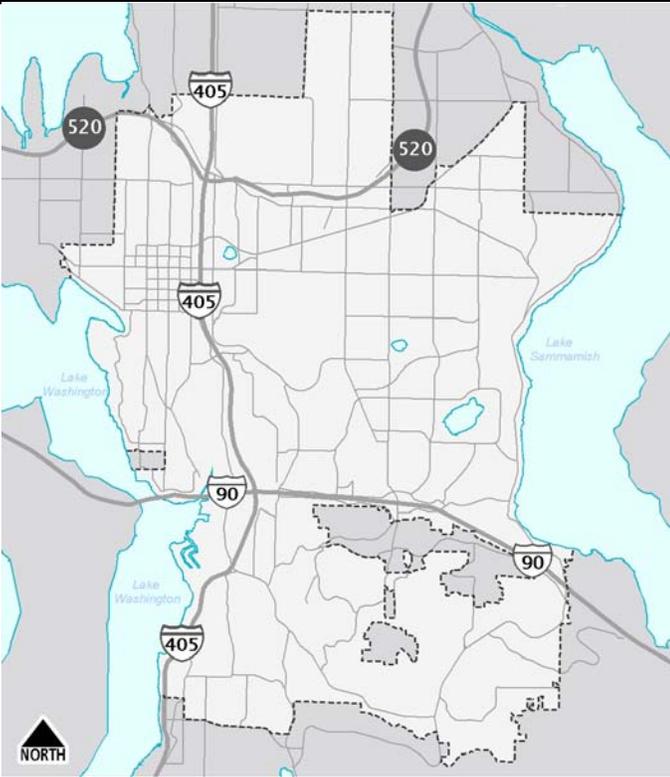
None

Operating Budget Impacts

This project will have no impact on operating revenues and/or expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	1990 - 2026	118,613
Total Budgetary Cost Estimate:		118,613
Means of Financing		
Funding Source	Amount	
General Taxes	118,613	
Total Programmed Funding:		118,613
Future Funding Requirements:		0

This is an administrative project.

Capital Costs/Revenue: Capital costs increased \$3,000 per year for 2016 & 2017 for PWTF loan interest payments.

Capital Costs Beyond 2017: \$6,000

FY 2011 - FY 2017 Capital Investment Program

PW-R-141 West Lake Sammamish Parkway Improvements

Category: **Roadways**
 Department: **Transportation**

Status: **Approved and Begun**
 Location: **West Lake Sammamish Parkway - North City limits to I-90**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
8,290,000	1,447,000	573,000	1,060,000	3,550,000	1,660,000	-	-	-

Description and Scope

The ultimate corridor improvement project will provide a consistent 4' shoulder on the east side, a 10.5' northbound vehicle travel lane, a 10' wide southbound vehicle travel lane, a primarily 10' wide multi-purpose trail, and a 2' or 5' wide landscape buffer where space is available. Pedestrian crossings were identified for SE 26th Street, Northrup Way, NE 24th Street, and 5 other locations along the parkway. A signal will be installed at SE 34th Street. The project will also make storm drainage, water quality and fish passage improvements throughout the corridor.

Due to the length and overall cost of the West Lake Sammamish parkway corridor (5.5 miles), a public process was conducted to develop construction phasing plan. This plan suggests the segmentation of the corridor into five approximately one-mile long segments.

The current budget will fund the preliminary design of the entire corridor and the completion of the final design, right-of-way, and construction phases of the first segment of the corridor from Interstate 90 to SE 34th Street (approximately 1.2 miles), including the installation of a northbound left turn lane and a new signal at the SE 34th Street intersection.

Rationale

This project began 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 provided the impetus for re-evaluating the roadway and potential improvements. A new analysis of possible treatments to the Parkway between Interstate 90 and the north Bellevue/Redmond city limits was completed in 2005. The analysis included extensive community outreach and facilitation of public involvement in the development of a preferred conceptual design. Alternatives were developed and analyzed with consideration given to traffic engineering principles, intersection treatments, traffic management, pedestrian and bicycle facilities, private property access, parking, storm drainage and water quality, environmental issues, and existing topographic features such as steep slopes and maintaining native vegetation. The 2009 City of Bellevue Pedestrian and Bicycle Transportation Plan Update identifies improvements to this corridor as a high priority.

Environmental Impacts

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

Operating Budget Impacts

Ongoing maintenance and operations costs of the new facilities will be determined during the project's design phase(s).

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2003 - 2014	8,290,000
Total Budgetary Cost Estimate:		8,290,000
Means of Financing		
Funding Source	Amount	
Developer Contributions	8,112	
General Taxes	243,105	
Real Estate Excise Tax	4,316,265	
Supplemental CIP LTGO Bonds	710,518	
Transportation Funding	3,012,000	
Total Programmed Funding:		8,290,000
Future Funding Requirements:		0

Description/Scope: The description of this project was updated to indicate the complete implementation of the first segment of the corridor improvements, between I-90 and SE 34th Street. Options for the undergrounding of overhead utilities were evaluated and are no longer being considered within the project scope.

Capital Costs/Revenue: Capital costs increased \$1,730,000 with the intention of fully funding the first implementation phase of the project.

Project Schedule: Project schedule has been extended to 2014.

FY 2011 - FY 2017 Capital Investment Program

PW-R-146 Northup Way Corridor Improvements

Category: **Roadways**
 Department: **Transportation**

Status: **Approved and Begun**
 Location: **Northup Way - Bellevue Way to NE 24th Street**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
8,471,000	471,000	500,000	4,500,000	3,000,000	-	-	-	-

Description and Scope

This project will construct bike lane and sidewalk improvements on Northup Way between NE 24th Street and 108th Avenue NE, a center turn lane and planting strips may also be included. This project is a continuation of the City's Northup Way Corridor Study, completed in 2008. The proposed improvements on Northup Way will also serve as an interim regional trail connecting the existing SR 520 trail terminus (near NE 24th Street) to 108th Avenue NE where a new regional pedestrian and bicycle path will be built by Washington State Department of Transportation (WSDOT), as part of the SR 520 project. This project is a partnership between the City and WSDOT. This project may also incorporate other work such as fish passage enhancements and culvert replacement, bridge widening, traffic calming, driveway access management, and pedestrian crossings at key locations to be determined during the design phase.

Rationale

This project will address both local and regional 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 pedestrian/bicycle 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 improvements. The project is consistent with the 2009 City of Bellevue Pedestrian and Bicycle Transportation Plan Update (1999) as a high priority. Eastside cities and WSDOT identified the need to complete the missing segment of the SR520 regional trail, and that an interim facility may be necessary. These improvements will provide the interim connectivity until a permanent facility can be implemented.

Environmental Impacts

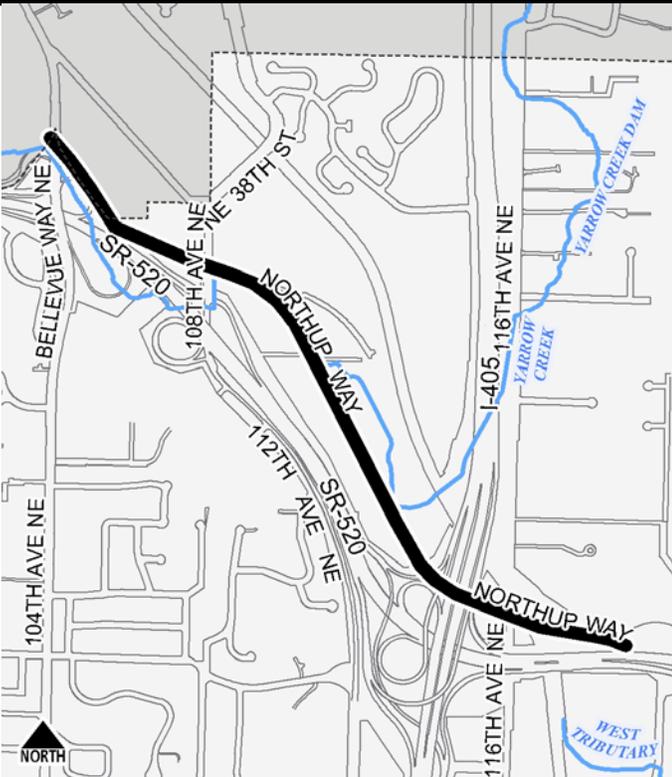
An environmental determination will be made for this project in conjunction with preliminary engineering.

Operating Budget Impacts

Ongoing maintenance and operations costs of the new facilities will be determined during the project's design phase.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2007 - 2013	8,471,000
Total Budgetary Cost Estimate:		8,471,000
Means of Financing		
Funding Source	Amount	
General Taxes	109,811	
Interlocal Contributions	8,000,000	
Real Estate Excise Tax	361,189	
Total Programmed Funding:		8,471,000
Future Funding Requirements:		0

Description/Scope: The description of this project has modified to reflect that the project may be implemented in coordination with WSDOT and their SR 520 project as interim, on-street facilities connecting to the continuation of the SR 520 trail to the west of 108th Avenue NE.

Capital Costs/Revenue: Capital cost/revenue increased \$7,004,000 due to anticipated cost sharing agreement between the City and WSDOT.

Project Schedule: Project schedule has been extended to 2013.

FY 2011 - FY 2017 Capital Investment Program

PW-R-149 NE 10th Street Extension

Category: **Roadways**
 Department: **Transportation**

Status: **Approved and Begun**
 Location: **112th Avenue NE to 116th Avenue NE**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
17,625,000	17,175,000	450,000	-	-	-	-	-	-

Description and Scope

In coordination with WSDOT, this phased project will advance preliminary engineering and refine cost estimates for the southbound braided ramp connection to NE 10th Street from SR 520. The initial project funded earlier phased project components such as a pre-design analysis, final design, and construction of the NE 10th Street Extension. The southbound ramp is the companion to the northbound ramp that is being designed/constructed as part of the I-405, NE 8th Street to SR 520 project.

Rationale

The Downtown Implementation Plan Update identified the extension of NE 10th Street between 112th Avenue NE and 116th Avenue NE across I-405, and with access to/from SR 520 as a priority need. Proposed improvements will be developed in collaboration with OHMC, GHC and WSDOT. Once completed the project will enhance highway access to and from downtown Bellevue, ensure critical access for the hospital's emergency vehicles, visitors, and freight to vital activity centers (Downtown and Overlake Hospital/Wilburton area); and improve the capacity and circulation in the project area.

Environmental Impacts

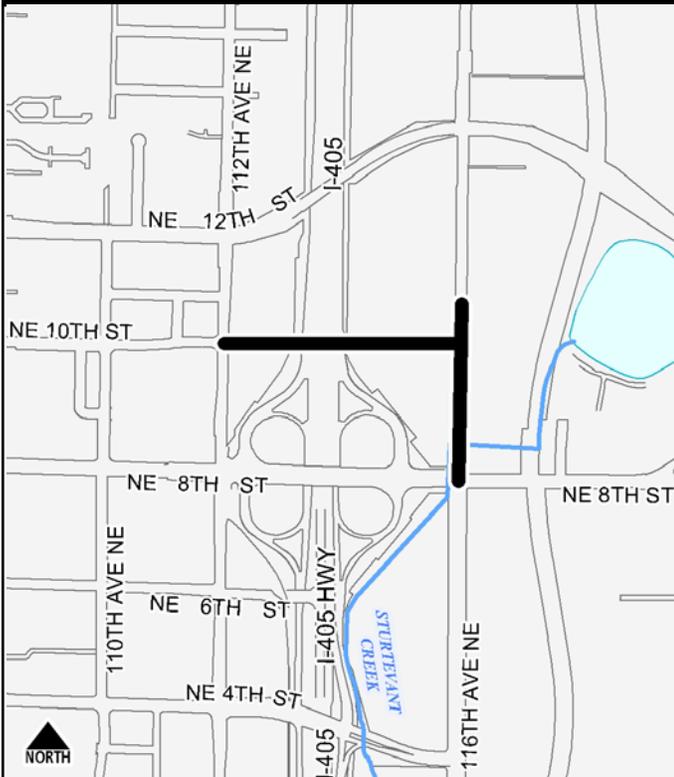
A project-level SEPA/NEPA environmental documentation will need to be completed prior to full implementation.

Operating Budget Impacts

Future maintenance and operation of the proposed ramp would be a WSDOT responsibility

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2005 - 2011	17,625,000
Total Budgetary Cost Estimate:		17,625,000
Means of Financing		
Funding Source	Amount	
Federal Grants	2,892,008	
General Taxes	2,617	
Miscellaneous Revenue	317	
Rents and Leases	37,413	
Sale of Fixed Assets	111,477	
State Grants	14,581,168	
Total Programmed Funding:		17,625,000
Future Funding Requirements:		0

Description and Scope: The scope was modified to include the advancement of preliminary engineering and refined cost estimates for the southbound braided ramp connection to NE 10th Street from SR 520.

Capital Costs/Revenue: Capital costs decreased by a net of \$2,050,000 to reflect a reduction in actual stage one implementation costs, primarily resulting in the turnback of state grant funding.

Project Schedule: Project schedule has been extended to 2011.

FY 2011 - FY 2017 Capital Investment Program

PW-R-151 145th Pl SE/SE 16th St to SE 24th St and SE 22nd St/145th

Category: **Roadways**
 Department: **Transportation**

Status: **Approved and Begun**
 Location: **145th Pl SE/SE 16th St to SE 24th St and SE 22nd St/145th**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
6,800,000	1,520,000	4,030,000	1,250,000	-	-	-	-	-

Description and Scope

This project will add five foot bike lanes, curb, gutter and six foot sidewalk along both sides, a two-way center left-turn lane where needed, planted median islands and other landscaping where feasible on 145th Place SE from SE 16th Street (Kamber Road) to SE 24th Street. The project will enhance the signal equipment and curb ramps at the 145th Place SE/SE 24th Street intersection. This project will also provide curb, gutter and six foot sidewalks only, where missing along the north side SE 22nd from 145th Place SE to 156th Avenue SE. Other improvements include storm water conveyance, natural drainage practices, detention and water quality treatment, signing, striping, illumination enhancements, and irrigation.

Rationale

This project is a continuation of a project implemented through the Neighborhood Investment Strategy program. The project was identified as a top priority through the City Council initiated process in 2002. This investment helps to provide a safe and efficient transportation system that supports livable neighborhoods and a vital economy in partnership with the community.

Environmental Impacts

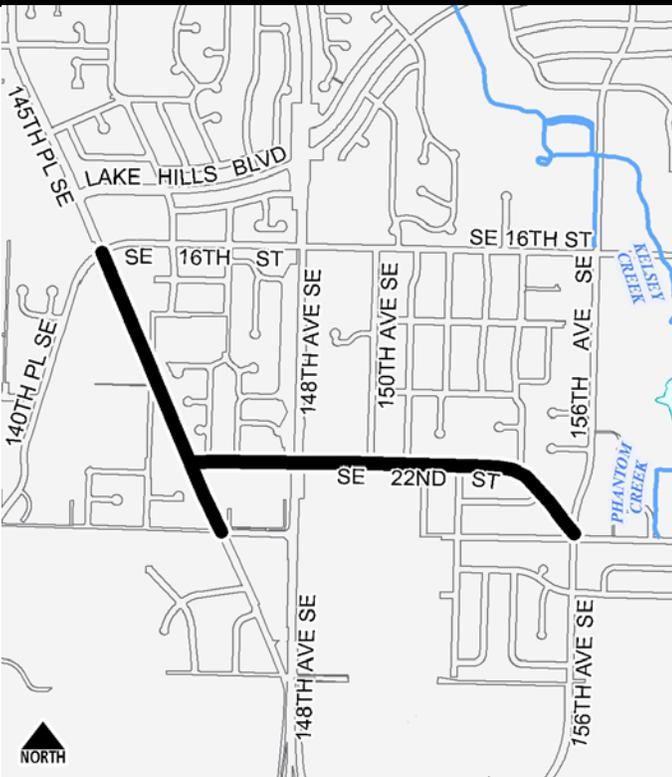
A SEPA Determination of Non-Significance has been issued in conjunction with project design phase.

Operating Budget Impacts

Operating budget costs will increase due to added street lighting, landscaping and maintenance of the roadway. The maintenance will include street sweeping, landscape maintenance and lighting. Additional operating costs will be \$26,700 per year beginning in 2013, adjusted for inflation thereafter.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2007 - 2012	6,800,000
Total Budgetary Cost Estimate:		6,800,000
Means of Financing		
Funding Source	Amount	
General Taxes	6,027,907	
Real Estate Excise Tax	57,000	
Transportation Funding	715,093	
Total Programmed Funding:		6,800,000
Future Funding Requirements:		0

Capital Costs/Revenue: Capital costs decreased by \$738,000 reflecting an updated cost estimate.

The project implementation schedule has been extended to 2012.

FY 2011 - FY 2017 Capital Investment Program

PW-R-153 Early Implementation of the Bel-Red Corridor Plan

Category: **Roadways**
 Department: **Transportation**

Status: **Approved and Begun**
 Location: **Bel-Red Subarea**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
3,702,000	2,952,000	750,000	-	-	-	-	-	-

Description and Scope

The Bel-Red Corridor Project (CIP Plan No. ED-5) provided a Comprehensive Plan amendment adopted on February 17, 2009. The Project identified a long-term land use vision for the area and necessary investments in transportation infrastructure and other city facilities. This early implementation project will fully or partially fund follow-up planning work, conceptual design studies, property acquisition and other implementation activities to advance the plan's key recommendations.

Follow-up planning work, including station area planning to further refine development strategies and improvements focused around future light rail stations in the corridor. Work also includes development of corridor specific design standards or development strategies to advance the adopted land use vision. Early design studies for potential projects could include advancing development of Park and Open-Space concepts, evaluating further phasing needs and opportunities, feasibility of Local Improvement Districts, refinement of the overall NE 15th/16th corridor Master Plan, right-of-way plan, and updating project cost estimates, Bellevue's portion of necessary analyses of land use, transportation, and/or environmental conditions to update the joint Bel-Red/Overlake Transportation Study agreement in coordination with the City of Redmond.

Rationale

A principle direction from Council is to integrate land use planning and transportation in the Bel-Red Corridor Project. A land use vision is emerging that would create opportunities for housing where none currently exist, and for additional office and commercial uses throughout the corridor. The transportation system in the area is inadequate to support this vision. The policy and regulatory work that will be done by the City will likely lead to opportunities for the private sector to further the long-range vision for development within the Bel-Red area. Early transportation design work and strategic land acquisitions for transportation infrastructure, parks, or environmental enhancements will enable a cost-effective approach to ultimately developing the community infrastructure that would be integrated with the long-range land use vision. Outcomes may require supplemental Comprehensive Plan Amendments.

Environmental Impacts

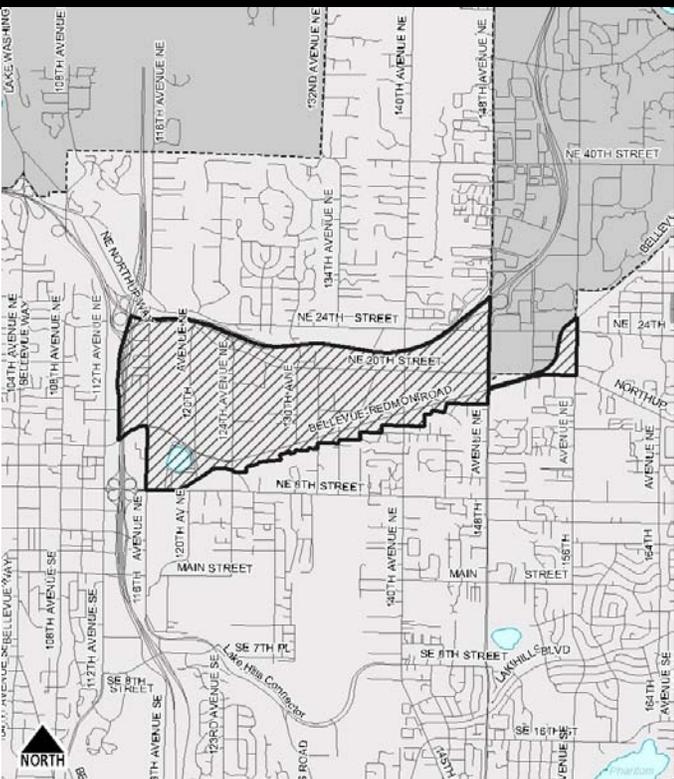
The environmental impacts will be evaluated as specific projects are identified.

Operating Budget Impacts

At this time, this project has no known impact operating revenues and/or expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2007 - 2011	3,702,000
Total Budgetary Cost Estimate:		3,702,000
Means of Financing		
Funding Source	Amount	
General Taxes	2,519,777	
Real Estate Excise Tax	1,107,223	
State Grants	75,000	
Total Programmed Funding:		3,702,000
Future Funding Requirements:		0

This is a planning project.

Capital Costs/Revenue: Capital costs decreased \$123,000. Reflects updated cost estimate necessary to complete work plan.

FY 2011 - FY 2017 Capital Investment Program

PW-R-155 Traffic Computer System Upgrade

Category: **Roadways**
 Department: **Transportation**

Status: **Approved and Begun**
 Location: **Citywide**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
3,732,000	2,843,000	435,000	454,000	-	-	-	-	-

Description and Scope

This project will replace the existing traffic computer system software and hardware, and upgrade the existing field communication system connecting the new signal system hardware located at the Traffic Management Center with individual traffic signals located citywide. Intersections and corridors will be placed onto the new SCATS traffic adaptive signal system in phases. Some intersections planned for later phases will be placed on a "bridge" system until they can ultimately be placed onto the new traffic adaptive system. The current project funding will implement the first four phases of SCATS traffic adaptive system. Full implementation of the SCATS system at all city intersections will be completed in future phases, depending upon future funding allocations.

Rationale

Arterial street congestion and delay occur mostly at traffic signals, thus the more efficiently traffic signals work, the less delay and congestion experienced along the arterial. Replacement of the existing signal system with new "traffic adaptive" technology will allow signalized intersections to adjust their timing cycle by cycle instead of just a few times per day, increasing efficiency and incrementally reducing delays to motorists and pedestrians. This in turn will help derive more capacity out of the existing roadway network. The new signal system will allow engineers to better manage traffic during commute and off peak times, emergencies, special events, construction, and the holidays. The new system will also allow for transit signal priority at key locations. The new SCATS traffic adaptive signal system is a key piece in the city's Intelligent Transportation Systems (ITS) plan.

Environmental Impacts

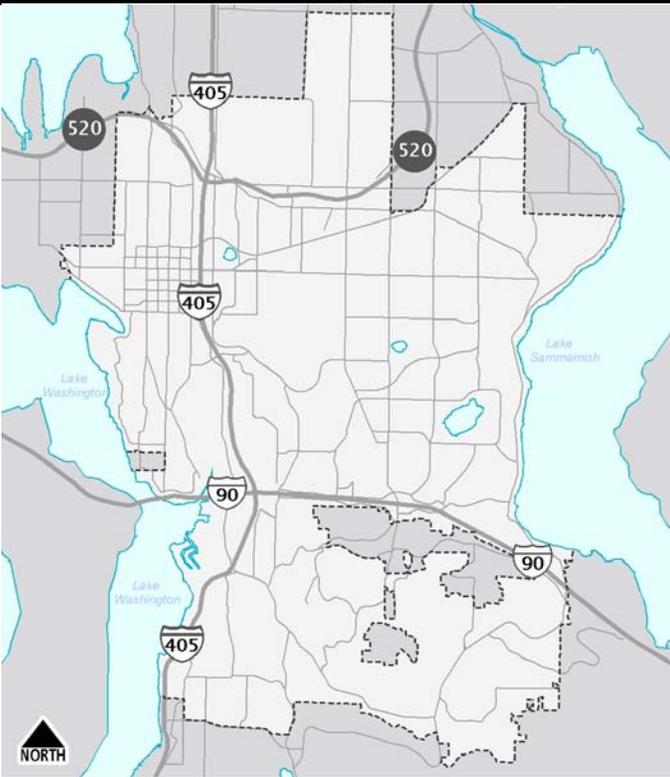
Not applicable

Operating Budget Impacts

Operating budget cost impacts include annual maintenance contracts for the new signal system and annual Electronic Equipment Replacement Fund contribution for the addition or replacement of certain equipment such as Ethernet switches, traffic cameras, and signal controllers. \$29,369 per year, plus inflation, was identified and approved in the 2009-2010 budget process. Future operating and maintenance costs will be determined associated with the identification, funding and implementation of future project phases.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2009 - 2012	3,732,000
Total Budgetary Cost Estimate:		3,732,000
Means of Financing		
Funding Source	Amount	
Federal Grants	360,000	
General Taxes	3,183,000	
Interlocal Contributions	189,000	
Total Programmed Funding:		3,732,000
Future Funding Requirements:		0

This project is in multiple or non-specific locations throughout the City.

Description and Scope: The project description was updated to reflect the specific type of traffic computer system software being implemented (SCATS) and the funding status of implementation phasing.

Capital Costs/Revenue: Capital costs and revenue increased by \$424,000, primarily reflecting acceptance of a federal TCSP grant (\$360,000).

FY 2011 - FY 2017 Capital Investment Program

PW-R-156 ITS Master Plan Implementation Program

Category: **Roadways**
 Department: **Transportation**

Status: **Approved and Not Begun**
 Location: **Citywide**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
2,425,000	-	37,500	387,500	400,000	400,000	400,000	400,000	400,000

Description and Scope

Beginning in 2012, this program will systematically implement the recommendations of the City's Intelligent Transportation System (ITS) Master Plan completed in 2005. ITS projects will be selected to provide cost effective measures to reduce traffic congestion and increase the availability of real time traffic information to users of the transportation system. Possible projects include but are not limited to traffic cameras for motorist information at ramp meters, park and rides, and flood locations, video clips of cameras on web, real time traffic map enhancements, dynamic message signs at key locations, variable lanes and signs that adjust to changing traffic conditions, WiFi system expansion, roadway weather stations and flood monitoring, parking management, and future phases of the traffic adaptive signal system. This program also includes community safety technologies such as stationary radar signs that have proven effective at reducing vehicle speeds and addressing citizen concerns.

Rationale

This program is a key strategy in transitioning from a transportation system focused on the drive alone trip, to one that focuses on actively managing the transportation system to systematically improve traffic capacity, enhance and promote multi-modal transportation and safety, effectively address emergency management and events, promote neighborhood safety, and provide improved motorist information for better transportation decision making by users. ITS projects provide cost-effective solutions to help reduce traffic congestion and increase the capacity of the transportation system through efficiency gains and the provision of an alternative to costly roadway and intersection expansion projects.

Environmental Impacts

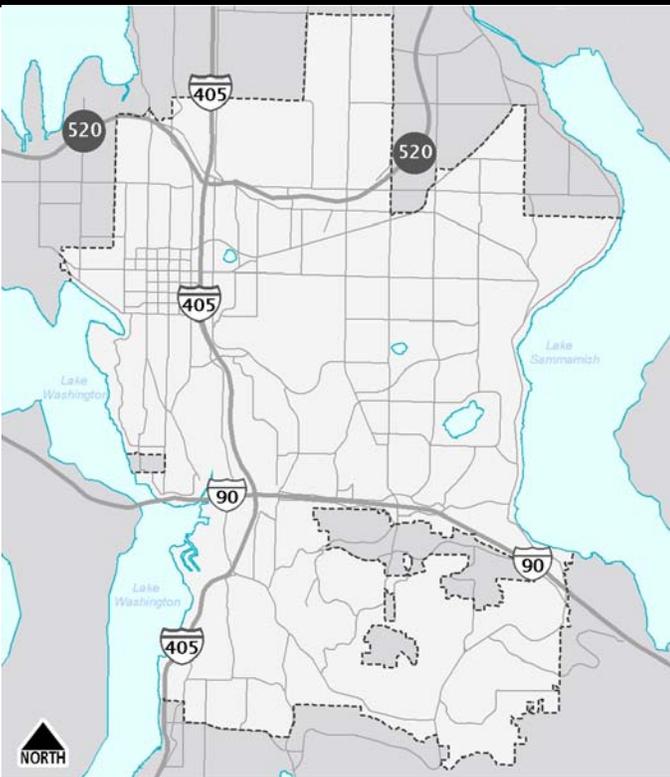
Environmental issues will be minimal and addressed on a location-by-location basis.

Operating Budget Impacts

Additional operating revenues and/or expenditures may be required for future improvements on an as needed basis.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2011 - Ongoing	2,425,000
Total Budgetary Cost Estimate:		2,425,000
Means of Financing		
Funding Source	Amount	
Bond Proceeds	1,182,000	
Transportation Funding	1,243,000	
Total Programmed Funding:		2,425,000
Future Funding Requirements:		0

This project is in multiple or non-specific locations throughout the City.

This program has been consolidated with the former Traffic Safety Technologies program (CIP Plan No. PW-R-136).

Capital Costs/Revenue: Capital costs/revenue increased \$825,000. Reflects ongoing annual \$400,000 funding for 2016 & 2017 and adjustments to 2011 and 2012 cost/revenue associated with the program's consolidation with the Traffic Safety Technologies program.

FY 2011 - FY 2017 Capital Investment Program

PW-R-159 East Link Analysis and Development

Category: **Roadways**
 Department: **Transportation**

Status: **Approved and Begun**
 Location: **Various locations**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
7,228,000	1,010,000	2,863,000	3,355,000	-	-	-	-	-

Description and Scope

Utilize in-house and consultant resources to participate with Sound Transit and other potential project partners to advance the planning, analysis, and design of the East Link light rail project. Work tasks will include, but are not limited to activities that relate directly or indirectly to the East Link project, including City-sponsored projects and programs. Key tasks include transportation demand modeling; traffic analysis including operational simulation; identification and evaluation of potential funding sources and associated financial analyses; specialized environmental analyses; engineering support relating to alignments, track profiles, stations, and city roadway-light rail interface; design issues; community and stakeholder outreach; intergovernmental relations and agreements; and other tasks necessary for the City to fully engage in and influence the East Link project.

Rationale

East Link is a funded light rail project that will connect Bellevue with Seattle by 2020 and Bellevue with the Overlake area of Redmond by 2021. The \$2.8+ billion project will be routed through south Bellevue, downtown Bellevue, and the Bel-Red corridor with a number of stations. During 2011 and 2012 a final environmental impact statement will be released, a final routing decision made, and a federal record of decision issued. Additionally, final design will be initiated and advanced. By 2013 it is expected that property acquisitions, utility relocations, and other pre-construction activities will be underway. Construction is anticipated to commence in 2014. During this time the City will likely focus on resolving differing preferences between the City Council and Sound Transit Board of Directors, enabling the downtown Bellevue tunnel options ("C9T"), station area planning, and other project elements. Other issues along the line that must be resolved during the early phases of East Link development include: investigating and resolving design variations; coordinating City roadway projects in the vicinity of East Link with Sound Transit; determining and implementing an appropriate permitting and inspection process; identifying and evaluating complimentary City actions; and analyzing community issues and preferences. The Bellevue City Council has indicated its desire to adhere to the lessons learned from the Light Rail Best Practices Project to ensure that the system is "done right the first time" and is an asset to the community. The City is therefore investing resources in the East Link project to ensure issues are analyzed adequately and decisions are fully informed.

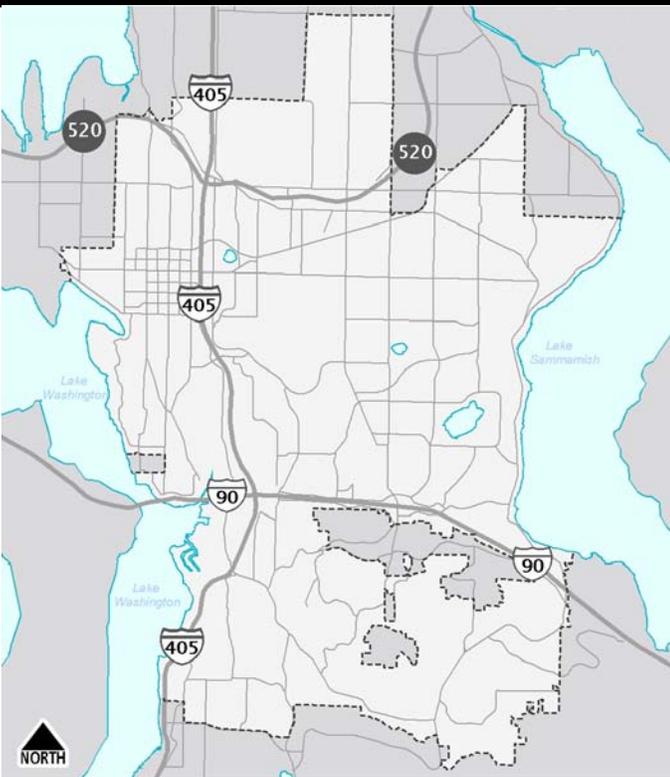
Environmental Impacts

Operating Budget Impacts

At this time, this project has no known impact to operating revenues and/or expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	Ongoing	7,228,000
Total Budgetary Cost Estimate:		7,228,000
Means of Financing		
Funding Source	Amount	
Contributions from Other City Funds	60,000	
General Taxes	7,168,000	
Total Programmed Funding:		7,228,000
Future Funding Requirements:		0

Capital Costs/Revenue: Project costs and revenue increased by \$6,158,000 to reflect estimated resource needs in 2011 and 2012.

FY 2011 - FY 2017 Capital Investment Program

PW-R-160 NE 4th Street Extension – 116th to 120th Avenues NE

Category: **Roadways**
 Department: **Transportation**

Status: **Approved and Begun**
 Location:

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
38,400,246	1,742,246	23,900,000	9,158,000	3,600,000	-	-	-	-

Description and Scope

This project will implement a new five lane arterial, with two travel lanes in each direction and a center turn lane where necessary, between 116th Avenue NE and 120th Avenue NE. The project will include bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping and irrigation, storm drainage and detention. The project will accommodate other utility infrastructure as needed. The final roadway alignment will be determined in coordination with existing and potential future development and with the ownership interests of the Burlington Northern Santa Fe (BNSF) railway corridor. The project will be designed not to preclude potential future uses of the BNSF corridor. The project will include a new signalized intersection at NE 4th Street/120th Avenue NE and will modify the existing signalized intersection at NE 4th Street/116th Avenue NE. Implementation of the project will be closely coordinated with the complementary 120th Avenue NE Improvements project (Stage 1; CIP Plan No. PW-R-161). A neighborhood protection plan, to address potential traffic impacts along NE 5th Street to the east of 120th Avenue NE, may be developed in coordination with the neighborhood.

The current project budget is intended to fully fund all phases of the project. The Construction phase of the project may be completed in stages.

Rationale

The NE 4th Street Extension project is one of a number of high priority transportation investments that make up the Mobility and Infrastructure (M&I) Initiative. The M&I Initiative was formed to address recent growth and planned development in the Downtown Bellevue, Bel-Red, and Wilburton areas. The NE 4th Street Extension project in association with a widened and improved 120th Avenue NE, the planned extension of NE 6th Street, the planned NE 15th/16th Street multi-modal corridor, and improvements to 124th Avenue NE will support increased connectivity between Downtown Bellevue, Wilburton, the new Bel-Red transit-oriented-development node, and the Overlake regional growth centers. The new route will provide an alternate to and relieve congestion at key intersections including NE 8th Street at 112th Avenue NE and NE 8th Street at 116th Avenue NE. Improvements will enhance travel time and mobility options for passenger cars, transit, freight, pedestrians, and bicycles.

Environmental Impacts

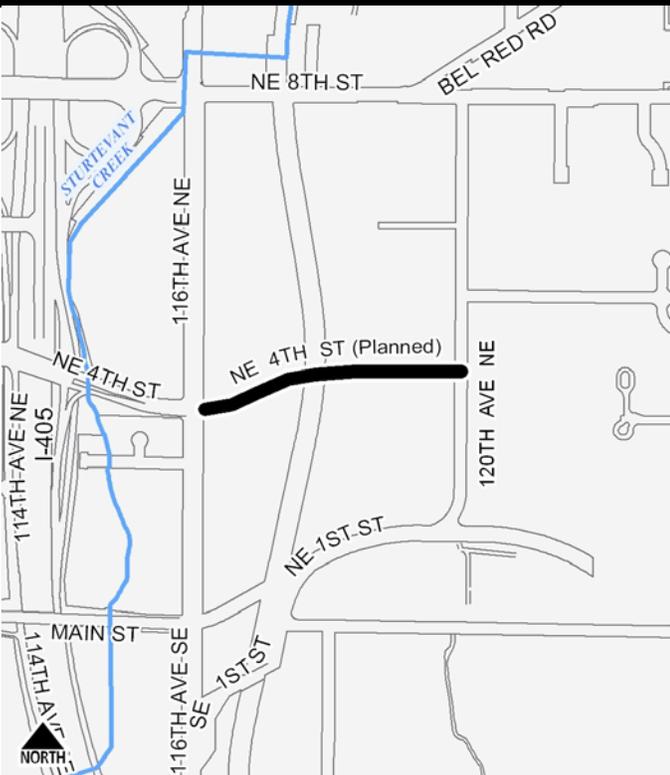
A project specific environmental determination, consistent with federal requirements, will be made during the project design phase. A citywide programmatic environmental review including this project was conducted as part of the citywide 2009-2020 Transportation Facilities Plan update. Programmatic impact and mitigation documentation is included in the 2009-2020 TFP Final Environmental Impact Statement, published in March 2009.

Operating Budget Impacts

Operating budget costs will increase due to added street lighting/signal (electricity) and the maintenance of the roadway. The maintenance activities will include landscaping maintenance and street light/signal maintenance beginning in 2014. An estimated \$21,700 will be required to fund maintenance and operations costs in 2014, adjusted for inflation thereafter.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2009 - 2013	38,400,246
Total Budgetary Cost Estimate:		38,400,246
Means of Financing		
Funding Source	Amount	
Bond Proceeds	1,742,246	
Federal Grants	5,600,000	
LID Funding	9,700,000	
Local Revitalization Funding	7,000,000	
Mobility & Infrastructure Initiative LTGO Bonds	4,184,000	
Transportation Impact Fees	10,174,000	
Total Programmed Funding:		38,400,246
Future Funding Requirements:		0

Capital Costs/Revenue: Capital costs/Revenue increased by \$34,800,000 to reflect updated cost estimates and now represents full funding for all estimated project costs, including contingencies.

FY 2011 - FY 2017 Capital Investment Program

PW-R-161 120th Ave NE Improvements (Stage 1) – NE 4th to NE 8th St

Category: **Roadways**
 Department: **Transportation**

Status: **Approved and Begun**
 Location:

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
7,000,000	1,920,000	4,180,000	900,000	-	-	-	-	-

Description and Scope

This project will widen 120th Avenue NE to five lanes, including two travel lanes in each direction with a center turn lane, turn pockets and medians, beginning south of NE 4th Street to south of NE 8th Street. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, a traffic signal at the NE 6th Street intersection, illumination, landscaping and irrigation, and storm drainage that employs natural drainage practices. The project will be designed and constructed to accommodate intersections with the NE 4th Street Extension (CIP Plan No. PW-R-160), the planned extension of NE 6th Street (CIP Plan No. PW-R-162), and other utility infrastructure. The project will also be coordinated with the 120th Avenue NE Improvements (Stages 2 & 3) – NE 8th Street to Northup Way project.

The current project budget is intended to fully fund all phases of the project.

Rationale

The 120th Avenue Improvements project is one of a number of high priority transportation investments that make up the Mobility and Infrastructure (M&I) Initiative. The M&I Initiative was formed to address recent growth and planned development in the Downtown Bellevue, Bel-Red, and Wilburton areas. The 120th Avenue Improvements project in association with the extension of NE 4th Street, the planned extension of NE 6th Street, the planned NE 15th/16th Street multi-modal corridor, and improvements to 124th Avenue NE will support increased connectivity between Downtown Bellevue, Wilburton, the new Bel-Red transit-oriented-development node, and the Overlake regional growth center. The new route will provide an alternate to and relieve congestion at key intersections including NE 8th Street at 112th Avenue NE and NE 8th Street at 116th Avenue NE. Improvements will enhance travel time and mobility options for passenger cars, transit, freight, pedestrians and bicycles.

Environmental Impacts

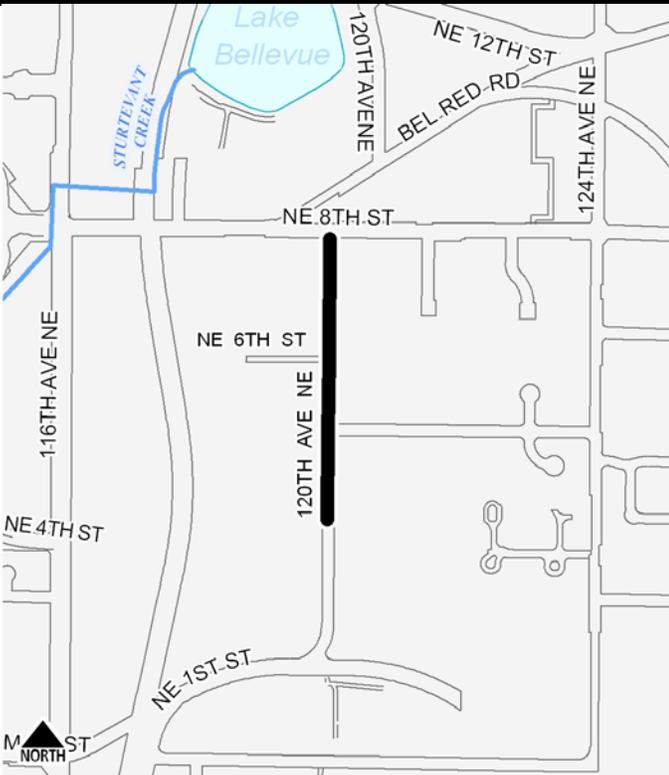
A project specific environmental determination, consistent with federal requirements, will be made during the project design phase. A citywide programmatic environmental review including this project was conducted as part of the citywide 2009-2020 Transportation Facilities Plan update. Programmatic impact and mitigation documentation is included in the 2009-2020 TFP Final Environmental Impact Statement, published in March 2009.

Operating Budget Impacts

Operating budget costs will increase due to added street lighting/signal (electricity) and the maintenance of the roadway. The maintenance activities will include landscaping maintenance and street light/signal maintenance beginning the second half of 2012. An estimated \$7,624 will be required to fund maintenance and operations costs in 2012. Additional operating costs will be approximately \$15,600 per year beginning in 2013, adjusted for inflation thereafter.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2009 - 2012	7,000,000
Total Budgetary Cost Estimate:		7,000,000
Means of Financing		
Funding Source	Amount	
Bond Proceeds	3,900,000	
Federal Grants	2,600,000	
LID Funding	500,000	
Total Programmed Funding:		7,000,000
Future Funding Requirements:		0

Capital Costs/Revenue: Capital costs/Revenue decreased by \$1,600,000 to reflect updated cost estimate and now represents full funding for all estimated project costs.

FY 2011 - FY 2017 Capital Investment Program

PW-R-162 NE 6th St Extension – I-405 HOV Interchange to 120th Ave NE

Category: **Roadways**
 Department: **Transportation**

Status: **Approved and Begun**
 Location:

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
1,000,000	420,000	500,000	80,000	-	-	-	-	-

Description and Scope

This project will conduct a pre-design analysis for the extension of NE 6th Street from its current termini in the median of I-405 to the east over the northbound lanes of I-405 and 116th Avenue NE to a new intersection with 120th Avenue NE. HOV/Transit vehicles would be allowed on the segment between 112th Avenue NE and the Burlington Northern Santa Fe (BNSF) railway corridor. General purpose traffic would be allowed along the segment between the BNSF corridor and 120th Avenue NE to access parcels abutting the extension. Improvements may include two lanes in each direction with turn lanes at the signalized intersections with the I-405 HOV ramps and 120th Avenue NE; illumination; landscaping and irrigation along the at-grade segments; storm drainage and detention; and other utility infrastructure. The project may also include a new, up to 14-foot wide, non-motorized pathway adjacent to the south side of NE 6th Street between 112th Avenue NE and 120th Avenue NE. Future uses or connections to the BNSF corridor will not be precluded. The project will also be coordinated with existing and potential development in the vicinity, with the Sound Transit East Link project, the I-405 Master Plan, and with the 120th Avenue NE Improvements project (Stage 1; CIP Plan No. PW-R-161).

Rationale

The NE 6th Street Extension project is one of a number of high priority transportation investments that make up the Mobility and Infrastructure (M&I) Initiative. The M&I Initiative was formed to address recent growth and planned development in the Downtown Bellevue, Bel-Red and Wilburton areas. The NE 6th Street Extension project, in association with the NE 4th Street Extension, a widened and improved 120th Avenue NE, the planned NE 15th/16th Street multi-modal corridor, and improvements to 124th Avenue NE, will support increased connectivity between Downtown Bellevue, Wilburton, the new Bel-Red transit-oriented-development node, and the Overlake regional growth centers. The new route will provide an alternative to and relieve congestion at key intersections including NE 8th Street at 112th Avenue NE and NE 8th Street at 116th Avenue NE. Improvements will enhance travel time and mobility options for passenger cars, transit, freight, pedestrians and bicycles.

Environmental Impacts

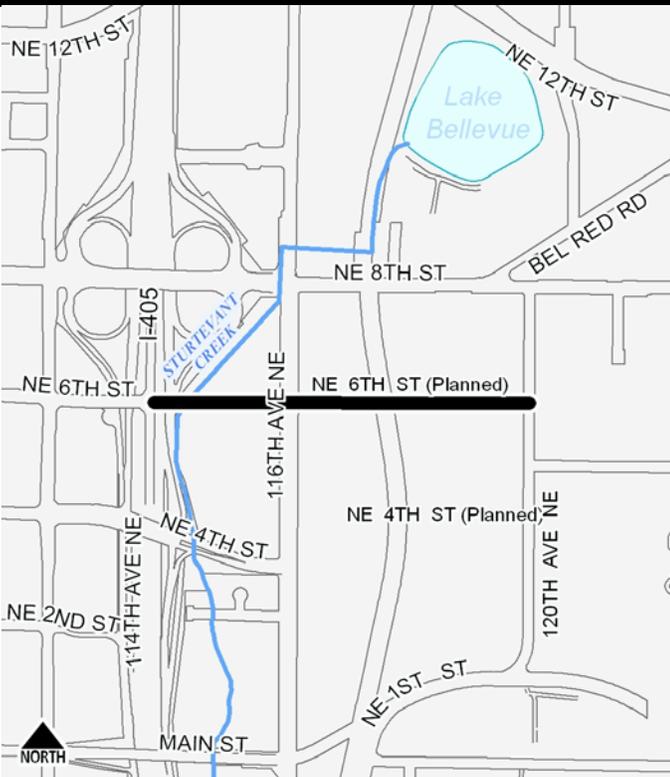
A project specific environmental determination, consistent with federal requirements, will be made during the project design phase. A citywide programmatic environmental review including this project was conducted as part of the citywide 2009-2020 Transportation Facilities Plan update. Programmatic impact and mitigation documentation is included in the 2009-2020 TFP Final Environmental Impact Statement, published in March 2009.

Operating Budget Impacts

Ongoing maintenance and operations costs of the new facilities will be determined during the project's design phase.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2009 - 2012	1,000,000
Total Budgetary Cost Estimate:		1,000,000

Means of Financing

Funding Source	Amount
Mobility & Infrastructure Initiative LTGO Bonds	1,000,000
Total Programmed Funding:	1,000,000
Future Funding Requirements:	0

FY 2011 - FY 2017 Capital Investment Program

PW-R-163 NE 15th St Multi-Modal Corridor (Stage 1) 116th to NE 124th

Category: **Roadways**
 Department: **Transportation**

Status: **Approved and Begun**
 Location:

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
5,366,000	760,000	536,000	4,070,000	-	-	-	-	-

Description and Scope

This project will develop and implement a new multi-modal corridor consisting of general purpose travel lanes in each direction; turn lanes at designated intersections; curbs, gutters and sidewalks on both sides; bicycle facilities incorporated within or adjacent to the corridor with regional trail connections; illumination; and storm drainage and detention. Other features may include provisions for local street connections and interim on-street parking. Accommodation for light rail guide ways, a light rail station at approximately 121st Avenue NE, and other utility infrastructure needs will be included within the design of the project corridor. The project may also incorporate "green" elements, including urban open spaces, tree canopy with enhanced landscaping features, and natural drainage elements where practical. The project will modify existing or construct new signalized intersections at 116th Avenue NE, the reconnection of NE 12th Street, 120th Avenue NE, and 124th Avenue NE. Project implementation will be coordinated with existing and potential development, the Sound Transit East Link project, planned improvements to 120th and 124th Avenues NE, and future NE 15th/16th Street improvements east of 124th Avenue NE.

The current project budget is intended to fund pre-design and environmental analysis work associated with the project scope described above for the entire segment and continue the design of Zone 2 (120th to 124th Avenues NE) to the 60 percent Plans, Specifications, and Estimates level. The current budget also funds the acquisition of one parcel within Zone 1 (116th to 120th Avenues NE) as previously authorized by City Council. Implementation of the project may occur in phases or include interim facilities dependent upon funding availability and coordination with East Link development.

Rationale

M&I Initiative addresses planned growth and economic development within Downtown Bellevue, Bel-Red, and Wilburton areas. The NE 15th Street Corridor project in association with the extension of NE 4th Street, 120th Avenue NE Improvements, improvements to 124th Avenue NE, and planned full interchange at SR 520/124th Avenue NE will support increased multi-modal connectivity between Downtown Bellevue, new Bel-Red transit-oriented-development node(s), and the Overlake regional growth centers. NE 15th Street is the center piece of the transportation strategy for the Bel-Red Subarea. It provides area safe and reliable transportation system through integrating many multi-modal and urban design elements that are supportive of the anticipated growth, regional system improvements, East Link project, and community green and open-space connections.

Environmental Impacts

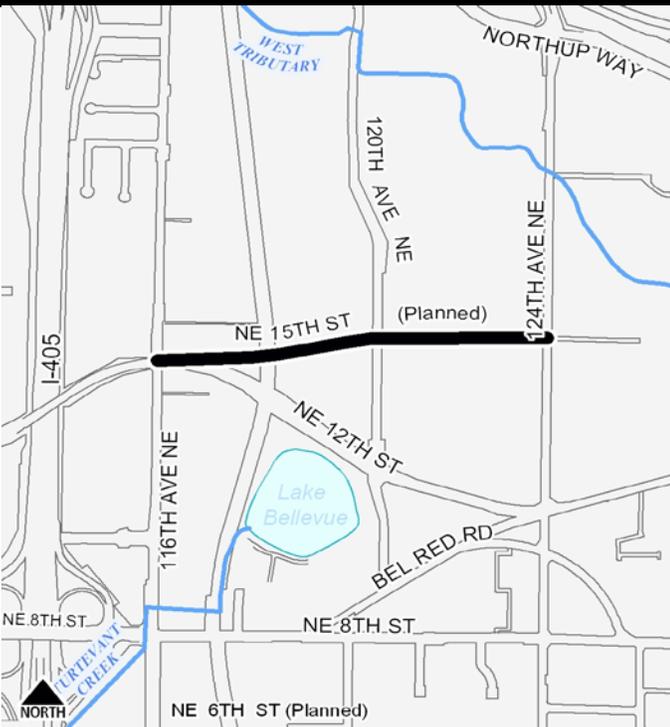
A project specific environmental determination, consistent with federal regulations, will be made during the project design phase. A programmatic-level environmental review of this project was conducted as part of the 2009-2020 Transportation Facilities Plan update process. Impact documentation is included in the 2009-2020 TFP Final Environmental Impact Statement, published in March 2009.

Operating Budget Impacts

Ongoing maintenance and operations costs of the new facilities will be determined during the project's design phase.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2009 - 2017	5,366,000
Total Budgetary Cost Estimate:		5,366,000
Means of Financing		
Funding Source	Amount	
Mobility & Infrastructure Initiative LTGO Bonds	1,000,000	
Transportation Impact Fees	4,366,000	
Total Programmed Funding:		5,366,000
Future Funding Requirements:		0

Capital Costs/Revenue: Capital costs/Revenue increased by \$4,366,000 to reflect added costs and revenue to advance the design of Zone 2 and acquire certain real property within Zone 1 as previously authorized by City Council.

FY 2011 - FY 2017 Capital Investment Program

PW-R-164 120th Ave NE Impr. (Stages 2 & 3) - NE 8th St to Northrup Way

Category: **Roadways**
 Department: **Transportation**

Status: **Approved and Begun**
 Location: **Bel-Red Subarea**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
21,484,000	690,000	1,700,000	12,954,000	6,140,000	-	-	-	-

Description and Scope

This project will extend, realign and widen 120th Avenue NE from south of NE 8th Street to south of NE 12th Street (Stage 2) and widen 120th Avenue NE from south of NE 12th Street to Northrup Way (Stage 3). Stage 2 of the project includes all intersection improvements at NE 8th Street and Old Bel-Red Road. Stage 3 of the project includes all intersection improvements at NE 12th Street, Northrup Way, and an enhanced intersection with the proposed NE 15th Street to accommodate the proposed alignment of Sound Transit's East Link light rail route. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment. The project will be designed and constructed to reflect Bel-Red urban design criteria and to accommodate any necessary new and/or relocation of utility infrastructure. The project will be coordinated with the 120th Avenue NE improvements south of NE 8th Street (Stage 1; CIP Plan No. PW-R-161) and the NE 15th Street Multi-Modal Corridor (Stage 1; CIP Plan No. PW-R-163).

The current project budget is intended to fund the complete design phase of both Stages 2 and 3 and the full implementation of Stage 2 consistent with the project scope described above. Project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other Bel-Red and Wilburton area capital investments or private developments.

Rationale

The 120th Avenue Improvements project is one of a number of high priority transportation investments that make up the Mobility and Infrastructure (M&I) Initiative. The M&I Initiative was formed to address recent growth and planned development in the Downtown Bellevue, Bel-Red, and Wilburton areas. The 120th Avenue Improvements project in association with the extension of NE 4th Street, the planned extension of NE 6th Street, the planned NE 15th/16th Street multi-modal corridor, and improvements to 124th Avenue NE will support increased connectivity between Downtown Bellevue, Wilburton, the new Bel-Red transit-oriented-development node, and the Overlake regional growth centers. The new route will provide an alternate to and relieve congestion at key intersections including NE 8th Street at 112th Avenue NE and NE 8th Street at 116th Avenue NE. Improvements will enhance travel time and mobility options for passenger cars, transit, freight, pedestrians and bicycles.

Environmental Impacts

A project specific environmental determination, consistent with federal requirements, will be made during the project design phase. A citywide programmatic environmental review including this project was conducted as part of the citywide 2009-2020 Transportation Facilities Plan update. Programmatic impact and mitigation documentation is included in the 2009-2020 TFP Final Environmental Impact Statement, published in March 2009.

Operating Budget Impacts

Ongoing maintenance and operations costs of the new facilities will be determined during the project's design phase.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2010 - 2013	21,484,000
Total Budgetary Cost Estimate:		21,484,000
Means of Financing		
Funding Source		Amount
Mobility & Infrastructure Initiative LTGO Bonds		3,224,000
State Grants		3,000,000
Transportation Impact Fees		15,260,000
Total Programmed Funding:		21,484,000
Future Funding Requirements:		0

Capital Costs/Revenue: Capital costs/Revenue increased by \$18,264,000 to reflect updated cost estimates and represents funding for the complete design of the entire project and full funding for all estimated project costs of Stage 2.

FY 2011 - FY 2017 Capital Investment Program

PW-R-165 Downtown Transportation Plan Update

Category: **Roadways**
 Department: **Transportation**

Status: **New**
 Location:

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
350,000	-	175,000	175,000	-	-	-	-	-

Description and Scope

This project provides funding for consultant work on the update of the Downtown Transportation Plan. This work will expand upon current Downtown transportation planning to identify roadway, non-motorized, and transit facility improvements needed to ensure downtown mobility through 2030. The project will build on current work to identify specific improvements to roadway operations and transit service to accommodate all motorized and non-motorized trips to, from, and within Downtown by 2030. The scope includes assessing the benefit of projects already identified in earlier planning efforts, analyzing all trips to/from Downtown, identifying how to serve key transit markets and travel corridors, identifying specific transit system improvements, and analyzing and identifying other essential improvements to the local and regional transportation system., The final product of this project will be an updated Downtown transportation plan and phased implementation strategy.

Rationale

Downtown Bellevue is the City's main growth center, and will accommodate approximately 75 percent of the City's planned residential and employment growth out to 2020. Planning and modeling work done to date to evaluate Downtown East Link alternatives shows that by 2030 Downtown will be more congested than the City's adopted level of service standard allows, which threatens achieving the land use vision. Daily person trips will grow from 350,000 in 2008 to 695,000 in 2030. The project will address questions that often come from stakeholders (including Council members) about what type of overall transit system is needed (in terms of new routes, headways, operational enhancements, etc.) to serve Downtown. In a comprehensive manner, the project will identify a multimodal transportation system that can serve Downtown's projected growth and accommodate all trips in all transportation modes.

Environmental Impacts

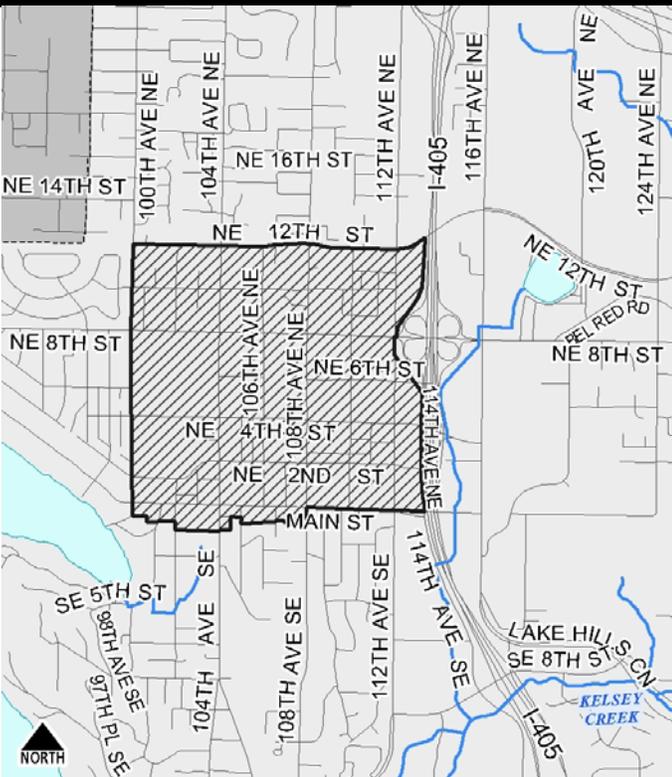
None anticipated. An Environmental Impact Statement (EIS) was done for the last update of the Downtown Subarea Plan, and this project will include an environmental review process.

Operating Budget Impacts

This project will have no impact on operating revenues and/or expenditures

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2011 - 2012	350,000
Total Budgetary Cost Estimate:		350,000
Means of Financing		
Funding Source	Amount	
General Taxes	350,000	
Total Programmed Funding:		350,000
Future Funding Requirements:		0

FY 2011 - FY 2017 Capital Investment Program

PW-R-166 124th Ave NE Improvements - NE 15th/16th St Ext to Northup

Category: **Roadways**
 Department: **Transportation**

Status: **New**
 Location:

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
1,800,000	-	200,000	800,000	800,000	-	-	-	-

Description and Scope

This project will advance preliminary engineering to approximately 60% further defining both horizontal and vertical alignment for the widening of 124th Avenue NE between the planned NE 15th Street and Northup Way providing a five lane roadway, including illumination, traffic signals, curb/gutter, landscaping and sidewalks consistent with Bel-Red corridor street and urban design standards. This project will address the connection of open-space trails along the West Tributary defining provisions for an at-grade or grade separated trail crossing of 124th Avenue NE, and provisions for utility improvements and relocations that will further be coordinated with Sound Transit's proposed retained cut and required changes in profile to 124th Ave NE, and the NE 15th Street Multi-Modal corridor (Stage 1; CIP Plan No. PW-R-163).

Rationale

The 124th Ave project is one of a number of high priority transportation investments that make up the Mobility and Infrastructure (M&I) Initiative. The M&I Initiative was formed to address growth and planned development in the Downtown Bellevue, Bel-Red, and Wilburton areas. The 124th Ave project in association with the extension of NE 4th Street, a widened and improved 120th Avenue NE, the planned extension of NE 6th Street, and the planned NE 15th/16th Street multi-modal corridor will support increased connectivity between Downtown Bellevue, Wilburton, the new Bel-Red transit-oriented-development node, and the Overlake regional growth centers. The new route will provide an alternate to and relieve congestion at key intersections including NE 8th Street at 112th Avenue NE and NE 8th Street at 116th Avenue NE. Improvements will enhance travel time and mobility options for passenger cars, transit, freight, pedestrians and bicycles.

Environmental Impacts

A project specific environmental determination, consistent with federal requirements, will be made during the project design phase. A citywide programmatic environmental review including this project was conducted as part of the citywide 2009-2020 Transportation Facilities Plan update. Programmatic impact and mitigation documentation is included in the 2009-2020 TFP Final Environmental Impact Statement, published in March 2009.

Operating Budget Impacts

Ongoing maintenance and operations costs of the new facilities will be determined during the project's design phase.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2011 - 2013	1,800,000
Total Budgetary Cost Estimate:		1,800,000
Means of Financing		
Funding Source	Amount	
Bond Proceeds	1,800,000	
Total Programmed Funding:		1,800,000
Future Funding Requirements:		0

FY 2011 - FY 2017 Capital Investment Program

PW-R-167 148th Ave NE Master Plan - Bel-Red Rd to SR-520

Category: **Roadways**
 Department: **Transportation**

Status: **New**
 Location:

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
250,000	-	-	-	250,000	-	-	-	-

Description and Scope

In partnership with the City of Redmond, this project will conduct the preliminary design of phase 1 of the 148th Avenue NE Master Plan improvements, between NE 20th Street and SR 520. The project includes the development of a cost sharing and project management agreement between the cities for the determination and implementation of the full 148th Avenue NE Master Plan.

The following components are expected to be included in Phase 1 of the Master Plan: implementation of a portion of a third northbound lane between the NE 22nd Street signal and the SR 520 eastbound on ramp using the existing right turn lanes; widening of 148th Avenue NE between NE 22nd and 24th Streets to maintain a designated northbound right turn lane; modify the SR 520 eastbound on ramp to allow for an HOV by-pass from the northbound through lane; add second eastbound and westbound left turn lanes at NE 20th and 24th Streets; and extend the NE 24th Street westbound right turn lane at 148th Avenue NE. Implementing Phase 1 and subsequent components of the Master Plan would be based on the performance of the 148th Avenue NE corridor and an evaluation of what specific components would provide the greatest transportation system benefit relative to cost.

Rationale

The 148th Master Plan concept was developed jointly with the City of Redmond to help accommodate the transportation system demands projected in association with land use planning conducted for the Bel-Red Subarea in Bellevue and the Overlake Neighborhood in Redmond. The Bel-Red Subarea Plan has planned for 4.5 million square feet of new commercial development and 5,000 new residential units by 2030. The Overlake Neighborhood Plan has planned for 6 million square feet of new commercial development and 5,500 new residential units by 2030. The primary purpose of this project is to help identify the joint transportation system facilities necessary to mitigate traffic impacts from the planned development to nearby neighborhoods. The Master Plan improvements are specifically intended to leverage the partnership to maximize the efficiency of transportation in the corridor shared by the two cities. Phased Master Plan improvements, implemented as needed, will continue to support predictable travel times throughout the corridor, especially to access SR 520 and the rest of the regional transportation network.

Environmental Impacts

An environmental determination will be made in conjunction with the preliminary design of the project.

Operating Budget Impacts

This project will have no impact on operating revenues and/or expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2013 - 2013	250,000
Total Budgetary Cost Estimate:		250,000
Means of Financing		
Funding Source	Amount	
General Taxes	250,000	
Total Programmed Funding:		250,000
Future Funding Requirements:		0



Projects Completed, Combined, or Deleted

2011-2017 Adopted CIP: Transportation - Roadways

CIP Plan Number	Project Name	Total Estimated Cost (\$000s)
PW-R-44	Transportation Planning Studies	\$2,849
PW-R-87	Transportation Demand Management	3,072
PW-R-130	High Capacity Transit Study	624
PW-R-133	Northrup Way - 120th to 124th Avenues NE	5,828
PW-R-136	Traffic Safety Technologies	544
PW-R-139	110th Avenue NE - NE 4th Street to NE 8th Street	656
PW-R-145	Factoria Area Transportation Study (FATS) Update	401
PW-R-147	Early Implementation of Downtown Plan	771
PW-R-150	NE 2nd Street Roadway Enhancements	448
PW-R-152	NE 8th Street/106th Avenue NE to 108th Avenue NE	2,145
PW-R-154	New East-West Roadway Within the Area Bounded by Main Street/NE 8th Street and 116th Avenue NE/120th Avenue NE	109
PW-R-157	Transit Now/Downtown Circulator	48
PW-R-158	Downtown Greet Streets	121

Introductory Comments

2011-2017 Adopted CIP: Transportation - Intersections

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 meet its adopted level-of-service standards. At times a number of arterial intersection capacity projects are needed to provide infrastructure concurrent with development. The projects may 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 Transportation Facilities Plan (TFP) serve as a primary source of candidate projects considered for the latest update of the Capital Investment Program (CIP) Plan. TFP intersection projects selected for inclusion in the CIP rank 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, a specific interlocal agreement, or impact to a regional facility, 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.



Funded Projects List

2011-2017 Adopted CIP: Transportation - Intersections

Funded CIP Projects

CIP Plan Number	Project Name	Outcome Area	Project Status	\$ in 000s	
				2011-2017 Project Cost	Total Estimated Cost
PW-I-83	Redmond BROTS Projects	IM	AB	\$500	\$2,038
	TOTAL INTERSECTIONS			\$500	\$2,038

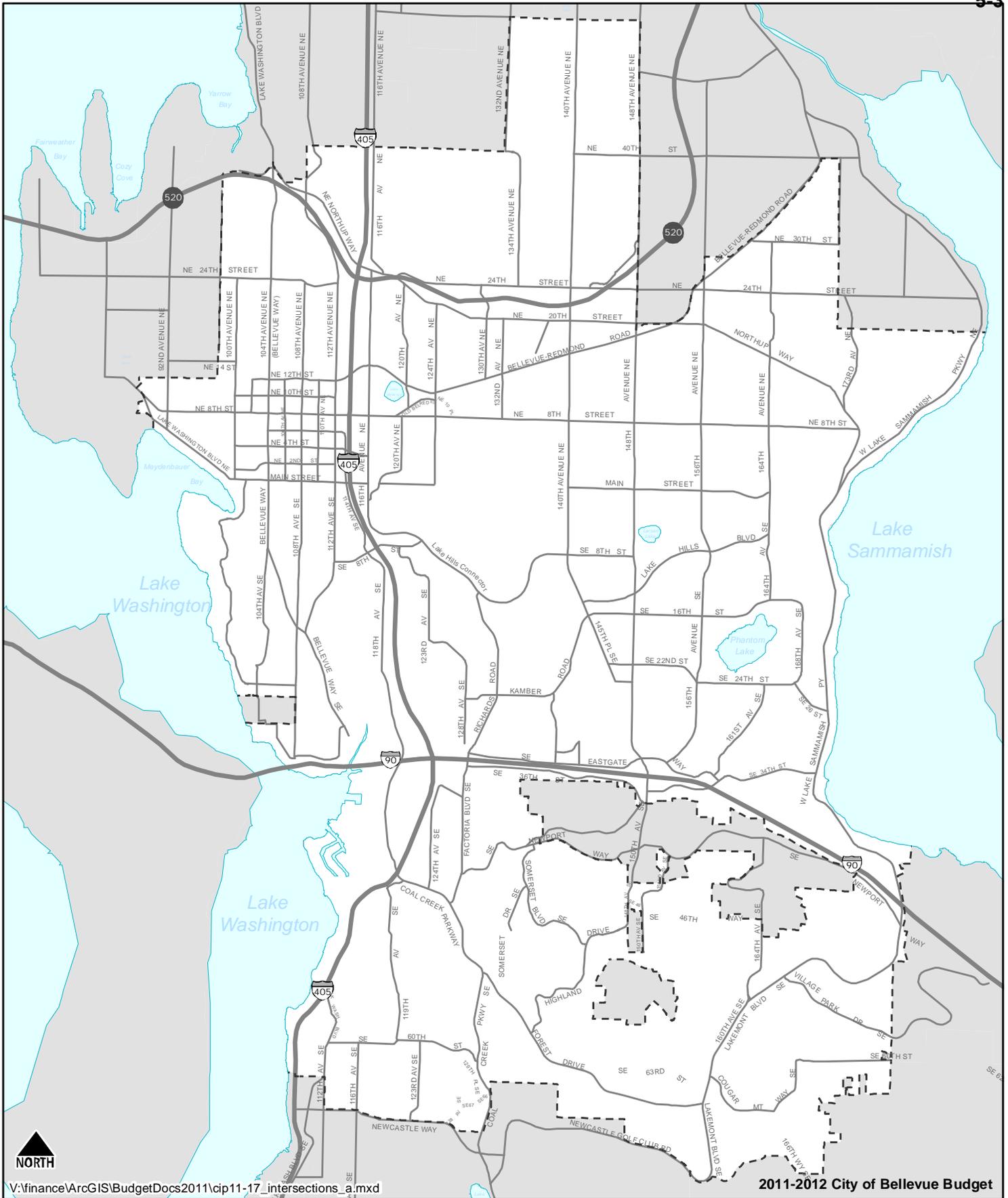
Note: Totals may not foot due to rounding.

Outcome Area Key:

EGC = Economic Growth & Competitiveness HSE = Healthy & Sustainable Environment
 IM = Improved Mobility IVCC = Innovative, Vibrant and Caring Community QN = Quality
 Neighborhoods RG = Responsive Government SC = Safe Community Debt = Debt
 Service Reserve = Council Contingency

Project Status Key:

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



2011-2017 Intersection CIP Projects

Notes: Project I-83 is not shown as it funds improvements at multiple locations in the City of Redmond.

The information on this map is a geographic representation derived from the City of Bellevue Geographic Information System. The City of Bellevue does not guarantee that the information on this map is accurate or complete. This map is provided on an "as is" basis and disclaims all warranties, express or implied, including but not limited to warranties of merchantability, fitness for a particular purpose and non-infringement. Any commercial use or sale of this map or portions thereof, is prohibited without express written authorization by the City of Bellevue. The City of Bellevue is not responsible for any damages arising from the use of information on this map. Use of this map is at user's risk. Users should verify the information before making project commitments.



Cost and Resource Summary

\$000

2011-2017 Adopted CIP: Transportation - Intersections

	2011	2012	2013	2014	2015	2016	2017	2011-2017 Total
TOTAL COSTS	\$60	\$0	\$220	\$220	\$0	\$0	\$0	\$500
RESOURCES								
REAL ESTATE EXCISE TAX	\$60	\$0	\$220	\$220	\$0	\$0	\$0	\$500
TOTAL RESOURCES	\$60	\$0	\$220	\$220	\$0	\$0	\$0	\$500

Note: Totals may not foot due to rounding.

FY 2011 - FY 2017 Capital Investment Program

PW-I-83 Redmond BROTS Projects

Category: **Intersections**
 Department: **Transportation**

Status: **Approved and Begun**
 Location: **Various Locations within the City of Redmond (19 projects)**

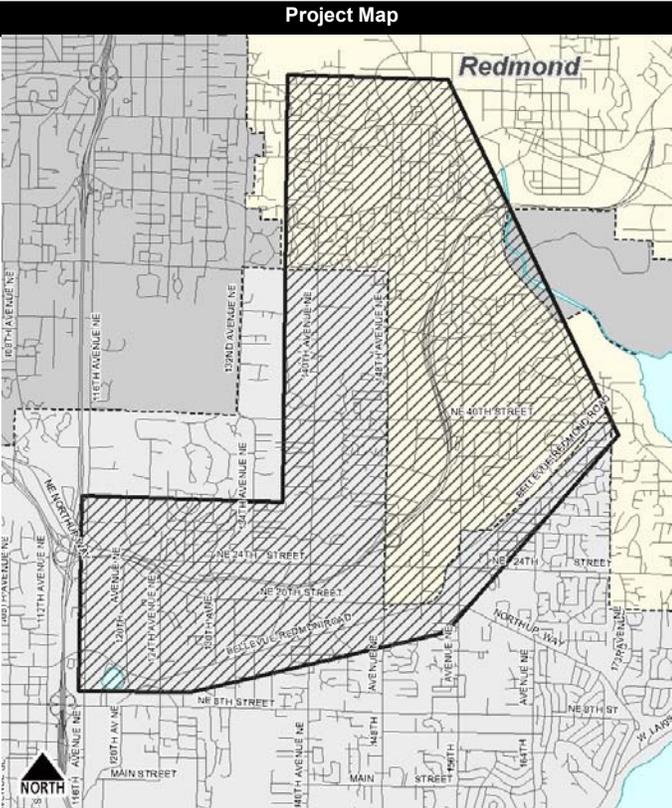
Programmed Funding								
Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
2,038,000	1,538,000	60,000	-	220,000	220,000	-	-	-

Description and 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.

Rationale
 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.

Operating Budget Impacts
 This project will have no impact on operating revenues and/or expenditures.



Schedule of Activities		
Project Activities	From - To	Amount
Project Costs	Ongoing	2,038,000
Total Budgetary Cost Estimate:		2,038,000
Means of Financing		
Funding Source	Amount	
Developer Contributions	22,261	
General Taxes	458,169	
Interlocal Contributions	137,114	
Real Estate Excise Tax	714,000	
Transportation Funding	203,000	
Transportation Impact Fees	503,456	
Total Programmed Funding:		2,038,000
Future Funding Requirements:		0

BROTS Area
 Capital Costs/Revenue: Capital costs decreased by \$649,000 to better reflect the City of Redmond's expected BROTS project expenditures.



Projects Completed, Combined, or Deleted

2011-2017 Adopted CIP: Transportation - Intersections

CIP Plan Number	Project Name	Total Estimated Cost (\$000s)
PW-I-76	148th Avenue NE/Bel-Red Road	\$0
PW-I-78	148th Avenue NE/NE 20th Street	-
PW-I-84	Signal Warrant/Safety Program	1,773



Introductory Comments

2011-2017 Adopted CIP: Transportation - Walkways/Bikeways

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 2009, 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 Transportation Facilities Plan and Pedestrian and Bicycle Transportation Plan Update serve as the primary sources of projects considered for inclusion in the latest update of the Capital Investment Program (CIP) Plan. 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 meeting the City's adopted targets for pedestrian and bicycle system completion.



Funded Projects List

2011-2017 Adopted CIP: Transportation - Walkways/Bikeways

Funded CIP Projects

CIP Plan Number	Project Name	Outcome Area	Project Status	\$ in 000s	
				2011-2017 Project Cost	Total Estimated Cost
PW-W/B-49	Wheelchair Ramps	IVCC	O	700	1,782
PW-W/B-56	Pedestrian Access Improvements	IM	O	3,255	8,461
PW-W/B-71	108th Avenue SE/Bellevue Way to I-90	IM	AB	2,447	3,041
PW-W/B-76	Neighborhood Sidewalks	IM	AB	1,553	4,060
TOTAL WALKWAYS/BIKEWAYS				\$7,955	\$17,344

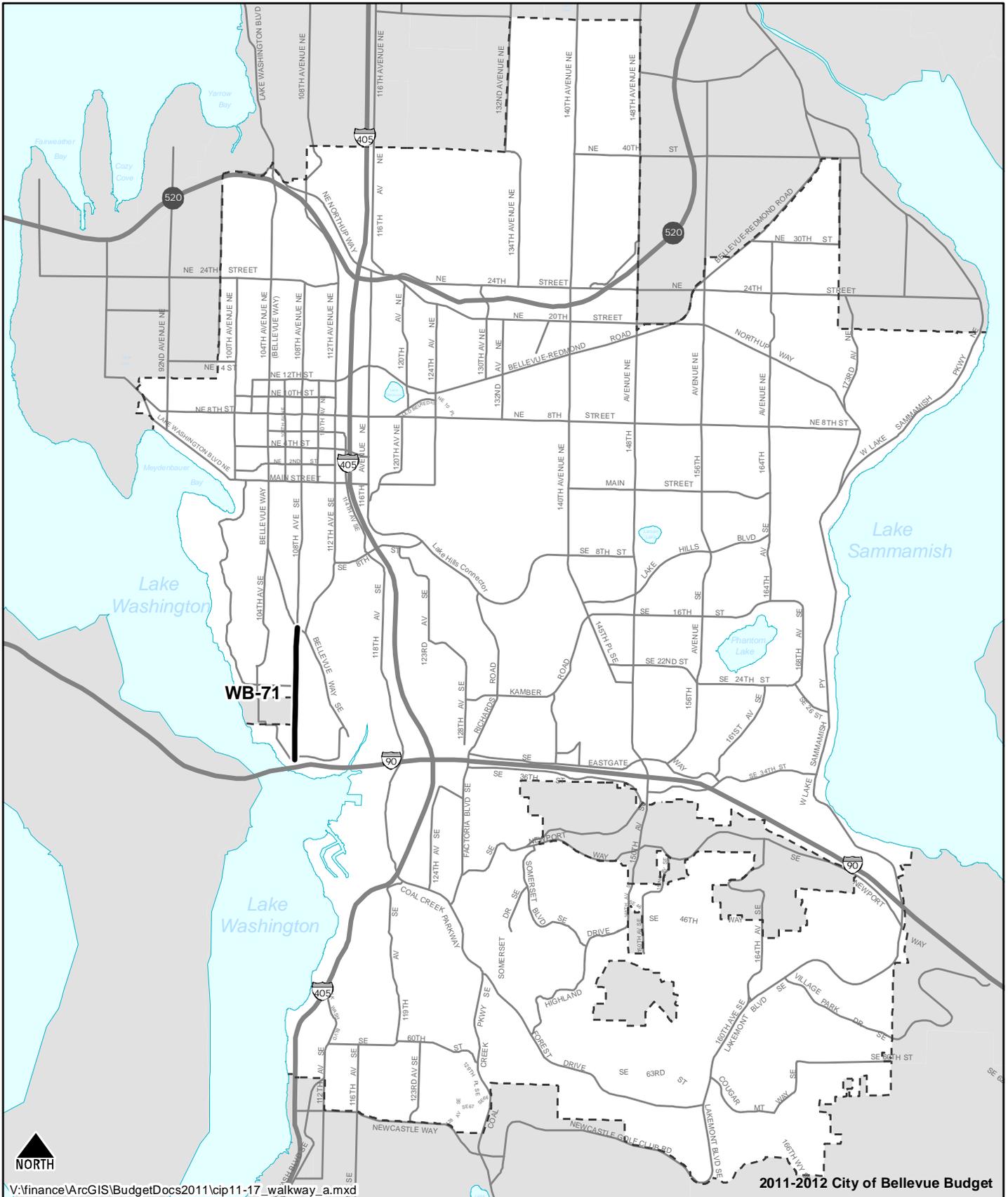
Note: Totals may not foot due to rounding.

Outcome Area Key:

EGC = Economic Growth & Competitiveness HSE = Healthy & Sustainable Environment
 IM = Improved Mobility IVCC = Innovative, Vibrant and Caring Community QN = Quality
 Neighborhoods RG = Responsive Government SC = Safe Community Debt = Debt
 Service Reserve = Council Contingency

Project Status Key:

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



2011-2017 Walkway/Bikeway CIP Projects

Notes: Projects W/B-49, W/B-56, and W/B-76 are not shown as they are in multiple locations in the City.

The information on this map is a geographic representation derived from the City of Bellevue Geographic Information System. The City of Bellevue does not guarantee that the information on this map is accurate or complete. This map is provided on an "as is" basis and disclaims all warranties, express or implied, including but not limited to warranties of merchantability, fitness for a particular purpose and non-infringement. Any commercial use or sale of this map or portions thereof, is prohibited without express written authorization by the City of Bellevue. The City of Bellevue is not responsible for any damages arising from the use of information on this map. Use of this map is at user's risk. Users should verify the information before making project commitments.



Cost and Resource Summary

\$000

2011-2017 Adopted CIP: Transportation - Walkways/Bikeways

	2011	2012	2013	2014	2015	2016	2017	2011-2017 Total
TOTAL COSTS	\$2,902	\$1,103	\$950	\$1,000	\$1,000	\$500	\$500 #	\$7,955
REAL ESTATE EXCISE TAX	1,947	500	-	-	-	-	-	2,447
GRANTS/INTERGOVERNMENTAL/ DEVELOPER CONTRIBUTIONS:								
State Grant	300	-	-	-	-	-	-	300
Federal Grant	154	-	-	-	-	-	-	154
Subtotal	454	-	-	-	-	-	-	454
TRANSPORTATION FUNDING								
Transportation B&O	501	603	950	1,000	1,000	500	500	5,054
TOTAL RESOURCES	\$2,902	\$1,103	\$950	\$1,000	\$1,000	\$500	\$500 #	\$7,955

Note: Totals may not foot due to rounding.

FY 2011 - FY 2017 Capital Investment Program

PW-W/B-49 Pedestrian Facilities Compliance Program

Category: **Walkways/Bikeways**
 Department: **Transportation**

Status: **Ongoing**
 Location: **Citywide**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
1,782,000	1,082,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000

Description and Scope

This program provides a resource to identify, inventory, prioritize, design, and construct spot improvements to pedestrian facilities citywide to meet compliance standards stemming from the Americans with Disabilities Act (ADA). This program serves as the City's dedicated resource for addressing citizen accessibility requests and implementing high priority improvements identified in the City's ADA Transition Plan for Public Rights of Way.

Rationale

Title II of the Americans with Disabilities Act (ADA) mandates municipalities to provide programs, facilities, and services that are accessible for citizens of all abilities. This program provides a resource for mitigating barriers to accessibility identified either through citizen requests or prioritized as high priority locations within the Transition Plan for Public Rights of Way (a required element of ADA compliance)

Environmental Impacts

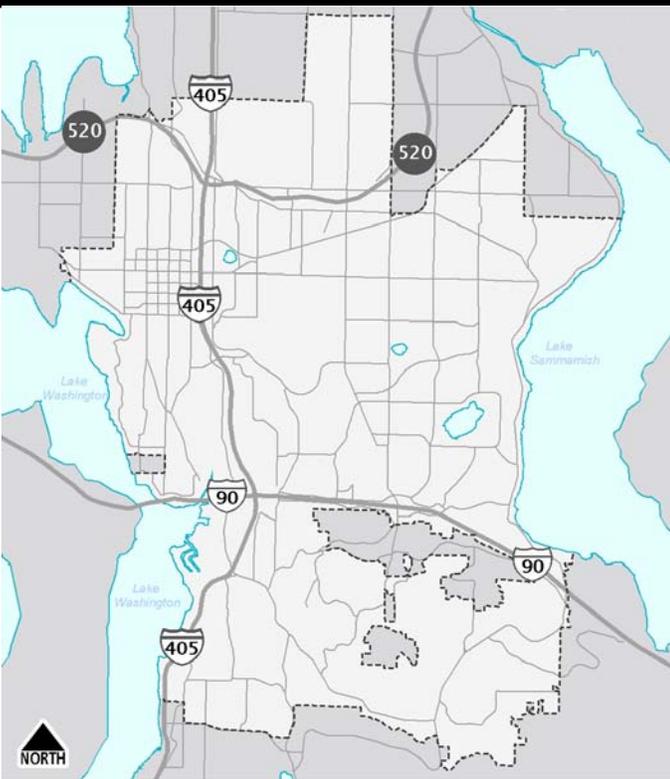
None

Operating Budget Impacts

Ongoing maintenance and operations costs of the new facilities will be determined during each of the program's design phases.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	Ongoing	1,782,000
Total Budgetary Cost Estimate:		1,782,000
Means of Financing		
Funding Source	Amount	
Charges for Services	309	
General Taxes	599,561	
Interlocal Contributions	33,200	
State Grants	193,715	
Transportation Funding	955,215	
Total Programmed Funding:		1,782,000
Future Funding Requirements:		0

This project is in multiple locations throughout the City.

Project Description/Scope: The project description and scope has been modified to reflect a shift from a primarily being reactive to citizens' requests for ADA compliance work but to also proactively address high priority improvements identified by the City's ADA Transition Plan for Public Rights of Way.

Capital Costs/Revenue: Capital costs/revenue increased \$384,000. Reflects an increase in the base annual allocation from \$50,000 to \$100,000 per year, continuing for 2016 & 2017, less the elimination of annual inflationary and overhead adjustments previously applied.

FY 2011 - FY 2017 Capital Investment Program

PW-W/B-56 Pedestrian Access Improvements

Category: **Walkways/Bikeways**
 Department: **Transportation**

Status: **Ongoing**
 Location: **Citywide**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
8,461,000	5,206,000	855,000	400,000	400,000	400,000	400,000	400,000	400,000

Description and Scope

This CIP program provides the opportunity to build small but critical projects to implement the Pedestrian and Bicycle Transportation Plan. These projects enhance non-motorized connections within neighborhoods and to schools, parks, shopping and transit – improving mobility, safety and health for everyone while protecting the environment. Program funds leverage grants, and enable partnerships with other City programs or private sector development to construct larger scale projects.

Rationale

This program allows the City to construct small-scale non-motorized transportation projects that address mobility and safety concerns, and respond to emergent needs/opportunities and citizen requests 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 mobility and safety projects and citizen requests are for sidewalks and trails on or near neighborhood streets accessing schools, shopping, transit, and other activities.

Environmental Impacts

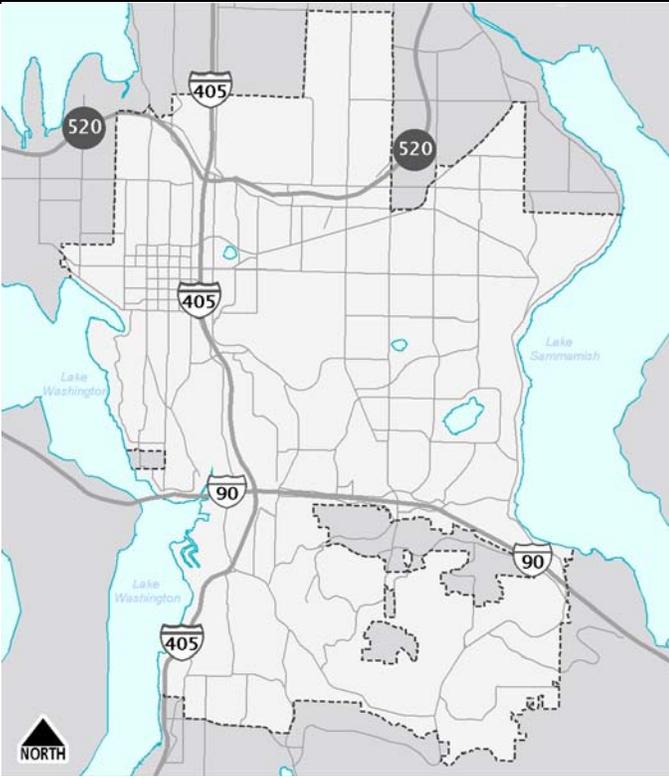
These projects are usually small and limited in scope, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

Operating Budget Impacts

Operating budget costs will increase due to added maintenance of the improvements. Additional operating costs will be approximately \$14,700 per year, adjusted for inflation, beginning in 2012 for maintenance of a new trail to be built in 2011. Additional operating costs may be required for future improvements as needed.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	Ongoing	8,461,000
Total Budgetary Cost Estimate:		8,461,000
Means of Financing		
Funding Source	Amount	
Charges for Services	1,646	
Developer Contributions	30,000	
Federal Grants	870,708	
General Taxes	2,958,874	
State Grants	605,000	
Transportation Funding	3,994,772	
Total Programmed Funding:		8,461,000
Future Funding Requirements:		0

This project is in multiple locations throughout the City.

Capital Costs/Revenue: Capital costs decreased \$304,000. Reflects continued annual \$400,000 funding for 2016 & 2017, the elimination of annual inflationary & overhead adjustments previously applied.

FY 2011 - FY 2017 Capital Investment Program

PW-W/B-71 108th Avenue SE/Bellevue Way to I-90

Category: **Walkways/Bikeways**
 Department: **Transportation**

Status: **Approved and Not Begun**
 Location: **108th Avenue SE/Bellevue Way to I-90**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
3,041,000	594,000	1,947,000	500,000	-	-	-	-	-

Description and Scope

This project will connect gaps in the existing six-foot sidewalk and four-foot bike lane on the east side of 108th Avenue SE, between Bellevue Way and SE 25th Street; will install a six-foot sidewalk and eight-foot parking lane on the west side of 108th Avenue SE, between SE 22nd Street and SE 23rd Street; and will construct a five to ten-foot multi-use path behind a two-foot landscape strip along the east side of 108th Avenue SE, between SE 25th Street and I-90. The project will also replace or rehabilitate select concrete roadway panels.

Rationale

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. This project helps to accomplish the department's mission to provide a safe and efficient transportation system that supports livable neighborhoods and a vital economy in partnership with the community. This is also a walk to school route serving Enatai Elementary. 108th Avenue SE is a key gateway bicycle route connecting the east-west I-90 trail with downtown Bellevue. The project will compliment non-motorized improvements made to 108th Avenue SE to the north of Bellevue Way in 1997. The project will also improve access to a local transit route using 108th Ave SE. Citizens, through Neighborhood Enhancement Program (NEP), voted to fund a raised crosswalk in 2000 and continue to place projects on the NEP ballot in this area.

Environmental Impacts

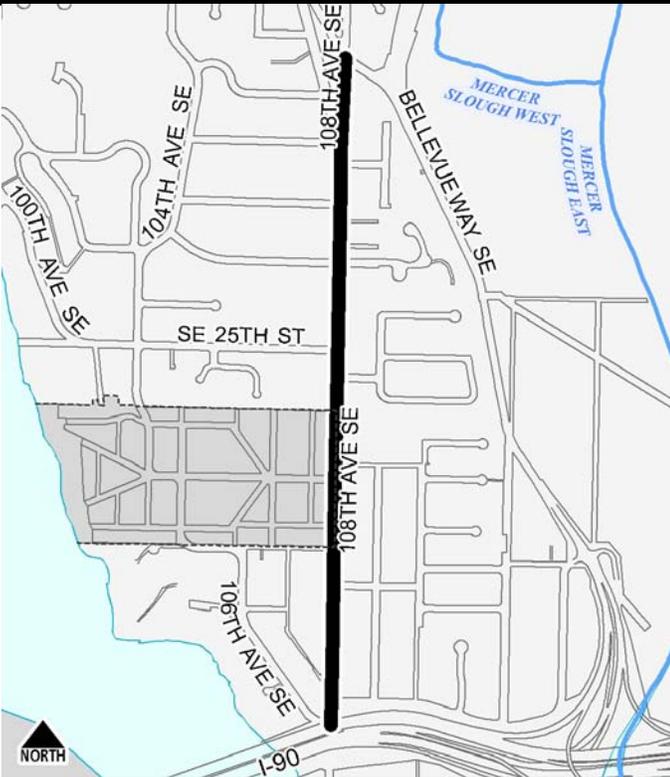
An environmental determination will be made during the design phase of the project.

Operating Budget Impacts

Operating budget costs will increase due to added roadway, non-motorized, and landscape maintenance. The maintenance activities will include landscaping maintenance and street, bikeway, and walkway maintenance beginning in 2013. An estimated \$9,700 will be required to fund maintenance and operations costs in 2013, adjusted for inflation thereafter.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2009 - 2010	3,041,000
Total Budgetary Cost Estimate:		3,041,000
Means of Financing		
Funding Source	Amount	
General Taxes	594,000	
Real Estate Excise Tax	2,447,000	
Total Programmed Funding:		3,041,000
Future Funding Requirements:		0

Description and Scope: The original project scope was modified through a public involvement process conducted during the preliminary design phase and reflects the preferences of the local community.

Capital Costs/Revenue: Capital costs decreased by \$4,019,000 reflecting an updated cost estimate and the modified scope determined through the preliminary design phase.

FY 2011 - FY 2017 Capital Investment Program

PW-W/B-76 Neighborhood Sidewalk Program

Category: **Walkways/Bikeways**
 Department: **Transportation**

Status: **Approved and Begun**
 Location: **Entire City**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
4,060,000	2,507,000	-	103,000	450,000	500,000	500,000	-	-

Description and Scope

This program funds the pre-design, design, and construction of sidewalk projects in neighborhoods throughout the city. Neighborhood sidewalks are pedestrian facilities connecting neighborhood residents to neighborhood destinations including housing, parks, schools, shopping and services, employment, and the transit and school bus systems. Individual projects are selected in part based on strong and sustained community support demonstrated through other programs such as the Neighborhood Enhancement Program (CIP Plan No. NEP-1). Project costs, typically in the range between \$500,000 and \$1,500,000, exceed the financial capacity of ongoing minor capital programs like NEP or Pedestrian Access Improvements (CIP Plan No. PW-W/B-56), but the projects often do not compete well for stand-alone CIP project funding.

Rationale

This program helps to accomplish the department's mission to provide a safe and efficient transportation system that supports livable neighborhoods and a vital economy in partnership with the community. The program is designed to respond to identified neighborhood priorities for sidewalk facilities that may not otherwise compete for citywide CIP funding. Consistent with city policy, priority is given to neighborhood sidewalk segments that address safety issues; provide access to activity centers such as schools, parks, and commercial areas; provide accessible linkages to transit and school bus systems; complete planned pedestrian and bicycle facilities; and, provide system connectivity.

Environmental Impacts

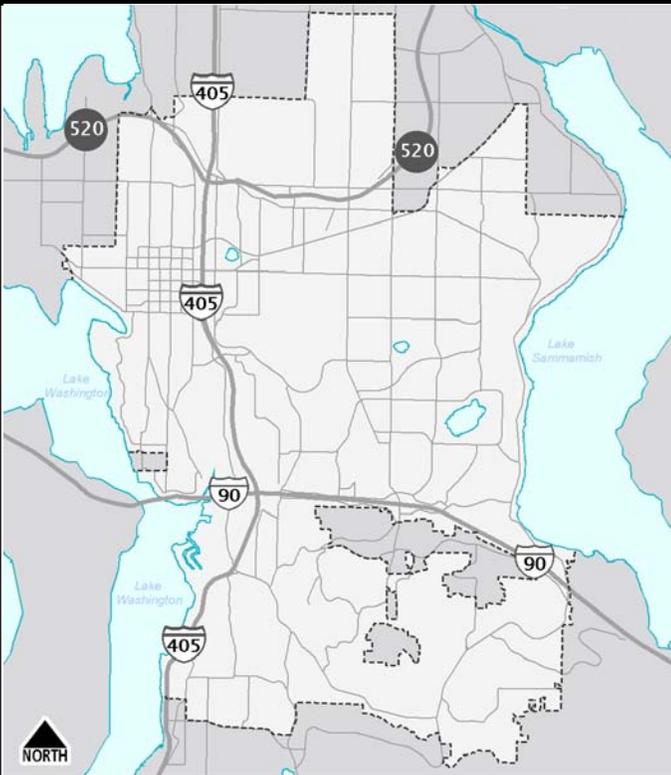
An environmental determination will be made on a location by location basis in conjunction with preliminary engineering.

Operating Budget Impacts

Operating budget costs will increase due to necessary maintenance of the improvements. The maintenance activities may include curb, gutter, and sidewalk maintenance, street sweeping, and landscape maintenance. Additional operating costs for new improvements will be determined on an as needed basis during project development.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2007 - 2009	4,060,000
Total Budgetary Cost Estimate:		4,060,000
Means of Financing		
Funding Source	Amount	
Supplemental CIP LTGO Bonds	2,507,000	
Transportation Funding	1,553,000	
Total Programmed Funding:		4,060,000
Future Funding Requirements:		0

Description and Scope: Completed specific project locations and improvements were deleted. Future project locations and improvements will be determined and ultimately be approved by City Council action.

Capital Costs/Revenue: Capital costs/revenue increased by \$1,060,000 to reflect additional funding allocated to the program.



Projects Completed, Combined, or Deleted

2011-2017 Adopted CIP: Transportation - Walkways/Bikeways

CIP Plan Number	Project Name	Total Estimated Cost (\$000s)
PW-W/B-53	Transportation Trail Maintenance Program	\$976
PW-W/B-72	SE 60th Street/Lake Washington Blvd to Coal Creek Pkwy (Phase 1)	352
PW-W/B-73	NE 8th Street/96th-92nd Ave NE; NE 1st St./Lake Washington Blvd to 92nd Ave NE	3,307
PW-W/B-74	152nd Avenue SE and SE 45th Street/SE 46th Street to Newport Way	3,401
PW-W/B-75	SE 34th Street/162nd Pl SE to West Lake Sammamish Pkwy	-
PW-W/B-77	Downtown Mid-Block Crossings	1,129



Introductory Comments

2011-2017 Adopted CIP: Transportation – Maintenance/Minor Capital

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.



Funded Projects List

2011-2017 Adopted CIP: Transportation - Maintenance/Minor Capital

Funded CIP Projects

CIP Plan Number	Project Name	Outcome Area	Project Status	\$ in 000s	
				2011-2017 Project Cost	Total Estimated Cost
PW-M-1	Overlay Program	IM	O	\$36,977	\$115,642
PW-M-2	Minor Capital - Traffic Operations	IM	O	1,100	8,615
PW-M-7	Neighborhood Traffic Calming Program	IM	O	1,500	7,640
PW-M-15	Wetland Monitoring	RG	O	90	204
PW-M-19	Major Maintenance Program	SC	O	4,200	5,221
PW-M-20	Minor Capital - Streets & Lighting	IM	O	1,400	1,400
TOTAL MAINTENANCE/MINOR CAPITAL				\$45,267	\$138,722

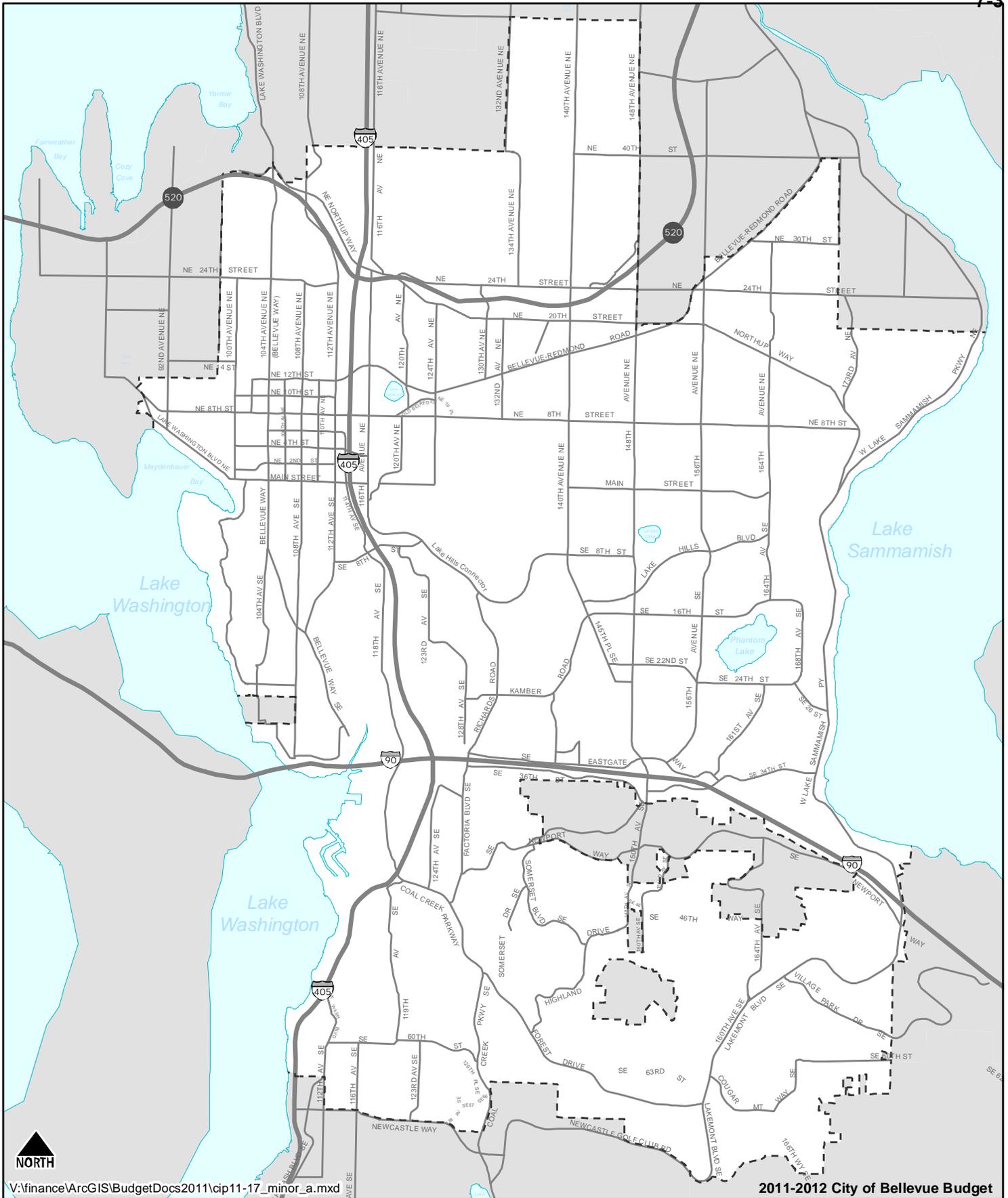
Note: Totals may not foot due to rounding.

Outcome Area Key:

EGC = Economic Growth & Competitiveness HSE = Healthy & Sustainable Environment
 IM = Improved Mobility IVCC = Innovative, Vibrant and Caring Community QN = Quality
 Neighborhoods RG = Responsive Government SC = Safe Community Debt = Debt
 Service Reserve = Council Contingency

Project Status Key:

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



2011-2017

Maintenance/Minor Capital CIP Projects

Note: Projects M-1, M-2, M-7, M-15, M-19 and M-20 are not shown as they are in multiple locations throughout the City.

The information on this map is a geographic representation derived from the City of Bellevue Geographic Information System. The City of Bellevue does not guarantee that the information on this map is accurate or complete. This map is provided on an "as is" basis and disclaims all warranties, express or implied, including but not limited to warranties of merchantability, fitness for a particular purpose and non-infringement. Any commercial use or sale of this map or portions thereof, is prohibited without express written authorization by the City of Bellevue. The City of Bellevue is not responsible for any damages arising from the use of information on this map. Use of this map is at user's risk. Users should verify the information before making project commitments.



Cost and Resource Summary

\$000

2011-2017 Adopted CIP: Transportation - Maintenance/Minor Capital

	2011	2012	2013	2014	2015	2016	2017	2011-2017 Total
TOTAL COSTS	\$5,764	\$6,159	\$6,387	\$6,598	\$6,809	\$6,661	\$6,889	\$45,267
GENERAL CIP REVENUE	\$18	\$62	\$18	\$17	\$18	\$0	\$0	\$133
REAL ESTATE EXCISE TAX	3,815	4,064	4,255	4,497	4,710	4,932	5,163	\$31,435
GRANTS/INTERGOVERNMENTAL/ DEVELOPER CONTRIBUTIONS:								
Federal Grant	50	-	-	-	-	-	-	\$50
Subtotal	50	-	-	-	-	-	-	\$50
TRANSPORTATION FUNDING								
Transportation B&O	495	700	700	701	700	350	350	\$3,996
Motor Vehicle Fuel Tax	1,387	1,333	1,414	1,383	1,381	1,379	1,376	\$9,653
Subtotal	1,882	2,033	2,114	2,084	2,081	1,729	1,726	\$13,649
TOTAL RESOURCES	\$5,764	\$6,159	\$6,387	\$6,598	\$6,809	\$6,661	\$6,889	\$45,267

Note: Totals may not foot due to rounding.

FY 2011 - FY 2017 Capital Investment Program

PW-M-1 Overlay Program

Category: **Maintenance/Minor Capital**
 Department: **Transportation**

Status: **Ongoing**
 Location: **Citywide**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
115,642,000	78,665,000	4,646,000	4,841,000	5,069,000	5,280,000	5,491,000	5,711,000	5,939,000

Description and Scope

This project provides major street maintenance including street overlays, pavement rehabilitation, curb, gutter, and sidewalk or walkway rehabilitation, bridge condition inventory and maintenance and appropriate Americans with Disabilities Act (ADA) retrofit work.

Rationale

Investment in roadway and walkway maintenance contributes to smooth traffic circulation and reduces the long-term cost of major reconstruction by extending the life of Bellevue's transportation system 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

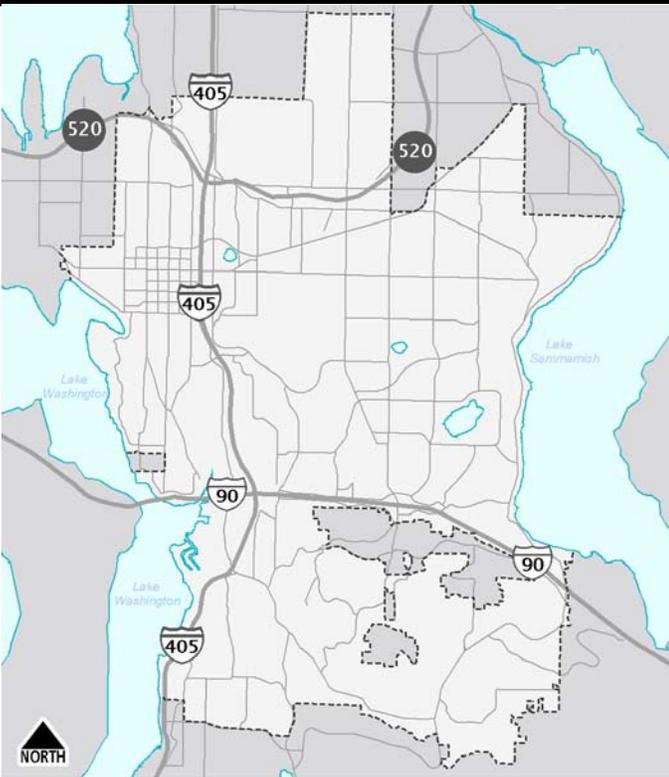
Environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

Operating Budget Impacts

This project will have no impact on operating revenues and/or expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	Ongoing	115,642,000
Total Budgetary Cost Estimate:		115,642,000

Means of Financing

Funding Source	Amount
Charges for Services	5,656
Developer Contributions	666,559
Federal Grants	2,071,720
General Taxes	10,908,484
Interlocal Contributions	448,846
Local Improvement District	101,971
Private Contributions	63,405
Real Estate Excise Tax	86,977,303
Transportation Funding	14,398,056
Total Programmed Funding:	115,642,000
Future Funding Requirements:	0

This program has been consolidated with the former Curb, Gutter, and Sidewalk Rehabilitation program (CIP Plan No. PW-M-3).

Capital Costs/Revenue: Capital costs increased \$2,073,000. Generally, this reflects an approximate 20% reduction in the consolidated PW-M-1 and M-3 budget and the continuation of the program to 2016 and 2017. Annual allocations include an inflationary adjustment.

FY 2011 - FY 2017 Capital Investment Program

PW-M-2 Minor Capital - Traffic OperationsCategory: **Maintenance/Minor Capital**
Department: **Transportation**Status: **Ongoing**
Location: **Citywide**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
8,615,000	7,515,000	200,000	150,000	150,000	150,000	150,000	150,000	150,000

Description and Scope

This program funds minor capital transportation improvements throughout the city, such as channelization and signage upgrades and installation for roadways or pedestrian and bicycle facilities. Typical projects include new crosswalk installations, enhancements to existing crosswalks, upgrading signs to new mandated standards, channelization improvements, roadway safety and access management improvements, and bicycle route signing. This program also implements pilot projects using new, innovative traffic control devices and evaluates their effectiveness.

Rationale

This program provides funds for traffic operations improvement projects that are beyond the scope of the operating budget but too small for individual CIP projects. The program allows the City to respond on an ongoing and timely basis to citizen project and safety related requests, unfunded mandates and changes to standards, partnership opportunities with other capital or private development projects, and other emergent needs.

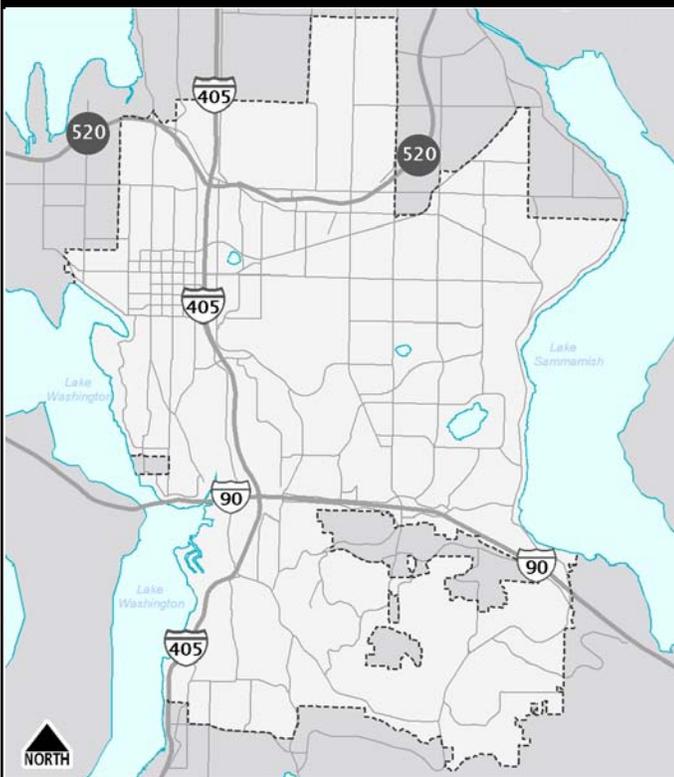
Environmental Impacts

These projects are primarily safety oriented and implemented on previously improved rights of way, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

Operating Budget Impacts

Operating funds may be required for future improvements but will be determined on an as needed basis.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	8,615,000
Total Budgetary Cost Estimate:		8,615,000

Means of Financing

Funding Source	Amount
Charges for Services	2,390
Contributions from Other City Funds	10,290
Developer Contributions	46,821
Federal Grants	569,777
General Taxes	938,796
Interlocal Contributions	73,279
Miscellaneous Revenue	3,721,790
Real Estate Excise Tax	1,131,000
State Grants	20,746
Transportation Funding	2,100,111
Total Programmed Funding:	8,615,000
Future Funding Requirements:	0

This project is in multiple locations throughout the City.

Minor Capital for Signals and Lighting was split off into its own program (CIP Plan No. PW-M-20).

Capital Costs/Revenue: Capital costs decreased \$785,000. Generally, this reflects the separation of the programmatic responsibility for signal and street lighting minor capital improvements into CIP Plan No. PW-M-20, but accounts for this program's continuation into 2016 and 2017.

FY 2011 - FY 2017 Capital Investment Program

PW-M-7 Neighborhood Traffic Calming Program

Category: **Maintenance/Minor Capital**
 Department: **Transportation**

Status: **Ongoing**
 Location: **Citywide**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
7,640,000	6,140,000	100,000	350,000	350,000	350,000	350,000	-	-

Description and 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, raised crosswalks, traffic circles, medians and/or curb extensions, in an effort to reduce vehicle speeds and non-local traffic and to improve non-motorized safety.

Rationale

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 focuses on mitigating these impacts through the development of neighborhood traffic plans to divert and/or slow traffic, improve non-motorized safety, and protect neighborhood quality of life.

Environmental Impacts

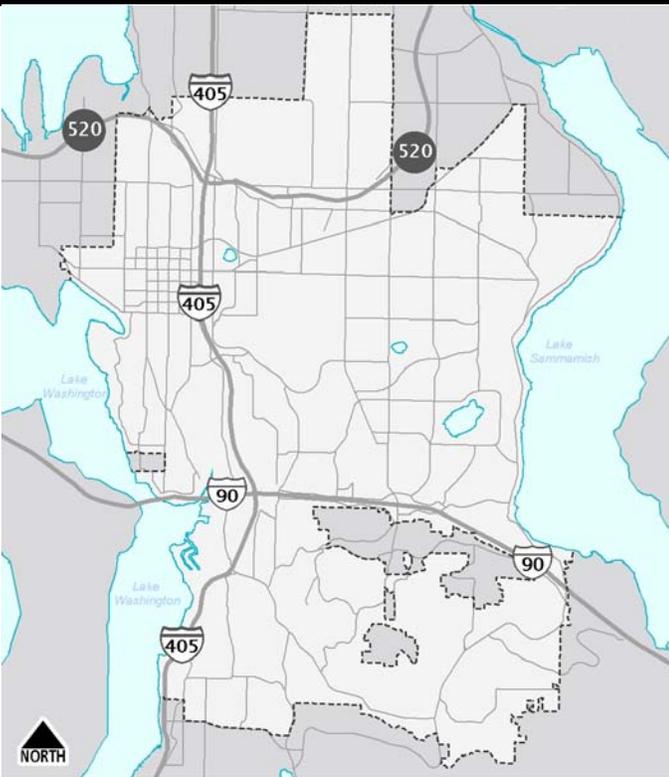
These projects are primarily safety oriented, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

Operating Budget Impacts

Operating budget costs may increase due to added street lighting (electricity) and the maintenance of the improvements. The maintenance activities will include street sweeping, landscaping maintenance, and street light/signal maintenance. Additional operating costs for new improvements will be determined on an as needed basis during project development.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	Ongoing	7,640,000
Total Budgetary Cost Estimate:		7,640,000
Means of Financing		
Funding Source	Amount	
Charges for Services	1,307	
Federal Grants	70,138	
General Taxes	5,500,540	
Miscellaneous Revenue	159,795	
Private Contributions	20,000	
Real Estate Excise Tax	794,726	
State Grants	18,494	
Transportation Funding	1,075,000	
Total Programmed Funding:		7,640,000
Future Funding Requirements:		0

This project is in multiple locations throughout the City.

Description and Scope: The program scope has been modified to no longer include response to parking concerns in neighborhoods, development of parking plans, implementation of Residential Permit Parking Zones, or development and implementation of safety programs that include an emphasis on education in the schools.

Capital Costs/Revenue: Capital costs decreased by \$3,834,000 reflecting a significant cut in the capital implementation capacity of the program tied to the 2011-2017 CIP update process. Currently, all program funding resources end after 2015.

FY 2011 - FY 2017 Capital Investment Program

PW-M-15 Wetland Monitoring

Category: **Maintenance/Minor Capital**
 Department: **Transportation**

Status: **Ongoing**
 Location: **Various locations as needed throughout the City**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
204,000	114,000	18,000	18,000	18,000	18,000	18,000	-	-

Description and 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.

Rationale

This project will allow specific transportation improvement projects to be closed when substantially complete.

Environmental Impacts

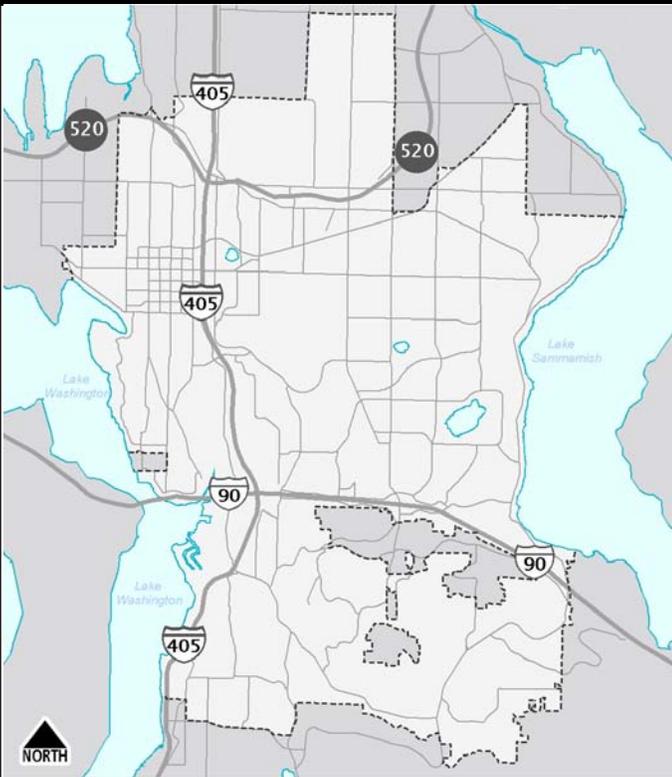
Not applicable (Work performed under this project was required by the environmental determinations and permits issues for specific transportation improvement projects.)

Operating Budget Impacts

This project will have no impact on operating revenues and/or expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2005 - Ongoing	204,000
Total Budgetary Cost Estimate:		204,000
Means of Financing		
Funding Source	Amount	
General Taxes	204,000	
Total Programmed Funding:		204,000
Future Funding Requirements:		0

This project is in multiple locations throughout the City.

Capital Costs/Revenue: Capital costs increased by \$30,000 due the increased annual cost of site monitoring (currently only one site where monitoring required, through 2015).

FY 2011 - FY 2017 Capital Investment Program

PW-M-19 Major Maintenance Program

Category: **Maintenance/Minor Capital**
 Department: **Transportation**

Status: **Ongoing**
 Location: **Citywide**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
5,221,000	1,021,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000

Description and Scope

This program will inventory and prioritize needs for maintenance, rehabilitation, reconstruction, or replacement of significant transportation systems components and other transportation related right-of-way appurtenances. Provide necessary capital resources to address a wide range of maintenance related needs that exceed the financial capacity of the Streets Maintenance or Traffic Operations operating budgets but are too small for standalone CIP projects. The program will address high priority maintenance needs including, but not limited to, the repair, rehabilitation, or replacement of roadways, walkways, trails, retaining walls, rockeries, guardrail, pedestrian safety railing, and City-owned fences. The program may also conduct street lighting or traffic signal system repairs or replacements.

Rationale

This program provides funds for major maintenance improvements that will include preserving previous investments throughout the City. This funding source allows traffic operations and street maintenance staffs to respond to emerging needs that are beyond their financial capacity.

Environmental Impacts

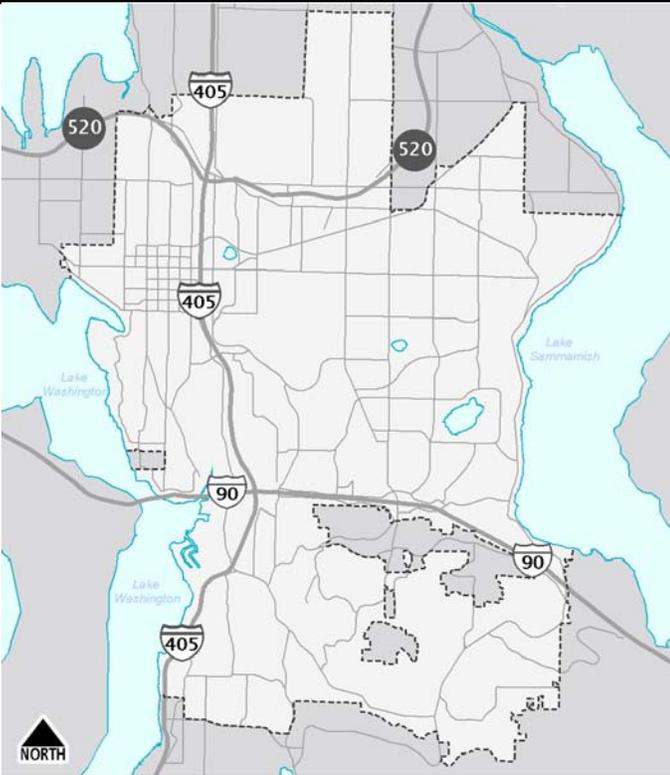
These projects are primarily maintenance and safety oriented, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

Operating Budget Impacts

This program will have no impact on operating budget revenues or expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	Ongoing	5,221,000
Total Budgetary Cost Estimate:		5,221,000

Means of Financing

Funding Source	Amount
General Taxes	1,021,000
Real Estate Excise Tax	4,155,093
Transportation Funding	44,907
Total Programmed Funding:	5,221,000
Future Funding Requirements:	0

This project is in multiple locations throughout the City.

This program has been consolidated with three other former maintenance-focused CIP programs: Minor Capital Programs-Streets (CIP Plan No. PW-M-8), Citywide Rockeries Reconstruction (CIP Plan No. PW-M-12), and Transportation Trail Maintenance (CIP Plan No. PW-W/B-53).

Capital Costs/Revenue: Capital costs increased \$1,565,000. Generally, this reflects the consolidation of the four maintenance-focused programs and the continuation of the program to 2016 and 2017.

FY 2011 - FY 2017 Capital Investment Program

PW-M-20 Minor Capital - Signals & Lighting

Category: **Maintenance/Minor Capital**
 Department: **Transportation**

Status: **Ongoing**
 Location: **Citywide**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
1,400,000	-	200,000	200,000	200,000	200,000	200,000	200,000	200,000

Description and Scope

This program funds minor capital transportation improvements to the traffic signal, street lighting, and communication systems throughout the city. Typical projects include traffic signal upgrades including new signal phases and displays for increased efficiency and safety, pedestrian crossing upgrades at signals, roadway signage and channelization upgrades near traffic signals, new or revised street lighting including LED street lights, and communication upgrades including fiber optic cables for broadband communications. This program also provides preliminary design funding for possible new traffic signals.

Rationale

This program provides funds for traffic signal and street lighting improvement projects that are beyond the scope of the operating budget but too small for individual CIP projects. The program allows the City to respond on an ongoing and timely basis to citizen project and safety related requests, unfunded mandates and changes to standards, partnership opportunities with other capital or private development projects, and other emergent needs.

Environmental Impacts

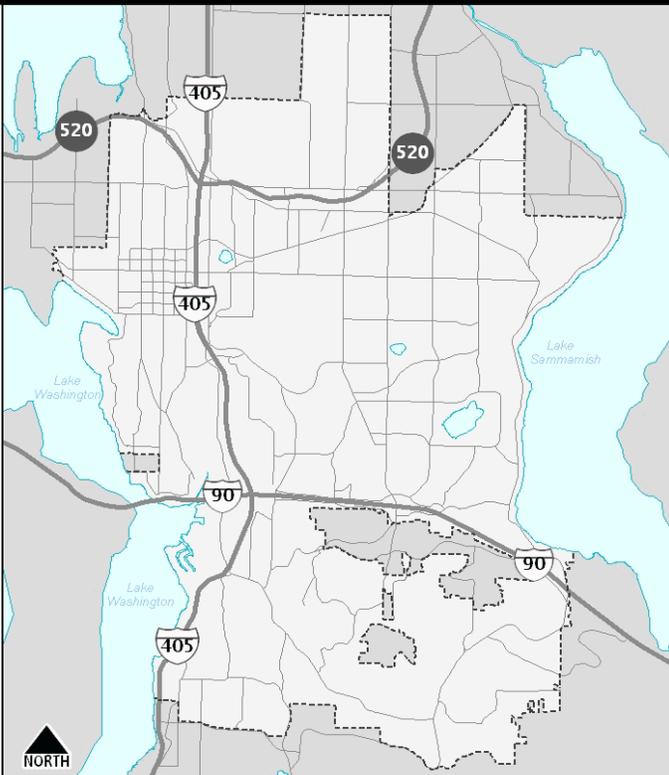
These projects are primarily safety oriented and implemented on previously improved rights of way, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

Operating Budget Impacts

Operating funds may be required for future improvements but will be determined on an as needed basis.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	Ongoing	1,400,000
Total Budgetary Cost Estimate:		1,400,000

Means of Financing

Funding Source	Amount
Transportation Funding	1,400,000
Total Programmed Funding:	1,400,000
Future Funding Requirements:	0

This new program was split off from the Minor Capital – Traffic Operations program (CIP Plan No. PW-M-2) and also consolidated with the former Signal Warrant/Safety Program (CIP Plan No. PW-I-84).



Projects Completed, Combined, or Deleted

2011-2017 Adopted CIP: Transportation - Maintenance/Minor Capital

CIP Plan Number	Project Name	Total Estimated Cost (\$000s)
PW-M-3	Curb, Gutter, and Sidewalk Rehabilitation	\$3,569
PW-M-8	Minor Capital Programs - Streets	545
PW-M-12	Citywide Rockeries Reconstruction	1,152



Introductory Comments

2011-2017 Adopted CIP: Park Acquisition & Development

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.



Funded Projects List

2011-2017 Adopted CIP: Park Acquisition & Development

Funded CIP Projects

CIP Plan Number	Project Name	Outcome Area	Project Status	\$ in 000s	
				2011-2017 Project Cost	Total Estimated Cost
P-AD-27	Planning/Design for Existing and Future Park Facilities	IVCC	AB	\$600	\$5,012
P-AD-49	LID Assessments for Park Properties	Debt	AB	130	1,626
P-AD-79	Open Space Acquisition & Trail Development - KC Levy Project	HSE	AB	936	1,872
P-AD-82	Parks & Open Space Acquisition - 2008 Parks Levy	IVCC	N	7,000	8,775
P-AD-83	Bellevue Airfield Park Dev - 2008 Parks Levy	IVCC	N	1,500	1,582
P-AD-85	Bellevue Botanical Garden Dev - 2008 Parks Levy	IVCC	N	5,500	5,533
P-AD-86	Surrey Downs Parks Dev - 2008 Parks Levy	IVCC	N	7,000	7,000
P-AD-87	Downtown Park Dev - 2008 Parks Levy	IVCC	N	5,000	5,000
P-AD-88	Neighborhood Park Dev - 2008 Parks Levy	QN	N	5,000	5,012
P-AD-89	Nature Trail Expansion - 2008 Parks Levy	HSE	N	2,000	2,086
P-AD-90	New Youth Theatre - 2008 Parks Levy	IVCC	N	5,500	5,540
P-AD-91	Lewis Creek Park Picnic Area Dev - 2008 Parks Levy	IVCC	N	2,000	2,179
TOTAL PARK ACQUISITION & DEVELOPMENT				\$42,166	\$51,217

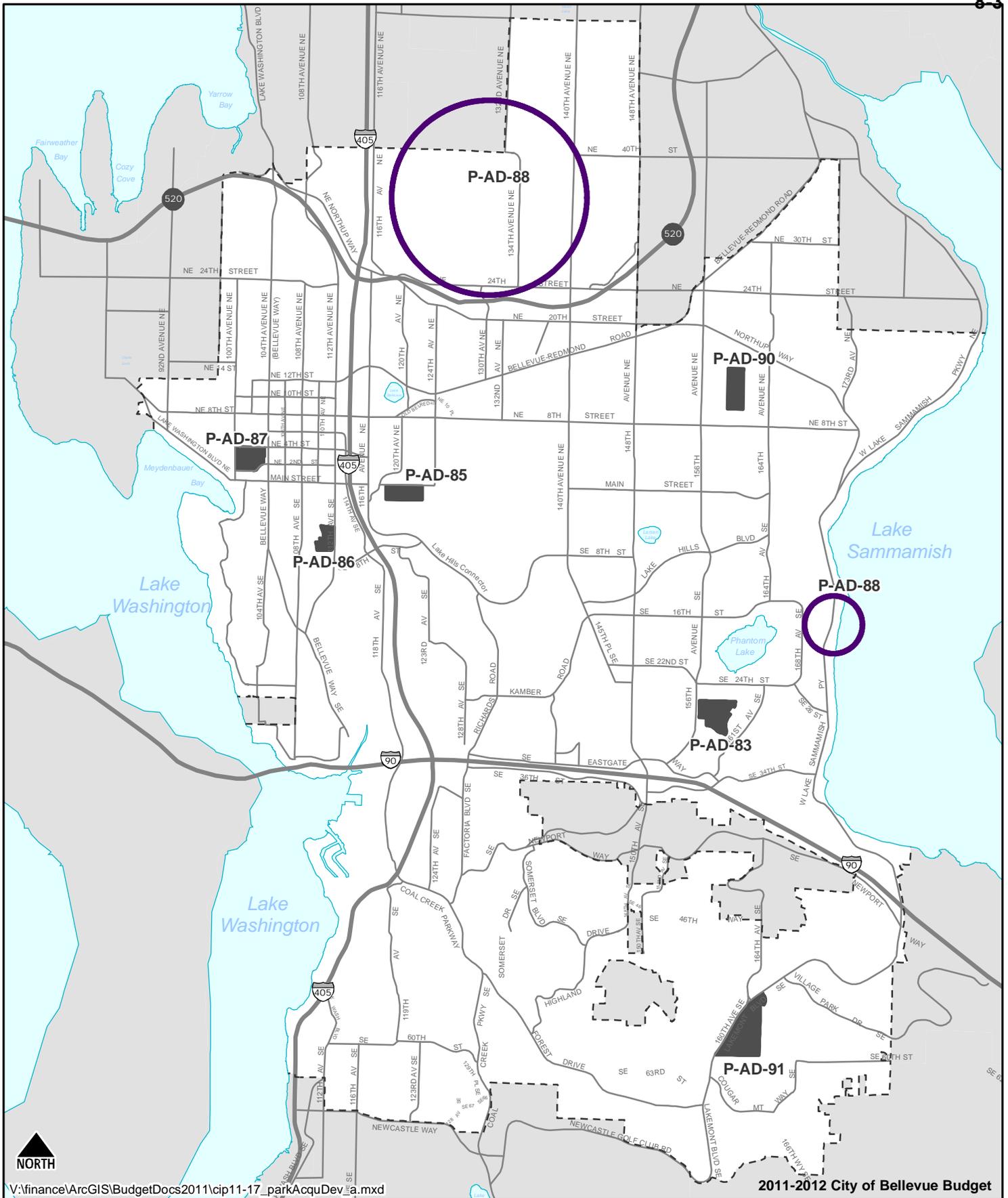
Note: Totals may not foot due to rounding.

Outcome Area Key:

EGC = Economic Growth & Competitiveness HSE = Healthy & Sustainable Environment
 IM = Improved Mobility IVCC = Innovative, Vibrant and Caring Community QN = Quality
 Neighborhoods RG = Responsive Government SC = Safe Community Debt = Debt
 Service Reserve = Council Contingency

Project Status Key:

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



2011-2017 Park Acquisition & Development CIP Projects

- Notes:**
1. Projects P-AD-27, P-AD-79, P-AD-82, and P-AD-89 are not shown as they reflect costs related to projects located throughout the City.
 2. Project P-AD-49 is not shown as it is an administrative project.
 3. Park areas shown are general locations and are not to be interpreted as actual boundaries.

The information on this map is a geographic representation derived from the City of Bellevue Geographic Information System. The City of Bellevue does not guarantee that the information on this map is accurate or complete. This map is provided on an "as is" basis and disclaims all warranties, express or implied, including but not limited to warranties of merchantability, fitness for a particular purpose and non-infringement. Any commercial use or sale of this map or portions thereof, is prohibited without express written authorization by the City of Bellevue. The City of Bellevue is not responsible for any damages arising from the use of information on this map. Use of this map is at user's risk. Users should verify the information before making project commitments.



Cost and Resource Summary

\$000

2011-2017 Adopted CIP: Park Acquisition & Development

	2011	2012	2013	2014	2015	2016	2017	2011-2017 Total
TOTAL COSTS	\$8,647	\$7,345	\$9,544	\$7,530	\$8,900	\$200	\$0	\$42,166
RESOURCES								
GENERAL CIP REVENUE	\$335	\$333	\$32	\$30	\$0	\$0	\$0	\$730
REAL ESTATE EXCISE TAX	2,500	4,000	5,811	1,689	-	-	-	14,000
PARKS PROPERTY TAX LEVY	5,500	2,700	3,389	5,811	8,900	200	-	26,500
GRANTS/INTERGOVERNMENTAL/ DEVELOPER CONTRIBUTIONS: King County Contributions	312	312	312	-	-	-	-	936
TOTAL RESOURCES	\$8,647	\$7,345	\$9,544	\$7,530	\$8,900	\$200	\$0	\$42,166

Note: Totals may not foot due to rounding.

FY 2011 - FY 2017 Capital Investment Program

P-AD-27 Planning/Design for Existing and Future Park Facilities

Category: **Acquisition & Development**
 Department: **Parks & Community Services**

Status: **Ongoing**
 Location: **Various locations**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
5,012,000	4,412,000	300,000	300,000	-	-	-	-	-

Description and 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. Current initiatives include completion of master plans for Surrey Downs and Ashwood Park, as well as continuing professional and technical support for Citywide initiatives.

Rationale

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

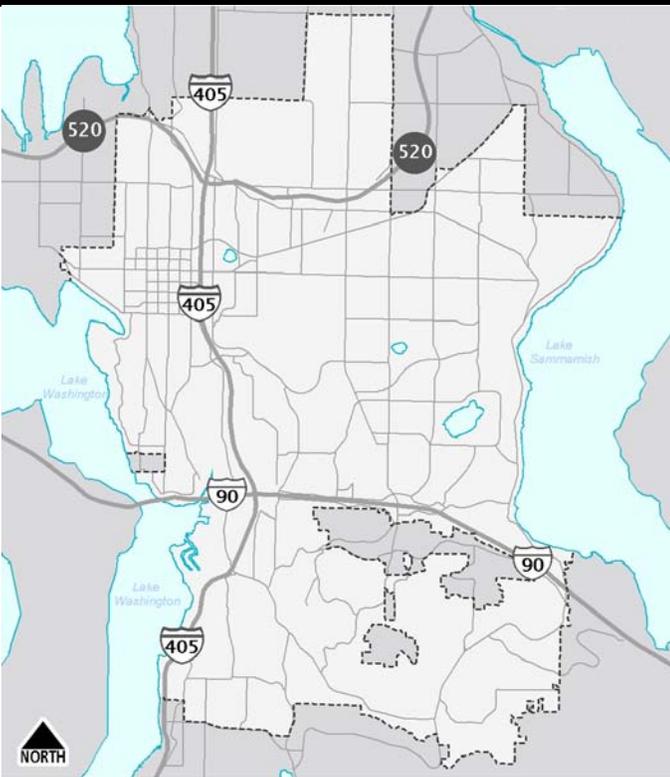
Environmental impacts will be determined by the degree of development proposed by plans for individual park sites. Environmental review will be conducted in conjunction with development of the plans, and will cover the potential impact of both operational and physical redevelopment proposals.

Operating Budget Impacts

This project will have no impact on operating revenues and/or expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	Ongoing	5,012,000
Total Budgetary Cost Estimate:		5,012,000
Means of Financing		
Funding Source	Amount	
Charges for Services	428	
Contributions from Other City Funds	50,000	
General Taxes	764,092	
Miscellaneous Revenue	1,589	
Private Contributions	312,290	
Real Estate Excise Tax	2,748,525	
Rents and Leases	3,589	
Sale of Fixed Assets	1,130,537	
Utility Rates/Fees	950	
Total Programmed Funding:		5,012,000
Future Funding Requirements:		0

This project reflects costs related to projects located throughout the City.

FY 2011 - FY 2017 Capital Investment Program

P-AD-49 LID Assessments for Park Properties

Category: **Acquisition & Development**
 Department: **Parks & Community Services**

Status: **Approved and Begun**
 Location: **NA**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
1,626,000	1,496,000	35,000	33,000	32,000	30,000	-	-	-

Description and 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.. Currently, Parks' only LID commitment is a 20-year contract (complete in 2014) to help fund improvements to NE 10th between Bellevue Way and 112th Avenue NE.

Rationale

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

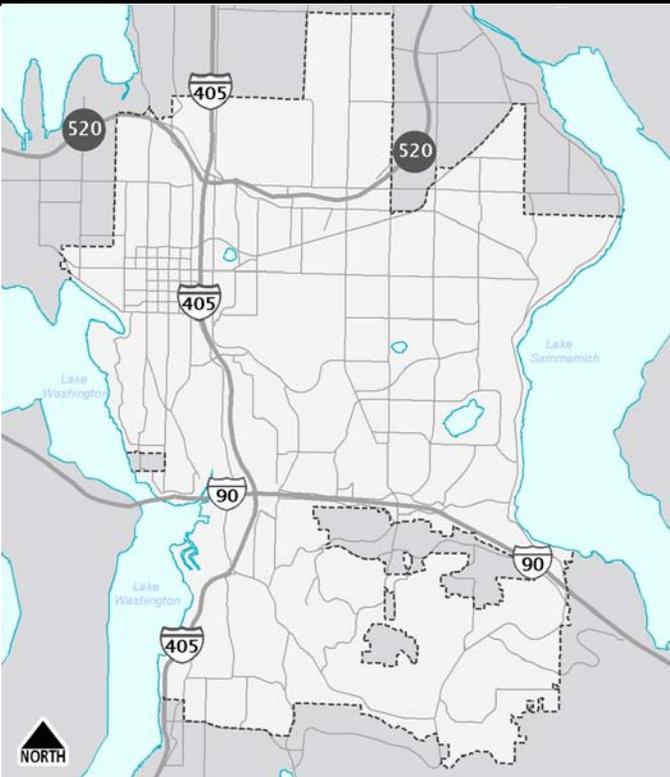
Since this project serves as an accounting entity, no environmental impact is expected.

Operating Budget Impacts

This project will have no impact on operating revenues and/or expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	1993 - 2014	1,626,000
Total Budgetary Cost Estimate:		1,626,000
Means of Financing		
Funding Source	Amount	
General Taxes	873,470	
Miscellaneous Revenue	116,194	
Real Estate Excise Tax	636,336	
Total Programmed Funding:		1,626,000
Future Funding Requirements:		0

This is an administrative project.

FY 2011 - FY 2017 Capital Investment Program

P-AD-79 King County Special Property Tax Levy

Category: **Acquisition & Development**
 Department: **Parks & Community Services**

Status: **Approved and Begun**
 Location: **Within the City's area of influence**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
1,872,000	936,000	312,000	312,000	312,000	-	-	-	-

Description and Scope

This project provides the necessary resources to fund the acquisition and development of open space and natural lands, and trail projects that support connections to the regional trail system, which meet the purpose of the Special Property Tax Levy Agreement with King County.

Rationale

Projects may include acquisitions and key trail development within the Lake to Lake Greenway & Open Space system throughout Bellevue connecting to the Coal Creek Natural area, South Bellevue Greenway, Richards Valley Greenway, and West Lake Sammamish Parkway trails that link Bellevue's Open Space system to the larger regional trail system, which meets the purpose of the Special Property Tax Levy Agreement. Funds are allocated from the King County Special Property Tax Levy approved by King County voters on August 21, 2007. The actual funding allocation is based upon population and assessed values. King County retains a 1 percent administrative fee.

Environmental Impacts

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

Operating Budget Impacts

Proactive management and maintenance services protect the City's capital investment in parks and open space and ensure that these acquisitions are safe and accessible to the community.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2008 - 2013	1,872,000
Total Budgetary Cost Estimate:		1,872,000
Means of Financing		
Funding Source	Amount	
Interlocal Contributions	1,872,000	
Total Programmed Funding:		1,872,000
Future Funding Requirements:		0

Land acquisition may occur within and outside Bellevue City Limits for this project.

FY 2011 - FY 2017 Capital Investment Program

P-AD-82 Parks & Open Space Acquisition - 2008 Parks Levy Project

Category: **Acquisition & Development**
 Department: **Parks & Community Services**

Status: **New**
 Location: **Various Locations**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
8,775,000	1,775,000	2,000,000	2,000,000	2,000,000	1,000,000	-	-	-

Description and Scope

This project provides the resources to acquire park and open space property throughout the City. An "Acquisition Opportunity Fund" was identified in the 2008 Park Levy to dedicate resources to obtain land that complements the existing park system to increase public access to lake shores, preserve open space, protect water quality, increase trail connectivity and create opportunities for new neighborhood parks. The City has identified needs throughout the City to provide greater access to the waterfront, provide parks in several neighborhoods, enhance existing parks, preserve the City's diminishing natural areas and complete the City's significant greenway and trail system.

Rationale

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. This project is of highest priority to meet the project needs identified in the Parks and Open Space System Plan. It 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

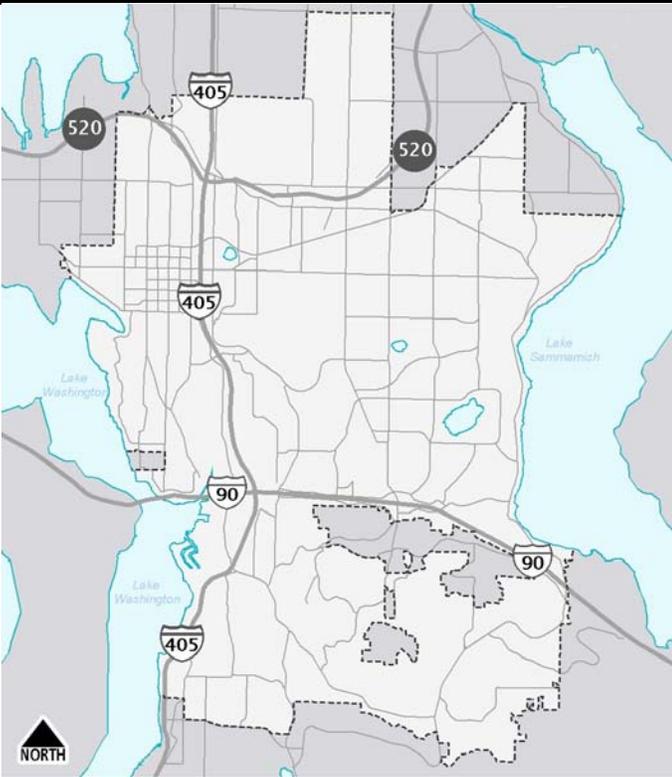
Land acquisition is exempt from the requirements of the State Environment Protection Act (SEPA).

Operating Budget Impacts

Estimated annual maintenance costs of \$7,500 beginning in 2013 will ensure that these acquisitions are safe and accessible to the community. These costs will be funded by the ongoing M&O component of the 2008 levy.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2010 - 2014	8,775,000
Total Budgetary Cost Estimate:		8,775,000
Means of Financing		
Funding Source	Amount	
2008 Parks Levy - Property Tax	975,000	
Interlocal Contributions	800,000	
Real Estate Excise Tax	7,000,000	
Total Programmed Funding:		8,775,000
Future Funding Requirements:		0

FY 2011 - FY 2017 Capital Investment Program

P-AD-83 Parks Levy - Bellevue Airfield Park

Category: **Acquisition & Development**
 Department: **Parks & Community Services**

Status: **New**
 Location:

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
1,582,000	82,000	200,000	500,000	800,000	-	-	-	-

Description and Scope

This project provides funding approved in the 2008 Park Levy to design and secure permits for the first phase of development of Bellevue Airfield Park. At full build-out, the park will include two lighted athletic areas, a picnic area, children's play areas, restrooms, parking, walkways and trail connections. Requested funding is sufficient to complete the design and permitting for phase one development, which represents approximately half of the planned improvements reflected in the Master Plan. The Master Plan is the result of a community-based master planning effort.

Rationale

The Bellevue Airfield Park property is the last undeveloped large tract of land in Bellevue. Approximately one-third of the 27-acre site was operated as a municipal landfill from 1951 to 1964 and an airfield until 1983. It is currently a vacant, grass field rife with utility system easements, a landfill gas migration system, ground water monitoring wells, storm water systems, and a major sewer line. The existing landfill gas system is aging and no longer effectively manages methane discharge. The remaining two-thirds of the site is predominantly natural wooded area with a storm water collection system that is undersized per current codes. This project will lead toward the conversion of this site from a potential public liability into a highly useable, environmentally state-of-the-art recreational community asset.

Environmental Impacts

Environmental review will be conducted in conjunction with development of the plans.

Operating Budget Impacts

When the park is developed, maintenance and operations costs will be funded by the ongoing M&O element of the 2008 levy.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2011 - 2013	1,582,000
Total Budgetary Cost Estimate:		<u>1,582,000</u>
Means of Financing		
Funding Source	Amount	
2008 Parks Levy - Property Tax	1,582,000	
Total Programmed Funding:		<u>1,582,000</u>
Future Funding Requirements:		0

FY 2011 - FY 2017 Capital Investment Program

P-AD-85 Parks Levy - Botanical Garden

Category: **Acquisition & Development**
 Department: **Parks & Community Services**

Status: **New**
 Location:

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
5,533,000	33,000	2,500,000	2,000,000	1,000,000	-	-	-	-

Description and Scope

This project, funded in part by the 2008 voter-approved Parks and Natural Areas Levy, continues development at the Bellevue Botanical Garden (BBG). Together with a \$5 million private fundraising effort of our partner, the Bellevue Botanical Garden Society, this project will construct two new gardens and expand the visitor center and parking facilities. These projects, the highest priorities identified in the Bellevue Botanical Garden Master Plan Update in 2008, include:

Ravine Garden: This project creates a short walk through a heavily wooded portion of the BBG, culminating with a dramatic 150' suspension bridge over a wooded ravine 30' below, allowing visitors the opportunity to experience this unique part of the BBG at tree canopy level.

Wetland-Sun Terraced Garden: Located in the western edge of the site, this two-acre garden takes advantage of existing slopes and sunny terraces to showcase plants suitable for this setting. It includes an overlook that affords views of the BBG and downtown Bellevue.

Visitor Center & Parking Lot: The approximately 6,000 square foot visitor center will accommodate a broad spectrum of uses, including visitor gathering places, classroom and meeting spaces, interpretive displays, offices, gift shop and a small library. The capacity of the new parking lot will more than double the existing 53 spaces to accommodate the additional use expected with growth in gardens and visitor amenities.

Rationale

This project develops new garden experiences and support spaces to accommodate visitors and programs that currently limit participation due to facility constraints. It will not only resolve current program and parking constraints, it will allow our partners to grow and expand their ability to assist the City with managing this community asset. While the function will remain focused on the gardens, this project will allow for new innovative, cultural and economic activities to be blended into the BBG by providing space for special events, meetings, and other activities. This will add value to the quality of life for our citizens. As the BBG has grown, its visibility beyond Bellevue has also increased, with its reputation reaching far beyond the Puget Sound region.

Environmental Impacts

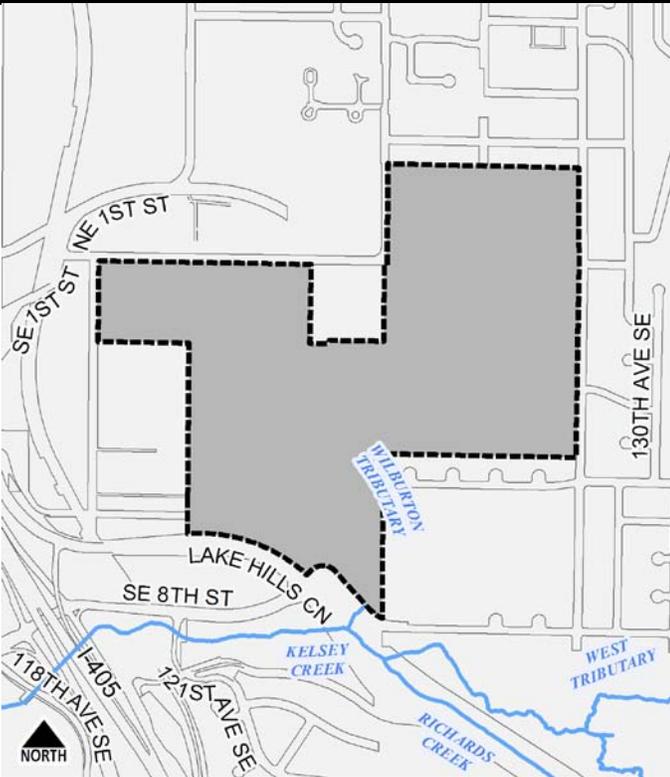
Environmental review will be conducted in conjunction with development of the project plans.

Operating Budget Impacts

Maintenance and operations costs for the new gardens and facilities will begin in 2014. These costs, estimated at \$150,000 annually, will be funded by the ongoing M&O component of the 2008 levy.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2011 - 2013	5,533,000
Total Budgetary Cost Estimate:		5,533,000
Means of Financing		
Funding Source	Amount	
2008 Parks Levy - Property Tax	2,033,000	
Real Estate Excise Tax	3,500,000	
Total Programmed Funding:		5,533,000
Future Funding Requirements:		0

FY 2011 - FY 2017 Capital Investment Program

P-AD-86 Parks Levy - Surrey Downs Community Park

Category: **Acquisition & Development**
 Department: **Parks & Community Services**

Status: **New**
 Location:

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
7,000,000	-	200,000	800,000	-	3,000,000	3,000,000	-	-

Description and Scope

This project, approved by voters in the 2008 Parks and Natural Areas Levy, funds partial development of Surrey Downs Park, which includes the complete renovation of existing athletic fields and development of a children's play area, walkways, basketball court, picnic areas and open playfields. The plan incorporates new park features while retaining the open feel of the site. Specific park components to be funded by this proposal will be determined during project design. The new park features would replace the existing King County District Court, and implements the Council-adopted Surrey Downs Park Master Plan, which had strong support from the Surrey Downs residents, who participated in its creation.

Rationale

The City had long envisioned acquiring the Surrey Downs site with the intent of building a public park and has expressed this desire in the Parks & Open Space System Plan for many years. The Surrey Downs site has been a part of the community for over 40 years and has housed an elementary school, district court, and programmed athletic fields, uses that span interests beyond the immediate neighborhood. The site, acquired from King County in 2005, has characteristics of both a neighborhood and a community park. Bordered by single-family residential homes on three sides, long-time neighbors have a personal connection with the site and view it as a neighborhood park. The master planning process includes facilities that would accommodate both neighborhood and community-wide interests.

Environmental Impacts

Environmental review will be conducted in conjunction with development of the project plans.

Operating Budget Impacts

Maintenance and operations costs for the developed park will begin in 2016. These costs, estimated at \$150,000 annually, will be funded by the ongoing M&O component of the 2008 levy.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2011 - 2015	7,000,000
Total Budgetary Cost Estimate:		7,000,000
Means of Financing		
Funding Source	Amount	
2008 Parks Levy - Property Tax	7,000,000	
Total Programmed Funding:		7,000,000
Future Funding Requirements:		0

FY 2011 - FY 2017 Capital Investment Program

P-AD-87 Parks Levy - Downtown Park

Category: **Acquisition & Development**
 Department: **Parks & Community Services**

Status: **New**
 Location:

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
5,000,000	-	-	-	100,000	500,000	4,400,000	-	-

Description and Scope

This project, approved by voters as part of the 2008 Parks and Natural Areas Levy, funds the development of additional phases of the Downtown Park Master Plan, including completion of the park's signature circular promenade, water feature and allee of trees. Construction would also include a formal connection and park entrance to Old Bellevue at the end of 102nd St NE and a terraced seating area. Expansion of the parking lot off of 100th Ave NE will also be considered as funding allows. Project implementation will include planning, design, permits and construction.

Rationale

Development goals for Downtown Park have been recognized in Bellevue's Comprehensive Plan, Parks & Open Space System Plan and the Downtown Park Subarea Plan for many years. These goals, combined with a citizen-driven master planning process, established a framework that allowed the Downtown Park to evolve into one of the most recognized parks in Bellevue. It has become a central gathering place for special events and has emerged as a key factor in establishing the identity of downtown Bellevue. The park creates an important open space for downtown workers and residents, and plays a pivotal role in making downtown an appealing place to live, work and play. Development of this phase will complete the iconic circular water feature, a vision that began with the adoption of the Master Plan in 1984 and was reaffirmed in 1997, and will further establish Bellevue as a "City in a Park."

Environmental Impacts

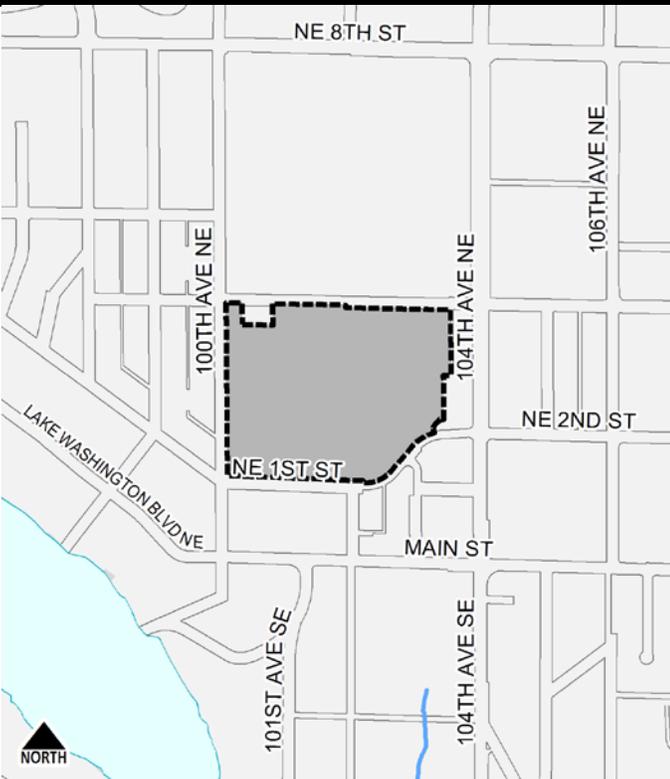
Environmental review will be conducted in conjunction with development of the project plans.

Operating Budget Impacts

Estimated annual maintenance and operations costs of \$150,000 will begin in 2015. These costs will be funded by the ongoing M&O component of the 2008 levy.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2013 - 2015	5,000,000
Total Budgetary Cost Estimate:		5,000,000
Means of Financing		
Funding Source	Amount	
2008 Parks Levy - Property Tax	5,000,000	
Total Programmed Funding:		5,000,000
Future Funding Requirements:		0

FY 2011 - FY 2017 Capital Investment Program

P-AD-88 Parks Levy - Neighborhood Parks

Category: **Acquisition & Development**
 Department: **Parks & Community Services**

Status: **New**
 Location:

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
5,012,000	12,000	100,000	400,000	1,300,000	1,500,000	1,500,000	200,000	-

Description and Scope

This project, approved by voters as part of the 2008 Parks and Natural Areas Levy, funds the planning and development of two neighborhood parks. Each project will include a citizen outreach process to inform a long-range community plan. Following City Council review and adoption of the new community-driven park plans, the sites will be developed to incorporate the approved plan features. The sites to be developed are:

Bridle Trails Neighborhood Park: Outreach is underway to identify neighborhood needs and preferences for new park facilities in the Bridle Trails neighborhood. Upon approval of a scope of work, the staff will continue working with the neighborhood to further plan, design and construct park improvements in the Bridle Trails neighborhood.

Lake Sammamish Park: The City currently owns Lake Sammamish waterfront property that is presently undeveloped for public use. The significance of this project is that it would establish Bellevue's only public waterfront access to Lake Sammamish. Project funds will be used to plan, design and construct park improvements on the City-owned waterfront property.

Rationale

This project will satisfy neighborhood park needs identified in the adopted Parks & Open Space System Plan (Park Plan). The Park Plan states that "mini-parks are pedestrian oriented facilities for the immediate neighborhood. Accordingly, a mini-park should be within safe walking distance in the neighborhood, especially since these parks often include play areas and other elements attractive to children." The Park Plan identifies a need for these new parks. The Bridle Trails subarea neighborhood park need is identified as 3.2 acres to meet standards, and 5.9 acres are needed in the Southeast Bellevue subarea that encompasses Lake Sammamish.

Environmental Impacts

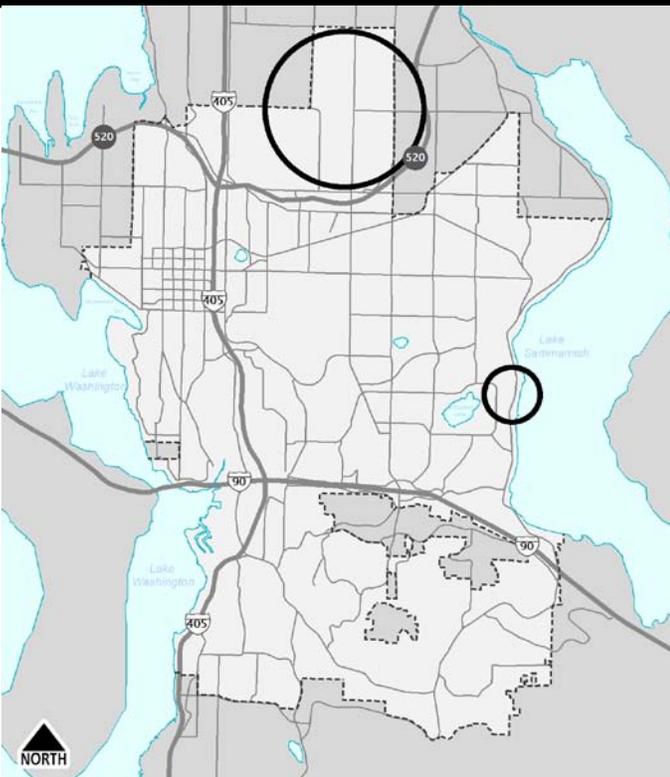
Environmental review will be conducted in conjunction with development of the plans.

Operating Budget Impacts

Estimated annual maintenance costs of \$120,000 will begin in 2016. These costs will be funded by the ongoing M&O component of the 2008 levy.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2011 - 2016	5,012,000
Total Budgetary Cost Estimate:		5,012,000
Means of Financing		
Funding Source	Amount	
2008 Parks Levy - Property Tax	5,012,000	
Total Programmed Funding:		5,012,000
Future Funding Requirements:		0

FY 2011 - FY 2017 Capital Investment Program

P-AD-89 Parks Levy - Trails and Natural Area

Category: **Acquisition & Development**
 Department: **Parks & Community Services**

Status: **New**
 Location:

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
2,086,000	86,000	1,000,000	1,000,000	-	-	-	-	-

Description and Scope

This project, approved by voters as part of the 2008 Parks and Natural Areas Levy, will provide new trails and amenities for increased recreation opportunities in Bellevue's Parks and Open Space system. The program will plan, design, permit and build "missing links" in the Lake to Lake Greenway, Richards Valley Trail, and Coal Creek system connecting Bellevue's parks to regional trails and facilities. Access to a well planned and managed trail system provides a nature experience to help build an urban environment that supports personal health and well being.

Rationale

Pedestrian and bicycle circulation systems are becoming increasingly important for recreational use, as well as transportation routes. The public has identified trails as a top priority in recent citizen surveys, and heavy use of newly built walking and jogging paths is evidence of the need for continuing to fill gaps in the trail network. Well planned and developed trail systems add value to the community by connecting parks, neighborhoods, schools, and business with non-motorized transportation alternatives. It helps decrease environmental degradation, increase user safety, add mobility, and create quality neighborhoods by providing access to nature for recreation, exploration, environmental education and personal health and well being.

Environmental Impacts

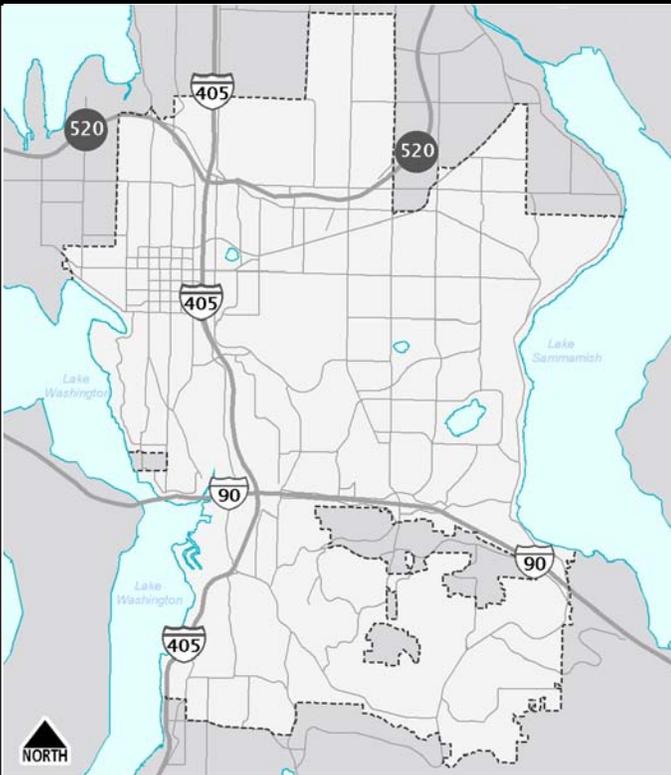
Trails are expected to be sensitively built in a variety of settings, including wetlands, old agricultural fields, wooded areas, on moderate to steep slopes, and in public street rights-of-way. Environmental impacts may include temporary peat displacement, clearing of vegetation, temporary soil erosion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

Operating Budget Impacts

Estimated annual maintenance costs of \$50,000 will begin in 2013. These costs will be funded by the ongoing M&O component of the 2008 levy.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2011 - 2012	2,086,000
Total Budgetary Cost Estimate:		2,086,000
Means of Financing		
Funding Source	Amount	
2008 Parks Levy - Property Tax	2,086,000	
Total Programmed Funding:		2,086,000
Future Funding Requirements:		0

FY 2011 - FY 2017 Capital Investment Program

P-AD-90 Parks Levy - Youth Theatre

Category: **Acquisition & Development**
 Department: **Parks & Community Services**

Status: **New**
 Location:

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
5,540,000	40,000	-	-	4,000,000	1,500,000	-	-	-

Description and Scope

This project, approved by voters as part of the 2008 Parks and Natural Areas Levy, funds the construction of a new 12,000 square foot theatre facility in Crossroads Community Park. The project is being developed in cooperation with our partner, The Bellevue Youth Theatre Foundation, which has initiated a \$1.2 million capital fundraising campaign in support of the project. This project will accommodate the growing needs of the City's youth performing arts program that now includes 800 participants and 7,000 attendees annually.

Rationale

To meet existing needs and growing demand, the City and program partner, the Bellevue Youth Theatre Foundation (BYTF), are designing a multi-functional program facility that will include a flexible, black box theatre that can be configured to accommodate between 110 and 150 seats. Support facilities include a box office, lobby, "green room," rehearsal space, storage and outdoor theatre capabilities. The new theatre's location is planned to be adjacent to the Crossroads Community Center, which will allow the two facilities to share existing parking and programming opportunities, and will allow for a smaller building footprint.

Environmental Impacts

The new facility will be integrated into the landscape through an innovative hillside design that incorporates a green roof as a functional park element. It provides a natural insulator, resulting in significant energy savings while limiting the impact of storm water runoff. The facility will be fully accessible and designed to meet the LEED (Leadership in Energy and Environmental Design) Certification standards.

Operating Budget Impacts

Estimated annual maintenance and operations costs of \$150,000 will begin in 2014. These costs will be funded by the ongoing M&O component of the 2008 levy.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2013 - 2014	5,540,000
Total Budgetary Cost Estimate:		5,540,000
Means of Financing		
Funding Source	Amount	
2008 Parks Levy - Property Tax	2,040,000	
Real Estate Excise Tax	3,500,000	
Total Programmed Funding:		5,540,000
Future Funding Requirements:		0

FY 2011 - FY 2017 Capital Investment Program

P-AD-91 Parks Levy - Lewis Creek Park Phase II

Category: **Acquisition & Development**
 Department: **Parks & Community Services**

Status: **New**
 Location:

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
2,179,000	179,000	2,000,000	-	-	-	-	-	-

Description and Scope

This project, approved by voters as part of the 2008 Parks and Natural Areas Levy, funds the completion of a picnic area at Lewis Creek Park. The scope of work includes construction of an access drive, parking area, two picnic shelters, a restroom, open play area and trail connections. This project represents the last major component to complete the development of Lewis Creek Park in accordance with the City Council-adopted Park Master Plan.

Rationale

Lewis Creek Park is popular and well-used; however, budget constraints prevented full implementation of the master plan during initial development in 2005. This project will complete the major components of the park master plan that established the community's vision for the site and will provide opportunities for people of all ages to enjoy gathering together to interact and enjoy nature. The plan is supported by the local Lakemont community, who actively participated in the park master planning effort.

Environmental Impacts

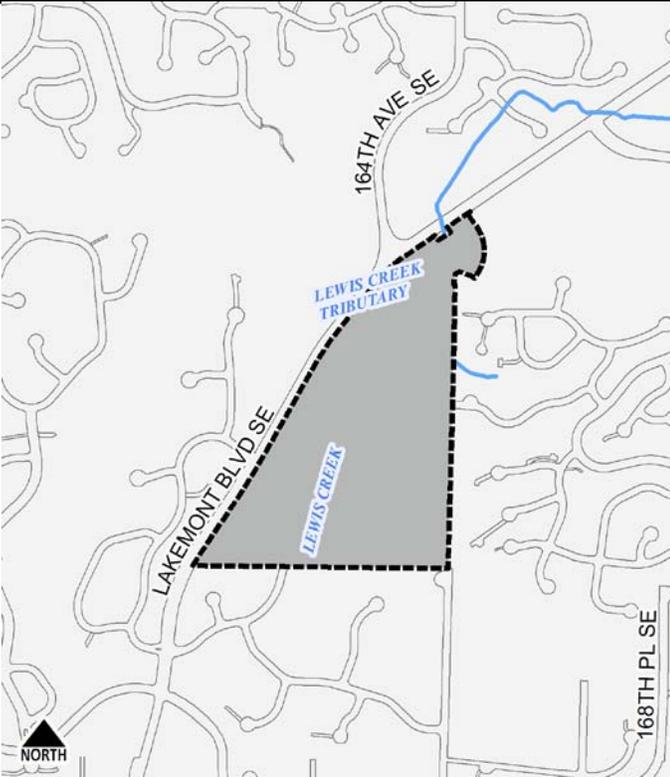
Environmental review was conducted in conjunction with the park master plan.

Operating Budget Impacts

Estimated annual maintenance costs of \$50,000 will begin in 2013. These costs will be funded by the ongoing M&O component of the 2008 levy.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2011 - 2011	2,179,000
Total Budgetary Cost Estimate:		2,179,000
Means of Financing		
Funding Source	Amount	
2008 Parks Levy - Property Tax	2,179,000	
Total Programmed Funding:		2,179,000
Future Funding Requirements:		0



Projects Completed, Combined, or Deleted

2011-2017 Adopted CIP: Park Acquisition & Development

CIP Plan Number	Project Name	Total Estimated Cost (\$000s)
P-AD-15	Property Acquisition	\$54,510
P-AD-30	Open Space Acquisitions	6,354
P-AD-34	Trail Development	1,187
P-AD-52	Mini Park Opportunities	1,810
P-AD-59	Resource Management Division Facility	961
P-AD-69	Bellevue Challenge Grant	3,139
P-AD-78	Citywide Streetscapes Enhancement Program	1,109
P-AD-80	Green Infrastructure Master Plan	6
P-AD-81	Parks Levy Implementation Project	-



Introductory Comments

2011-2017 Adopted CIP: Park Redevelopment

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.



Funded Projects List

2011-2017 Adopted CIP: Park Redevelopment

Funded CIP Projects

CIP Plan Number	Project Name	Outcome Area	Project Status	\$ in 000s	
				2011-2017 Project Cost	Total Estimated Cost
P-R-02	Enterprise Facility Improvements	IVCC	O	\$2,612	\$11,191
P-R-11	Renovation & Refurbishment of Park Facilities	HSE/IVCC	O	28,520	57,703
TOTAL PARK REDEVELOPMENT				\$31,132	\$68,894

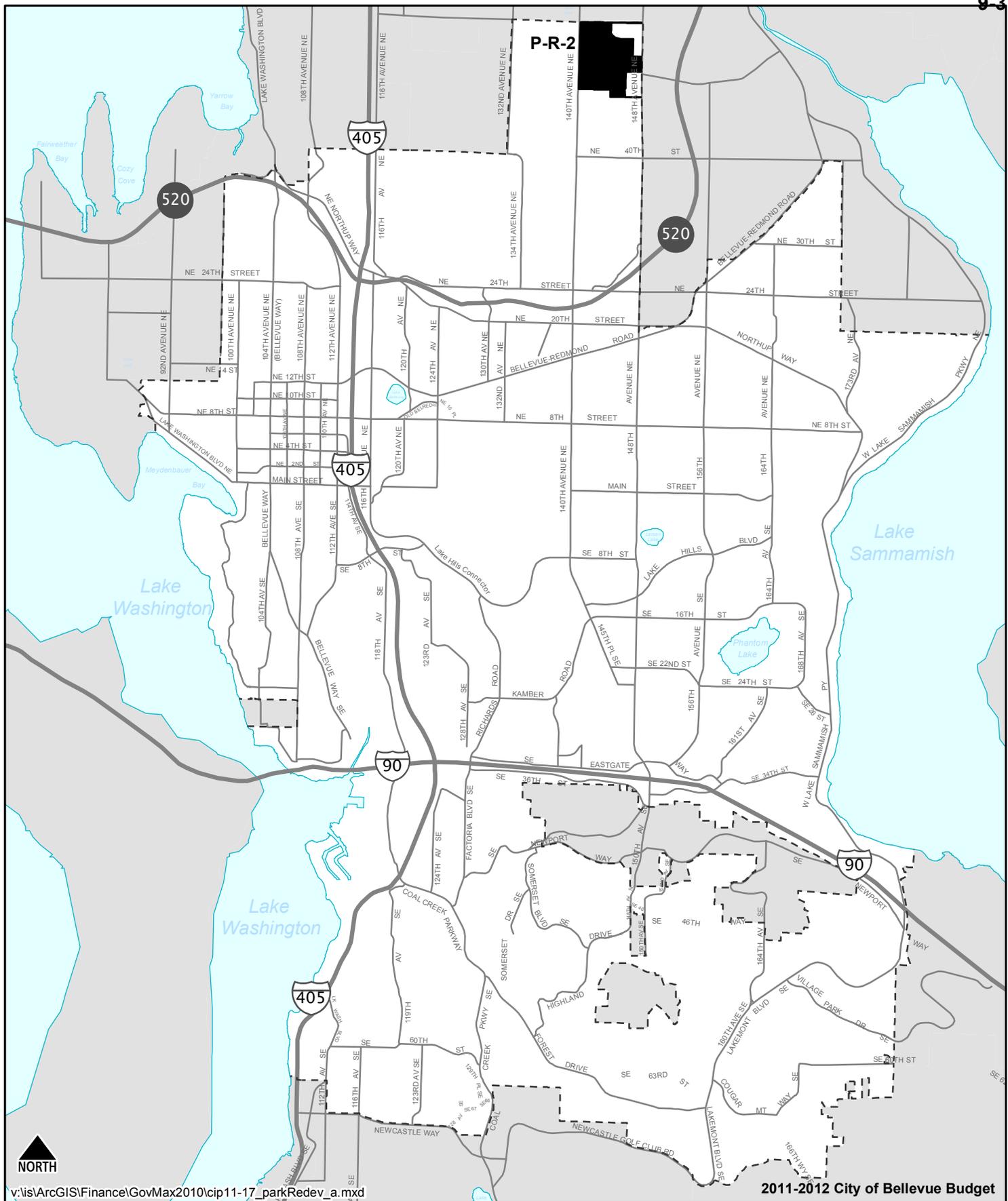
Note: Totals may not foot due to rounding.

Outcome Area Key:

EGC = Economic Growth & Competitiveness HSE = Healthy & Sustainable Environment
 IM = Improved Mobility IVCC = Innovative, Vibrant and Caring Community QN = Quality
 Neighborhoods RG = Responsive Government SC = Safe Community Debt = Debt
 Service Reserve = Council Contingency

Project Status Key:

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



2011-2017 Park Redevelopment CIP Projects

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.

The information on this map is a geographic representation derived from the City of Bellevue Geographic Information System. The City of Bellevue does not guarantee that the information on this map is accurate or complete. This map is provided on an "as is" basis and disclaims all warranties, express or implied, including but not limited to warranties of merchantability, fitness for a particular purpose and non-infringement. Any commercial use or sale of this map or portions thereof, is prohibited without express written authorization by the City of Bellevue. The City of Bellevue is not responsible for any damages arising from the use of information on this map. Use of this map is at user's risk. Users should verify the information before making project commitments.



Cost and Resource Summary

\$000

2011-2017 Adopted CIP: Park Redevelopment

	2011	2012	2013	2014	2015	2016	2017	2011-2017 Total
TOTAL COSTS	\$3,881	\$4,014	\$4,228	\$4,412	\$4,627	\$4,862	\$5,108	\$31,132
GENERAL CIP REVENUE	\$2,205	\$1,282	\$0	\$0	\$0	\$0	\$0	\$3,487
REAL ESTATE EXCISE TAX	1,315	2,358	3,840	4,010	4,240	4,460	4,690	24,913
CONTRIBUTIONS FROM OTHER CITY FUNDS:								
Parks Enterprise Fund	331	344	358	372	387	402	418	2,612
MISCELLANEOUS:								
Space/Facility Rentals	30	30	30	30	-	-	-	120
TOTAL RESOURCES	\$3,881	\$4,014	\$4,228	\$4,412	\$4,627	\$4,862	\$5,108	\$31,132

Note: Totals may not foot due to rounding.

FY 2011 - FY 2017 Capital Investment Program

P-R-02 Enterprise Facility Improvements

Category: **Redevelopment**
 Department: **Parks & Community Services**

Status: **Ongoing**
 Location:

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
11,191,000	8,579,000	331,000	344,000	358,000	372,000	387,000	402,000	418,000

Description and Scope

This project consists of various capital improvements to the Bellevue Golf Course and other Enterprise facilities. The capital improvements proposed for each year will reduce liability exposure to the City and will maintain and enhance the facilities. Golf course projects may include reconstruction of tees, greens, and sand traps, redesign of holes, forest management, and landscape improvements. Other Enterprise facility projects may include improvements to the tennis center, aquatic center, ballfields or Robinswood House.

Rationale

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

Environmental Impacts

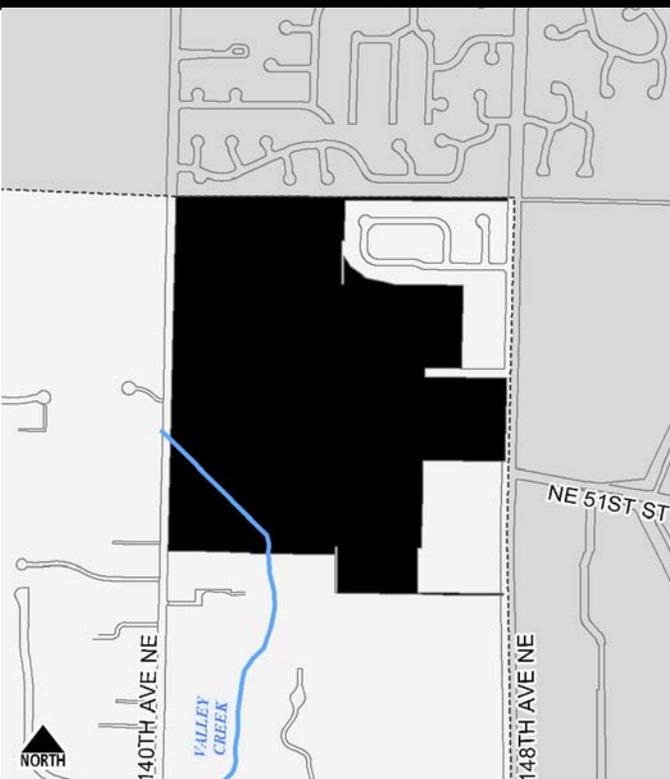
Some project-specific impacts are anticipated.

Operating Budget Impacts

This project will have no impact on operating revenues and/or expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	Ongoing	11,191,000
Total Budgetary Cost Estimate:		11,191,000
Means of Financing		
Funding Source	Amount	
Charges for Services	5,823	
Contributions from Other City Funds	9,274,269	
General Taxes	1,666,989	
Judgments/Settlements	146,229	
Rents and Leases	97,690	
Total Programmed Funding:		11,191,000
Future Funding Requirements:		0

FY 2011 - FY 2017 Capital Investment Program

P-R-11 Renovation & Refurbishment of Park Land and Facilities

Category: **Redevelopment**
 Department: **Parks & Community Services**

Status: **Ongoing**
 Location: **Various Locations**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
57,703,000	29,183,000	3,550,000	3,670,000	3,870,000	4,040,000	4,240,000	4,460,000	4,690,000

Description and 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 & Community Services has maintenance responsibility and those facilities primarily occupied and controlled by the department. Minimal trail development projects would also be authorized to allow public access to currently undeveloped areas. Typical projects include dock repairs, replacement of playground equipment, roof repairs, ball field and parking lot lighting, signage, painting, pavement repairs, and other major maintenance items.

Additional funding of \$550,000 per year for the Forest, Greenways, Trails and Nature Space Improvement Program is included in this project. This ongoing program restores, enhances, and renovates degraded natural areas including shorelines, streams, wetlands, forests, greenways, trails and nature space trees and landscaping within the 2,600 acre Parks & Open Space system. This ongoing program strongly supports citywide goals set forth in the City's Environmental Stewardship Initiative Strategic Plan and provides resources to improve and renovate natural areas, trails, developed park trees and landscape plantings, and enhance citywide Native Growth Protection Areas (NGPAs) for short-and long-term protection of the environment.

Rationale

The project addresses 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.

The Nature Space Improvement Program funds planning, design, permitting and implementation of natural area forest restoration, enhancement and habitat improvement projects on degraded park, forest, wetland, and riparian corridor for sites ranging in size from 5 to 10 acres annually. Service delivery would expand partnership agreements with private non-profit organizations, and include other efforts to increase volunteer involvement.

Environmental Impacts

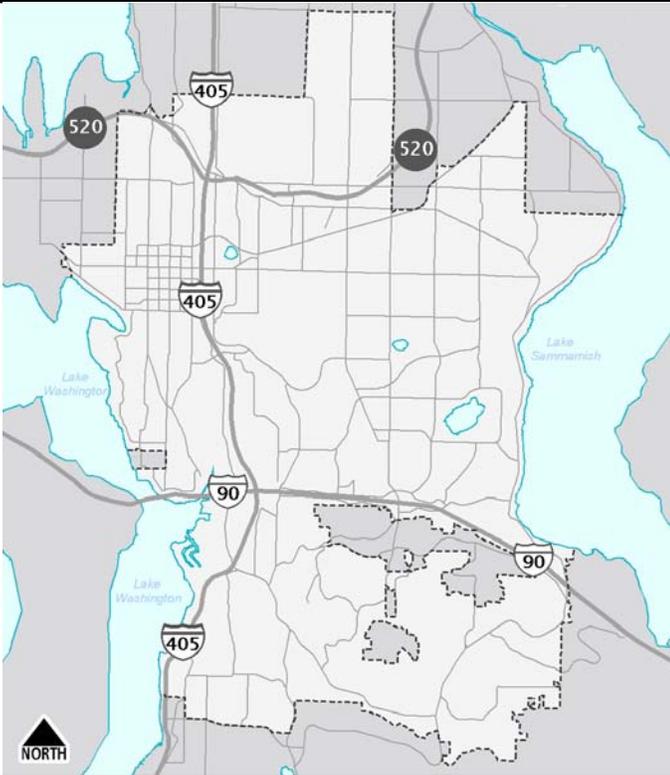
Renovation and refurbishment projects are generally exempt from the State Environmental Protection Act (SEPA.)

Operating Budget Impacts

This project will have no impact on operating revenues and/or expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	Ongoing	57,703,000
Total Budgetary Cost Estimate:		57,703,000

Means of Financing

Funding Source	Amount
Bond Proceeds	485,000
Contributions from Other City Funds	221,844
Federal Grants	185,000
General Taxes	16,977,556
Grants	1,056,210
Interlocal Contributions	464,583
Miscellaneous Revenue	1,440
Private Contributions	24,044
Real Estate Excise Tax	37,984,725
Rents and Leases	302,598
Total Programmed Funding:	57,703,000
Future Funding Requirements:	0

This project will occur at multiple locations throughout the City.

Capital Costs/Revenues: Provides enhanced funding (\$350,000) to increase the rate at which the City is able to restore and improve City owned trees and forests, including those at parks, natural areas and open space properties.



Projects Completed, Combined, or Deleted

2011-2017 Adopted CIP: Park Redevelopment

CIP Plan Number	Project Name	Total Estimated Cost (\$000s)
	None	



Introductory Comments

2011-2017 Adopted CIP: General Government

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, such as debt service projects.

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 projects that are aligned with the City's Technology Strategic plan and technology standards, encourage collaboration, and curtail uncontrolled proliferation of standalone systems.



Funded Projects List

2011-2017 Adopted CIP: General Government

Funded CIP Projects

CIP Plan Number	Project Name	Outcome Area	Project Status	\$ in 000s	
				2011-2017 Project Cost	Total Estimated Cost
G-53	CIP Interest & Interim Financing Exp (LOC)	Debt	AB	7,399	7,649
G-57	Enterprise Content Management (ECM) System Implementation	RG	AB	450	1,625
G-59	Finance and Human Resources System Replacement	RG	AB	383	14,231
G-69	Supplemental CIP Debt Funding	Debt	AB	7,546	20,508
G-76	Electric Service Reliability Study	EGC	AB	330	430
G-82	City Hall Debt Service	Debt	N	48,593	221,779
G-83	M&I Debt Service	Debt	N	6,072	17,287
G-84	Relocation of Courts from Surrey Downs to Alternate Site	RG	N	4,455	4,455
G-85	Facility Emergency Generator Power Switch Gear Replacement	RG	N	750	750
G-86	Council Contingency	Reserve	N	25,000	25,000
TOTAL GENERAL GOVERNMENT				<u>\$100,978</u>	<u>\$313,714</u>

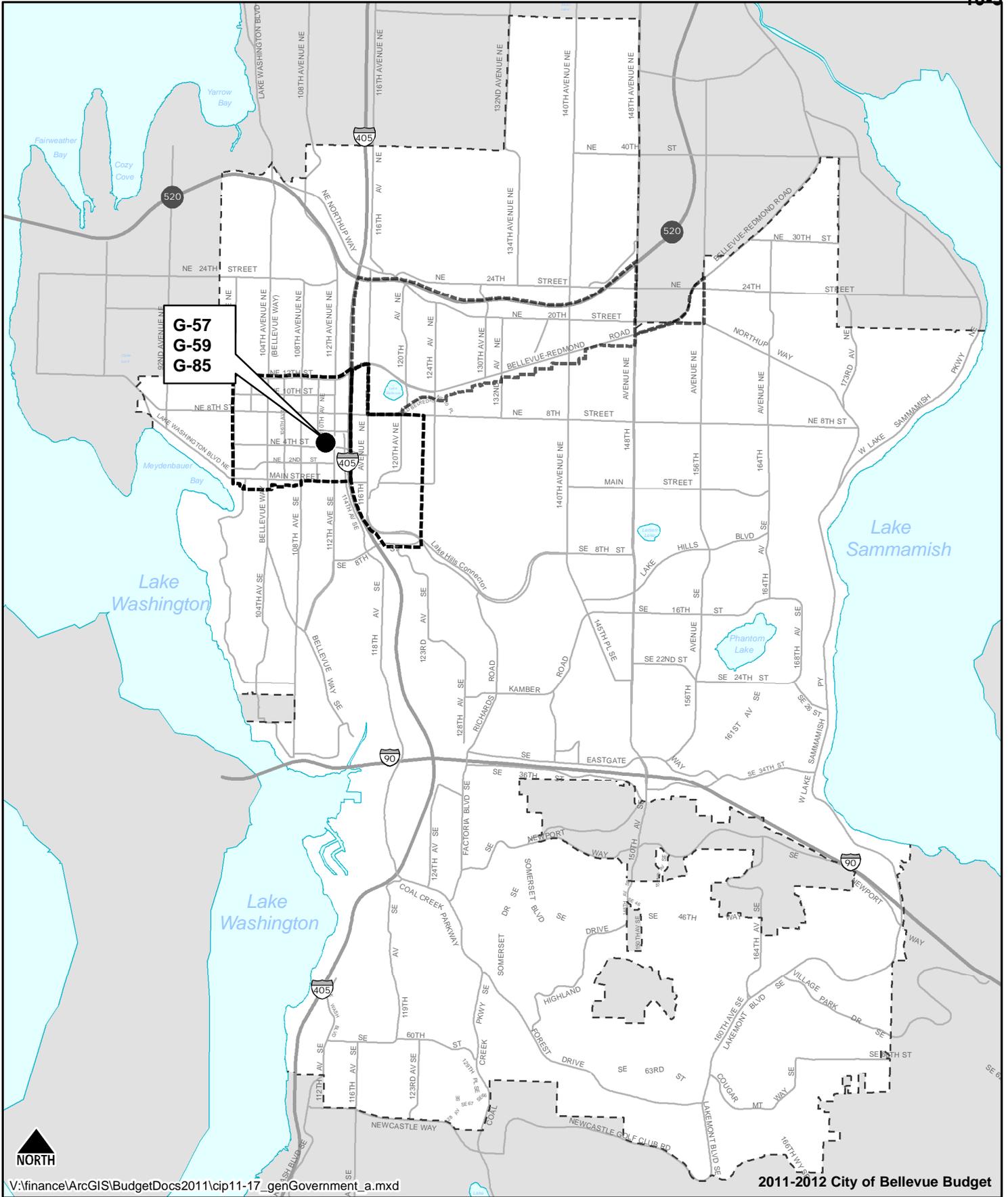
Note: Totals may not foot due to rounding.

Outcome Area Key:

EGC = Economic Growth & Competitiveness HSE = Healthy & Sustainable Environment
 IM = Improved Mobility IVCC = Innovative, Vibrant and Caring Community QN = Quality
 Neighborhoods RG = Responsive Government SC = Safe Community Debt = Debt
 Service Reserve = Council Contingency

Project Status Key:

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



2011-2017 General Government CIP Projects

The information on this map is a geographic representation derived from the City of Bellevue Geographic Information System. The City of Bellevue does not guarantee that the information on this map is accurate or complete. This map is provided on an "as is" basis and disclaims all warranties, express or implied, including but not limited to warranties of merchantability, fitness for a particular purpose and non-infringement. Any commercial use or sale of this map or portions thereof, is prohibited without express written authorization by the City of Bellevue. The City of Bellevue is not responsible for any damages arising from the use of information on this map. Use of this map is at user's risk. Users should verify the information before making project commitments.

Notes:

1. Projects G-53, G-69, G-82, G-83, and G-86, are administrative projects and are not shown on the map.
2. Project G-76 is not shown as it is a study project.
3. Project G-84 is a placeholder project for the future location of the Municipal Court.



Cost and Resource Summary

\$000

2011-2017 Adopted CIP: General Government

	2011	2012	2013	2014	2015	2016	2017	2011-2017 Total
TOTAL COSTS	\$15,071	\$17,104	\$13,919	\$14,254	\$13,945	\$13,538	\$13,145	\$100,978
GENERAL CIP REVENUE	\$12,958	\$14,985	\$11,796	\$12,125	\$11,811	\$11,593	\$11,200	\$86,468
RETAIL SALES/USE TAX								
Supplemental CIP	1,078	1,078	1,078	1,078	1,078	1,078	1,078	7,546
Mobility & Infrastructure Initiative	867	867	867	867	867	867	867	6,072
Subtotal	1,945	1,945	1,945	1,945	1,945	1,945	1,945	13,618
MISCELLANEOUS:								
Space/Facility Rentals	168	173	178	184	189	-	-	892
TOTAL RESOURCES	\$15,071	\$17,104	\$13,919	\$14,254	\$13,945	\$13,538	\$13,145	\$100,978

Note: Totals may not foot due to rounding.

FY 2011 - FY 2017 Capital Investment Program

G-53 CIP Interest & Interim Financing Expense

Category: **General Government**
 Department: **Miscellaneous Non-Departmental**

Status: **Approved and Begun**
 Location: **NA**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
7,649,000	249,545	300,455	1,000,000	1,300,000	1,500,000	1,500,000	1,100,000	699,000

Description and Scope

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

Rationale

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

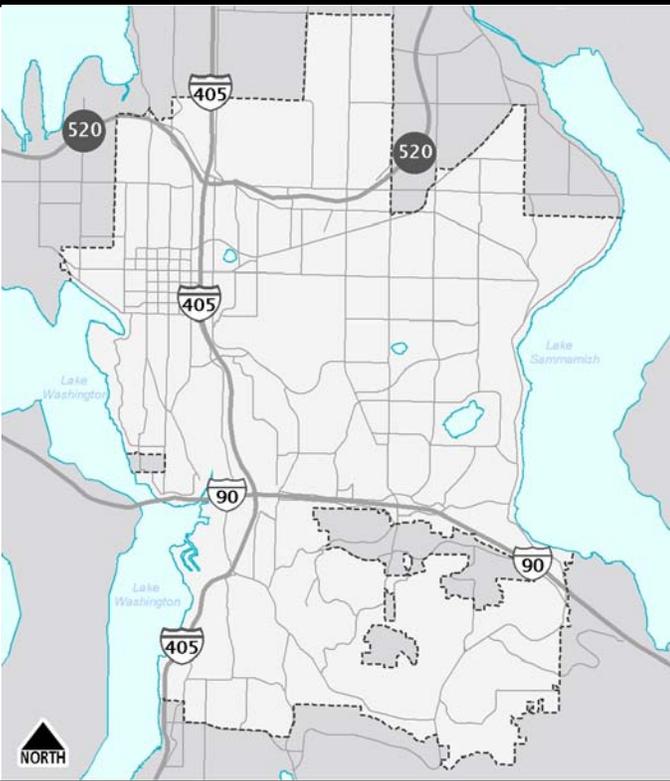
Not applicable

Operating Budget Impacts

This project will have no impact on operating revenues and/or expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	Ongoing	7,649,000
Total Budgetary Cost Estimate:		7,649,000

Means of Financing

Funding Source	Amount
Bond Proceeds	249,545
General Taxes	6,507,455
Rents and Leases	892,000
Total Programmed Funding:	7,649,000
Future Funding Requirements:	0

This is an administrative project and is not shown on the map.

FY 2011 - FY 2017 Capital Investment Program

G-57 Enterprise Content Management (ECM) System Implementation

Category: **General Government**
 Department: **City Clerk**

Status: **Approved and Begun**
 Location: **Enterprise-wide**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
1,625,000	1,175,000	125,000	50,000	75,000	200,000	-	-	-

Description and Scope

Enterprise Content Management is a bundle of integrated records/content management applications that provide structure and continuity to management of the City's information and records, no matter where or in what format they are created and currently stored. The ECM system serves as the core, central repository for electronic documents at the City –functioning as a vast electronic library of public information. ECM applications also deliver business process improvement tools, such as automated workflow and online collaboration, which enable efficiencies when replacing paper-based processes and drive more cost efficient government operations.

Through year-end 2010, staff will have implemented the base system, digital asset management, the first of several planned automated business process improvement projects (i.e., Council agenda packet development, approval routing, assembly, and publication); built integrations from the Finance/HR system to supporting documents in the ECM; and put a web portal into operation that makes an even wider variety of frequently-requested information available to the public through the City's web site.

As part of the 2011-2014 CIP investment in the Enterprise Content Management System, staff will complete implementation of the two major remaining modules of the ECM technologies purchased in 2007 [retention management and web content management] as well as enable planned integrations with the City's GIS, SharePoint, Maximo and Amanda permitting systems. The ECM system also enables tools to automate and monitor compliance with State records laws for electronic records management. ECM is a key element of the City's enterprise technology infrastructure and its full build-out is essential to meeting business goals of the organization.

Rationale

Implementation of an in-house fully functional ECM system was identified as the top application priority in the Information Technology Strategic Plan. It furthers the City's ability to achieve the complimentary visions of "One City" and "Service First" through providing easy access to records and information by public and staff. It provides for efficiencies in City operations by providing tools for business process management and interdepartmental collaboration. It also aligns with the City's core values of exceptional public service, stewardship, and innovation.

The ECM system meets many organizational goals:

- Establishes a missing foundational component of the City's IT infrastructure
- Enables sound management of non-structured (non-database) information
- Achieves the organizational value of an enterprise approach to information management
- Provides the necessary platform for electronic submittal of documents to the City, meeting expressed needs of Development Services' customers, B&O tax filers, and other governmental agencies (State Patrol, courts, etc.)
- Increases staff's ability to respond promptly and efficiently to information requests
- Significantly reduces costs associated with records storage (paper and electronic)
- Replaces obsolete technology such as microfilm and microfiche
- Meets record keeping standards and state public records requirements.

CIP funding will be used to implement the final two modules of the system that have been purchased but not yet deployed (retention and web content management modules) and complete planned integrations with SharePoint and GIS. Initiatives such as Development Services' Paperless Permitting are reliant on the completion of the ECM technology build out. Completing the ECM platform also allows the City to meet City and State requirements for managing and disclosing electronic records, failure of which regularly results in litigation and heavy financial penalties.

Environmental Impacts

None

Operating Budget Impacts

Implementation of the Digital Asset Management component of the ECM requires acquisition of storage hardware and contracted vendor services for implementation. The City already owns the software components and has funded ongoing maintenance. The ECM system budget assumed ongoing implementation of major system components over several years, and Digital Asset Management was determined to be highest priority among those components.

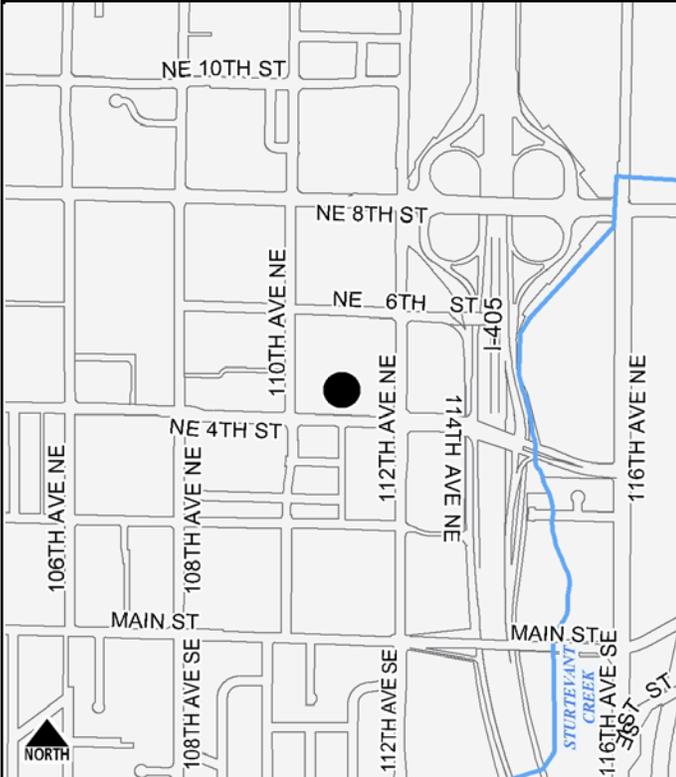
G-57 Enterprise Content Management (ECM) System Implementation

Category: **General Government**
 Department: **City Clerk**

Status: **Approved and Begun**
 Location: **Enterprise-wide**

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2000 - 2014	1,625,000
Total Budgetary Cost Estimate:		1,625,000
Means of Financing		
Funding Source	Amount	
Contributions from Other City Funds	505,528	
General Taxes	1,061,518	
Miscellaneous Revenue	33,954	
Utility Rates/Fees	24,000	
Total Programmed Funding:		1,625,000
Future Funding Requirements:		0

Capital Costs/Revenues: This project provides enhanced funding (\$209,000) to manage the growing volume of digital assets organization wide, such as audio, video, photographs, drawings, recordings, etc.

FY 2011 - FY 2017 Capital Investment Program

G-59 Finance and Human Resources System Replacement Prj

Category: **General Government**
 Department: **Information Technology**

Status: **Approved and Begun**
 Location: **Citywide**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
14,231,000	13,848,000	226,000	57,000	-	100,000	-	-	-

Description and 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 will also be delivered as part of this project, either through additional modules in JD Edwards or through other systems.

Rationale

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

Not applicable

Operating Budget Impacts

This project will have no impact on operating revenues. Additional modules and systems may increase operating expenditures due to on-going software and hardware maintenance.

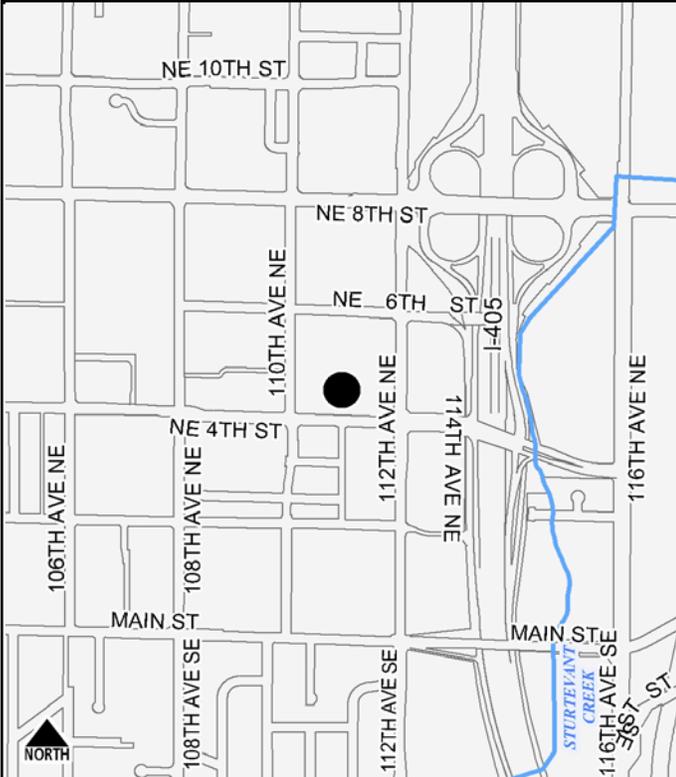
G-59 Finance and Human Resources System Replacement Prj

Category: **General Government**
 Department: **Information Technology**

Status: **Approved and Begun**
 Location: **Citywide**

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2003 - 2014	14,231,000
Total Budgetary Cost Estimate:		14,231,000
Means of Financing		
Funding Source	Amount	
Contributions from Other City Funds	3,664,039	
General Taxes	10,566,961	
Total Programmed Funding:		14,231,000
Future Funding Requirements:		0

FY 2011 - FY 2017 Capital Investment Program

G-69 Supplemental CIP Debt Funding

Category: **General Government**
 Department: **Miscellaneous Non-Departmental**

Status: **Approved and Begun**
 Location:

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
11,305,000	3,759,000	1,078,000	1,078,000	1,078,000	1,078,000	1,078,000	1,078,000	1,078,000

Description and Scope

In 2007, the City Council adopted the Supplemental CIP a group of six high-priority capital projects to be funded by a \$14 million Limited Tax General Obligation (LTGO) Bond. Funding in this project will be used to pay debt service costs for the Supplemental CIP.

Rationale

The City Council identified a group of six high-priority capital projects and recognized the opportunity to issue a \$14 million LTGO Bond to

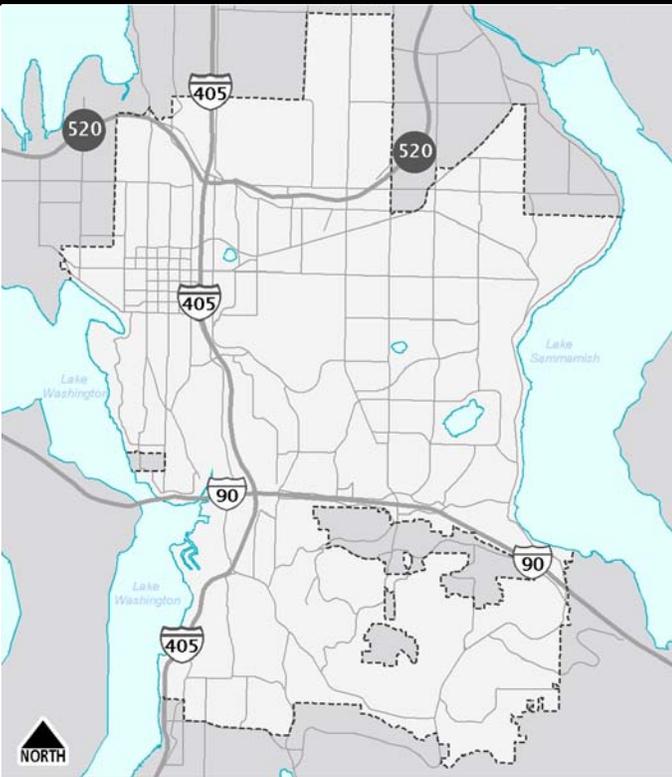
Environmental Impacts

Each project funded by the Supplemental CIP will assess its environmental impact.

Operating Budget Impacts

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2007 - 2027	20,508,000
Total Budgetary Cost Estimate:		20,508,000

Means of Financing

Funding Source	Amount
General Taxes	1,602,727
Supplemental CIP - Gen Taxes	9,702,273
Total Programmed Funding:	11,305,000
Future Funding Requirements:	9,203,000

This is an administrative project and is not shown on the map.

Capital Costs Beyond 2017: \$9,203,000

FY 2011 - FY 2017 Capital Investment Program

G-76 Electric Reliability Study

Category: **General Government**
 Department: **Miscellaneous Non-Departmental**

Status: **Approved and Begun**
 Location: **City Wide**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
430,000	100,000	250,000	80,000	-	-	-	-	-

Description and Scope

The project funding would be used to obtain the services of a nationally-reputed consultant with significant experience in evaluating electric utility service to assess Puget Sound Energy's current and future plans and abilities to provide highly reliable electric service to the City of Bellevue. Actual scope of work for the consultant could include the following major elements: 1. Advise the City on all things electrical associated with PSE's plans to deliver a highly reliable electric system to the City of Bellevue over the next 20 years; 2. Research and recommend a method for comparison of PSE's reliability with other equivalent electric utility providers; and 3. As an extension of City staff, function as the resident expert in electrical engineering.

Rationale

Bellevue's knowledge-based economy is part of a community that requires and expects sufficient and highly reliable electric service to meet today's demands and increasing needs associated with projected future growth. Bellevue's Comprehensive Plan acknowledges that providing highly reliable electric service is a critical expectation for the electric service provider given the importance of uninterrupted electric service to meet economic, public safety and health objectives and customer convenience expectations. Bellevue's elected officials have articulated six key areas of interest relating to electric reliability through a Council adopted Electric Service Reliability Interest Statement. This project will facilitate the City of Bellevue's desire to become an educated stakeholder in our city's electric service, and will benefit the citizens of Bellevue by providing education and information to our organization and citizens.

This project directly relates to the administration of several policies established in the Utilities Element of the City's Comprehensive Plan pertaining to highly reliable electric service and the siting of Puget Sound Energy facilities consistent with neighborhood character.

Highly reliable electric service is a key factor in the safety, health, quality of life and convenience that the citizens and businesses of Bellevue expect.

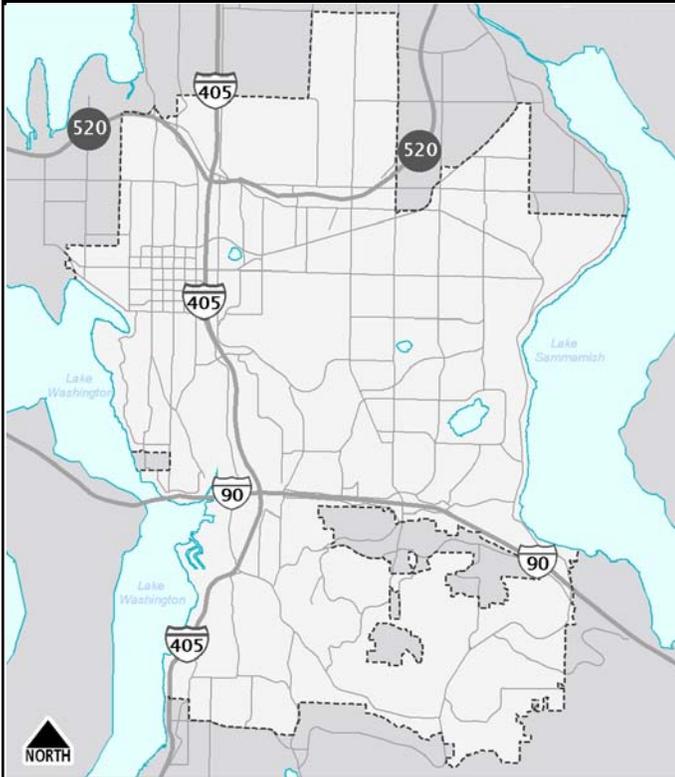
Environmental Impacts

N/A

Operating Budget Impacts

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2009 - 2012	430,000
Total Budgetary Cost Estimate:		430,000
Means of Financing		
Funding Source	Amount	
General Taxes	430,000	
Total Programmed Funding:		430,000
Future Funding Requirements:		0

This is an administrative project and is not shown on the map.

Capital Costs/Revenues: This project provides new funding (\$350,000) to assess Puget Sound Energy's current and future plans/abilities to provide highly reliable electric service to the City of Bellevue.

FY 2011 - FY 2017 Capital Investment Program

G-82 City Hall Debt Service

Category: **General Government**
 Department: **Miscellaneous Non-Departmental**

Status: **New**
 Location:

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
48,593,000	-	6,970,000	6,956,000	6,954,000	6,939,000	6,930,000	6,923,000	6,921,000

Description and Scope

This proposal provides annual debt service funding for the 2004 and 2006 Limited Tax General Obligation (LTGO) Bonds issued for \$108.8 million for the purpose of financing the acquisition and development of the current City Hall building located at 450 110th Avenue Northeast.

Rationale

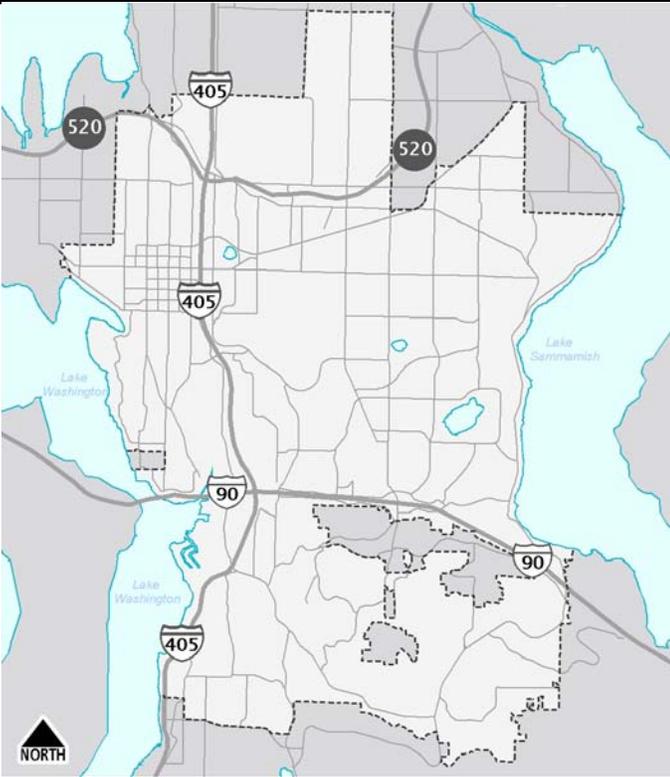
The City Council authorized the issuance of the 2004 and 2006 LTGO bonds for the City Hall building. The City has a contractual obligation to its bondholders for repayment of the principal borrowed with interest. The full faith and credit of the City is pledged for the levy of taxes and prompt payment of principal and interest.

Environmental Impacts

No environmental impacts for this project.

Operating Budget Impacts

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2011 - 2043	221,779,000
Total Budgetary Cost Estimate:		221,779,000
Means of Financing		
Funding Source	Amount	
General Taxes	48,593,000	
Total Programmed Funding:		48,593,000
Future Funding Requirements:		173,186,000

This is an administrative project.

Capital Costs Beyond 2017: \$173,186,000

FY 2011 - FY 2017 Capital Investment Program

G-83 LTGO Debt Service - Mobility & Infrastructure Initiative

Category: **General Government**
 Department: **Miscellaneous Non-Departmental**

Status: **New**
 Location: **NA**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
6,071,688	-	867,384	867,384	867,384	867,384	867,384	867,384	867,384

Description and Scope

This proposal is for annual principal and interest payments made by the City for a future \$12 million Limited Tax General Obligation (LTGO) Bond planned to be issued for the Mobility & Infrastructure Initiative (M&I) to fund high priority projects in the short term funding strategy for the M&I.

Rationale

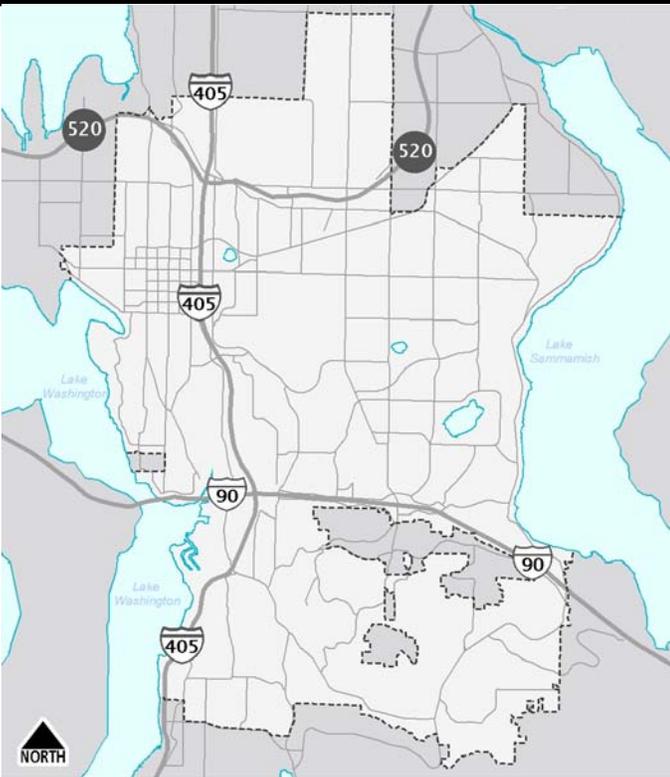
The City Council approved the short term funding strategy for the M&I, which includes as part of the funding strategy the issuance of \$10 million in LTGO bonds. The City has a contractual obligation to its bondholders for repayment of the principal borrowed with interest. The full faith and credit of the City is pledged for the levy of taxes and prompt payment of principal and interest.

Environmental Impacts

No environmental impacts for this project.

Operating Budget Impacts

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2011 - 2030	17,287,000
Total Budgetary Cost Estimate:		17,287,000
Means of Financing		
Funding Source	Amount	
General Taxes	6,071,688	
Total Programmed Funding:		6,071,688
Future Funding Requirements:		11,215,312

This is an administrative project.

Capital Costs Beyond 2017: \$11,215,312

FY 2011 - FY 2017 Capital Investment Program

G-84 Relocation of Courts from Surrey Downs to Alternate Site

Category: **General Government**
 Department: **N/A**

Status: **New**
 Location:

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
4,455,000	-	1,310,000	3,070,000	75,000	-	-	-	-

Description and Scope

This project provides the funding necessary to design and renovate an existing facility for the Courts and Bellevue Probation and complete minor renovations to other facilities necessary for implementation.

Rationale

This project will offer a permanent cost-effective solution for a long-standing problem for the Bellevue District Court as required in the court interlocal agreement between Bellevue and King County. Surrey Downs, the current location for Courts and Probation, was built in the '60's and now requires approximately \$2.1 million to be spent over the next 2-5 years to address code and life-safety issues so these functions can continue to operate safely thus avoiding significant risk and liability to both employees and citizens. Relocating Courts from Surrey Downs will result in a cost avoidance or significant reduction of this, and will allow the Surrey Downs Park Redevelopment plan to proceed consistent with policy interests. Additionally, funding this project will likely have a positive impact on future planning for the Sound Transit routing.

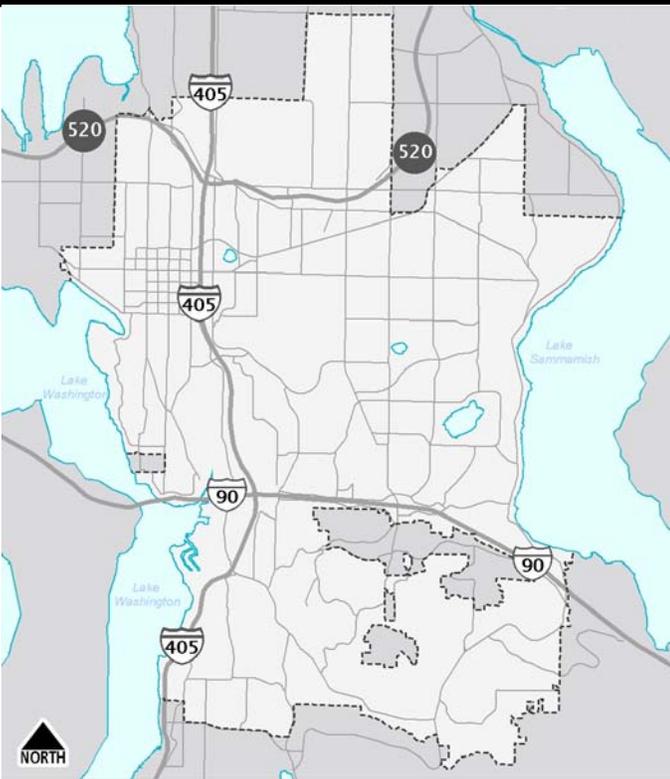
Additionally, this proposal, as opposed to a potential relocation to a building not owned by the City, offers greater flexibility to the City in controlling its court facility costs for the long-term. Although the savings in construction costs cannot be specifically quantified, based on the 2008-2010 bid climate it is estimated that this project could cost 20-50% more in future years as the economy and the construction industry in particular recover. The primary partnership is with King County; however the contemplated location offers opportunity for potential partnering with other Eastside cities in the long term.

Environmental Impacts

Unaware of any environmental impacts of this project.

Operating Budget Impacts

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2011 - 2013	4,455,000
Total Budgetary Cost Estimate:		4,455,000

Means of Financing

Funding Source	Amount	
General Taxes	4,455,000	
Total Programmed Funding:		4,455,000
Future Funding Requirements:	0	

FY 2011 - FY 2017 Capital Investment Program

G-85 Facility Emergency Power Switch Gear Replacement

Category: **General Government**
 Department: **Civic Services**

Status: **New**
 Location:

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
750,000	-	375,000	375,000	-	-	-	-	-

Description and Scope

The project provides for the replacement of an aging and critical portion of the emergency power backup at City Hall. This system provides power to the NORCOM regional 911 center and supports the City's ability to provide vital emergency operations. The emergency power switch gear also known as Close Transition Switch Gear (Russell Gear) provides a smooth and seamless transition from primary, or utility power, to generator power should the utility power fail at City Hall. This gear is also used to test the backup power system in the building while not affecting the operation of the 911 center.

Rationale

It was determined that replacement should occur after the City Hall renovation project when more time could be devoted to planning and coordination of the replacement.

Environmental Impacts

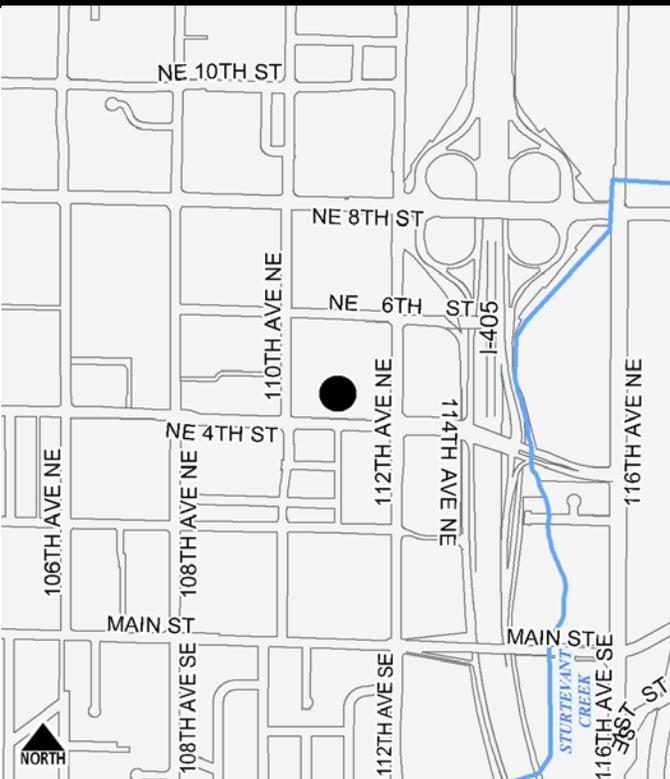
Not applicable.

Operating Budget Impacts

This project will have no impact on operating revenues and/or expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2011 - 2012	750,000
Total Budgetary Cost Estimate:		750,000
Means of Financing		
Funding Source	Amount	
General Taxes	750,000	
Total Programmed Funding:		750,000
Future Funding Requirements:		0

FY 2011 - FY 2017 Capital Investment Program

G-86 Council Contingency

Category: **General Government**
 Department: **Miscellaneous Non-Departmental**

Status: **New**
 Location:

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
25,000,000	-	3,570,000	3,570,000	3,570,000	3,570,000	3,570,000	3,570,000	3,580,000

Description and Scope

This is a placeholder of CIP funding for allocation to capital projects that the City Council may identify. The total amount set aside for the 7 year CIP is approximately \$25 million, which could potentially support \$45 million in 20 year debt.

Rationale

The funding could be allocated to a variety of possible uses, examples include: additional City CIP projects on the unmet needs list, apply to East Link tunnel contribution, or other uses as determined by Council.

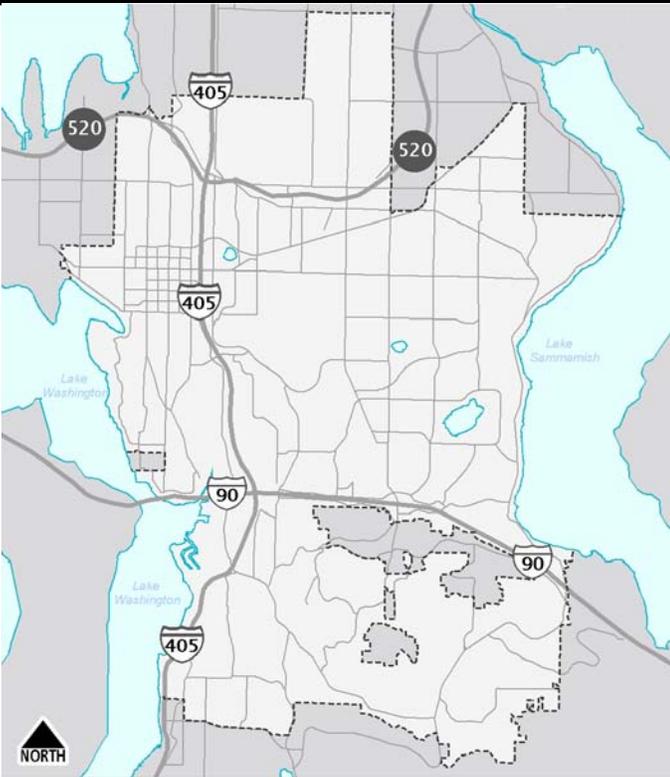
Environmental Impacts

Environmental impacts will be determined when the monies are allocated to specific projects.

Operating Budget Impacts

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2011 - 2017	25,000,000
Total Budgetary Cost Estimate:		<u>25,000,000</u>
Means of Financing		
Funding Source	Amount	
General Taxes	25,000,000	
Total Programmed Funding:		<u>25,000,000</u>
Future Funding Requirements:		0



Projects Completed, Combined, or Deleted

2011-2017 Adopted CIP: General Government

CIP Plan Number	Project Name	Total Estimated Cost (\$000s)
G-05	CIP Financial Management and Tracking	\$3,617
G-61	Electronic Plan Submittal	1
G-67	Environmental Stewardship Initiative	157
G-70	Enterprise Maintenance Mangement	1,864
G-71	Lincoln Center Project	19,663
G-72	Security - PCI Mandated Requiremnts	75
G-74	DAS: City Hall Radio & Cell Coverage	-
G-75	Network Resiliency	42
G-77	Right of Way Planning & Restoration Program (ESI)	100
G-78	Greenhouse Gas Community Action Plan	100
G-79	Jail Facility	400
G-80	Mobility & Infrastructure Initiative	187



Introductory Comments

2011-2017 Adopted CIP: Public Safety

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 and those who work here in the daytime.

Projects funded in the 2011-2017 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 and necessary remodels of fire stations. Also included is funding for the plan and design of a new Fire Station in Downtown Bellevue, with seed funding to allow for construction at a future date.



Funded Projects List

2011-2017 Adopted CIP: Public Safety

Funded CIP Projects

CIP Plan Number	Project Name	Outcome Area	Project Status	\$ in 000s	
				2011-2017 Project Cost	Total Estimated Cost
PS-16	Renovation of Public Safety Facilities	SC	O	\$6,126	\$12,620
PS-61	Downtown Fire Station	SC	AB	1,700	1,700
	TOTAL PUBLIC SAFETY			\$7,826	\$14,320

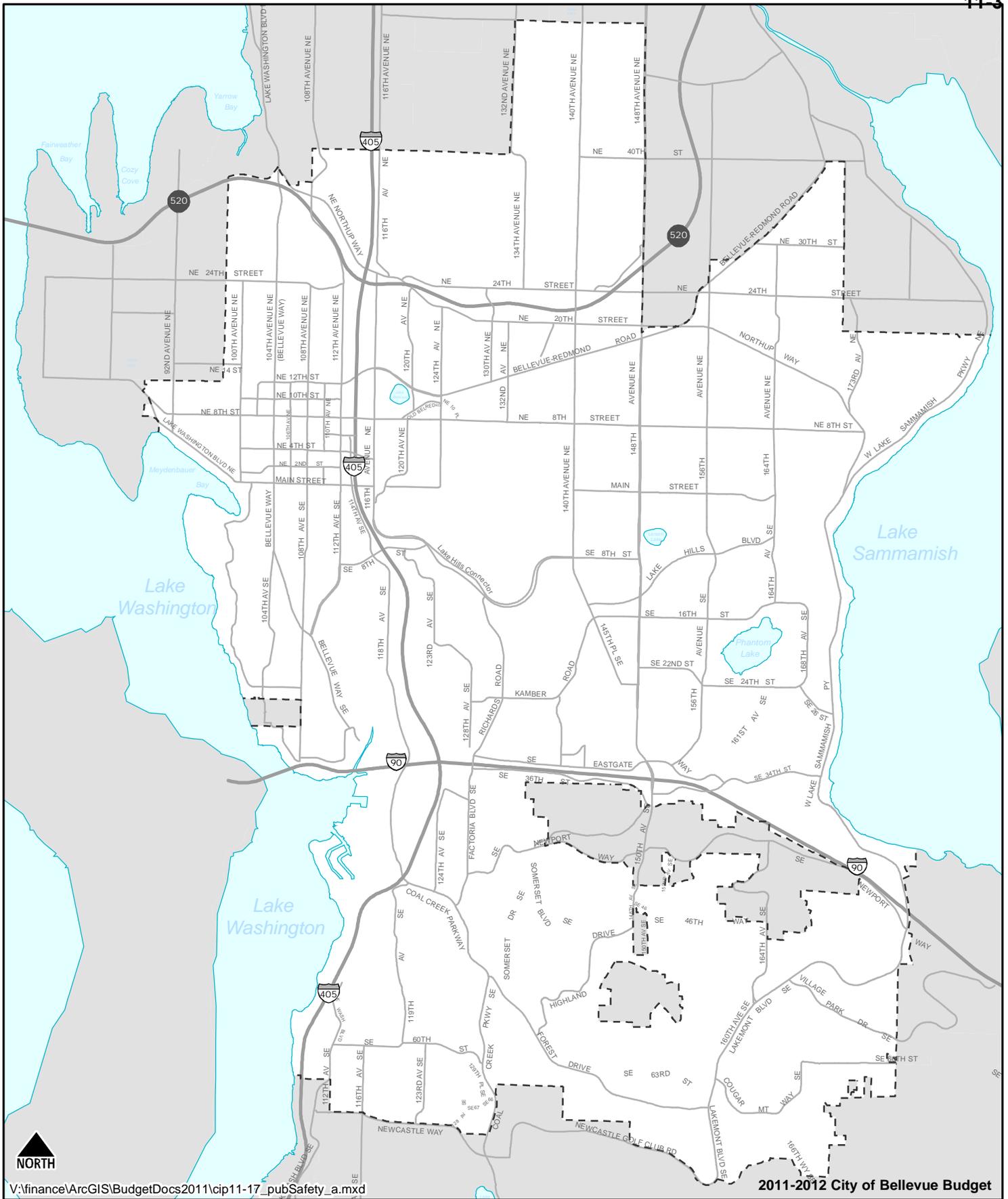
Note: Totals may not foot due to rounding.

Outcome Area Key:

EGC = Economic Growth & Competitiveness HSE = Healthy & Sustainable Environment
 IM = Improved Mobility IVCC = Innovative, Vibrant and Caring Community QN = Quality
 Neighborhoods RG = Responsive Government SC = Safe Community Debt = Debt
 Service Reserve = Council Contingency

Project Status Key:

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



2011-2017 Public Safety CIP Projects

- Notes:**
1. Project PS-16 is not shown. This project is in multiple locations throughout the City.
 2. PS-61 is not shown. This project will be located somewhere in the downtown area but the specific location has not yet been determined.

The information on this map is a geographic representation derived from the City of Bellevue Geographic Information System. The City of Bellevue does not guarantee that the information on this map is accurate or complete. This map is provided on an "as is" basis and disclaims all warranties, express or implied, including but not limited to warranties of merchantability, fitness for a particular purpose and non-infringement. Any commercial use or sale of this map or portions thereof, is prohibited without express written authorization by the City of Bellevue. The City of Bellevue is not responsible for any damages arising from the use of information on this map. Use of this map is at user's risk. Users should verify the information before making project commitments.



Cost and Resource Summary

\$000

2011-2017 Adopted CIP: Public Safety

	2011	2012	2013	2014	2015	2016	2017	2011-2017 Total
TOTAL COSTS	\$2,350	\$1,260	\$786	\$813	\$842	\$872	\$903	\$7,826
GENERAL CIP REVENUE	\$2,213	\$1,125	\$708	\$735	\$764	\$794	\$825	\$7,161
GRANTS/INTERGOVERNMENTAL/ DEVELOPER CONTRIBUTIONS: Contract Cities Contributions	137	135	79	79	79	79	79	665
TOTAL RESOURCES	\$2,350	\$1,260	\$786	\$813	\$842	\$872	\$903	\$7,826

Note: Totals may not foot due to rounding.

FY 2011 - FY 2017 Capital Investment Program

PS-16 Renovation of Public Safety Facilities

Category: **Fire**
 Department: **Fire**

Status: **Ongoing**
 Location: **Nine Fire Stations and the Public Safety Training Center**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
12,620,000	6,494,000	1,250,000	1,160,000	686,000	713,000	742,000	772,000	803,000

Description and 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.

Fire Station 5 Improvements - Included in the program budget for this project in 2011 and 2012 is \$1 million to complete the necessary repairs and improvements to Fire Station 5. Built in the early 1960's, this facility was scheduled for a major renovation until the recent economic downturn. This investment will ensure the safety and usability of the station for the next 7 – 10 years, until the major renovation project can be financed and completed.

Rationale

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

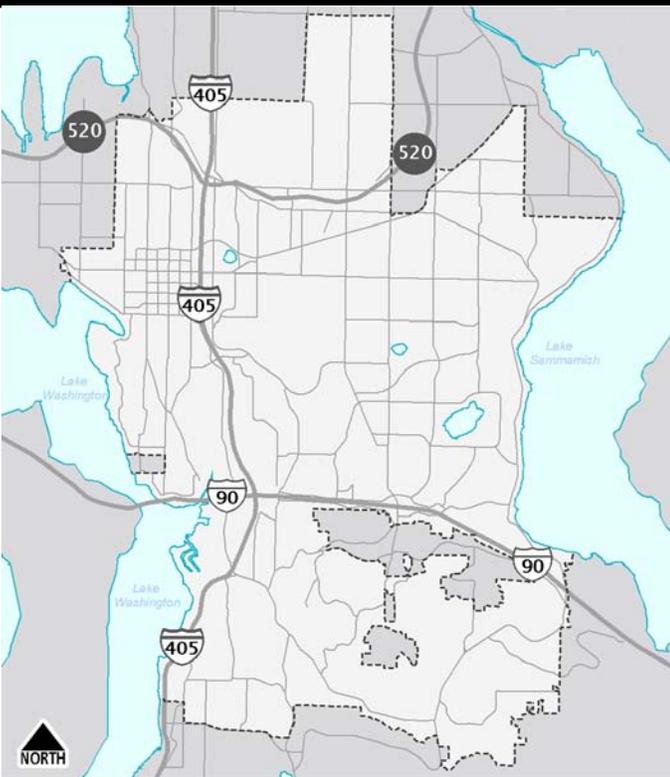
Renovation and refurbishment projects are generally exempt from the State Environmental Protection Act (SEPA).

Operating Budget Impacts

This project will have no impact on operating revenues and/or expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	Ongoing	12,620,000
Total Budgetary Cost Estimate:		12,620,000
Means of Financing		
Funding Source	Amount	
Bond Proceeds	305,000	
Charges for Services	1,477	
General Taxes	10,260,278	
Interlocal Contributions	1,799,506	
Miscellaneous Revenue	226,988	
Sale of Fixed Assets	26,751	
Total Programmed Funding:		12,620,000
Future Funding Requirements:		0

This project is in multiple locations throughout the City.

FY 2011 - FY 2017 Capital Investment Program

PS-61 Downtown Fire Station

Category: **Fire**
 Department: **Fire**

Status: **Approved and Begun**
 Location: **Downtown Bellevue Site to be determined**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
1,700,000	-	1,100,000	100,000	100,000	100,000	100,000	100,000	100,000

Description and Scope

In the 2007 – 2008 budget, \$1 million was appropriated in PS-61 Downtown Fire Station CIP Project for the purpose of beginning the planning and design process for a new downtown fire station. Due to the current economic conditions, the project has been placed on hold. The 2012 – 2017 Capital Improvement Program budget appropriates an additional \$100,000 per year to the project to allow for construction at a future date. Based on current operating and development standards, the size of the new station facility would be approximately 15,000 square feet. The total cost estimate for this project is \$8.7 million, excluding the cost of land, which could be minimized with the use of existing City property.

Rationale

Based on current and projected growth in population, densities, and traffic, an additional fire station is needed in downtown Bellevue. The additional station will help the City to maintain current service levels for both fire suppression and emergency medical services (EMS) by locating resources within this area.

Environmental Impacts

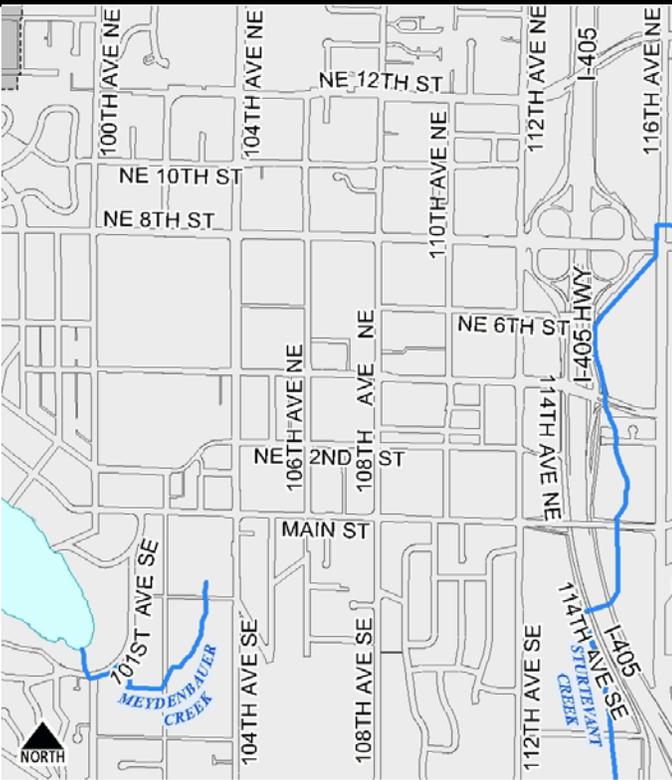
TBD

Operating Budget Impacts

Upon completion, minimum staffing for the station will be a three person crew, 24 hours per day, seven days a week

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2011 - 2017	1,700,000
Total Budgetary Cost Estimate:		1,700,000

Means of Financing

Funding Source	Amount
General Taxes	1,700,000
Total Programmed Funding:	1,700,000
Future Funding Requirements:	0



Projects Completed, Combined, or Deleted

2011-2017 Adopted CIP: Public Safety

CIP Plan Number	Project Name	Total Estimated Cost (\$000s)
PS-19	Public Safety Facility Studies	\$231



Introductory Comments

2011-2017 Adopted CIP: Community & Economic Development

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. 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.

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.

Typically, projects in this category are 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. Projects 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. The 2011-2017 CIP does not include any projects funded in the Economic Development category.



Funded Projects List

2011-2017 Adopted CIP: Community & Economic Development

Funded CIP Projects

CIP Plan Number	Project Name	Outcome Area	Project Status	\$ in 000s	
				2011-2017 Project Cost	Total Estimated Cost
CD-5	Metro Site Acquisition 1993 - Debt Service	Debt	AB	\$2,022	\$10,629
CD-11	Public Art Program	IVCC	O	2,450	6,402
CD-19	Downtown Investments/DIP Implementation	IM	AB	150	503
CD-21	Eastgate Subarea Plan/I-90 Land Use & Transportation Project	IM	AB	175	295
CD-22	Enhanced ROW and Urban Blvds	IVCC	O	4,368	4,998
TOTAL COMMUNITY & ECONOMIC DEVELOPMENT				\$9,165	\$22,827

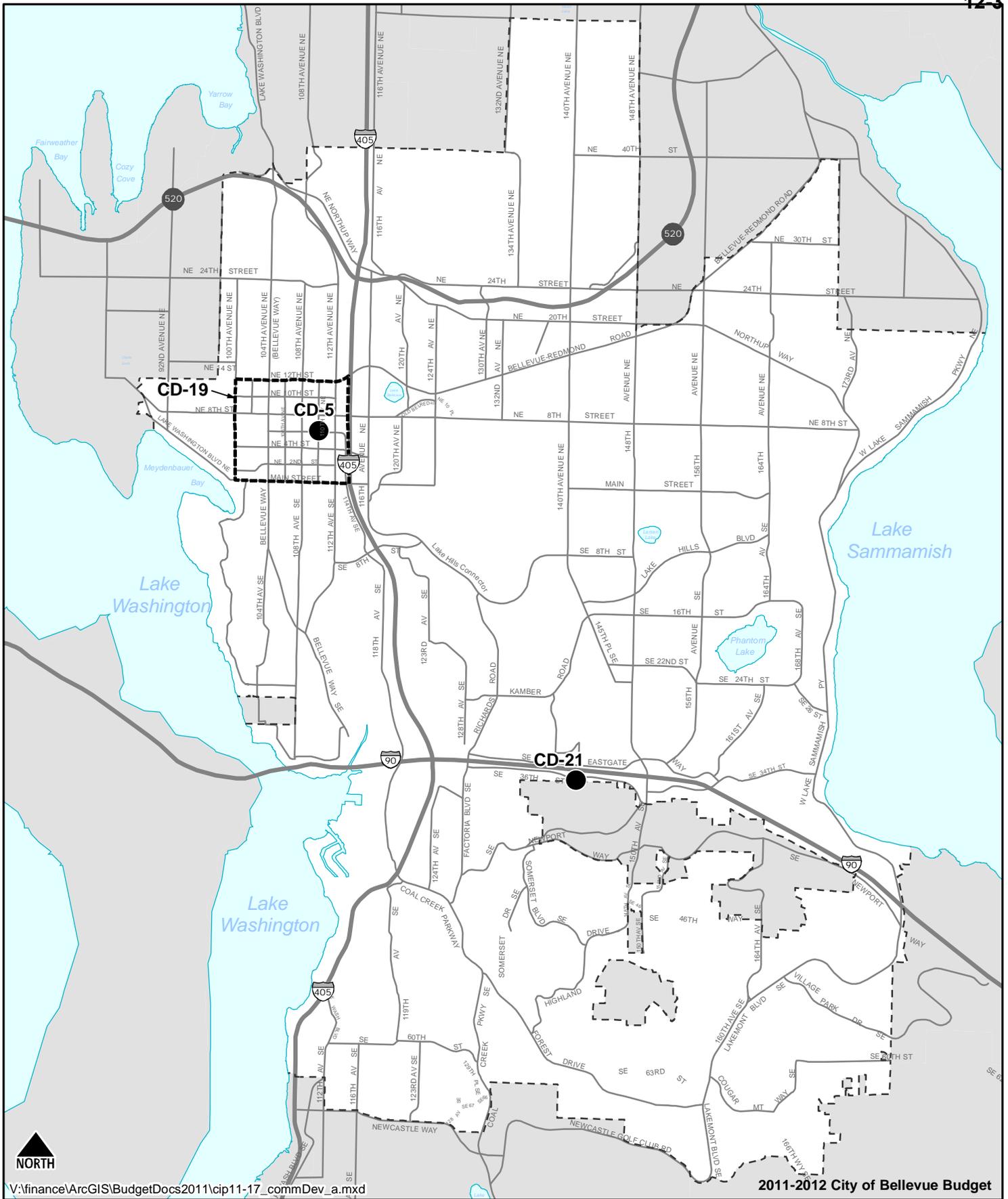
Note: Totals may not foot due to rounding.

Outcome Area Key:

EGC = Economic Growth & Competitiveness HSE = Healthy & Sustainable Environment
 IM = Improved Mobility IVCC = Innovative, Vibrant and Caring Community QN = Quality
 Neighborhoods RG = Responsive Government SC = Safe Community Debt = Debt
 Service Reserve = Council Contingency

Project Status Key:

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



2011-2017 Community & Economic Development CIP Projects

Notes:

1. CD-11, CD-22, have undetermined locations in the City.

The information on this map is a geographic representation derived from the City of Bellevue Geographic Information System. The City of Bellevue does not guarantee that the information on this map is accurate or complete. This map is provided on an "as is" basis and disclaims all warranties, express or implied, including but not limited to warranties of merchantability, fitness for a particular purpose and non-infringement. Any commercial use or sale of this map or portions thereof, is prohibited without express written authorization by the City of Bellevue. The City of Bellevue is not responsible for any damages arising from the use of information on this map. Use of this map is at user's risk. Users should verify the information before making project commitments.



Cost and Resource Summary

\$000

2011-2017 Adopted CIP: Community & Economic Development

	2011	2012	2013	2014	2015	2016	2017	2011-2017 Total
TOTAL COSTS	\$1,793	\$1,577	\$1,444	\$1,456	\$965	\$965	\$965	\$9,165
GENERAL CIP REVENUE	\$1,793	\$1,577	\$1,444	\$1,456	\$965	\$965	\$965	\$9,165
TOTAL RESOURCES	\$1,793	\$1,577	\$1,444	\$1,456	\$965	\$965	\$965	\$9,165

Note: Totals may not foot due to rounding.

FY 2011 - FY 2017 Capital Investment Program

CD-5 Metro Site Acquisition 1993 - Debt Service

Category: **Community Development**
 Department: **Development Services**

Status: **Approved and Begun**
 Location: **110th Avenue NE and NE 6th Street**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
10,629,000	8,607,000	506,000	503,000	507,000	506,000	-	-	-

Description and 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.

Rationale

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 are appropriate. The site purchase provided land on which to locate high-priority cultural or municipal facilities.

Environmental Impacts

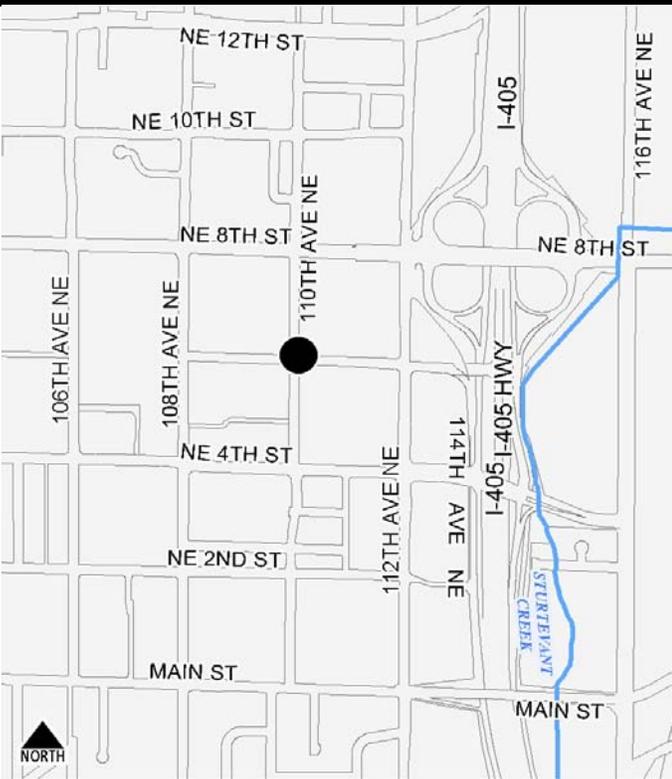
Acquisition of the property was exempt from the State Environmental Protection Act (SEPA). Any specific development of this site will require further environmental review at the time development is proposed.

Operating Budget Impacts

This project will have no impact on operating revenues and/or expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	1994 - 2014	10,629,000
Total Budgetary Cost Estimate:		10,629,000
Means of Financing		
Funding Source	Amount	
Charges for Services	28	
Contributions from Other City Funds	28,107	
General Taxes	10,598,964	
Miscellaneous Revenue	1,901	
Total Programmed Funding:		10,629,000
Future Funding Requirements:		0

FY 2011 - FY 2017 Capital Investment Program

CD-11 Public Art Program

Category: **Community Development**
 Department: **N/A**

Status: **Ongoing**
 Location: **Citywide**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
6,402,000	3,952,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000

Description and Scope

This project provides funding for the Public Art Program. In this program monies are allocated for artwork which is considered a capital investment. Guided by the Public Art Plan, anticipated projects for the 2011-2017 budget period include: 1) helping define and enhance an urban walkway between City Hall and the waterfront; 2) providing assistance to developers that increases their incorporating public art in private developments; 3) neighborhood identity projects; 4) sculpture exhibitions; and 5) special partnership opportunities. Whenever possible, this program attempts to capitalize on special opportunities, such as art associated with Community Development projects. Costs for the program include selection, acquisition, construction, display, and required maintenance of works of art to be installed in public places within the City.

Rationale

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

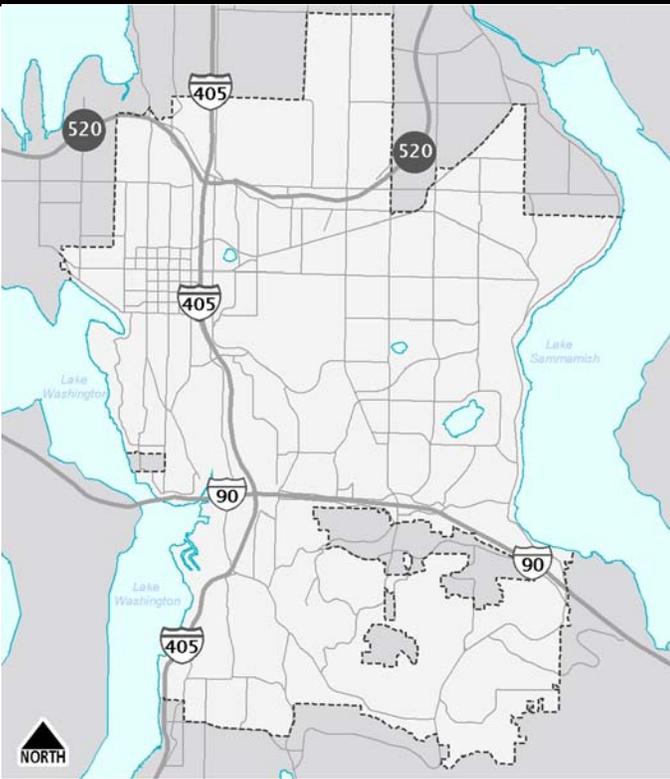
Reviewed on a per project basis.

Operating Budget Impacts

This project will have no impact on operating revenues and/or expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	Ongoing	6,402,000
Total Budgetary Cost Estimate:		6,402,000
Means of Financing		
Funding Source	Amount	
Contributions from Other City Funds	429,514	
General Taxes	5,799,976	
Judgments/Settlements	600	
Miscellaneous Revenue	171,910	
Total Programmed Funding:		6,402,000
Future Funding Requirements:		0

This project has an undetermined location in the City.

FY 2011 - FY 2017 Capital Investment Program

CD-19 Downtown Investments/DIP Implementation

Category: **Community Development**
 Department: **Development Services**

Status: **Approved and Begun**
 Location: **Downtown Subarea**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
503,000	353,000	-	150,000	-	-	-	-	-

Description and Scope

This initiative will develop an updated conceptual design, design guidelines, and implementation measures for the Pedestrian Corridor. It will lead to a more vibrant, livable and memorable experience for this unifying design element within downtown, and respond to the regional light rail investment planned near its eastern terminus. A public process will involve a full range of stakeholders, including those with property fronting NE 6th Street. This work will set the stage for public and private investment to reshape the Pedestrian Corridor consistent with the updated vision.

Rationale

How the Pedestrian Corridor develops is critically important to Downtown's character and success. The Corridor has the opportunity to truly knit together the built environment within downtown. It is at the center of where people work, live and play, and is where the highest pedestrian activity wants to occur. This initiative will upgrade the vision of the corridor to be consistent with the downtown vision as a vibrant urban center. A well-designed and well-used Pedestrian Corridor will support economic vitality within downtown and therefore foster a more stable environment. It will also improve linkages between transportation and land use, providing more convenient access to local and regional transit service at the existing Transit Center with linkages to the planned light rail station.

Environmental Impacts

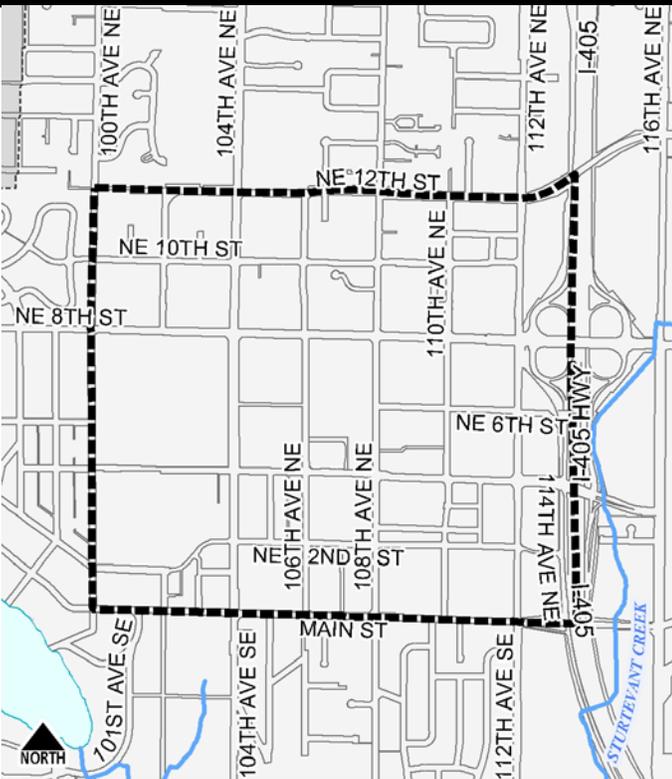
An environmental determination will be addressed on a project by project basis.

Operating Budget Impacts

Maintenance costs will be determined as specific projects are identified.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2003 - 2012	503,000
Total Budgetary Cost Estimate:		503,000
Means of Financing		
Funding Source	Amount	
General Taxes	426,210	
Interlocal Contributions	76,790	
Total Programmed Funding:		503,000
Future Funding Requirements:		0

FY 2011 - FY 2017 Capital Investment Program

CD-21 Eastgate Subarea Plan Update

Category: **Community Development**
 Department: **Development Services**

Status: **Approved and Begun**
 Location: **Eastgate**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
295,000	120,000	175,000	-	-	-	-	-	-

Description and Scope

This project includes the development of land use and transportation alternatives, and will result in the first major update of land use plans in the Eastgate/I-90 corridor area in many years. The Plan update will build on this gateway area's assets of accessibility, visibility, parks, diverse jobs, and stable neighborhoods. A major focus will be the commercial corridor fronting I-90, one of the City's major employment areas. A parallel effort 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 identifying urban design land use, transportation, and annexation issues. The plan update will result in recommended changes to land use and zoning; and identification of multimodal transportation enhancements to support the updated land use vision.

Rationale

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 has undergone 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 are also transforming the eastern end of the area. Newer multifamily and older single family neighborhoods co-exist with the existing nonresidential development in Eastgate. The updated plan developed through this project will provide a more coherent identity for this area, improving its economic vitality and character, while ensuring the area has an adequate transportation infrastructure and services to meet changing land use and community needs.

Environmental Impacts

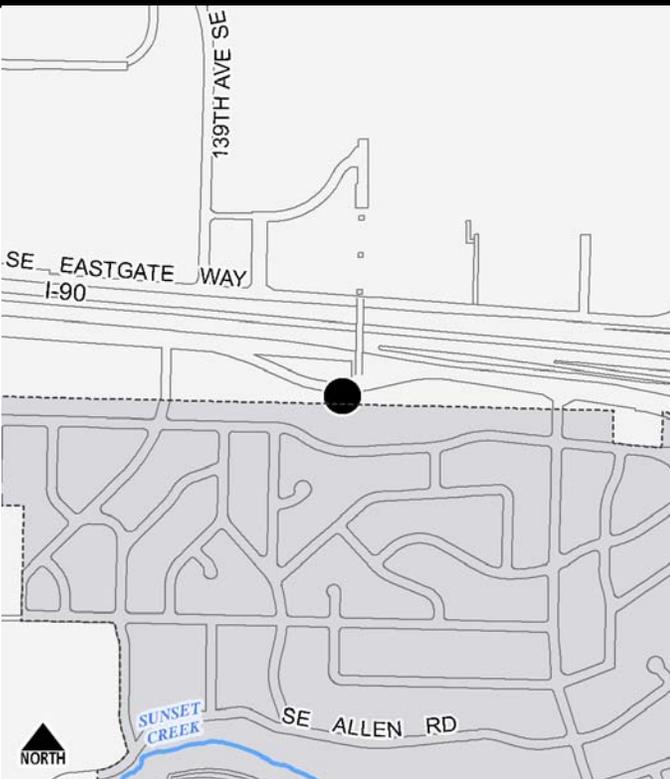
Not applicable

Operating Budget Impacts

This project will have no impact on operating revenues and/or expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2007 - 2011	295,000
Total Budgetary Cost Estimate:		295,000
Means of Financing		
Funding Source	Amount	
General Taxes	295,000	
Total Programmed Funding:		295,000
Future Funding Requirements:		0

Capital Costs/Revenues: This project provides enhanced funding (\$150,000) for the transportation modeling needed to evaluate the impacts of potential Eastgate land use changes and to plan for TDM and other transportation enhancements needed to support the updated land use vision.

FY 2011 - FY 2017 Capital Investment Program

CD-22 Enhanced ROW and Urban Boulevards

Category: **Community Development** Status: **Ongoing**
 Department: **Planning & Community Development** Location: **Citywide**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
4,998,000	630,000	762,000	574,000	587,000	600,000	615,000	615,000	615,000

Description and Scope

This proposal provides continued funding to transform under-invested Rights-of-Way into thriving and inviting neighborhood features, and recreation and transportation corridors. It is a continuation of a successful multi-departmental initiative of master planning/conceptual design, and construction to enhance City-owned boulevards, Rights-of-Way, and gateways. Based on a set of guiding principles this project will use street trees, landscaping, median plantings, special lighting, improved sidewalks, crosswalks, seating, signage, natural drainage practices and public art to improve pedestrian and vehicle experiences, and demonstrate our civic pride and commitment to the environment. Funding will allow for neighborhood livability, improved aesthetics, city branding, tree canopy cover, and ecosystem benefits. Outcomes will include conceptual designs and design standards for the Urban Boulevard system and Code amendments regarding street frontage landscaping for new development. It would also fund improvements to approximately four boulevards (approximately eight miles) as well as landscape upgrades along approximately ten miles of Rights-of-way elsewhere in city.

Rationale

As stewards of the natural environment and Rights-of-Way, the city is actively pursuing a coordinated system of greenways and urban boulevards that provide multiple benefits and functions for our community. By connecting different sites via beautiful boulevards, trails and natural areas, the city becomes more usable, accessible and pleasing. The system connects neighborhoods, commercial areas, parks, schools and other points of interest in a unique way. With the tremendous growth and change Bellevue is experiencing, this planning and implementation effort presents a timely opportunity to affect the livability, safety and aesthetics of Bellevue's most distinctive arterials as identified in the Urban Design Element of the Comprehensive Plan - called "urban boulevards" - and upgrades elsewhere. A cohesive approach to enhancing the visual and functional quality of city streets is necessary to tell the story of Bellevue as a "beautiful view" and "city in a park."

Environmental Impacts

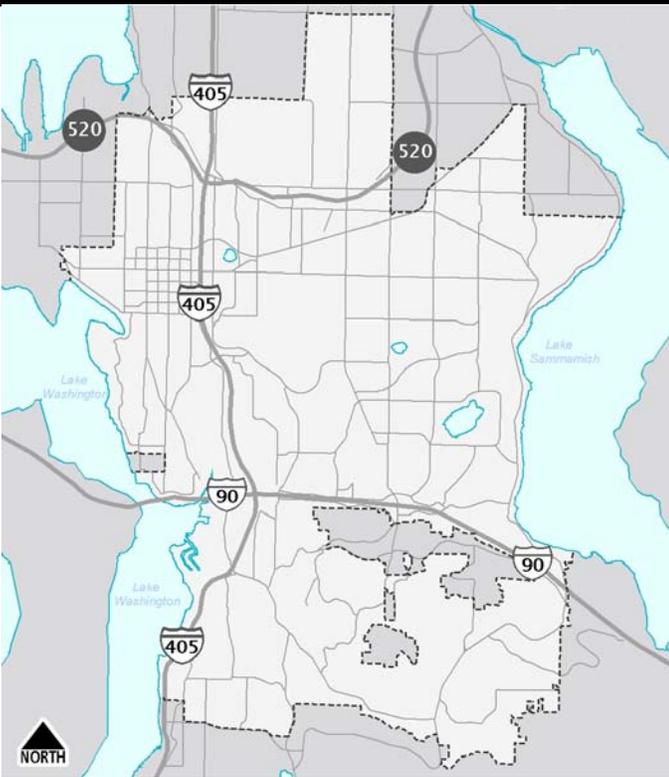
Environmental impacts will be determined on a project by project basis.

Operating Budget Impacts

Maintenance costs will be determined as specific projects are identified.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2007 - Ongoing	4,998,000
Total Budgetary Cost Estimate:		4,998,000
Means of Financing		
Funding Source	Amount	
General Taxes	4,998,000	
Total Programmed Funding:		4,998,000
Future Funding Requirements:		0

This project has an undetermined location in the City.



Projects Completed, Combined, or Deleted

2011-2017 Adopted CIP: Community & Economic Development

CIP Plan Number	Project Name	Total Estimated Cost (\$000s)
CD-2	Community Development Planning	\$603
CD-17	Gateways and Neighborhood Identity	396
CD-24	Metro Site Purchase Option	29
CD-25	Shoreline Update - Inventory Phase	440
CD-26	Critical Areas Handbook and Geo-Mapping	475
CD-28	Cultural Arts	4,500
ED-2	Downtown Parking Initiative	33



Introductory Comments

2011-2017 Adopted CIP: Neighborhood Enhancement Program

The Neighborhood Enhancement Program (NEP) provides the citizens of Bellevue with access to local government and a means of working with City staff to improve their neighborhoods. After direct mail notification of the neighborhood, an interdepartmental team meets with residents, receives and analyzes their suggestions for local improvements, and then builds residents' highest priorities based on neighborhood balloting.

Since the program's establishment in 1988, NEP has funded small projects that are important to neighborhoods, but which otherwise would be unable to compete for CIP dollars with larger projects that respond to larger needs and may have widespread support. By targeting smaller projects, NEP addresses and resolves local concerns that affect residents' daily lives.

NEP funds are typically allocated to projects which enhance pedestrian safety, improve rights-of-way, provide for new trails, and make physical improvements to neighborhood parks and open space.

All NEP projects must go through an established prioritization process and receive final approval from the NEP Steering Committee 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. An annual increase of \$107,000 was approved in 2007. Beginning in 2011, funding for new NEP projects was suspended for a period of three years. Resumption of funding is scheduled for consideration in 2014.



Funded Projects List

2011-2017 Adopted CIP: Neighborhood Enhancement Program

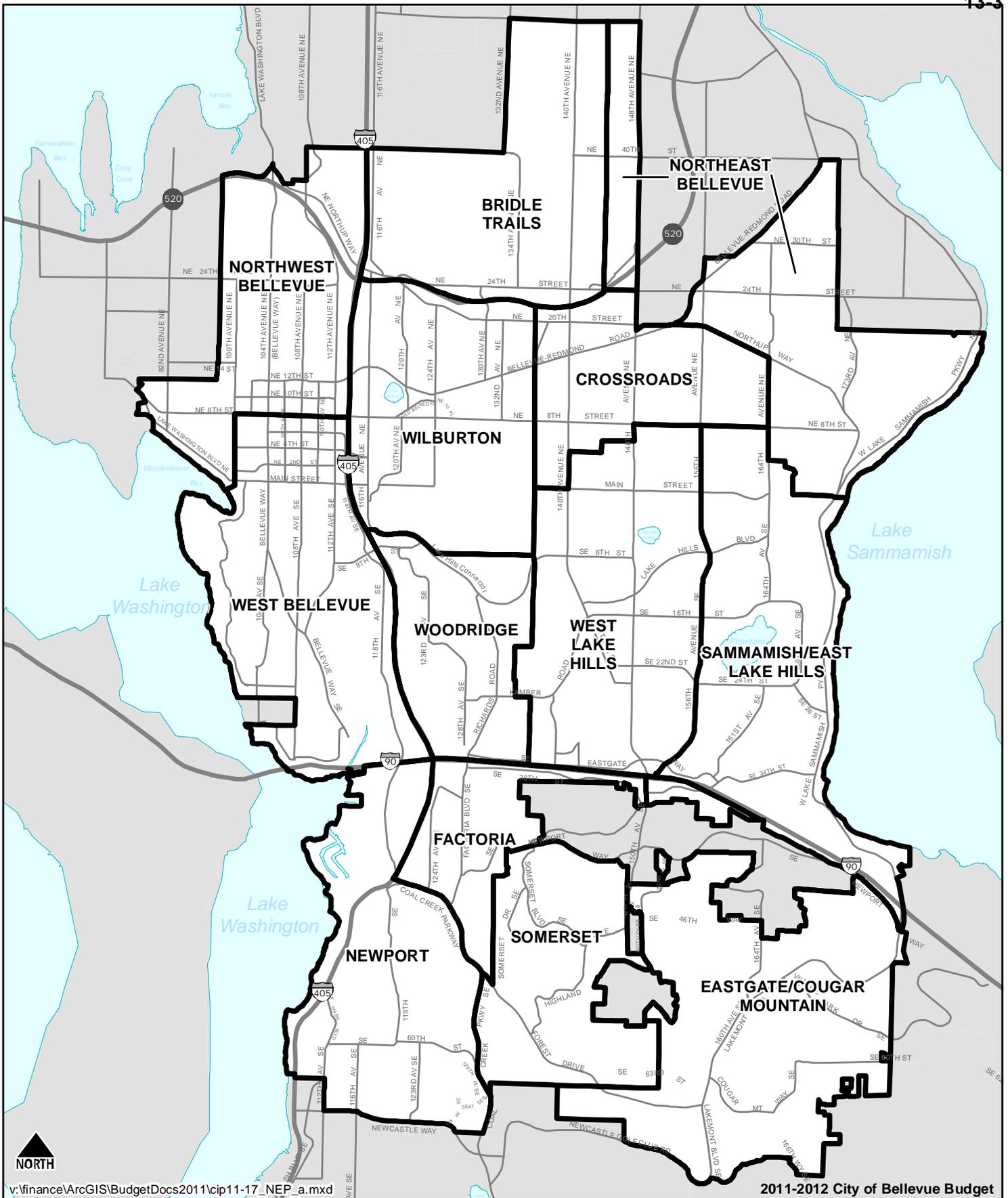
Funded CIP Projects

CIP Plan Number	Project Name	Outcome Area	Project Status	\$ in 000s	
				2011-2017 Project Cost	Total Estimated Cost
NEP-1	Neighborhood Enhancement Program	QN	AB	\$9,098	\$26,898
	TOTAL NEIGHBORHOOD ENHANCEMENT PROGRAM			\$9,098	\$26,898

Note: Totals may not foot due to rounding.

Outcome Area Key:
 EGC = Economic Growth & Competitiveness HSE = Healthy & Sustainable Environment
 IM = Improved Mobility IVCC = Innovative, Vibrant and Caring Community QN = Quality Neighborhoods
 RG = Responsive Government SC = Safe Community Debt = Debt Service Reserve = Council Contingency

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



2011-2017 Neighborhood Enhancement Projects

Notes: The thirteen Neighborhood Enhancement Areas are based generally on the Bellevue School District's elementary school attendance boundaries. Working with 4-5 neighborhood areas each year, staff has been completing a cycle of the entire city every three years. The most recent cycle concluded in 2010 in the Woodbridge, Newport, Factoria and Somerset areas. In 2011-13, the city is building the projects that were already approved but not completed in recent cycles. Funding of new NEP cycles may be resumed in 2014.

The information on this map is a geographic representation derived from the City of Bellevue Geographic Information System. The City of Bellevue does not guarantee that the information on this map is accurate or complete. This map is provided on an "as is" basis and disclaims all warranties, express or implied, including but not limited to warranties of merchantability, fitness for a particular purpose and non-infringement. Any commercial use or sale of this map or portions thereof, is prohibited without express written authorization by the City of Bellevue. The City of Bellevue is not responsible for any damages arising from the use of information on this map. Use of this map is at user's risk. Users should verify the information before making project commitments.



Cost and Resource Summary

\$000

2011-2017 Adopted CIP: Neighborhood Enhancement Program

	2011	2012	2013	2014	2015	2016	2017	2011-2017 Total
TOTAL COSTS	\$1,549	\$1,549	\$0	\$1,500	\$1,500	\$1,500	\$1,500	\$9,098
GENERAL CIP REVENUE	\$1,549	\$1,549	\$0	\$1,500	\$1,500	\$1,500	\$1,500	\$9,098
TOTAL RESOURCES	\$1,549	\$1,549	\$0	\$1,500	\$1,500	\$1,500	\$1,500	\$9,098

Note: Totals may not foot due to rounding.

FY 2011 - FY 2017 Capital Investment Program

NEP-1 Neighborhood Enhancement Program

Category: **Neighborhood Enhancement**
 Department: **Development Services**

Status: **Approved and Begun**
 Location: **Various locations**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
26,897,550	17,800,000	1,548,775	1,548,775	-	1,500,000	1,500,000	1,500,000	1,500,000

Description and 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. PCD provides coordination for the program, while the CIP provides funding for capital expenses and for staffing by individual project managers in the Transportation and Parks & Community Services Departments. Funding in 2011 and 2012 will be used to complete projects approved by residents prior to 2011. Beginning in 2014, funding will be available for new projects to enhance pedestrian safety, improve rights-of-way, and enhance parks and open space. The program is administered using a set of written guidelines, including criteria for determining project eligibility.

Rationale

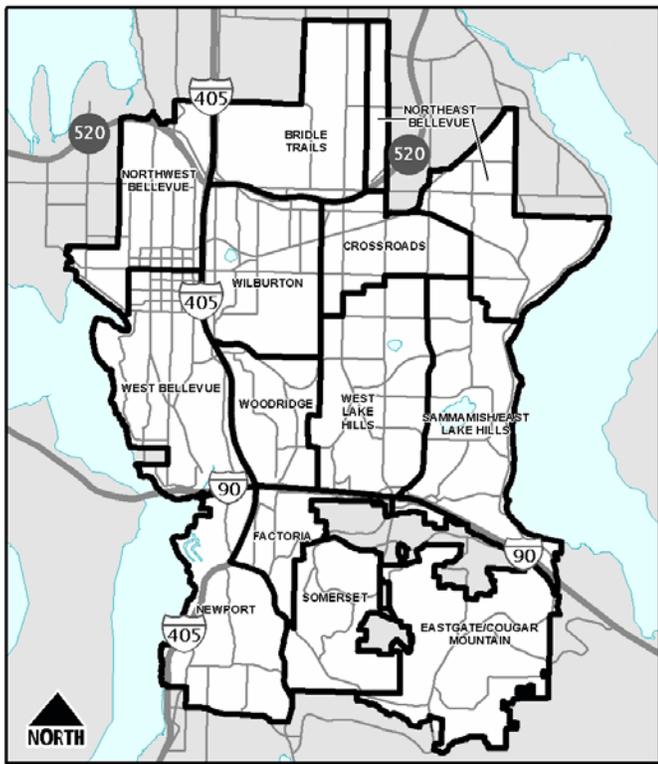
Established in 1988, NEP has been a high priority program of the city. It is designed to respond to localized neighborhood needs that would not otherwise compete for citywide CIP funding. Direct benefits include a better living environment for Bellevue residents through the physical improvements provided. 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.

Operating Budget Impacts

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	26,897,550
Total Budgetary Cost Estimate:		26,897,550
Means of Financing		
Funding Source		Amount
Charges for Services		7,857
Federal Grants		18,000
General Taxes		26,316,185
Miscellaneous Revenue		550,580
Private Contributions		4,928
Total Programmed Funding:		26,897,550
Future Funding Requirements:		0



Projects Completed, Combined, or Deleted

2011-2017 Adopted CIP: Neighborhood Enhancement Program

CIP Plan Number	Project Name	Total Estimated Cost (\$000s)
	None	



Introductory Comments

2011-2017 Adopted CIP: Neighborhood Investment Strategy

Introduced in 2001, the Neighborhood Investment Strategy (NIS) combines innovative outreach methods with better coordination of City resources to leverage private investment in neighborhoods. A major emphasis of the program is strengthening the City's relationship with citizens by involving them in projects and activities to improve and sustain neighborhood livability.

The goals of the original NIS West Lake Hills pilot project, which resulted in significant community building and \$6.5 million in capital projects, were to:

- Implement strategies to preserve the unique identity of the neighborhood.
- Proactively address issues related to the aging of the neighborhood and its infrastructure.
- Catalog and respond to specific needs and opportunities in the neighborhood.
- Systematically apply City resources to make an impact at the neighborhood level.
- Develop neighborhood leadership and foster community participation to sustain the effort.

Beginning in late 2006, an allocation of \$250,000 per year enabled 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 acted as a catalyst, leveraging its resources to encourage private reinvestment in older neighborhoods

Beginning in 2001, NIS operates through matching grants – offering neighborhoods an opportunity to draw upon city staff technical assistance and matching funds to complete small physical improvements as well as community-building and neighborhood clean-up projects.



Funded Projects List

2011-2017 Adopted CIP: Neighborhood Investment Strategy

Funded CIP Projects

CIP Plan Number	Project Name	Outcome Area	Project Status	\$ in 000s	
				2011-2017 Project Cost	Total Estimated Cost
NIS-2	Neighborhood Partnerships	QN	O	\$700	\$700
	TOTAL NEIGHBORHOOD INVESTMENT STRATEGY			\$700	\$700

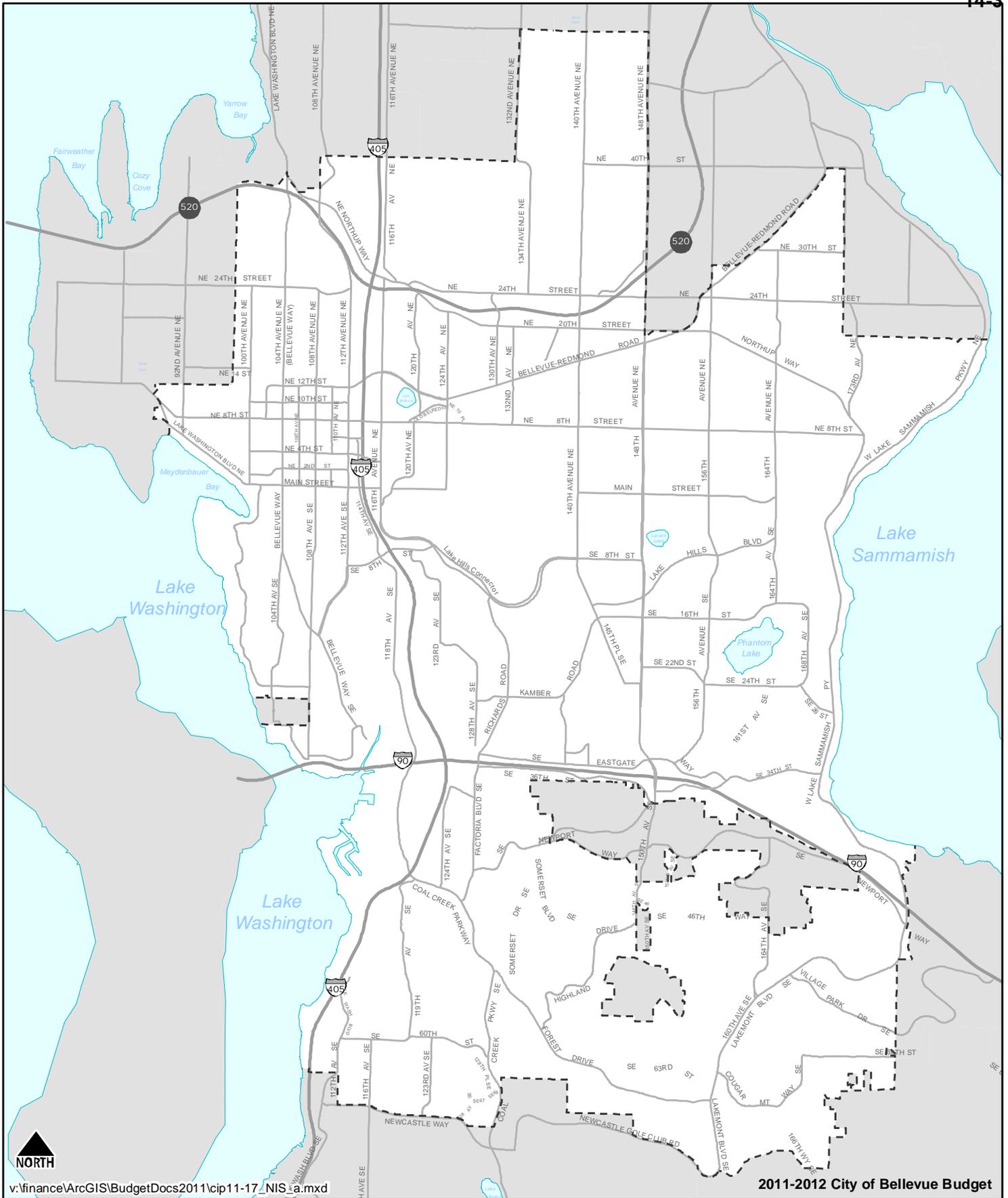
Note: Totals may not foot due to rounding.

Outcome Area Key:

EGC = Economic Growth & Competitiveness HSE = Healthy & Sustainable Environment
 IM = Improved Mobility IVCC = Innovative, Vibrant and Caring Community QN = Quality
 Neighborhoods RG = Responsive Government SC = Safe Community Debt = Debt
 Service Reserve = Council Contingency

Project Status Key:

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



2011-2017 Neighborhood Investment Strategy

Notes:

NIS-2 is in multiple locations in the City

The information on this map is a geographic representation derived from the City of Bellevue Geographic Information System. The City of Bellevue does not guarantee that the information on this map is accurate or complete. This map is provided on an "as is" basis and disclaims all warranties, express or implied, including but not limited to warranties of merchantability, fitness for a particular purpose and non-infringement. Any commercial use or sale of this map or portions thereof, is prohibited without express written authorization by the City of Bellevue. The City of Bellevue is not responsible for any damages arising from the use of information on this map. Use of this map is at user's risk. Users should verify the information before making project commitments.



Cost and Resource Summary

\$000

2011-2017 Adopted CIP: Neighborhood Investment Strategy

	2011	2012	2013	2014	2015	2016	2017	2011-2017 Total
TOTAL COSTS	\$100	\$100	\$100	\$100	\$100	\$100	\$100	\$700
GENERAL CIP REVENUE	\$100	\$100	\$100	\$100	\$100	\$100	\$100	\$700
TOTAL RESOURCES	\$100	\$100	\$100	\$100	\$100	\$100	\$100	\$700

Note: Totals may not foot due to rounding.

FY 2011 - FY 2017 Capital Investment Program

NIS-2 Neighborhood Partnerships

Category: **Neighborhood Investment**
 Department: **Development Services**

Status: **Ongoing**
 Location: **Various Locations**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
1,459,000	759,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000

Description and Scope

The Neighborhood Investment Strategy (NIS) has evolved in the past decade – from an intensive effort to address high priority needs and preserve the character of a single aging neighborhood, to a program focusing on small capital improvements, educational and community-building activities to improve the quality and appearance of neighborhoods throughout Bellevue. Beginning in 2011, NIS2 provides funding for Neighborhood Match projects, including: such capital improvements as community landscaping, neighborhood entry treatments and community mailbox replacement; and projects that result in improvement of overall community livability, appearance and sense of community (e.g., neighborhood clean-ups, Community gardens, etc.) Match projects and partnerships will be designed to strengthen community pride, stimulate private investment and restore neighborhood vitality. 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 neighborhoods.

Rationale

Council has set a high priority on neighborhood services. NIS-1 proved itself to be an effective tool for addressing the high priority needs of older neighborhoods. NIS-2 takes the next step to address the specific needs of neighborhoods seeking to maintain their quality appearance and character in partnership with the City, its residents, and community organizations. Major goals and outcomes include:

- Increased private investment in the neighborhood, with the City acting as a catalyst;
- Reinforcement of neighborhood 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.

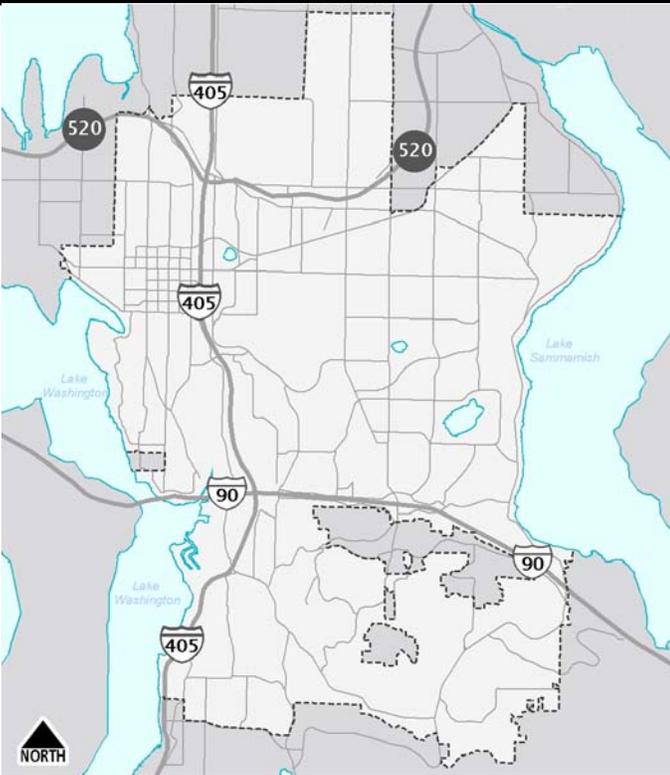
Environmental Impacts

Environmental impacts will be determined on a project by project basis.

Operating Budget Impacts

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2005 - Ongoing	1,459,000
Total Budgetary Cost Estimate:		1,459,000
Means of Financing		
Funding Source	Amount	
General Taxes	1,459,000	
Total Programmed Funding:		1,459,000
Future Funding Requirements:		0

This project is in multiple locations throughout the City.



Projects Completed, Combined, or Deleted

2011-2017 Adopted CIP: Neighborhood Investment Strategy

CIP Plan Number	Project Name	Total Estimated Cost (\$000s)
NIS-3	Neighborhood Community Building	\$45



Introductory Comments

2011-2017 Adopted CIP: Water

The Water Utility owns and operates 616 miles of water distribution and transmission mains, 27 reservoirs with over 41 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 all of Bellevue as well as the Points Communities and some areas of unincorporated King County.

Capital improvements for the Water Utility are generally based on Bellevue's 2006 Water Comprehensive Plan. The Comprehensive Plan identifies system improvements needed to continue to meet the demands of population growth and system aging, and to provide for orderly system expansion and improvements which increase system reliability, efficiency, and maintain desired levels of service.

The water system was analyzed to identify pressure, capacity, and storage needs now and for anticipated population growth. 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). Projects will address utility infrastructure needs associated with new proposed local roadways and for relocating existing city utility facilities for planned Sound Transit East Link infrastructure, as well as relocation of city utility facilities to accommodate state highway improvements.

The 2011-2017 CIP Plan recognizes that significant investments are needed to maintain aging systems and replace components that are reaching the end of their useful life. The Plan also includes a number of investments that are necessary to meet system capacity and infrastructure renewal needs as a response to growth and demand in the system.



Funded Projects List

2011-2017 Adopted CIP: Water

Funded CIP Projects

CIP Plan Number	Project Name	Outcome	Project Status	\$ in 000s	
				2011-2017 Project Cost	Total Estimated Cost
W-16	Small Diameter Water Main Replacement	HSE	O	\$43,615	\$71,729
W-67	Pressure Reducing Valve (PRV) Rehabilitation	HSE	O	4,107	9,546
W-68	Water Service Extension	HSE	O	1,725	4,452
W-69	Minor Water Capital Improvement Projects	HSE	O	1,700	5,499
W-82	Fire Hydrant Improvements	HSE	O	323	1,397
W-85	Structural/Seismic Reservoir Rehabilitation	HSE	O	4,386	13,977
W-91	Water Pump Station Rehabilitation	HSE	O	9,828	13,335
W-98	Replacement of Large Commercial Water Meters	HSE	O	2,604	3,851
W-99	Water Service Line and Saddle Replacement Program	HSE	O	1,513	2,469
W-101	Relocate Water for WSDOT I-405/SR 520 Braids Project	HSE	AB	120	332
W-102	Relocate Water for WSDOT 520 Bridge Expansion	HSE	AB	762	762
W-103	Increased Reservoir Storage to serve Downtown	HSE	AB	5,957	5,957
W-104	Increased Supply Inlet Capacity to West Operating Area	HSE	ANB	2,935	2,935
W-105	Design of Water Facilities for NE 15th Multi Modal Corridor	HSE	N	206	206
W-106	Utility facilities for NE 4th ST Extension	HSE	N	480	480
TOTAL WATER				<u>\$80,262</u>	<u>\$136,928</u>

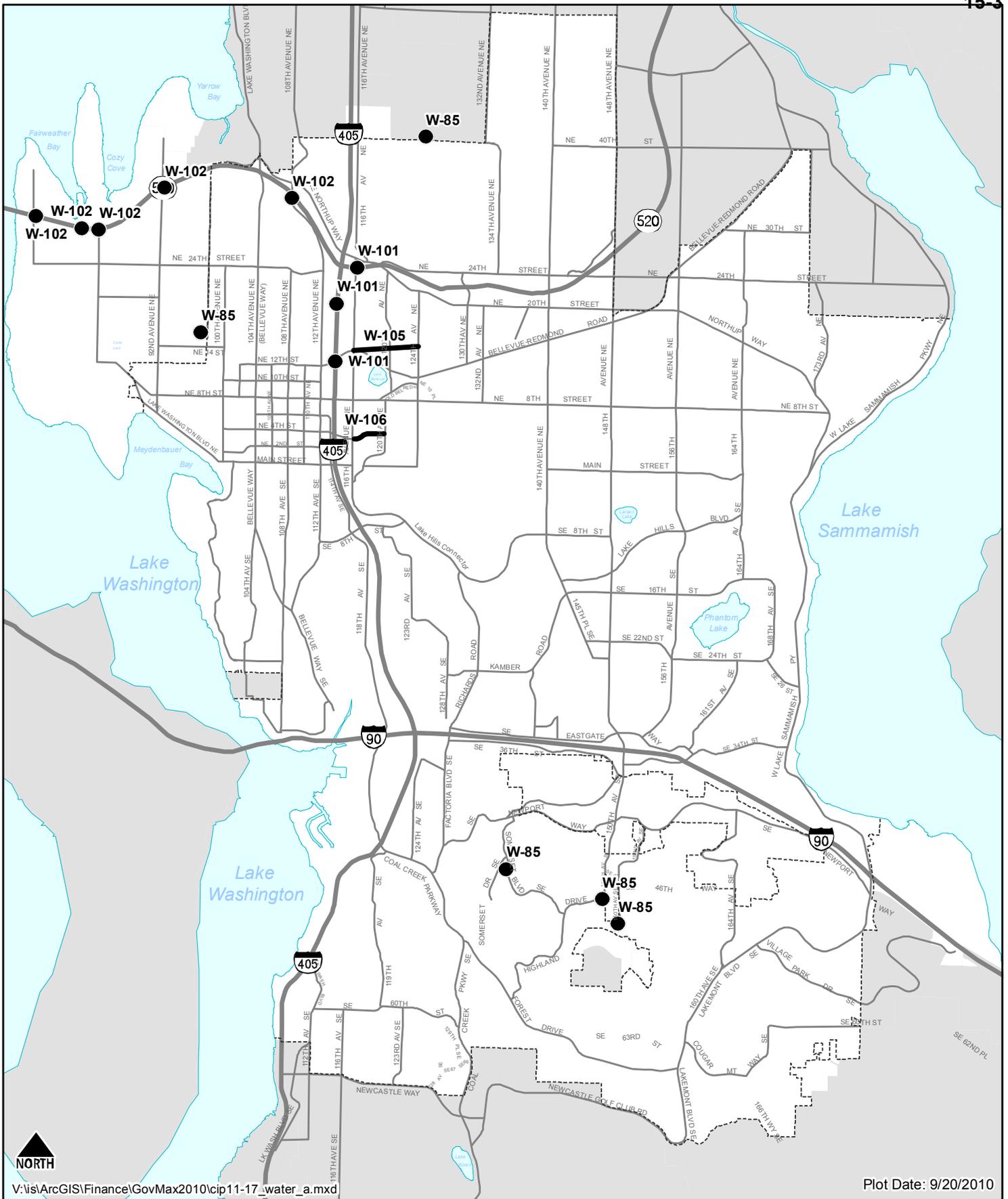
Note: Totals may not foot due to rounding.

Outcome Area Key:

EGC = Economic Growth & Competitiveness HSE = Healthy & Sustainable Environment
 IM = Improved Mobility IVCC = Innovative, Vibrant and Caring Community QN = Quality
 Neighborhoods RG = Responsive Government SC = Safe Community Debt = Debt
 Service Reserve = Council Contingency

Project Status Key:

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



V:\ArcGIS\Finance\GovMax2010\cip11-17_water_a.mxd

Plot Date: 9/20/2010

2011-2017 Water CIP Projects

Note: Projects W-16, W-67, W-68, W-69, W-82, W-91, W-98, W-99, W-103, and W-104 are not shown as they will be located throughout the service area.

The information on this map is a geographic representation derived from the City of Bellevue Geographic Information System. The City of Bellevue does not guarantee that the information on this map is accurate or complete. This map is provided on an "as is" basis and disclaims all warranties, express or implied, including but not limited to warranties of merchantability, fitness for a particular purpose and non-infringement. Any commercial use or sale of this map or portions thereof, is prohibited without express written authorization by the City of Bellevue. The City of Bellevue is not responsible for any damages arising from the use of information on this map. Use of this map is at user's risk. Users should verify the information before making project commitments.



Cost and Resource Summary

\$000

2011-2017 Adopted CIP: Water

	2011	2012	2013	2014	2015	2016	2017	2011-2017 Total
TOTAL COSTS	\$7,150	\$8,539	\$9,392	\$12,517	\$13,591	\$13,464	\$15,609	\$80,262
UTILITY OPERATING REVENUES:								
Water Utility Fund	\$7,150	\$8,539	\$9,392	\$12,517	\$13,591	\$13,464	\$15,609	\$80,262
TOTAL RESOURCES	\$7,150	\$8,539	\$9,392	\$12,517	\$13,591	\$13,464	\$15,609	\$80,262

Note: Totals may not foot due to rounding.

FY 2011 - FY 2017 Capital Investment Program

W-16 Small Diameter Water Main Replacement

Category: **Water**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Various locations throughout Water Utility's service area**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
71,729,354	28,114,000	3,980,080	4,645,472	5,359,024	6,124,427	6,942,490	7,815,758	8,748,103

Description and Scope

This program focuses primarily on replacing short-lived small diameter asbestos cement (AC) pipe, which yields a secondary benefit of increasing the emergency fireflow available to neighborhoods. This investment will ramp up water pipeline replacement to 5 miles/year by 2018, and then be adjusted with inflation to maintain the 5 miles/yr replacement rate. At that rate, water pipe will need to last on average 100-125 years. Pipes are selected for replacement based on risk of failure (likelihood and consequence), failure history, and coordination with other construction, such as planned street overlays (which reduce restoration costs).

PROJECT NEED: System Renewal and Replacement; Improved Level of Service

Rationale

Water pipeline replacement will ramp up from 1.5 miles per year to 5 miles per year over a year-year period. Acceleration of this project is required to achieve the Asset Management Program (AMP) goal of cost effective system renewal and replacement while maintaining acceptable customer service levels. Experience has shown that small diameter AC pipes have the shortest life. AC pipe fails catastrophically, often causing significant damage to nearby properties and triggering more breaks in nearby AC pipes. Before the program acceleration (initiated in 2009), the replacement rate meant water mains would need to last 400 years, well beyond expected asset life.

4-inch AC pipe comprises 3% of the water system, but accounts for one third of all main breaks. Besides size and material, soil corrosiveness, moisture content, and original construction quality affect pipe life. As budgeted, most 4-inch AC pipe will be replaced by 2017, reaching a maximum pipe age of 61 years. Replacement of 6-inch AC main would follow, over a 30 year period. Larger diameter mains would be replaced before they reach 125 years old. Pipes of other materials (ductile and cast iron, clay) will also be replaced as needed. The potential for main breaks will be significantly reduced, minimizing service disruptions to customers and costly emergency repairs, and reducing claims exposure.

Environmental Impacts

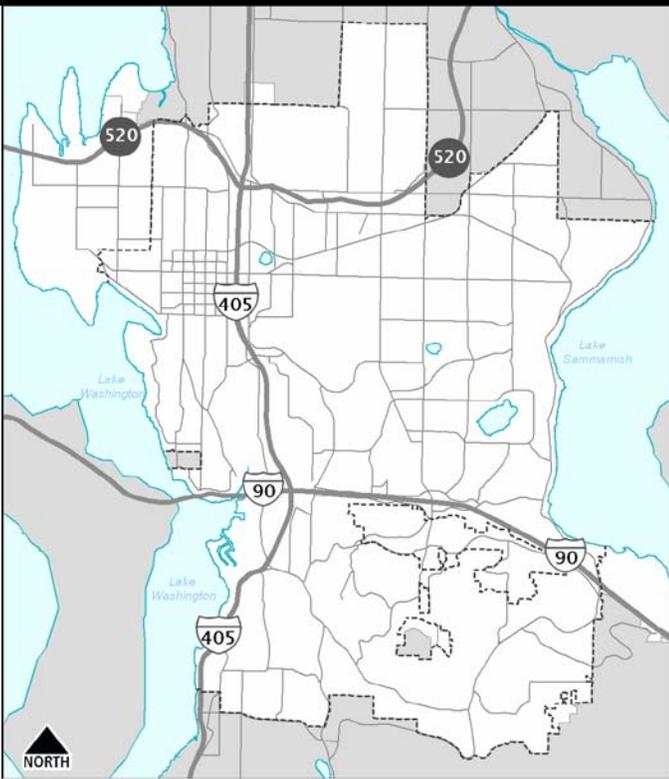
Replacement of water mains less than eight inches in diameter are generally exempt from environmental review, unless they are in or adjacent to sensitive areas. The status of environmental review of specific projects is undetermined.

Operating Budget Impacts

This project will have no impact on operating revenues (and/or) expenditures, since it replaces existing facilities.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	Ongoing	71,729,354
Total Budgetary Cost Estimate:		71,729,354

Means of Financing

Funding Source	Amount
Charges for Services	15,000
Contributions from Other City Funds	179,000
Miscellaneous Revenue	794,000
Utility Rates/Fees	70,741,354
Total Programmed Funding:	71,729,354
Future Funding Requirements:	0

This project is located throughout the service area.

FY 2011 - FY 2017 Capital Investment Program

W-67 Pressure Reducing Valve (PRV) Rehabilitation

Category: **Water**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Various locations throughout Water Utility's service area**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
9,546,150	5,439,000	520,000	540,800	562,450	584,950	608,350	632,650	657,950

Description and Scope

This ongoing program consists of the rehabilitation or replacement of old, deteriorating, and unsafe water system vaults containing aging pressure reducing valves throughout the water service area. The number of pressure reducing valves that are rehabilitated varies from year to year based on the annual program budget and the rehabilitation costs, but over the long term should average between 5 and 7 PRVs per year. Replacement criteria include service requirements, safety, maintenance history, age, and availability of replacement parts.

PROJECT NEED: System Renewal & Replacement

Rationale

Bellevue's water system includes over 150 PRVs that supply water throughout Bellevue. During normal operation they sustain the water pressure to homes and businesses in service areas of similar elevation, known as 'water pressure zones'. When they sense a drop in system pressure, these valves open wide to provide additional water to fight fires or in response to other supply deficiencies.

PRVs require rehabilitation or replacement every 30-35 years, as parts become obsolete and mechanical wear leads to unreliable performance. Bellevue currently has approximately thirty critical PRVs over 30 years old, at significant risk of failing. Many of the oldest PRVs have small vaults with difficult access. These vaults make the increased maintenance and repair work problematic, are too small to accommodate newer valves and fittings, and in some cases raise safety concerns for personnel. The program budget funds replacement of 5-7 PRVs/yr; the oldest PRV will be about 40 years old at this replacement rate.

Environmental Impacts

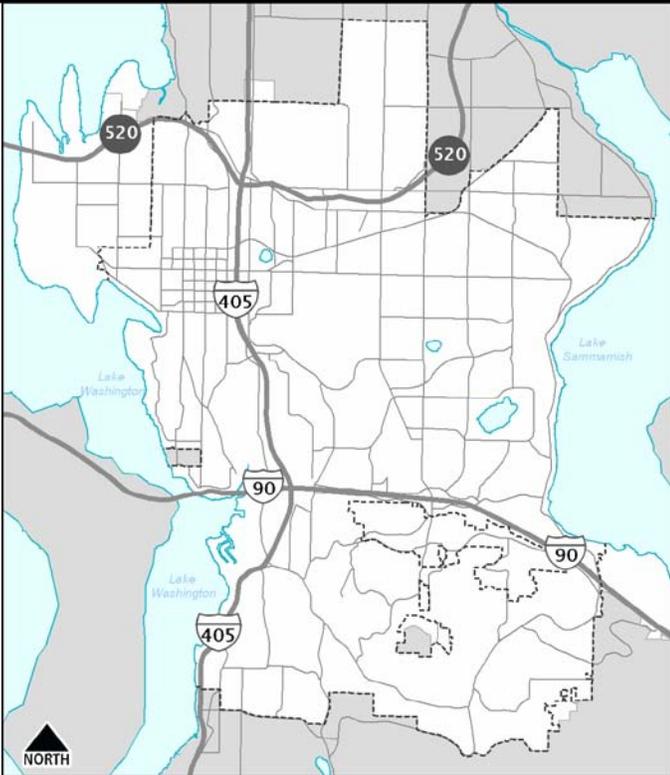
The specific environmental impacts or the State Environmental Protection Act (SEPA) requirements will be determined for each specific project. Projects are generally confined to a small area within an existing utility vault, or may involve replacement of the vault, and are generally exempt.

Operating Budget Impacts

This project will have no impact on operating revenues (and/or) expenditures, since it replaces existing facilities.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	1991 - Ongoing	9,546,150
Total Budgetary Cost Estimate:		9,546,150
Means of Financing		
Funding Source	Amount	
Charges for Services	2,000	
Miscellaneous Revenue	13,000	
Utility Rates/Fees	9,531,150	
Total Programmed Funding:		9,546,150
Future Funding Requirements:		0

This project is located throughout the service area.

FY 2011 - FY 2017 Capital Investment Program

W-68 Water Service Extension

Category: **Water**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Various locations throughout Water Utility's service area**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
4,452,003	2,727,000	218,400	227,136	236,229	245,679	255,507	265,713	276,339

Description and Scope

This ongoing program provides funds for the design and construction of new water mains for development or redevelopment, or to extend water pipes to areas with failing well systems throughout the service area. These facilities are constructed to serve areas that currently do not have City water available. The program may include installation of water system supply components including PRVs and master meters associated with water system expansion.

PROJECT NEED: System Expansion

Rationale

This program facilitates orderly extension of the water system, which state and county policies encourage, and provides an affordable option for customers who might otherwise not be able to develop their property. 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 when health or safety is at risk. The program eliminates dependence on well systems by providing a reliable source of high quality water. It reduces costs and disruption to communities when constructed in conjunction with other projects. Property owner interest fluctuates annually, resulting in some years with no construction, and other years with substantial new construction. As the water system approaches build-out, fewer requests for water system extension are anticipated. Investment is recovered through connection charges.

Environmental Impacts

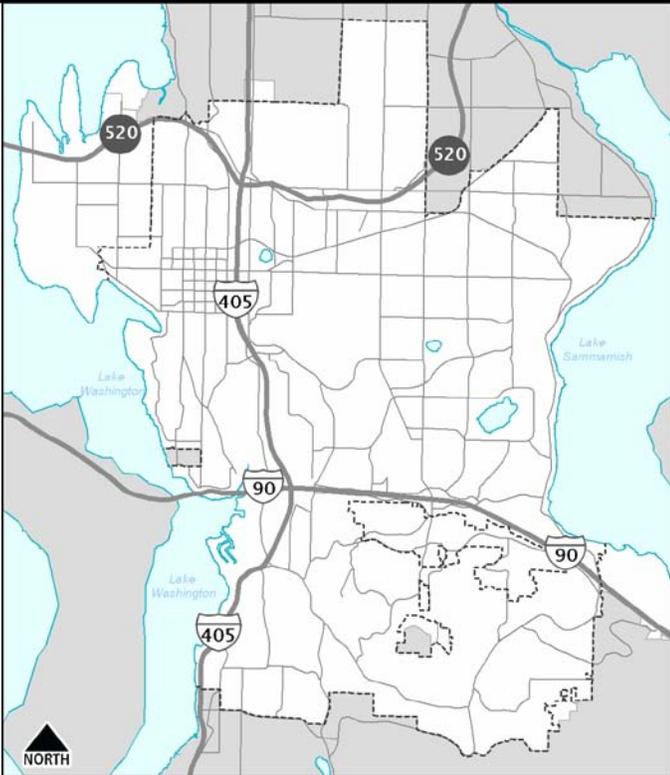
The environmental impacts or State Environmental Protection Act (SEPA) requirements will be determined for each specific project.

Operating Budget Impacts

Operating budget costs will increase due to the addition of new water pipe. Additional operating costs will be incremental depending on the length and location of new water main, and can be approximated at \$0.95/LF. The existing budget allows construction of approximately 900 LF of water pipe each year, which is only constructed if requests are received.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	1990 - Ongoing	4,452,003
Total Budgetary Cost Estimate:		4,452,003
Means of Financing		
Funding Source		Amount
Charges for Services		1,000
Utility Rates/Fees		4,451,003
Total Programmed Funding:		4,452,003
Future Funding Requirements:		0

This project is located throughout the service area.

FY 2011 - FY 2017 Capital Investment Program

W-69 Minor (Small) Water Capital Improvement Projects

Category: **Water**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Various locations throughout Water Utility's service area**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
5,499,359	3,799,000	215,280	223,891	232,854	242,169	251,857	261,917	272,391

Description and Scope

This ongoing program pays for small improvements to Bellevue's water system to resolve deficiencies, improve efficiencies, or resolve maintenance problems, often in conjunction with other programs such as the Transportation overlay program. Projects are prioritized based on criteria including public safety/property damage, maintenance frequency, operator safety, environmental risk, reliability and efficiency gains, coordination with other city projects or development activity, and level of service impact.

PROJECT NEED: System Renewal and Replacement

Rationale

These improvements correct unanticipated 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. These projects are too small to justify their own CIP projects, don't fit within the scope of other water CIP programs, and sometimes cannot be anticipated. The budget is based on average historical need.

Environmental Impacts

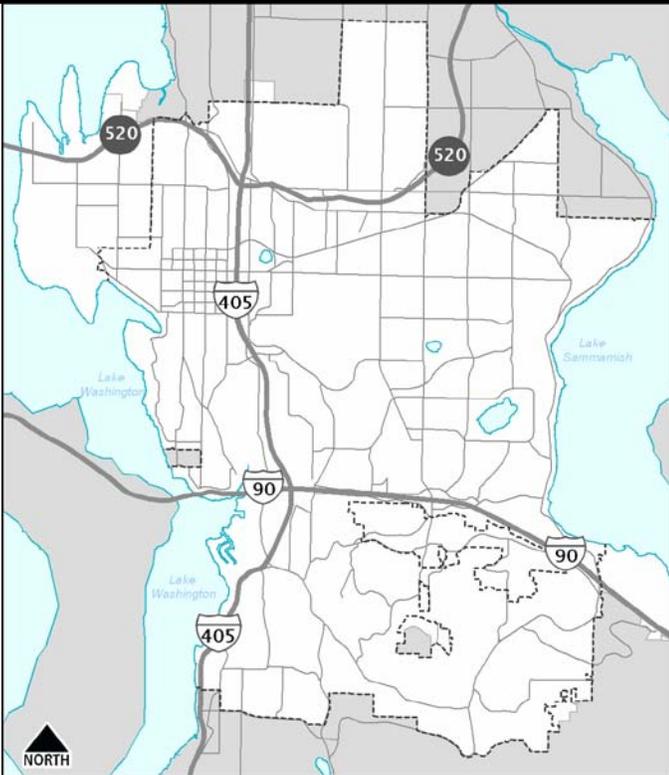
The environmental impacts and State Environmental Protection Act (SEPA) requirements will be determined for each specific project, but are generally exempt.

Operating Budget Impacts

This project will have no impact on operating revenues (and/or) expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	1991 - Ongoing	5,499,359
Total Budgetary Cost Estimate:		5,499,359

Means of Financing

Funding Source	Amount
Charges for Services	1,000
Miscellaneous Revenue	150,000
Utility Rates/Fees	5,348,359
Total Programmed Funding:	5,499,359
Future Funding Requirements:	0

This project is located throughout the service area.

FY 2011 - FY 2017 Capital Investment Program

W-82 Fire Hydrant Improvements

Category: **Water**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Various locations throughout Water Utility's service area**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
1,396,914	1,074,000	-	-	59,620	62,005	64,485	67,061	69,743

Description and Scope

This program replaces non-standard hydrants that have outdated two-port connections, thereby improving the rate of water flow and reducing response time in the event of a fire. As of 2010, there are 36 remaining 2-port hydrants. Based on the current budget, these will be replaced by approximately 2022.

PROJECT NEED: System Renewal & Replacement; Improved Level of Service

Rationale

This program was recommended in the 1992 Water Comprehensive Plan and subsequent Plan Updates. Phase 1 of this project improved fire protection within the water service area where hydrant spacing limited fire protection. The current phase (2) of this project replaces non-standard two-port hydrants to improve available fireflow and response time in the event of a fire. Two-port hydrants can provide only 600gpm, which is less than the 1000gpm minimum fireflow requirement for single family home construction. Three-port hydrants (the current standard) have a 1250gpm flow capacity.

Environmental Impacts

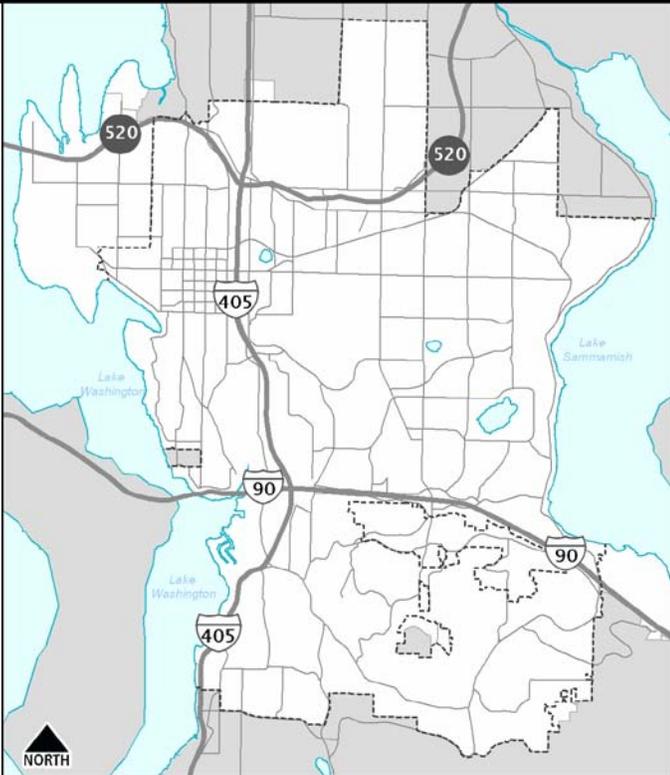
Fire hydrant replacement projects are generally exempt from State Environmental Protection Act (SEPA). Impacts are anticipated to be insignificant.

Operating Budget Impacts

This project will have no impact on operating revenues (and/or) expenditures, since Phase 2 replaces existing facilities.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	1993 - Ongoing	1,396,914
Total Budgetary Cost Estimate:		1,396,914

Means of Financing

Funding Source	Amount
Charges for Services	2,000
General Taxes	380,914
Miscellaneous Revenue	105,000
Utility Rates/Fees	909,000
Total Programmed Funding:	1,396,914
Future Funding Requirements:	0

This project is located throughout the service area.

FY 2011 - FY 2017 Capital Investment Program

W-85 Structural/Seismic Reservoir Rehabilitation

Category: **Water**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Reservoir locations throughout Water Utility's service area**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
13,977,437	9,591,000	555,360	577,574	600,697	624,727	649,718	675,670	702,691

Description and Scope

This program funds reservoir retrofit or replacement to avoid or mitigate earthquake damage, and ensures reservoirs can maintain at least a minimal level of system functionality following a seismic event. It also funds reservoir rehabilitation for age or use related deterioration. There are 27 drinking water reservoirs in the system with a combined capacity of 42.5 million gallons. A 1993 assessment identified 18 of these reservoirs needing improvements for seismic preparedness.

PROJECT NEED: System Renewal & Replacement; Improved Level of Service

Rationale

Major upgrades have been completed at seven of the 18 reservoirs identified in the 1993 assessment. The improvements will reduce life safety risks and optimize reduction of economic risk during seismic events. Projects are prioritized based on risk (likelihood and consequence of failure); seismic vulnerability for continued service; and coordination with other projects (such as pump station retrofit or adding new drinking water storage). Failure consequences that will be reduced include loss of tank system operation, loss of use of communications systems, and resultant property damage.

The remaining highest priority projects were evaluated by Montgomery Watson in 1999, and planning-level cost estimates for remaining work was developed at that time. Some projects are small (less than \$60,000) for roof repair or corrosion protection; others involve replacement of entire reservoirs. Annual program funding is levelized, but expenditures fluctuate as projects are scheduled for construction once sufficient resources are accrued. At the proposed funding level, known projects will be completed about 2017. As that time approaches, the budget required to maintain a sustainable level of reservoir rehabilitation will be reevaluated.

Environmental Impacts

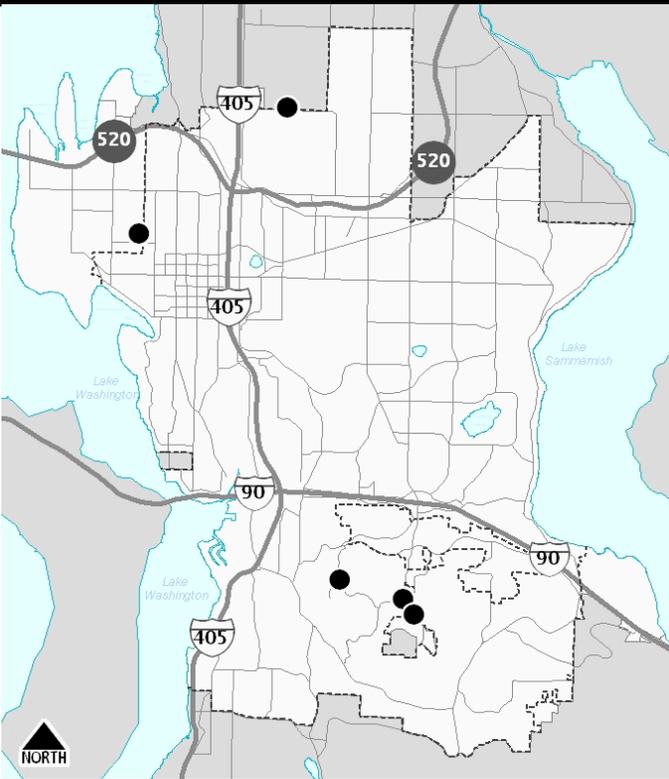
The environmental impacts will be determined during the design of each specific project.

Operating Budget Impacts

This project will have no impact on operating revenues (and/or) expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	1993 - Ongoing	13,977,437
Total Budgetary Cost Estimate:		13,977,437
Means of Financing		
Funding Source	Amount	
Charges for Services	4,000	
Miscellaneous Revenue	1,427,000	
Utility Rates/Fees	12,546,437	
Total Programmed Funding:		13,977,437
Future Funding Requirements:		0

This project is located throughout the service area.

FY 2011 - FY 2017 Capital Investment Program

W-91 Water Pump Station Rehabilitation

Category: **Water**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Various locations throughout the water service area**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
13,334,857	3,507,000	1,055,600	1,097,824	1,141,774	1,538,419	1,599,961	1,663,870	1,730,409

Description and Scope

This program was established in 2007 to rehabilitate Bellevue's twenty-two water pump stations. Based on a needs assessment of each pump station, improvements can range from basic improvements to complete reconstruction. The rehabilitation work always includes replacing the mechanical and electrical equipment, adds on-site emergency power generation as needed, and resolves structural deficiencies and life/safety issues as needed.

PROJECT NEED: System Renewal & Replacement

Rationale

Thirty five percent of all water used in Bellevue passes through one or more of the twenty-two pump stations, amounting to over two billion gallons of water per year. The stations were last rehabilitated in the early 1980s and are reaching the expected industry-standard life of 25-30 years for mechanical and electrical equipment. As station components age, reliable water supply for domestic and commercial use, and to fight fires, is compromised. There is increased risk of sudden failure, requiring emergency response and higher cost repair. O&M costs increase, and parts become obsolete.

A 2007 pre-design study indicates the current budget will not accommodate the originally planned rehabilitation of two pump stations/year; hence, the budget escalates in outer years. Cost estimates range from \$200,000 to \$3,000,000 per station.

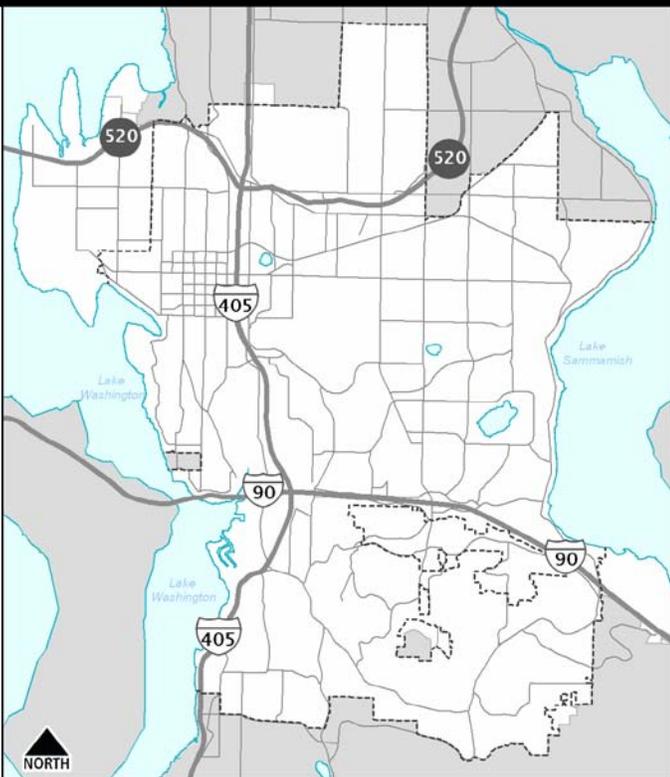
Environmental Impacts

Most work will be within the confines of the existing pump station buildings, therefore no impacts are anticipated.

Operating Budget Impacts

This project will have no impact on operating revenues (and/or) expenditures, since it replaces existing facilities.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2005 - Ongoing	13,334,857
Total Budgetary Cost Estimate:		13,334,857

Means of Financing

Funding Source	Amount
Utility Rates/Fees	13,334,857
Total Programmed Funding:	13,334,857
Future Funding Requirements:	0

This project is located throughout the service area.

FY 2011 - FY 2017 Capital Investment Program

W-98 Replacement of Large Commercial Water Meters

Category: **Water**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Various locations throughout Water Utility's service area**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
3,850,616	1,247,000	307,840	346,112	359,968	374,368	389,344	404,896	421,088

Description and Scope

This program systematically replaces high-volume commercial water meters (3" and larger) as their performance accuracy declines.

PROJECT NEED: System Renewal & Replacement

Rationale

A 2003 Water Loss Study identified that older commercial meters 3-inches and larger may significantly under-register flows passing through them, and become less accurate over time. There are 279 of these meters in our system (out of over 35,000 total meters) which account for nearly 30% of the total volume of water sold. The study suggested the meters may under-read as much as 102 million gallons annually (retail value ~\$400,000). The revenue lost by the meter inaccuracies affects both the water and sewer utilities, since sewer rates are based on winter water usage. This investment enhances revenues and ensures equitable water charges by accurately measuring the water consumed. This results in more accurate rate allocation among user classes (residential and commercial customers), and reduced unaccounted (and non-revenue producing) water. A secondary program benefit is to resolve safety issues at 75 of the meters, which cannot currently be read remotely. Many of these oldest meters are in vaults which need to be replaced to accommodate the new meters, and to meet current safety/access standards. Vault replacement adds to the complexity and cost. The current budget funds replacement of 3-4 meters/year for locations where the vault must be replaced.

Environmental Impacts

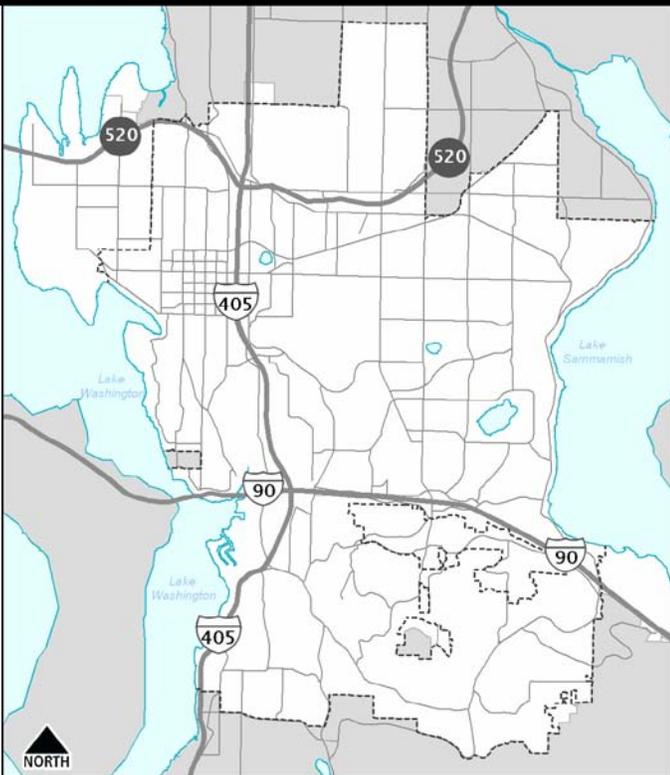
Replacement of large meters often involves replacement of the vault to meet the design requirements of new meters and current safety and operational standards. However, in most cases there is no environmental impact associated with replacement of meter and vault.

Operating Budget Impacts

This project will have some positive impact on operating revenues, since new water meters are more accurate than the ones being replaced, which tend to under-register water. This project will have no impact on operating expenditures since it replaces existing facilities.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2005 - Ongoing	3,850,616
Total Budgetary Cost Estimate:		3,850,616
Means of Financing		
Funding Source	Amount	
Utility Rates/Fees	3,850,616	
Total Programmed Funding:		3,850,616
Future Funding Requirements:		0

This project is located throughout the service area.

FY 2011 - FY 2017 Capital Investment Program

W-99 Water Service Line and Saddle Replacement Program

Category: **Water**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Various locations throughout Water Utility's service area**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
2,469,000	956,000	166,400	173,056	179,984	233,980	243,340	253,060	263,180

Description and Scope

This program replaces aging and deteriorating water service saddles (the component connecting the customer's water service line to the city-owned water line), and deteriorating water service lines (the pipes between the city's water main to the customer's water meter).

PROJECT NEED: System Renewal & Replacement

Rationale

The City is responsible for maintaining approximately 33,000 water services and saddles. Varying soil conditions result in highly variable service life. The average expected life is 40-50 years with newer stainless steel saddles expected to last at least 85 years. Saddle and service line failures require emergency response, result in customer water service disruption until the line is repaired, and can damage roadways and private property. This program addresses 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).

The program provides the means for a more proactive approach towards maintaining the function of water service saddles and service lines. It supports 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

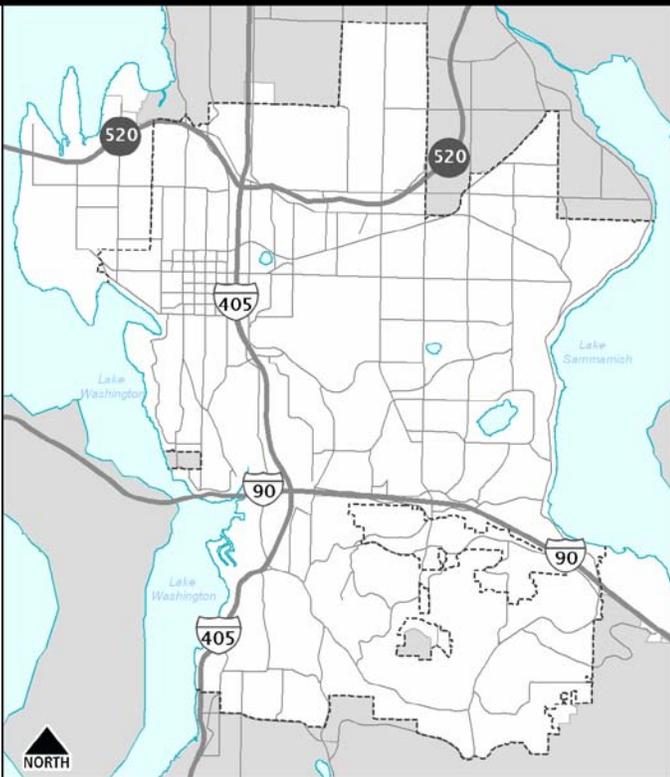
Replacement of existing water service lines and saddles will in most cases result in no environmental impact.

Operating Budget Impacts

This project will have no impact on operating revenues (and/or) expenditures, since it replaces existing facilities.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2005 - Ongoing	2,469,000
Total Budgetary Cost Estimate:		2,469,000
Means of Financing		
Funding Source	Amount	
Utility Rates/Fees	2,469,000	
Total Programmed Funding:		2,469,000
Future Funding Requirements:		0

This project is located throughout the service area.

FY 2011 - FY 2017 Capital Investment Program

W-101 Relocate Water WSDOT I-405/SR 520 Braids

Category: **Water**
 Department: **Utilities**

Status: **Approved and Begun**
 Location: **Within and adjacent to the I-405 and SR 520 Rights of Way**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
332,000	212,000	40,000	40,000	40,000	-	-	-	-

Description and Scope

Relocate up to four water pipes located within the state's right-of-way, to accommodate the state highway project. The state's project includes complete replacement of the NE 12th Street overpass bridge, where Bellevue has a 16-inch diameter transmission main that provides the primary water supply to Bellevue west of I-405.

PROJECT NEED: Regulatory Requirements (Mandate)

Rationale

Rationale: Bellevue is legally obligated by State permits and agreements to relocate or modify its utilities to accommodate the State's project.

Environmental Impacts

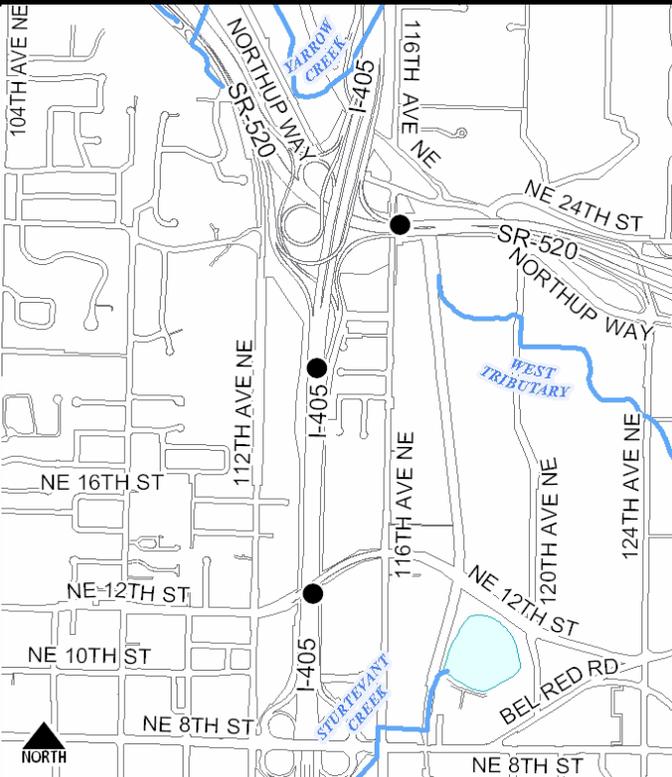
Relocation of utilities is an incidental part of the State's highway project. Any environmental impacts will be identified and mitigation proposed as part of the environmental review for the entire WSDOT project.

Operating Budget Impacts

At this time, this project has no known impact on operating revenues and/or expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2009 - 2013	332,000
Total Budgetary Cost Estimate:		332,000
Means of Financing		
Funding Source	Amount	
Utility Rates/Fees	332,000	
Total Programmed Funding:		332,000
Future Funding Requirements:		0

FY 2011 - FY 2017 Capital Investment Program

W-102 Relocate Water for WSDOT 520 Expansion

Category: **Water**
 Department: **Utilities**

Status: **Approved and Begun**
 Location: **Within & adjacent to SR 520 Right of Way**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
761,590	-	-	-	140,613	146,238	152,088	158,163	164,488

Description and Scope

Relocate up to five water pipes located within the state's right-of-way, to accommodate the state highway project. Bellevue has three pipes hung from overpasses, and two that pass under the highway, within the vicinity of the WSDOT project. The crossings provide domestic water supply to customers north of SR520.

PROJECT NEED: Regulatory Requirements (Mandate)

Rationale

Bellevue is legally obligated by State permits and agreements to relocate or modify its utilities to accommodate the State's project.

Environmental Impacts

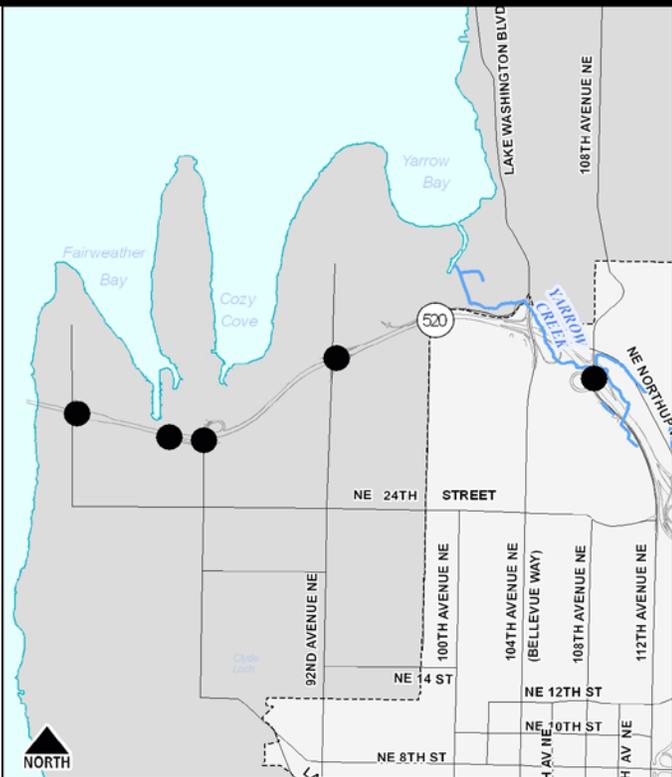
Relocation of utilities is an incidental part of the State's highway project. Any environmental impacts will be identified and mitigation proposed as part of the environmental review for the entire WSDOT project.

Operating Budget Impacts

At this time, this project has no known impact on operating revenues and/or expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2009 - 2020	1,295,594
Total Budgetary Cost Estimate:		1,295,594

Means of Financing

Funding Source	Amount
Utility Rates/Fees	761,590
Total Programmed Funding:	761,590
Future Funding Requirements:	534,004

FY 2011 - FY 2017 Capital Investment Program

W-103 Increase Reservoir Storage for West Operating Area

Category: **Water**
 Department: **Utilities**

Status: **Approved and Begun**
 Location: **Not yet determined**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
5,957,475	-	-	270,400	281,225	2,339,800	2,433,400	632,650	-

Description and Scope

This project includes a siting study, design and construction of drinking water storage capacity required for anticipated population growth in Downtown, Bel-Red, and Wilburton areas. The cost estimate does not include site acquisition. If practical this project will be coordinated with the replacement or rehabilitation of existing reservoir(s) on property already owned by the City.

PROJECT NEED: System Expansion

Rationale

Bellevue's Water Comprehensive Plan identifies the need for additional drinking water storage to supply water for emergencies, fire protection, and equalization (daily usage) to serve anticipated population growth in Downtown, Bel-Red, and Wilburton areas. Based on projected growth, at least 1.5 million gallons of additional storage is required by 2015. An additional 5 million gallons of storage is anticipated to be needed beyond this CIP window to meet state minimum requirements for the projected population. State regulations establish the required volume of water storage. If such storage is not provided, mandatory water use restrictions would be required.

Environmental Impacts

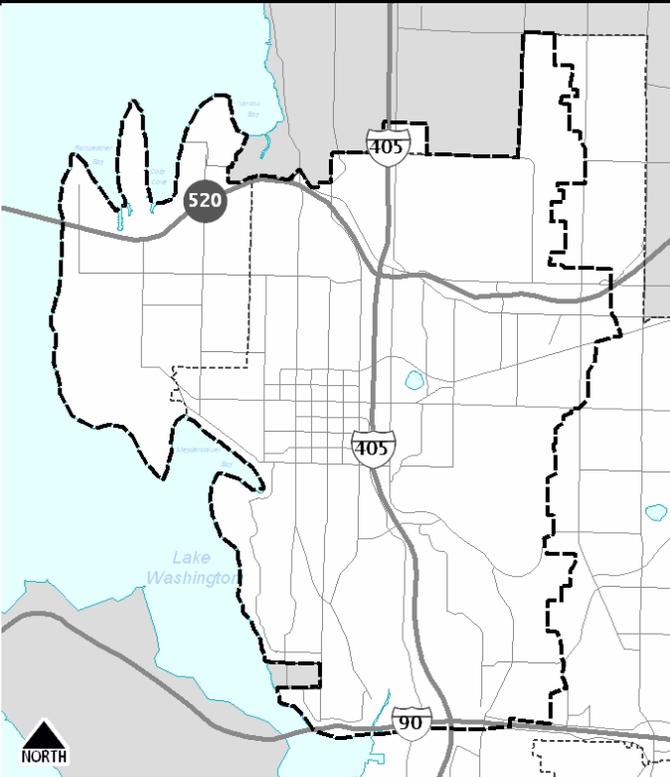
Environmental impacts will be evaluated as part of the pre design study.

Operating Budget Impacts

This project may increase operating expenditures, since it is a facility expansion. Specific costs have not yet been estimated.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2012 - 2016	5,957,475
Total Budgetary Cost Estimate:		5,957,475

Means of Financing

Funding Source	Amount	
Utility Rates/Fees	5,957,475	
Total Programmed Funding:		5,957,475
Future Funding Requirements:		0

Capital Costs/Revenue: This project provides new funding (\$6,825,000) to add additional storage to the west operating area for anticipated development.

FY 2011 - FY 2017 Capital Investment Program

W-104 Increased Water Supply for West Operating Area

Category: **Water**
 Department: **Utilities**

Status: **Approved and Not Begun**
 Location: **Not yet determined**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
2,935,475	-	-	-	-	-	-	632,650	2,302,825

Description and Scope

This project will construct a new inlet station to provide sufficient drinking water (estimated at 6300gpm from this station) for growth in downtown, Bel-Red, and Wilburton areas, by 2017. It will also improve drinking water supply reliability (redundancy) to the 200,000 people who will ultimately live and work in these areas.

PROJECT NEED: Improved Level of Service; System Expansion

Rationale

Bellevue's drinking water comes from regional water supply lines that run through Bellevue. Water can be accessed only through inlet stations, which house the pipes, valves and meters that feed drinking water into Bellevue's water system. Bellevue's Water Comprehensive Plan forecasts the need for additional water supply to serve these areas by 2017. The new inlet will improve drinking water supply reliability by adding a third major water supply path to ensure adequate water supply in the event that one station is out of service. That portion of the project for capacity increase would be recovered through connection charges.

Environmental Impacts

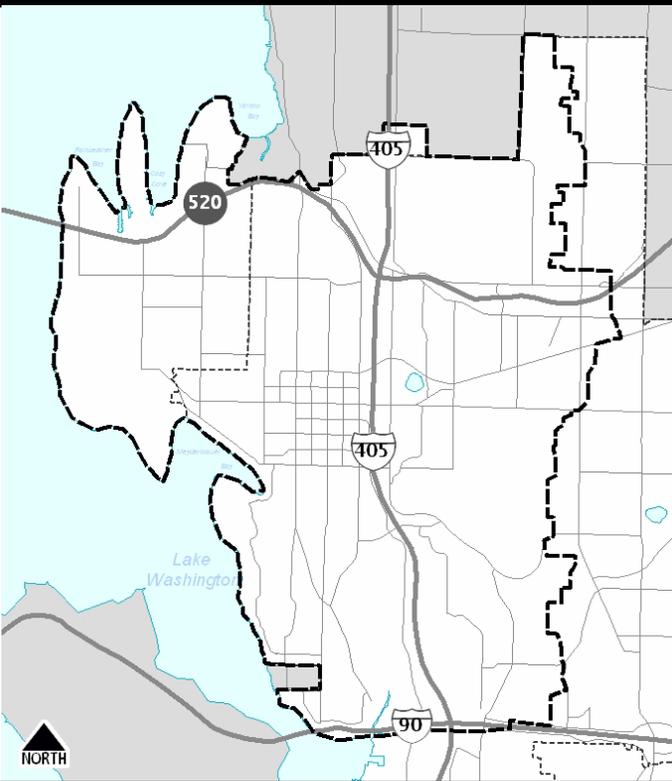
Environmental impacts have not yet been evaluated, but are expected to be minimal.

Operating Budget Impacts

This project may increase operating expenditures, since it is a new facility. Specific costs have not yet been estimated.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2016 - 2018	5,330,413
Total Budgetary Cost Estimate:		5,330,413
Means of Financing		
Funding Source	Amount	
Utility Rates/Fees	2,935,475	
Total Programmed Funding:		2,935,475
Future Funding Requirements:		2,394,938

FY 2011 - FY 2017 Capital Investment Program

W-105 Design of Water Facilities for NE 15th Multi Modal Corridor

Category: **Water**
 Department: **Utilities**

Status: **New**
 Location: **New NE 15th St from 116th Ave NE to 124th Ave NE**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
205,937	-	-	205,937	-	-	-	-	-

Description and Scope

This project provides funds for the design (but not construction) of new water facilities concurrent with the design of the NE 15th Multi Modal corridor. The corridor will consist of a new street, bikeways, pathways, and the new East Link light rail. This project will eventually design and construct approximately 1.5 miles of 16 inch water main.

PROJECT NEED: System Expansion

Rationale

Water pipes will be needed to provide utility services to properties adjacent to the new NE 15th Multi Modal Corridor. Collaboration with the Transportation Department will occur to ensure the design is completed in coordination with the street design. This project will ensure water facilities are ready for construction when resources to build the corridor are secured. In the long term, this project will assure utilities that are foundational to eventual construction of this corridor. The utility investment associated with redevelopment of the Bel-Red Corridor will be recouped via connection charges collected from benefited properties when they redevelop.

Environmental Impacts

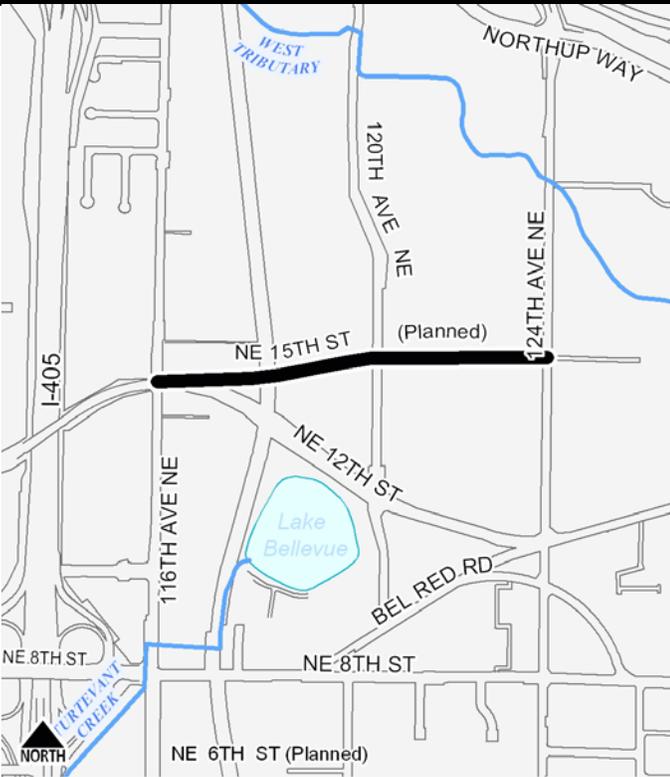
The environmental impacts and State Environmental Protection Act (SEPA) requirements will be determined during the design process with the Transportation Department.

Operating Budget Impacts

As a result of this project being design only, it will have no impact on operating revenues (and/or) expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2012 - 2012	205,937
Total Budgetary Cost Estimate:		205,937
Means of Financing		
Funding Source	Amount	
Utility Rates/Fees	205,937	
Total Programmed Funding:		205,937
Future Funding Requirements:		0

FY 2011 - FY 2017 Capital Investment Program

W-106 Utility Facilities for NE 4th St Extension

Category: **Water**
 Department: **Utilities**

Status: **New**
 Location: **NE 4th St Extension from 116th Ave NE to 120th Ave NE**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
479,858	-	91,520	190,362	197,976	-	-	-	-

Description and Scope

This project will design and construct approximately 1,400 feet of new 12 inch or 16 inch watermain within the new NE 4th Street right-of-way.

PROJECT NEED: Improved Level of Service

Rationale

This project provides a unique opportunity for system improvement as this project crosses the current BNRR right-of-way. There are limited opportunities to install new water main crossings of this right-of-way. This project will strengthen water system links so that water can be delivered more easily to downtown Bellevue and approximately 20% of the utility's residential customers. It will also add redundancy in case any one of the mains that cross the railroad need to be taken out of service. Collaboration between Transportation and Utilities will occur to ensure the design and construction of utility facilities is completed in coordination with street design and construction.

Environmental Impacts

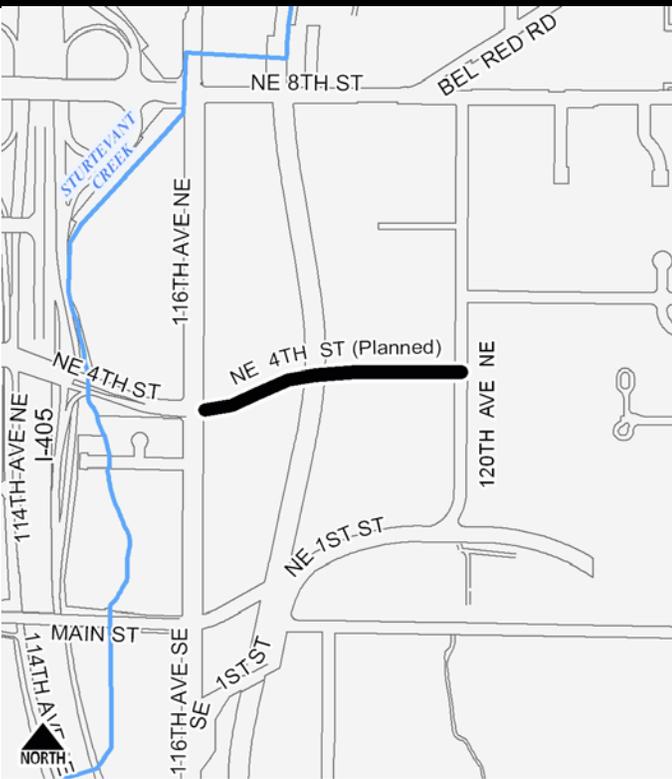
The environmental impacts and State Environmental Protection Act (SEPA) requirements will be determined during the design process with the Transportation Department.

Operating Budget Impacts

Operating budget costs will increase due to the addition of new water main. Additional operating costs will be incremental depending on the length and location of new water main, and can be approximated at \$0.95/LF.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2011 - 2013	479,858
Total Budgetary Cost Estimate:		479,858
Means of Financing		
Funding Source	Amount	
Utility Rates/Fees	479,858	
Total Programmed Funding:		479,858
Future Funding Requirements:		0

**Projects Completed, Combined, or Deleted****2011-2017 Adopted CIP: Water**

CIP Plan Number	Project Name	Total Estimated Cost (\$000s)
W-92	Reservoir Water Quality Upgrades	\$1,237



Introductory Comments

2011-2017 Adopted CIP: Sewer

The Sewer Utility owns and operates 525 miles of sewer trunk and collector lines, 128 miles of side sewer laterals within public rights-of-way, over 13,000 manholes, and 46 pumping and flushing stations throughout its service area. All sewage is conveyed to King County METRO trunklines or pump stations, which in turn 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 areas of unincorporated King County.

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 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 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), and capacity projects to meet anticipated population growth. Projects will address utility infrastructure needs associated with new proposed local roadways, local roadway improvements, state highway expansion, and for relocating existing city utility facilities for planned Sound Transit East Link infrastructure.

The 2011-2017 CIP Plan recognizes that significant investments are needed to maintain aging systems and replace components that are reaching the end of their useful life. The Plan also includes a number of investments that are necessary to meet system capacity and infrastructure renewal needs as a response to growth and demand in the system.



Funded Projects List

2011-2017 Adopted CIP: Sewer

Funded CIP Projects

CIP Plan Number	Project Name	Outcome Area	Project Status	\$ in 000s	
				2011-2017 Project Cost	Total Estimated Cost
S-16	Sewage Pump Station Improvements	HSE	O	\$3,508	\$13,719
S-24	Sewer System Pipeline Rehabilitation	HSE	O	10,844	23,122
S-30	Sewer Service Extension	HSE	O	2,916	11,068
S-32	Minor Sewer Capital Improvement Projects	HSE	O	1,084	3,033
S-52	East CBD Sewer Trunkline Improvements	HSE	AB	2,237	2,769
S-53	Bellefield Pump Station Capacity Improvement	HSE	AB	9,388	9,388
S-54	S-54 Wastewater West CBD Trunkline Capacity Improvement	HSE	AB	2,919	3,460
S-55	Relocate Sewer for WSDOT I-405/SR 520 Braids Project	HSE	AB	15	291
S-56	Relocate Sewer for WSDOT 520 Bridge Expansion	HSE	AB	1,523	1,523
S-58	Sewer Lakeline Replacement Program	HSE	AB	2,650	3,074
S-59	Add on-site Generation at Sewer Pump Stations	HSE	ANB	820	820
S-60	Wilburton Sewer Capacity Upgrade	HSE	AB	5,175	5,175
S-61	Midlakes Pump Station Capacity Impr	HSE	N	4,077	4,077
S-62	Design of Sewer Facilities for NE 15th Multi Modal Corridor	HSE	N	324	324
S-63	Utility Facilities for 120th Ave NE Impr (Seg 2)	HSE	N	85	85
S-65	Sewer Facilities for 120th Ave NE Impr (Seg 3)	HSE	N	233	233
TOTAL SEWER				\$47,798	\$82,162

Note: Totals may not foot due to rounding.

Outcome Area Key:

EGC = Economic Growth & Competitiveness HSE = Healthy & Sustainable Environment
 IM = Improved Mobility IVCC = Innovative, Vibrant and Caring Community QN = Quality
 Neighborhoods RG = Responsive Government SC = Safe Community Debt = Debt
 Service Reserve = Council Contingency

Project Status Key:

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



Cost and Resource Summary

\$000

2011-2017 Adopted CIP: Sewer

	2011	2012	2013	2014	2015	2016	2017	2011-2017 Total
TOTAL COSTS	\$5,828	\$12,284	\$9,408	\$6,234	\$6,484	\$3,706	\$3,854	\$47,798
UTILITY OPERATING REVENUES:								
Sewer Utility Fund	\$5,828	\$12,284	\$9,408	\$6,234	\$6,484	\$3,706	\$3,854	\$47,798
TOTAL RESOURCES	\$5,828	\$12,284	\$9,408	\$6,234	\$6,484	\$3,706	\$3,854	\$47,798

Note: Totals may not foot due to rounding.

FY 2011 - FY 2017 Capital Investment Program

S-16 Sewage Pump Station Improvements

Category: **Sewer**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Pump stations throughout the Sewer Utility's service area**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
13,718,505	10,211,000	444,080	461,843	480,332	499,547	519,531	540,283	561,889

Description and Scope

This ongoing program funds rehabilitation/retrofit of the 36 pump and 10 flush stations throughout the wastewater system, most of which are over 30 years old. Stations are prioritized for rehabilitation based on the risk and consequence of failure, maintenance and operations experience, pump station age, and coordination with other projects. The next retrofit projects include three critical stations: Emerald Ridge, Lake Heights, and Wilburton.

PROJECT NEED: System Renewal & Replacement

Rationale

Much of the sewage collected from homes and businesses passes through one or more of 36 pump stations and 10 flush stations (in-lake, low-pressure facilities that periodically 'flush' the nearly-flat sewer lakelines with lake water.) Pump stations include electrical and mechanical equipment with an estimated service life of 25 years; in-lake flush station components last 40 years, on average. Beyond service life, components fail more frequently, technology becomes obsolete, and parts replacement becomes difficult or impossible. The structures that house the pumps and equipment generally have a 100-year service life; components exposed directly to sewage deteriorate faster. State and federal laws require that we minimize pump station overflows; repeated violations can result in sanctions. Station rehabilitation improves reliability and safety, reduces the risk of system overflow and failure, and reduces the liability associated with such failures.

This program was initiated in 1985. To maintain a 25 to 40 year rehabilitation schedule for each pump and flush station, the resources to this program will need to be increased, possibly as soon as the next budget cycle.

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.

Operating Budget Impacts

This project will have no impact on operating revenues (and/or) expenditures, since it replaces existing facilities.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	1985 - Ongoing	13,718,505
Total Budgetary Cost Estimate:		13,718,505
Means of Financing		
Funding Source	Amount	
Charges for Services	7,000	
Utility Rates/Fees	13,711,505	
Total Programmed Funding:		13,718,505
Future Funding Requirements:		0

FY 2011 - FY 2017 Capital Investment Program

S-24 Sewer System Pipeline Rehabilitation

Category: **Sewer**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Various locations throughout Sewer Utility's service area**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
23,122,293	12,278,000	1,086,800	1,130,272	1,175,521	1,754,850	1,825,050	1,897,950	1,973,850

Description and Scope

This program funds repair of localized defects and occasional relining or replacement of defective sewer pipes. Most defects are identified from the Utility's infrastructure condition assessment (video) program. Pipes are selected for replacement based on risk of failure (likelihood and consequence), failure history, and to coordinate with other construction, such as planned street overlays (which reduce restoration costs).

PROJECT NEED: System Renewal and Replacement

Rationale

Bellevue's 650+ miles of sewer mains and 'stubs' that carry wastewater from homes and businesses to the mains are rapidly deteriorating. Most are 35-60 years old, and more than halfway through their expected functional life. As pipes age, cracks become wider and joints between pipes loosen, increasing the likelihood of blockages that cause sewer backups. Pipe rehabilitation reduces pipeline failures, reduces the risk of blockages or collapse that could result in property damage, and reduces the amount of ground water entering the sewer system which in turn reduces the risk of exceeding the system capacity.

In most cases, localized 'spot' repairs are the most cost effective choice and assure maximum total pipe life. Video observations and condition data indicates Bellevue will need to begin full pipe replacement or relining in the next few years, which will require significantly higher investment.

Environmental Impacts

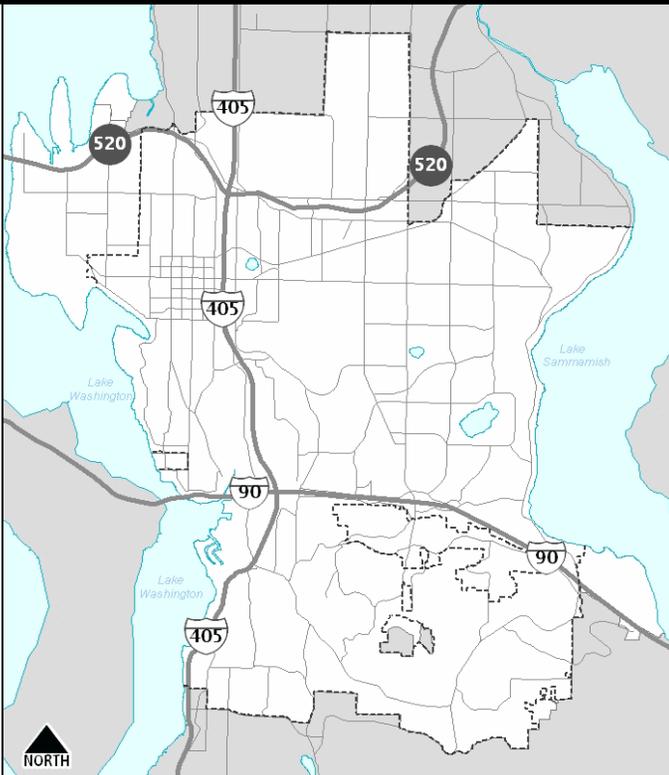
The environmental impacts and the State Environmental Protection Act (SEPA) requirements will be determined for each replacement segment, but they are generally SEPA exempt.

Operating Budget Impacts

This project will have no impact on operating revenues (and/or) expenditures, since it replaces or repairs existing facilities.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	1990 - Ongoing	23,122,293
Total Budgetary Cost Estimate:		23,122,293
Means of Financing		
Funding Source	Amount	
Charges for Services	6,000	
Judgements/Settlements	84,000	
Miscellaneous Revenue	806,000	
Private Contributions	67,000	
Utility Rates/Fees	22,159,293	
Total Programmed Funding:		23,122,293
Future Funding Requirements:		0

This project will be located throughout the service area.

FY 2011 - FY 2017 Capital Investment Program

S-30 Sewer Service Extension

Category: **Sewer**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Various locations throughout Sewer Utility's service area**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
11,068,079	8,152,000	369,200	383,968	399,340	415,315	431,929	449,182	467,145

Description and Scope

This ongoing program provides funds for the design and construction of new sewer pipes for development or redevelopment, or to extend sewer pipes to areas with failing septic systems throughout the service area. These facilities are constructed to serve areas that currently do not have sewer service available.

PROJECT NEED: System Expansion

Rationale

This program facilitates orderly extension of the sewer system, which state and county policies encourage, and provides an affordable option for customers who might otherwise not be able to develop their property. 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 when health or safety is at risk. The program eliminates dependence on septic systems by providing sewer service. It reduces costs and disruption to communities when constructed in conjunction with other projects.

Property owner interest fluctuates annually, resulting in some years with no construction, and other years with substantial new construction. As the sewer system approaches build-out, fewer requests for sewer system extension are anticipated. Benefited properties pay their share of the project costs through connection charges when they connect.

Environmental Impacts

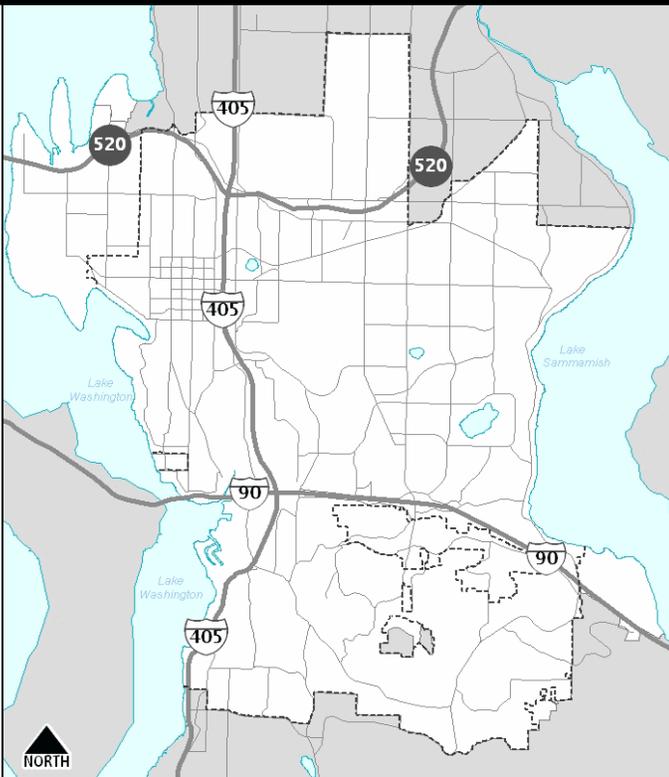
The environmental impacts and the State Environmental Protection Act (SEPA) requirements are determined for each specific project.

Operating Budget Impacts

Operating budget costs will increase due to the addition of new sewer pipe. Additional operating costs will be incremental depending on the length and location of new sewer pipes, and can be approximated at \$0.90/LF. The existing budget allows construction of approximately 1,000 LF of sewer pipe each year, which is only constructed if requests are received.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	1990 - Ongoing	11,068,079
Total Budgetary Cost Estimate:		11,068,079
Means of Financing		
Funding Source	Amount	
Charges for Services	5,000	
Miscellaneous Revenue	823,000	
Utility Rates/Fees	10,240,079	
Total Programmed Funding:		11,068,079
Future Funding Requirements:		0

This project will be located throughout the service area.

FY 2011 - FY 2017 Capital Investment Program

S-32 Minor (Small) Capital Improvement Projects

Category: **Sewer**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Various locations throughout Sewer Utility's service area**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
3,033,288	1,949,000	137,280	142,771	148,487	154,427	160,604	167,020	173,699

Description and Scope

This ongoing program pays for small improvements to Bellevue's sewer system to resolve deficiencies, improve efficiencies, or resolve maintenance problems, often in conjunction with other programs such as the Transportation overlay program. Projects are prioritized based on criteria including public safety/property damage, maintenance frequency, operator safety, environmental risk, reliability and efficiency gains, coordination with other city projects or development activity, and level of service impact.

PROJECT NEED: System Renewal and Replacement

Rationale

These improvements correct unanticipated minor deficiencies or maintenance problems of the existing system. This program allows the City to efficiently maintain and upgrade its sewer system by coordinating minor improvements with other City projects and maintenance activities. These projects are too small to justify their own CIP projects, don't fit within the scope of other sewer CIP programs, and sometimes cannot be anticipated. The budget is based on average historical need.

Environmental Impacts

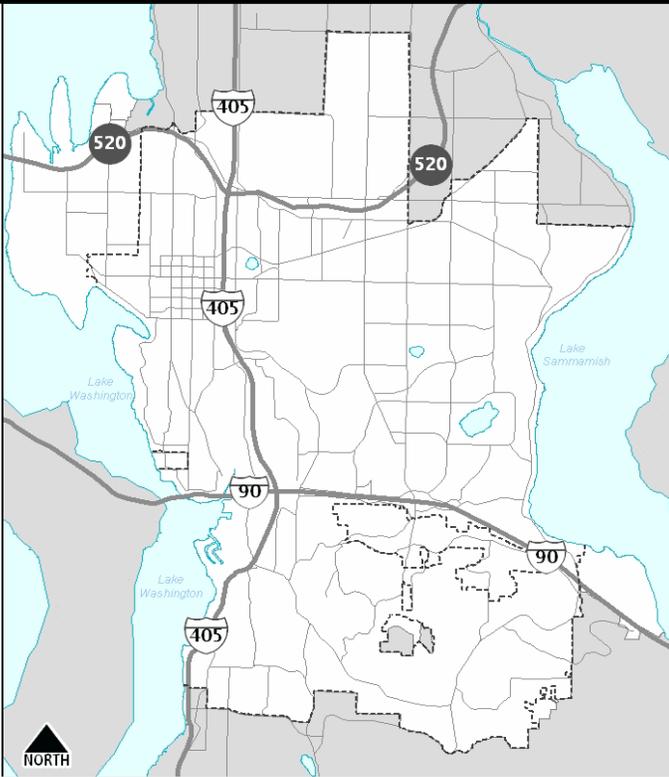
The environmental impacts and the State Environmental Protection Act (SEPA) requirements are determined for each specific project, but are generally exempt.

Operating Budget Impacts

This project will have no impact on operating revenues (and/or) expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	1990 - Ongoing	3,033,288
Total Budgetary Cost Estimate:		3,033,288
Means of Financing		
Funding Source	Amount	
Utility Rates/Fees	3,033,288	
Total Programmed Funding:		3,033,288
Future Funding Requirements:		0

This project will be located throughout the service area.

FY 2011 - FY 2017 Capital Investment Program

S-52 East CBD Sewer Trunkline Improvements

Category: **Sewer**
 Department: **Utilities**

Status: **Approved and Begun**
 Location: **112th Ave SE: Bellefield P.S. to 500 ft north of SE 8th St.**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
2,768,992	532,243	1,054,560	1,182,189	-	-	-	-	-

Description and Scope

This project will replace approximately 1,600 feet of sewer pipe with larger diameter pipelines, to convey sewage generated from planned growth in the eastern side of downtown Bellevue, generally east of 110th Ave NE. Design of this project was started, but is on hold pending final Sound Transit EastLink Light Rail alignment.

PROJECT NEED: System Expansion

Rationale

The project is needed to provide sufficient sewer capacity to allow planned development in the eastern part of downtown. Sufficient capacity will reduce the likelihood and occurrence of sewer overflows which pollute surface waters and create potential health and safety hazards. The capacity is required now as every new development that drains to this pipe increases the risk of sewer overflows to Sturtevant Creek and Mercer Slough. To avoid conflicts and accommodate maintenance access, the pipes and associated facilities need to be located outside of the East Link light rail right-of-way. Final design and construction will be closely coordinated with Sound Transit.

The project is consistent with City Comprehensive Plan Policy UT-5, which indicates utility system capacity should not determine land use. The current wastewater system capacity would limit downtown redevelopment.

Environmental Impacts

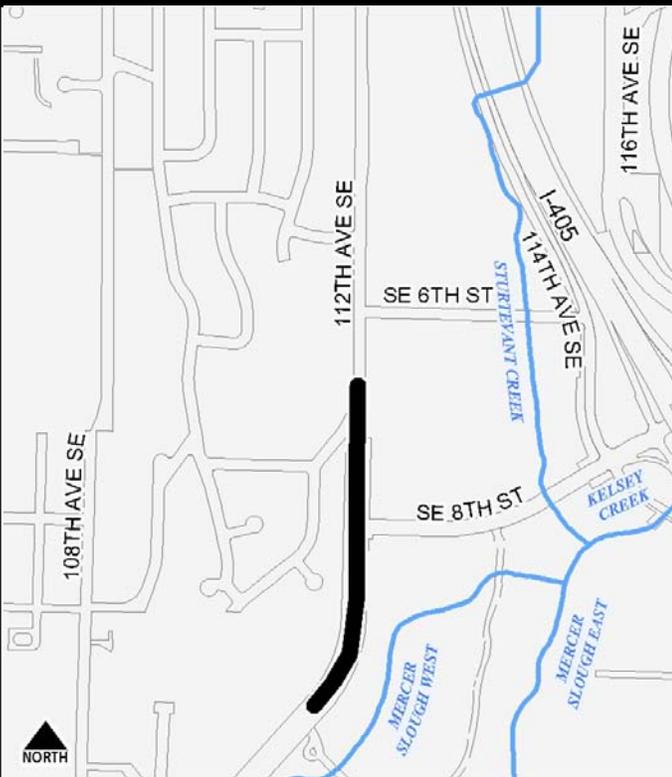
An environmental determination will be made in conjunction with preliminary design of this project. SEPA review will be required. Construction impacts will be mitigated during construction; the additional capacity will reduce the potential for sewer overflow and consequent negative environmental impacts.

Operating Budget Impacts

This project will have no impact on operating revenues (and/or) expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2009 - 2012	2,768,992
Total Budgetary Cost Estimate:		2,768,992
Means of Financing		
Funding Source	Amount	
Utility Rates/Fees	2,768,992	
Total Programmed Funding:		2,768,992
Future Funding Requirements:		0

FY 2011 - FY 2017 Capital Investment Program

S-53 Bellefield Pump Station Capacity Improvement

Category: **Sewer**
 Department: **Utilities**

Status: **Approved and Begun**
 Location: **1300 Blk 112th Ave SE, and 112th south toward BelWay**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
9,388,450	-	-	4,326,400	5,062,050	-	-	-	-

Description and Scope

This project will replace the existing Bellefield Pump Station and pressurized discharge pipe with larger facilities of sufficient capacity to meet the needs of planned growth in the eastern side of downtown Bellevue, generally east of 110th Ave NE. This project may be adjusted to accommodate the construction schedule of the Sound Transit EastLink Light Rail.

PROJECT NEED: System Renewal & Replacement; System Expansion

Rationale

The project is needed to provide sufficient sewer capacity to allow planned development in the eastern part of downtown. Sufficient capacity will reduce the likelihood and occurrence of sewer overflows which pollute surface waters and create potential health and safety hazards. The eventual need for this project was identified in Comprehensive Wastewater Plans ever since the downtown was re-zoned for high density development in the 1980s. Interim capacity improvements were made in 2002; more capacity is needed by 2014. The current station capacity of 2800gpm was sufficient for 30 years of early downtown growth. The required ultimate capacity of 6800gpm is needed to serve approximately 40,000 people who will live and work downtown. Without the project, sewage would overflow from the pump station into Mercer Slough, initially just during peak sewage flows such as major rain events, and eventually because daily flows would exceed the station capacity.

Benefited properties have paid connection charges toward this project since the 1980s, when they redeveloped. The intent is that downtown growth pay for their capacity portion of this project. The capacity required to serve the large tributary basin is paid by the entire rate base.

The project is consistent with City Comprehensive Plan Policy UT-5, which indicates utility system capacity should not determine land use. The current pump station capacity would limit downtown redevelopment.

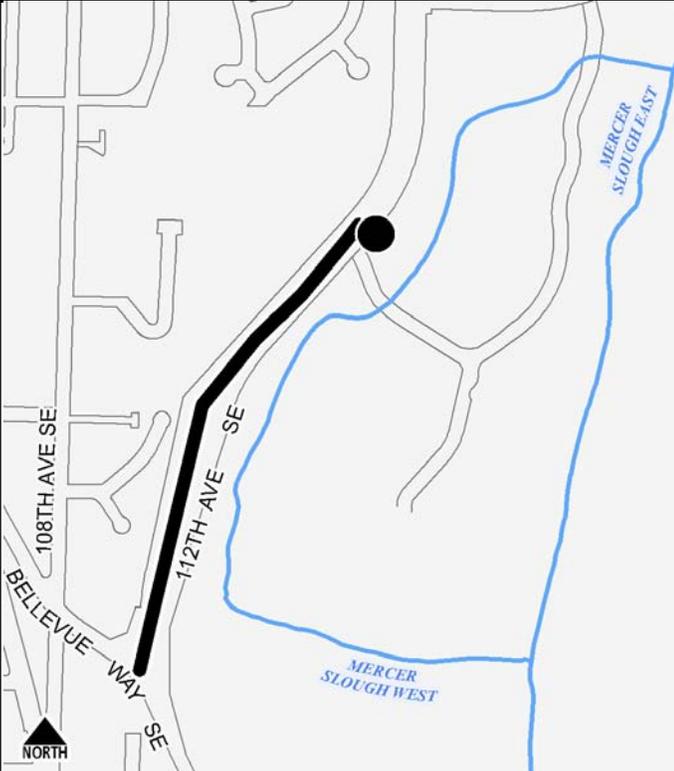
Environmental Impacts

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.

Operating Budget Impacts

This project will have no impact on operating revenues. Operating expenditures may increase marginally for increased power costs due to anticipated increased sewage flows & higher capacity pumping equipment.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2012 - 2013	9,388,450
Total Budgetary Cost Estimate:		9,388,450
Means of Financing		
Funding Source	Amount	
Utility Rates/Fees	9,388,450	
Total Programmed Funding:		9,388,450
Future Funding Requirements:		0

FY 2011 - FY 2017 Capital Investment Program

S-54 West CBD Trunk Capacity Improvement

Category: **Sewer**
 Department: **Utilities**

Status: **Approved and Begun**
 Location: **S. of downtown, in SE 3rd St and 102nd Ave SE**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
3,460,322	541,000	1,431,040	1,488,282	-	-	-	-	-

Description and Scope

This project will construct approximately 2,300 feet of up-to 42-inch diameter sewer pipe to convey sewage from downtown Bellevue. The new pipe will start at the intersection of Bellevue Way SE and SE 3rd St, continue west on SE 3rd St, then south on 102nd Ave SE to King County Metro's Bellevue Pump Station at SE 6th St. This project was accelerated to be completed jointly with King County's project to increase capacity and construct a new trunkline in 102nd Ave SE.

PROJECT NEED: System Expansion

Rationale

This project is identified in Bellevue's Wastewater Comprehensive Plan as necessary to provide sufficient sewer capacity for planned development in downtown Bellevue. The capacity is needed by 2014 based on residential, commercial, and office growth projections in the west portion of downtown. The added sewer capacity will reduce the likelihood and occurrence of sewer overflows which pollute surface waters and create potential health and safety hazards. The cooperative arrangement with King County will save each agency up to \$1 million and will result in a single county-owned pipe in 102nd Ave SE, reducing Bellevue's long term ownership costs.

The project is consistent with City Comprehensive Plan Policy UT-5, which indicates utility system capacity should not determine land use. The current wastewater system capacity would limit downtown redevelopment.

Environmental Impacts

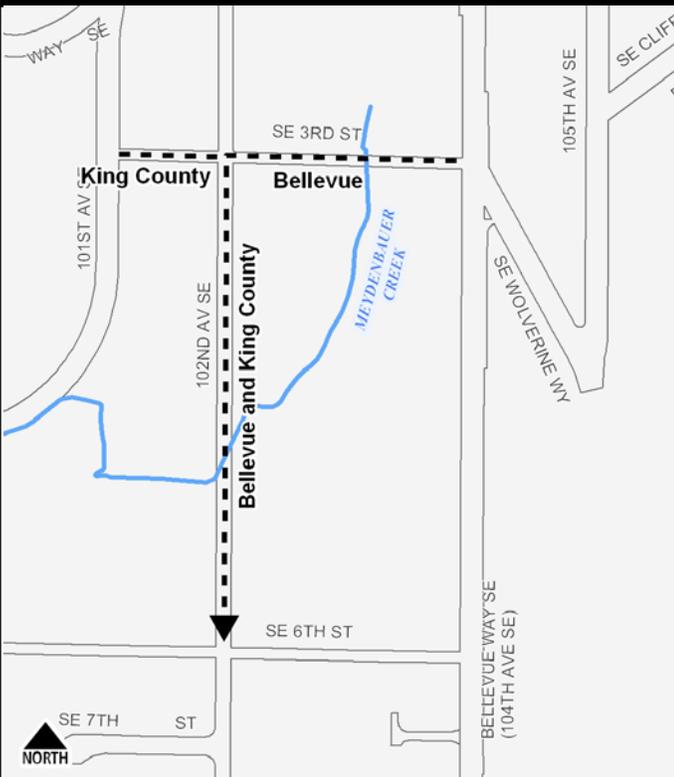
This project will require SEPA review.

Operating Budget Impacts

This project will reduce longterm operating costs when the sewer trunk in 102nd becomes the County's. It will have no impact on operating revenues.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2010 - 2012	3,460,322
Total Budgetary Cost Estimate:		3,460,322
Means of Financing		
Funding Source	Amount	
Utility Rates/Fees	3,460,322	
Total Programmed Funding:		3,460,322
Future Funding Requirements:		0

FY 2011 - FY 2017 Capital Investment Program

S-55 Relocate Sewer WSDOT I-405/SR 520 Braids

Category: **Sewer**
 Department: **Utilities**

Status: **Approved and Begun**
 Location: **Within and adjacent to the I-405 and SR 520 Rights of Way**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
291,000	276,000	5,000	5,000	5,000	-	-	-	-

Description and Scope

Relocate up to four wastewater pipes located within the state's right-of-way, to accommodate the state highway project.

PROJECT NEED: Regulatory Requirements (Mandate)

Rationale

Bellevue is legally obligated by State permits and agreements to relocate or modify its utilities to accommodate the State's project.

Environmental Impacts

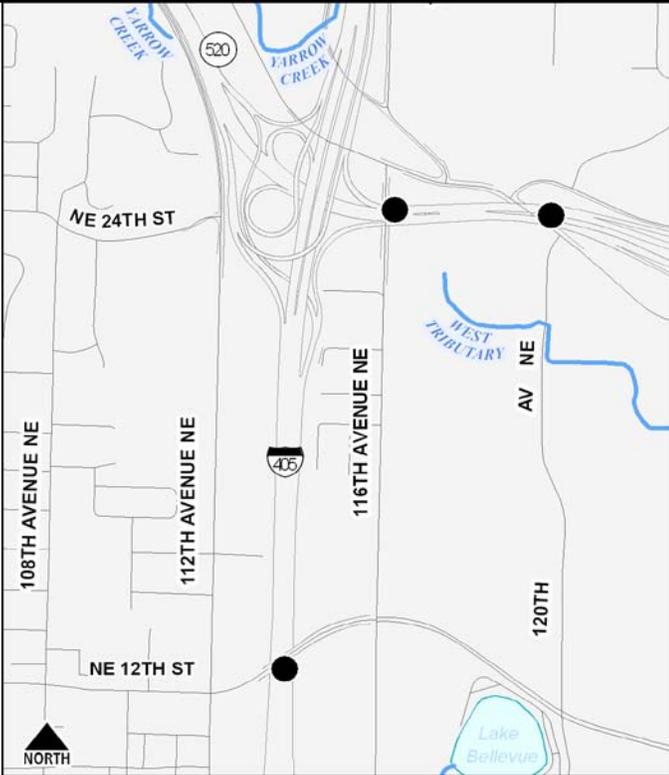
Relocation of utilities is an incidental part of the State's highway project. Any environmental impacts will be identified and mitigation proposed as part of the environmental review for the entire WSDOT project.

Operating Budget Impacts

At this time, this project has no known impact on operating revenues and/or expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2009 - 2013	291,000
Total Budgetary Cost Estimate:		291,000
Means of Financing		
Funding Source	Amount	
Utility Rates/Fees	291,000	
Total Programmed Funding:		291,000
Future Funding Requirements:		0

The locations identified are potential relocation sites.

FY 2011 - FY 2017 Capital Investment Program

S-56 Relocate Sewer WSDOT 520 Expansion

Category: **Sewer**
 Department: **Utilities**

Status: **Approved and Begun**
 Location: **Within and adjacent to SR 520 Right of Way**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
1,523,175	-	-	-	281,225	292,475	304,175	316,325	328,975

Description and Scope

Relocate up to seven wastewater pipes located within the state's right-of-way, to accommodate the state highway project. Bellevue has four gravity mains, one pressurized force main, one lake line, and one siphon line within the vicinity of the WSDOT project.

PROJECT NEED: Regulatory Requirements (Mandate)

Rationale

Bellevue is legally obligated by State permits and agreements to relocate or modify its utilities to accommodate the State's project.

Environmental Impacts

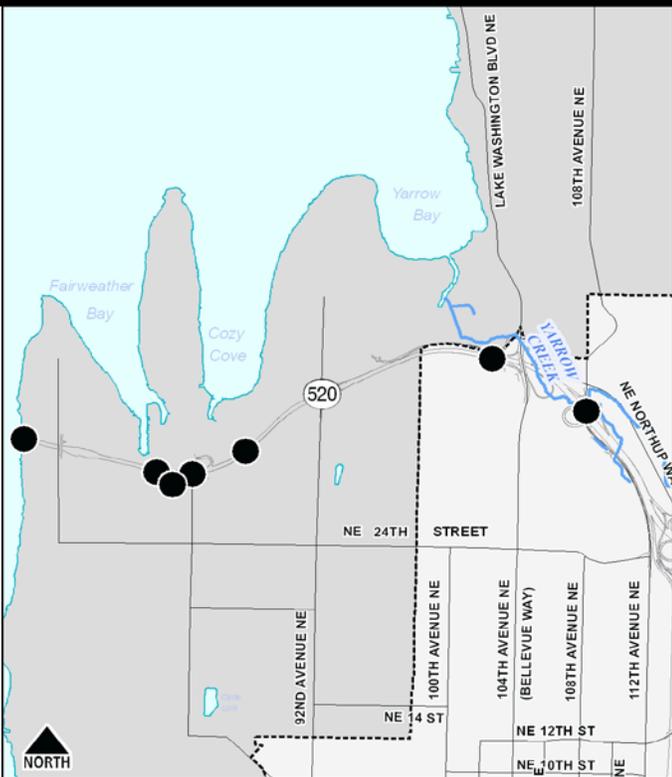
Relocation of utilities is an incidental part of the State's highway project. Any environmental impacts will be identified and mitigation proposed as part of the environmental review for the entire WSDOT project.

Operating Budget Impacts

At this time, this project has no known impact on operating revenues and/or expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2013 - 2020	2,591,180
Total Budgetary Cost Estimate:		2,591,180
Means of Financing		
Funding Source		Amount
Utility Rates/Fees		1,523,175
Total Programmed Funding:		1,523,175
Future Funding Requirements:		1,068,005

The locations identified are potential relocation sites.

FY 2011 - FY 2017 Capital Investment Program

S-58 Sewer Lake Line Replacement Program

Category: **Sewer**
 Department: **Utilities**

Status: **Approved and Begun**
 Location: **Along shoreline from Meydenbauer Beach Park to Grange P.S.**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
3,073,750	424,000	1,040,000	1,000,480	112,490	116,990	121,670	126,530	131,590

Description and Scope

This program has two parts. 1) One-time replacement of approximately 1150 feet of sewer pipe currently buried under Meydenbauer Bay with an on-shore buried pipe. Pipe replacement is being coordinated with the master plan for Meydenbauer Park development. 2) Ongoing assessment of the remaining 19+ miles of lakelines to determine remaining life expectancies, recommend maintenance practices to maximize the remaining life, and to develop design strategies, priorities, and replacement schedules.

PROJECT NEED: System Renewal and Replacement

Rationale

Bellevue has 19+ miles of sewer pipes buried under water near the shorelines of Lakes Washington and Sammamish, known as "lakelines." The pipes were built in the 1950s and 1960s to convey sewage primarily from lakefront properties. Their underwater location makes them difficult to access and maintain, which is increasingly problematic as they age. Pipe failures or blockages cause sewage releases directly into the lakes, threatening sensitive shoreline habitat, closing beaches and interrupting service to homeowners.

Meydenbauer Bay was chosen for the first construction project due to the high risk of failure based on 2007 condition assessment and pipeline maintenance experience. This is some of our oldest sewer lakeline, and is constructed primarily of Asbestos Cement (AC) pipe, which is known to deteriorate more rapidly than cast iron pipe (which comprises the bulk of in-lake pipe.) Recent video inspection of an on-shore portion near Meydenbauer Bay revealed a large hole in the crown of the pipe, and that cleaning operations have thinned the AC pipe walls and/ or broken off pieces of the pipe. The opportunity to replace the pipe on city-owned land minimizes environmental impacts and simplifies construction. The estimate presumes abandoning the existing pipe in place.

The long term program will include condition assessment to determine remaining life expectancies and maintenance recommendations, and will include preliminary engineering studies to identify and evaluate replacement options.

Environmental Impacts

Specific environmental impacts have not been determined. The project will require SEPA review.

Operating Budget Impacts

At this time, this project has no known impact on operating revenues and/or expenditures, since it is replacing an existing facility.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2009 - Ongoing	3,073,750
Total Budgetary Cost Estimate:		3,073,750
Means of Financing		
Funding Source	Amount	
Utility Rates/Fees	3,073,750	
Total Programmed Funding:		3,073,750
Future Funding Requirements:		0

FY 2011 - FY 2017 Capital Investment Program

S-59 Add On-site Power at Sewer Pump Stations

Category: **Sewer**
 Department: **Utilities**

Status: **Approved and Not Begun**
 Location: **Various Wastewater Pumping Stations**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
819,689	-	-	-	-	193,034	200,756	208,775	217,124

Description and Scope

This project will add on-site power generation capability at three high priority pumping stations which currently rely on portable generators during power outages. Specific locations would be selected based on a study evaluating the likelihood and consequence of sewage overflows, giving consideration to volume of base flow versus wet well capacity; proximity to surface water bodies; geographic distance from portable equipment.

PROJECT NEED: Improved Level of Service

Rationale

Twenty-three of Bellevue's thirty-eight pump and lift stations rely on portable power generation equipment during extended power outages. As a result, staff and equipment are stretched to capacity during large storm events with massive losses of power, such as during and following the December 2006 windstorm.

On-site generation would more easily prevent sewage overflows, comply with DOE and DOH regulations, protect the City from violations of the NPDES Municipal Stormwater Permit, minimize closures of public and private beaches, minimize public health and safety risks, and free up staff for other storm response.

Environmental Impacts

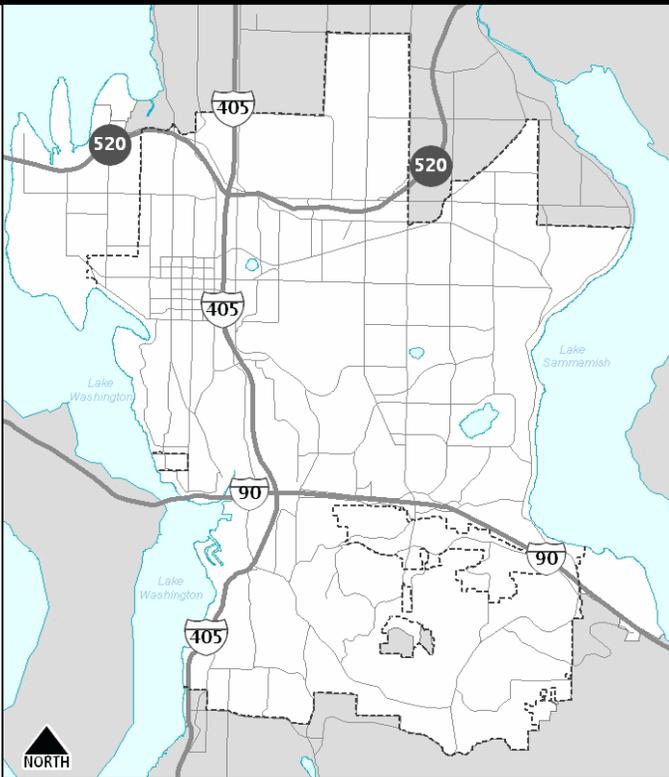
No environmental impacts are anticipated. Equipment would be installed within existing facilities.

Operating Budget Impacts

At this time, this project has no known impact on operating revenues and/or expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2014 - 2019	1,262,626
Total Budgetary Cost Estimate:		1,262,626

Means of Financing

Funding Source	Amount
Utility Rates/Fees	819,689
Total Programmed Funding:	819,689
Future Funding Requirements:	442,937

FY 2011 - FY 2017 Capital Investment Program

S-60 Wilburton Sewer Capacity Upgrade

Category: **Sewer**
 Department: **Utilities**

Status: **Approved and Begun**
 Location: **North & West of the intersection of 114th Ave SE and SE 8th**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
5,174,925	-	-	1,676,480	1,743,595	1,754,850	-	-	-

Description and Scope

This project will replace approximately 2,000 feet of 12-inch diameter pipe and 1,300 feet of 16-inch diameter pipe with larger diameter pipe to provide sufficient capacity for anticipated upstream development. Design alternatives which achieve similar objectives will be evaluated during pre-design. This project has been accelerated due to anticipated development.

PROJECT NEED: System Expansion

Rationale

This project is needed to provide sufficient sewer capacity to allow planned re-development within the Wilburton area. This redevelopment will occur based on land-use changes from existing uses to office, retail, multi-family residential, and hotels, that will require more sewer capacity. Portions of the existing trunk are currently at capacity. Redevelopment that would increase sewer flows to this trunk line cannot be allowed until the trunk capacity is increased. Project costs will be recovered from benefiting properties as redevelopment occurs.

The project is consistent with City Comprehensive Plan Policy UT-5, which indicates utility system capacity should not determine land use. The current wastewater system capacity would limit Wilburton redevelopment.

Environmental Impacts

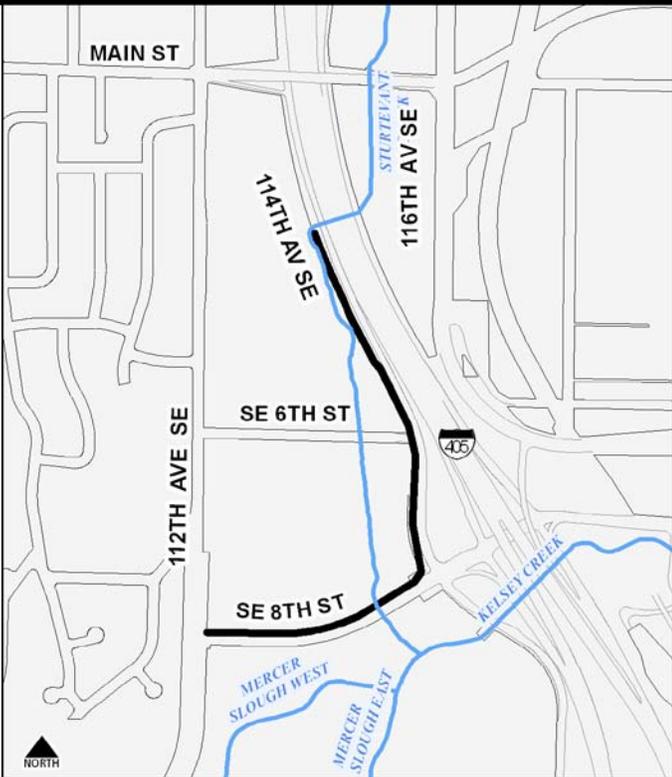
Environmental impacts would be evaluated during SEPA review of the project, but are not expected to be significant.

Operating Budget Impacts

At this time, this project has no known impact on operating revenues and/or expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2012 - 2014	5,174,925
Total Budgetary Cost Estimate:		5,174,925
Means of Financing		
Funding Source	Amount	
Utility Rates/Fees	5,174,925	
Total Programmed Funding:		5,174,925
Future Funding Requirements:		0

FY 2011 - FY 2017 Capital Investment Program

S-61 Midlakes Pump Station Capacity Improvements

Category: **Sewer**
 Department: **Utilities**

Status: **New**
 Location: **Just north of Bel-Red Rd and west of 130th Ave NE**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
4,076,990	-	104,000	-	-	1,052,910	2,920,080	-	-

Description and Scope

This project will replace the existing Midlakes sewer pump station with a larger one, to provide capacity for planned growth in the Bel-Red Corridor through 2030.

PROJECT NEED: System Renewal and Replacement; System Expansion

Rationale

The existing station can pump 800 gallons of sewage/day (gpd), just sufficient for the light industrial zoning in the area it has served since its original construction in 1968. Planned development in the Bel-Red Corridor includes residential housing and retail shops which will generate much more sewage. A very limited amount of redevelopment can occur before the pump station capacity must be increased, to avoid significant risk of sewage overflow to the West Tributary of Kelsey Creek.

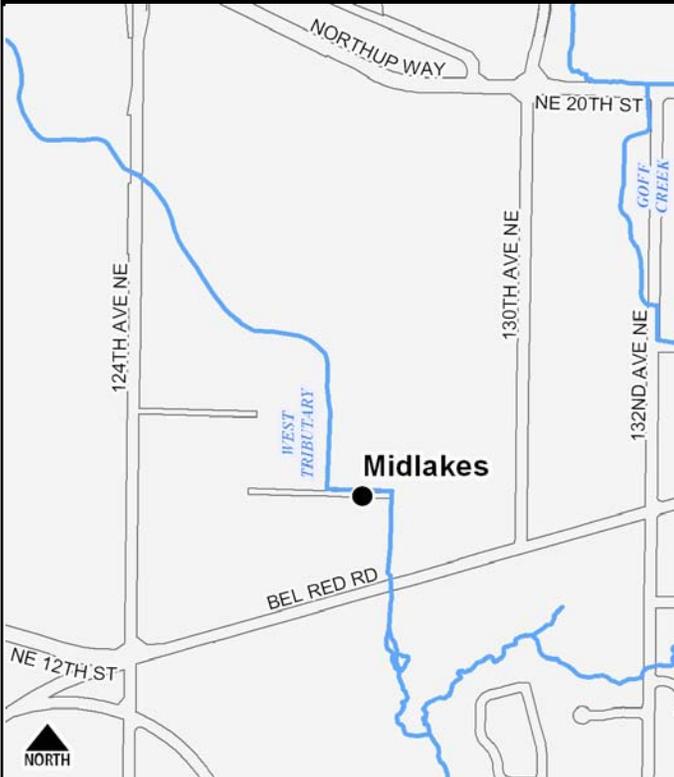
This project will increase the station capacity to 1,100 gpd, sufficient until 2030, depending on the rate of re-development. Construction is proposed for 2014 and 2015, although it may need to be accelerated to accommodate development proposals. Costs for the added capacity would be recovered through connection charges. Costs for replacing the existing capacity would not be collected from connection charges to re-developing properties, since the station would require significant retrofit to replace old facilities and equipment even without expansion.

Environmental Impacts

Operating Budget Impacts

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2011 - 2015	4,076,990
Total Budgetary Cost Estimate:		4,076,990
Means of Financing		
Funding Source	Amount	
Utility Rates/Fees	4,076,990	
Total Programmed Funding:		4,076,990
Future Funding Requirements:		0

FY 2011 - FY 2017 Capital Investment Program

S-62 Design of Sewer Facilities for NE 15th Multi Modal Corridor

Category: **Sewer**
 Department: **Utilities**

Status: **New**
 Location: **NE 15th St from 116th Ave NE to 124th Ave NE**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
323,615	-	-	323,615	-	-	-	-	-

Description and Scope

This project will design new sewer facilities concurrent with the design of the NE 15th Multi Modal corridor. The corridor will consist of a new street, bikeways, pathways, and the new East Link light rail. The key sewer facility proposed for this project is approximately 1.3 miles of 8 inch and 12 inch sewer pipe.

PROJECT NEED: System Expansion

Rationale

Sewer pipes will be needed to provide utility services to properties adjacent to the new NE 15th Multi Modal Corridor. Collaboration with the Transportation Department will occur to ensure the design is completed in coordination with the street design. This project will ensure sewer facilities are ready for construction when resources to build the corridor are secured. In the long term, this project will assure utilities that are foundational to eventual construction of this corridor. The utility investment associated with redevelopment of the Bel-Red Corridor will be recouped via connection charges collected from benefited properties when they redevelop.

Environmental Impacts

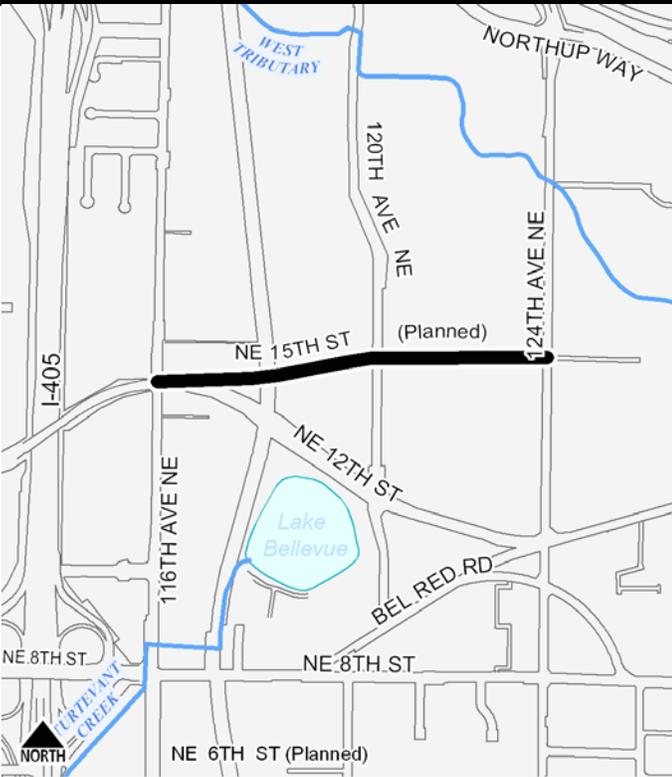
The environmental impacts and State Environmental Protection Act (SEPA) requirements will be determined during the design process with the Transportation Department.

Operating Budget Impacts

Because this proposal is for design only, it will have no impact on operating revenues (and/or) expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2012 - 2012	323,615
Total Budgetary Cost Estimate:		323,615
Means of Financing		
Funding Source	Amount	
Utility Rates/Fees	323,615	
Total Programmed Funding:		323,615
Future Funding Requirements:		0

FY 2011 - FY 2017 Capital Investment Program

S-63 Utility Facilities for 120th Ave NE Improvements (Segment 2)

Category: **Sewer**
 Department: **Utilities**

Status: **New**
 Location: **120th Ave NE: NE 8th St to NE 12th Street**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
84,864	-	41,600	43,264	-	-	-	-	-

Description and Scope

This project will design (but not construct) new sewer pipe in 120th Ave NE in conjunction with street improvements, and where needed to provide sewer service for redevelopment of adjacent properties consistent with the Bel-Red Corridor Final Report. The project is broken down into segments. Segment 2 is from NE 8th St to NE 12th St and will design approximately 700 feet of 8-inch and 12-inch pipe.

PROJECT NEED: System Expansion

Rationale

Much of 120th Avenue NE is currently without sewer facilities. Commercial and residential development along the street will require sewer facilities be constructed in the street, to obtain sewer service. Collaboration with the Transportation Department will occur to ensure the design is completed in coordination with the street design. This project will ensure sewer facilities are ready for construction when resources to construct this project are secured and approved.

Environmental Impacts

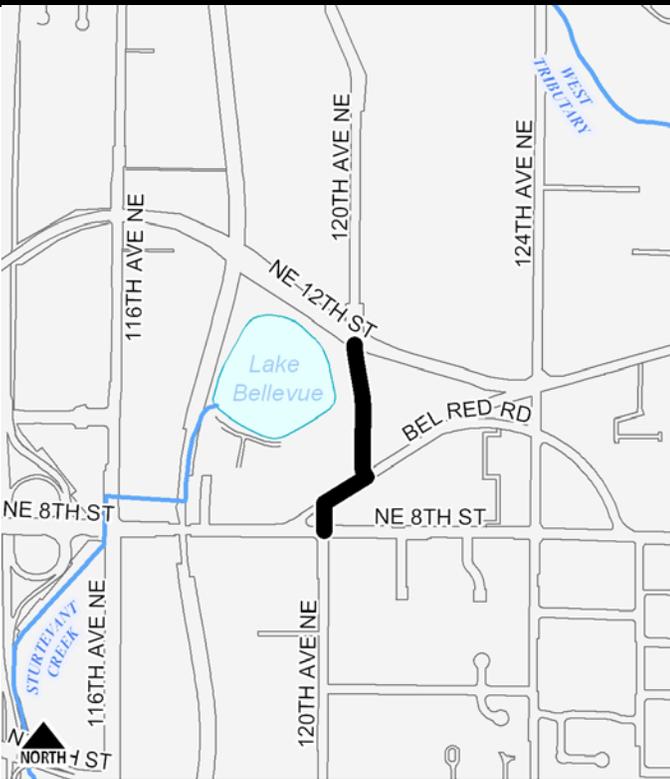
The environmental impacts and State Environmental Protection Act (SEPA) requirements will be determined during the design process with the Transportation Department.

Operating Budget Impacts

Operating budget costs will increase due to the addition of new sewer main. Additional operating costs will be incremental depending on the length and location of new sewer main, and can be approximated at \$0.90/LF.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2011 - 2012	84,864
Total Budgetary Cost Estimate:		84,864
Means of Financing		
Funding Source	Amount	
Utility Rates/Fees	84,864	
Total Programmed Funding:		84,864
Future Funding Requirements:		0

FY 2011 - FY 2017 Capital Investment Program

S-65 Sewer Facilities for 120th Ave NE Improvements (Segment 3)

Category: **Sewer**
 Department: **Utilities**

Status: **New**
 Location: **120th Ave NE: NE 12th St to Northup Way**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
233,376	-	114,400	118,976	-	-	-	-	-

Description and Scope

This project will design (but not construct) new or larger-sized sewer pipe in 120th Ave NE in conjunction with street improvements, where needed to provide sewer service for redevelopment of adjacent properties consistent with the Bel-Red Corridor Final Report. The project is broken down into segments. Segment 3 is from NE 12th St to Northup Way and will design approximately 2,100 feet of new 8-inch and 12-inch pipe, and/or design larger-sized pipe (where small pipe exists now) with sufficient capacity for projected needs.

PROJECT NEED: System Expansion

Rationale

Much of 120th Avenue NE is currently without sewer facilities, or has small lines which served the area under less dense zoning. Commercial and residential development along the street will require new or upsized sewer facilities. Collaboration with the Transportation Department will occur to ensure the design is completed in coordination with the street design. This project will ensure sewer facilities are ready for construction when resources to construct this project are secured and approved.

Environmental Impacts

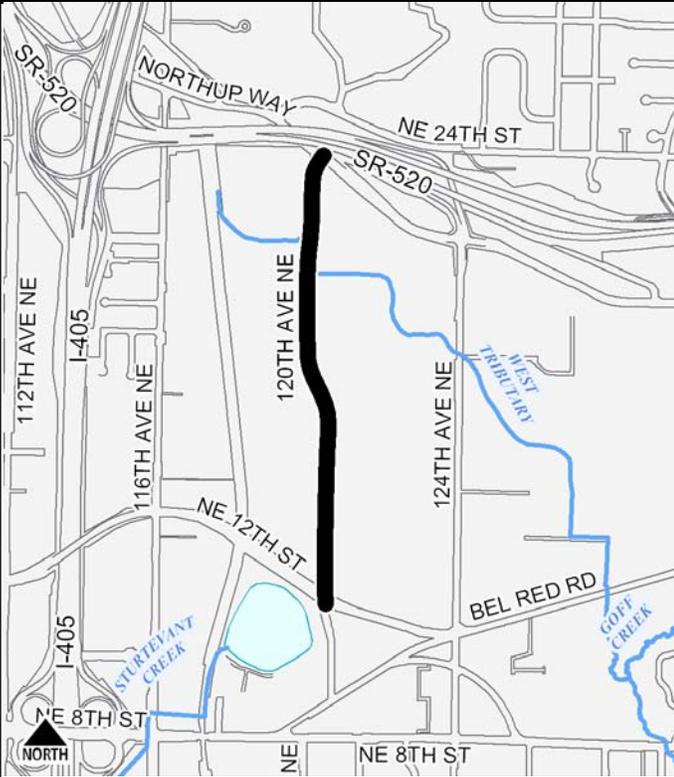
The environmental impacts and State Environmental Protection Act (SEPA) requirements will be determined during the design process with the Transportation Department.

Operating Budget Impacts

Operating budget costs will increase due to the addition of new sewer main. Additional operating costs will be incremental depending on the length and location of new sewer main, and can be approximated at \$0.90/LF.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2011 - 2012	233,376
Total Budgetary Cost Estimate:		233,376
Means of Financing		
Funding Source	Amount	
Utility Rates/Fees	233,376	
Total Programmed Funding:		233,376
Future Funding Requirements:		0



Projects Completed, Combined, or Deleted

2011-2017 Adopted CIP: Sewer

CIP Plan Number	Project Name	Total Estimated Cost (\$000s)
S-57	Upgrade Wastewater Telemetry System	\$370



Introductory Comments

2011-2017 Adopted CIP: Storm Drainage

Bellevue's Storm and Surface Water system includes networks of streams, lakes, pipelines, storm water runoff control, and water quality facilities. Ongoing Utility objectives for the system include managing 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, 342 neighborhood detention facilities, and monitors nearly 1000 commercial detention facilities. Storm water is conveyed via 398 miles of pipelines, 86 miles of open ditch, and nearly 79 miles of open streams. The system includes over 20,000 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. An update to the Comprehensive Drainage Plan is now underway. 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 known system needs, evaluation of project merit and priority, and preparation of new cost estimates.

The 2011-2017 CIP Plan recognizes that significant investments are needed to maintain aging systems and replace components that are reaching the end of their useful life. The Plan also includes a number of investments that are necessary to meet system capacity and infrastructure renewal needs as a response to growth and demand in the system. Projects will address planned Sound Transit East Link infrastructure, which will require the relocation of existing storm utility facilities. The plan also includes a program to restore streams in the Bel-Red Corridor as that area redevelops.



Funded Projects List

2011-2017 Adopted CIP: Storm Drainage

Funded CIP Projects

CIP Plan Number	Project Name	Outcome Area	Project Status	\$ in 000s	
				2011-2017 Project Cost	Total Estimated Cost
D-59	Minor Storm & Surface Water Capital Improvement Projects	HSE	O	\$1,065	\$2,501
D-64	Stormwater System Conveyance Infrastructure Rehabilitation Program (IRP)	HSE	O	6,144	13,984
D-65	Neighborhood Enhancement Program (NEP)	HSE	O	210	335
D-74	Lower Newport Stream Channel Modification	HSE	AB	5	655
D-81	Fish Passage Improvement Program	HSE	O	2,370	4,373
D-86	Stream Channel Modification Program	HSE	O	2,836	5,172
D-92	Retrofit Regional Detention Facilities for Improved Water Quality	HSE	AB	732	1,111
D-94	Flood Control Program	HSE	O	6,185	9,766
D-95	Coal Creek Upper Reach Bank and Slope Stabilization	HSE	AB	20	600
D-100	Coal Creek Stream Bed Grade Control	HSE	AB	32	799
D-101	Lower Coal Creek Sediment Pond	HSE	AB	19	814
D-103	Replace Coal Creek Prwy culvert @ Coal Creek	HSE	AB	5,932	6,038
D-104	Stream Restoration for Mobility & Infrastructure Initiative	HSE	AB	9,345	10,014
TOTAL STORM DRAINAGE				<u>\$34,896</u>	<u>\$56,163</u>

Note: Totals may not foot due to rounding.

Outcome Area Key:

EGC = Economic Growth & Competitiveness HSE = Healthy & Sustainable Environment
 IM = Improved Mobility IVCC = Innovative, Vibrant and Caring Community QN = Quality
 Neighborhoods RG = Responsive Government SC = Safe Community Debt = Debt
 Service Reserve = Council Contingency

Project Status Key:

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



Cost and Resource Summary

\$000

2011-2017 Adopted CIP: Storm Drainage

	2011	2012	2013	2014	2015	2016	2017	2011-2017 Total
TOTAL BASE CIP COSTS	\$4,259	\$6,058	\$6,492	\$3,991	\$4,309	\$4,658	\$5,130	\$34,896
UTILITY OPERATING REVENUES:								
Storm Drainage Fund	\$3,408	\$5,707	\$6,147	\$3,646	\$3,964	\$4,313	\$4,785	\$31,969
GRANTS/INTERGOVERNMENTAL/ DEVELOPER CONTRIBUTIONS:								
State Grants	491	-	-	-	-	-	-	491
King County Contributions	345	345	345	345	345	345	345	2,415
Subtotal	836	345	345	345	345	345	345	2,906
MISCELLANEOUS:								
Investment Interest	15	6	-	-	-	-	-	21
TOTAL RESOURCES	\$4,259	\$6,058	\$6,492	\$3,991	\$4,309	\$4,658	\$5,130	\$34,896

Note: Totals may not foot due to rounding.

FY 2011 - FY 2017 Capital Investment Program

D-59 Minor (Small) Storm & Surface Water Capital Imp Projects

Category: **Storm Drainage**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Various locations throughout the City**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
2,501,397	1,436,000	127,920	136,282	143,987	152,087	161,821	168,285	175,015

Description and Scope

This ongoing program is for minor (small) improvements to Bellevue's surface water system to resolve deficiencies, improve efficiencies, or resolve maintenance problems, often in conjunction with other Bellevue programs such as the Transportation overlay program. Examples of projects include pipeline outfall improvements at Meydenbauer Bay; small stormwater pipe extensions to resolve drainage problems; and modifications of catch basins in concert with street projects. Projects are prioritized based on criteria including public safety/property damage, maintenance frequency, flooding history, operator safety, environmental risk, coordination with other city or development activity, and level of service impact.

PROJECT NEED: System Renewal and Replacement

Rationale

These improvements correct unanticipated small deficiencies or maintenance problems in the storm utility system. Projects reduce maintenance costs and potentially alleviate flooding, erosion, and water quality problems throughout the city. The program allows the City to efficiently maintain and upgrade its storm system by coordinating minor improvements with other City projects and maintenance activities. These projects are too small to justify their own CIP projects, don't fit within the scope of other storm CIP programs, and sometimes can't be anticipated. The budget is based on average historical need.

Environmental Impacts

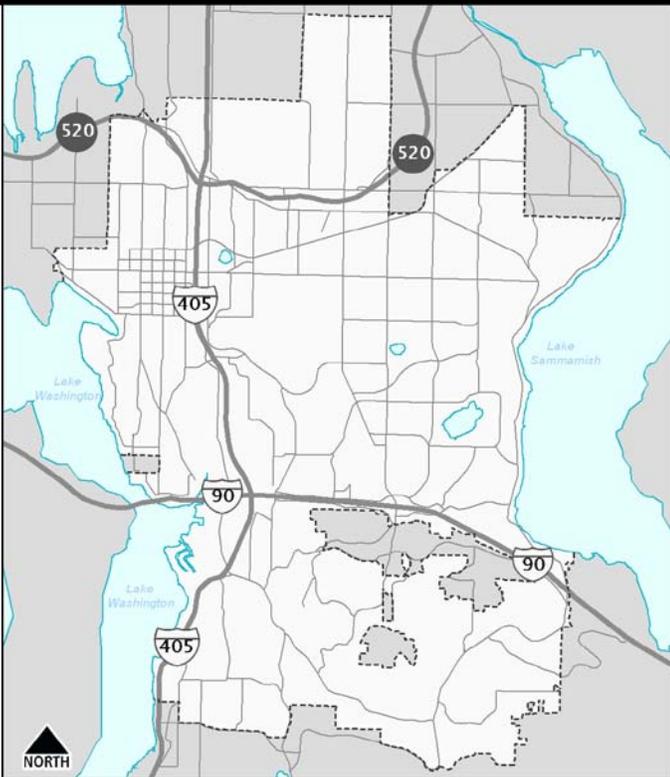
The environmental impacts will be determined for specific projects when they are identified.

Operating Budget Impacts

This project will have no impact on operating revenues (and/or) expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	1995 - Ongoing	2,501,397
Total Budgetary Cost Estimate:		2,501,397
Means of Financing		
Funding Source	Amount	
Charges for Services	1,000	
Utility Rates/Fees	2,500,397	
Total Programmed Funding:		2,501,397
Future Funding Requirements:		0

This project will be located throughout the City.

FY 2011 - FY 2017 Capital Investment Program

D-64 Storm Water System Conveyance Infrastructure Rehabilitation

Category: **Storm Drainage**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Various locations throughout the City**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
13,984,296	7,840,000	777,920	809,037	841,425	875,085	910,092	946,444	984,293

Description and 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. As the system ages, costs are expected to increase. The Utilities' Asset Management Program is evaluating when system replacement will require significant increases to the budget.

PROJECT NEED: System Renewal & Replacement

Rationale

Much of the storm pipe network was built before pipe material and construction standards were in place, so there is only limited information about when pipes were installed, their size and composition. Bellevue owns almost 400 miles of stormwater conveyance pipe, with limited information available to predict how long it will last. Of particular concern is corrugated metal pipe, which can completely corrode away in as little as 20 years, or if properly maintained last longer than 50 years. Pipe collapse or blockage can result in washed-out roads, flooded homes, environmental damage, and traffic disruption. This program provides for repair or replacement of defective stormwater conveyance pipes, culverts and ditches, to prevent such consequences. It proactively repairs pipes under arterials in advance of street resurfacing, saving costs and minimizing disruption. It also focuses on critical pipes where the consequences of failure would be significant.

Environmental Impacts

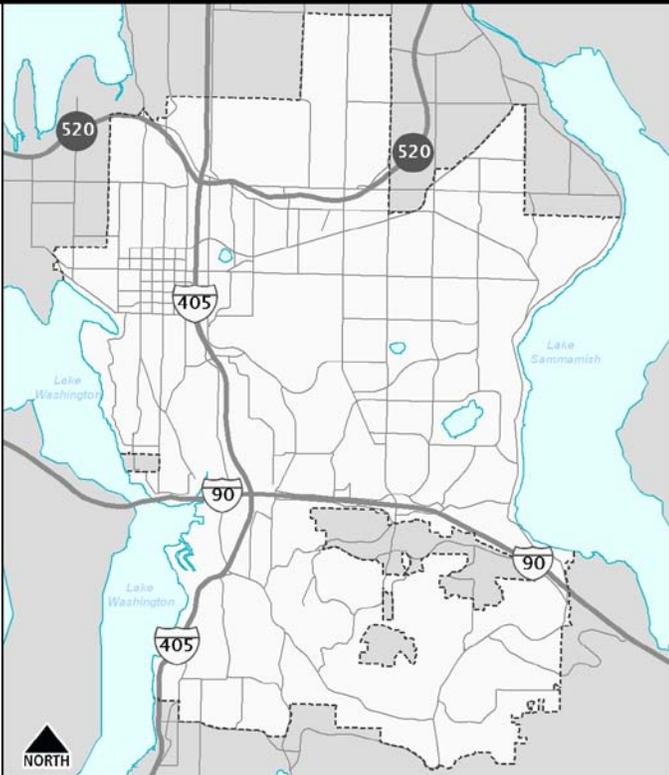
The environmental impacts will be determined for each specific project.

Operating Budget Impacts

This project will have no impact on operating revenues (and/or) expenditures, since it replaces or repairs existing facilities.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	1995 - Ongoing	13,984,296
Total Budgetary Cost Estimate:		13,984,296
Means of Financing		
Funding Source	Amount	
Charges for Services	5,000	
Judgments/Settlements	33,000	
Miscellaneous Revenue	696,036	
Utility Rates/Fees	13,250,260	
Total Programmed Funding:		13,984,296
Future Funding Requirements:		0

This project will be located throughout the city.

FY 2011 - FY 2017 Capital Investment Program

D-65 Neighborhood Enhancement Program

Category: **Storm Drainage**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Various locations throughout the City**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
335,000	125,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000

Description and 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 other neighborhood initiatives. Typical projects might include minor improvements to drainage facilities on public property and in rights-of-way, and plantings or fencing for improved aesthetics at publicly-maintained detention ponds.

PROJECT NEED: Resolve Deficiencies / Improve Efficiency

Rationale

Since surface water issues are only occasionally raised during the NEP process, this program provides a very minimal level of funding to respond to such requests. The program improves our ability to respond to NEP program requests for minor stormwater retrofits, which would not rank high enough to be funded under criteria for other ongoing capital programs.

Environmental Impacts

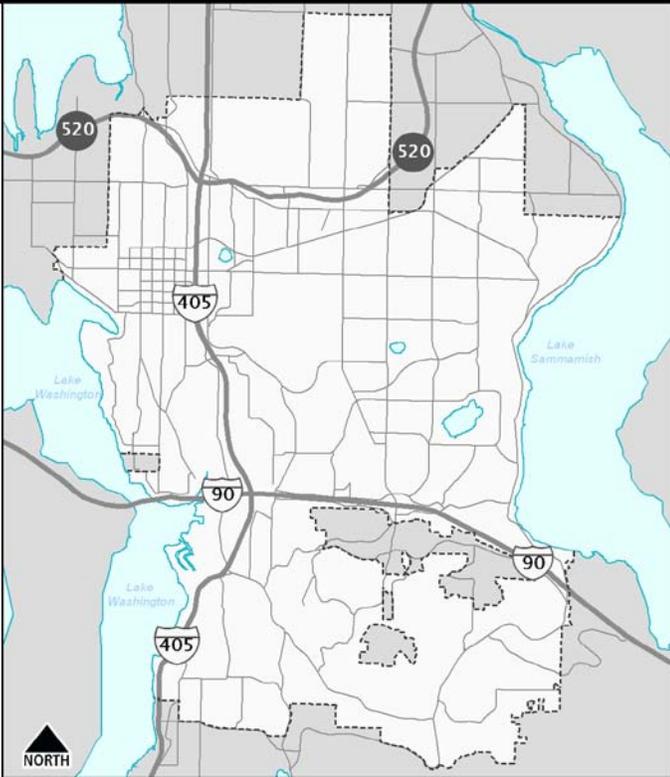
The environmental impacts will be determined for specific projects when they are identified.

Operating Budget Impacts

This project will have no impact on operating revenues (and/or) expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	1995 - Ongoing	335,000
Total Budgetary Cost Estimate:		<u>335,000</u>
Means of Financing		
Funding Source	Amount	
Utility Rates/Fees	335,000	
Total Programmed Funding:		<u>335,000</u>
Future Funding Requirements:		0

This project will be located throughout the city.

FY 2011 - FY 2017 Capital Investment Program

D-74 Lower Newport Stream Channel Modification

Category: **Storm Drainage**
 Department: **Utilities**

Status: **Approved and Begun**
 Location: **1,500 feet of Lower Newport Stream (tributary to Coal Creek)**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
655,000	650,000	5,000	-	-	-	-	-	-

Description and Scope

This project placed 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. The project is complete except for monitoring of plant viability, a permit requirement.

PROJECT NEED: Water Quality; Resource & Habitat Management; Flood Hazard

Rationale

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

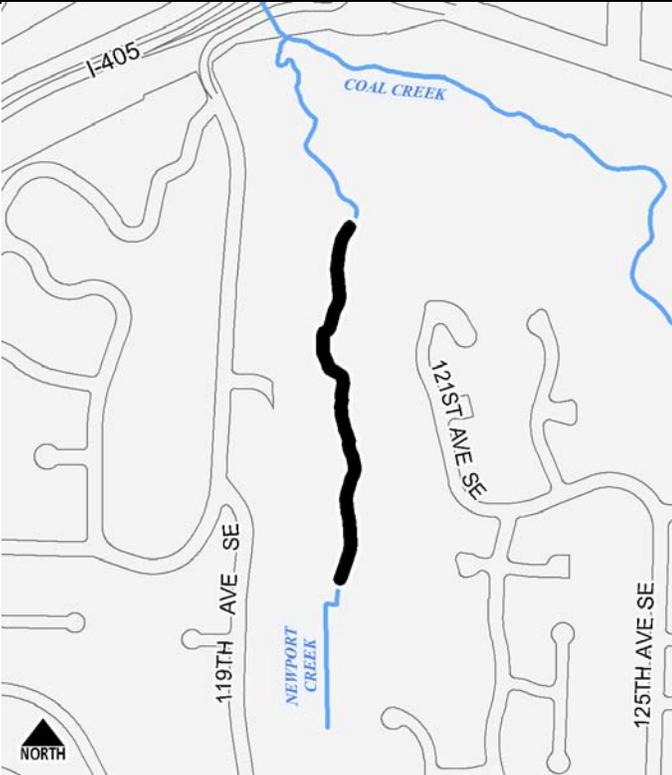
There will be increased potential for erosion and siltation during construction. An environmental checklist and a Hydraulic Project Approval from the Washington Department of Fish and Wildlife will be required.

Operating Budget Impacts

This project will have no impact on operating revenues. This project will increase operating expenditures by approximately \$3K every 5 years, on average.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2001 - 2011	655,000
Total Budgetary Cost Estimate:		655,000
Means of Financing		
Funding Source	Amount	
Utility Rates/Fees	655,000	
Total Programmed Funding:		655,000
Future Funding Requirements:		0

FY 2011 - FY 2017 Capital Investment Program

D-81 Fish Passage Improvement Program

Category: **Storm Drainage**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Various fish production stream systems throughout the City**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
4,372,513	2,003,000	281,840	298,522	317,222	335,761	356,493	378,325	401,350

Description and Scope

This ongoing program provides funding to removes fish passage barriers such as impassable culverts, debris jams, or accumulated sediment, opening miles of spawning and rearing habitat for salmon populations. Typical projects include culvert replacement or modification, debris removal, or installation of logs and boulders to channelize low stream flows.

PROJECT NEED: Resource & Habitat Management

Rationale

Nine critical, publicly owned culverts are known to block fish passage. State standards for culvert replacement are increasing, such that the annual budget funds construction of less than one project/yr. Grant money is pursued to supplement Bellevue's investment whenever possible. This program eliminates blockages which are one of the most common ways fish production is lost. It supports the community's vision for fishable waters, and regional efforts to protect and enhance salmon populations. Bellevue is obliged by state law to make continued progress removing of fish passage blockages.

Environmental Impacts

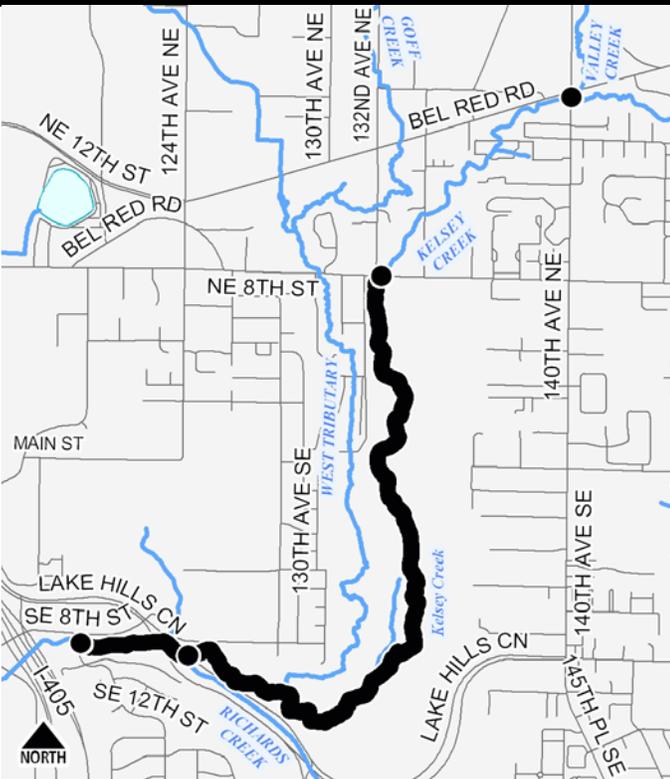
Projects in this ongoing program will increase the potential for erosion and siltation during construction. An environmental checklist and a Hydraulic Project Approval from the Washington Department of Fish and Wildlife will be required. Riparian vegetation will be removed and replaced in order to construct the improvements.

Operating Budget Impacts

This project will have no impact on operating revenues (and/or) expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2000 - Ongoing	4,372,513
Total Budgetary Cost Estimate:		4,372,513
Means of Financing		
Funding Source	Amount	
Charges for Services	1,000	
Federal Grants	50,000	
Interlocal Contributions	50,000	
Judgments/Settlements	135,000	
Utility Rates/Fees	4,136,513	
Total Programmed Funding:		4,372,513
Future Funding Requirements:		0

Projects will be located throughout the city.

FY 2011 - FY 2017 Capital Investment Program

D-86 Stream Channel Modification Program

Category: **Storm Drainage**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Various locations identified by habitat assess. program**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
5,172,236	2,336,000	347,360	365,581	383,591	402,446	423,412	445,386	468,460

Description and Scope

This ongoing program will resolve unstable stream sections as identified in various stream stability and habitat assessment programs. It may also include projects to reduce stream sediment from sources other than those in or along the stream channel. Stabilizing the stream channel consists 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 NEED: Resource & Habitat Management

Rationale

This ongoing program helps stabilize streams and improve habitat consistent with the Council-approved Lake Washington/Cedar/Sammamish Chinook Salmon Recovery Plan. Stream projects are prioritized based on habitat potential, degree of channel instability, stream environmental diversity, and are only constructed where there is a public obligation. The budget allows construction of approximately 430 feet of stream work/yr; a minimal rate that allows reasonable progress on the highest priority locations. The program increases opportunities for citizens to enjoy fish and other riparian species in the 70+ miles of open streams that meander through their neighborhoods, and reduces the likelihood of localized landslides that can jeopardize structures, cause flooding, and block fish access.

Environmental Impacts

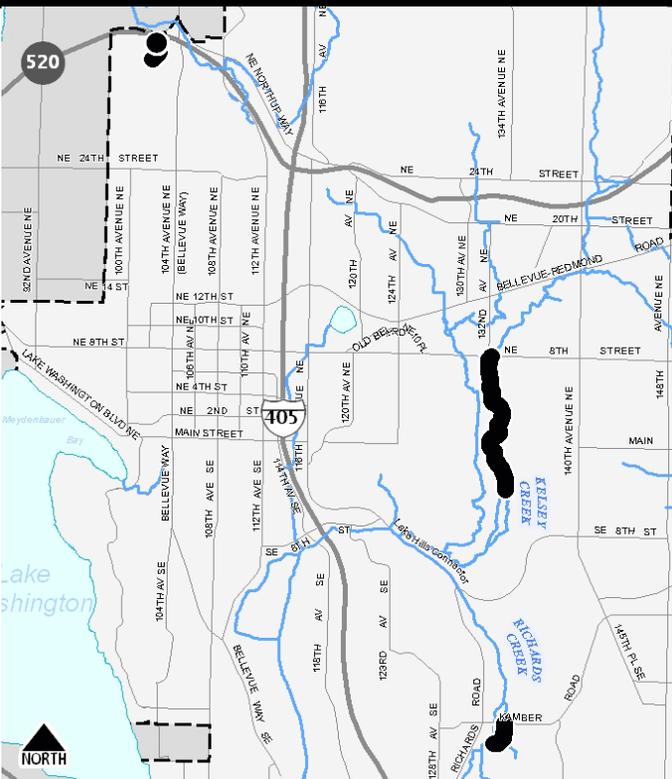
Projects in this ongoing program would temporarily increase the potential for erosion and siltation during construction. An environmental checklist and a Hydraulic Project Approval from the Washington Department of Fish and Wildlife would be required. Riparian vegetation would be removed to construct channel improvements.

Operating Budget Impacts

Overall this program will have no net impact on operating revenues (and/or) expenditures. Some projects increase maintenance requirements; some decrease maintenance requirements.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	1999 - Ongoing	5,172,236
Total Budgetary Cost Estimate:		5,172,236
Means of Financing		
Funding Source	Amount	
Charges for Services	1,000	
Judgments/Settlements	40,000	
Utility Rates/Fees	5,131,236	
Total Programmed Funding:		5,172,236
Future Funding Requirements:		0

Projects will be located throughout the city.

FY 2011 - FY 2017 Capital Investment Program

D-92 Retrofit Reg Detention Facilities for Improved Water Quality

Category: **Storm Drainage**
 Department: **Utilities**

Status: **Approved and Begun**
 Location: **Various locations within the City**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
1,111,000	379,000	732,000	-	-	-	-	-	-

Description and Scope

Existing public stormwater detention ponds were evaluated for opportunities to improve water quality treatment performance. Projects completed to date 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. The final project is a pilot project to determine whether converting a standard detention pond to one with a sand filter bottom would reduce the temperature of water leaving the pond, which flows to Lewis Creek. The results of this program will guide the extent and prioritization of future detention facility and water quality improvements.

PROJECT NEED: Water Quality

Rationale

Many stormwater facilities in Bellevue were constructed using out-dated design criteria and performance goals. Areas that drain to these facilities have continued to develop, increasing the demand on the facilities. State and federal regulations regarding surface water quality from runoff in urban areas continue to increase. Elevated temperatures in urban streams are a primary threat to aquatic habitat. Bellevue was awarded a 2011 DOE Water Quality Stormwater Retrofit grant to help construct the sand filter project. This project will provide an opportunity to evaluate whether existing stormwater ponds could be retrofitted to benefit downstream habitat.

Environmental Impacts

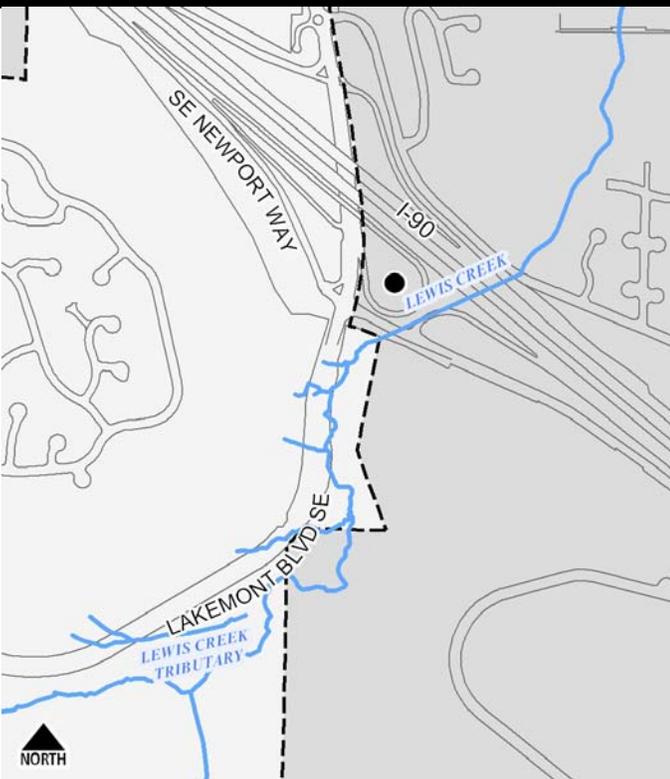
There is potential for some short term impacts that would be mitigated by implementation of appropriate erosion control measures. State Environmental Protection Act (SEPA) and Washington State Department of Fisheries Hydraulic Project Approvals may be required.

Operating Budget Impacts

This project will not impact operating revenues (and/or) expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2001 - 2011	1,111,000
Total Budgetary Cost Estimate:		1,111,000
Means of Financing		
Funding Source	Amount	
State Grants	491,000	
Utility Rates/Fees	620,000	
Total Programmed Funding:		1,111,000
Future Funding Requirements:		0

FY 2011 - FY 2017 Capital Investment Program

D-94 Flood Control Program

Category: **Storm Drainage**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Various locations throughout the City**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
9,766,363	3,581,000	822,360	841,454	861,329	881,984	903,465	925,773	948,998

Description and Scope

Description and Scope: This ongoing program constructs improvements to reduce or eliminate flooding caused by insufficient public drainage system capacity. Projects involve enlarging pipes or culverts to convey more stormwater, re-routing drainage to pipes with more capacity, adding detention or infiltration facilities, or other runoff control strategies. Candidate sites are wherever levels of service (LOS) for flood protection are not met.

Completed projects include two culvert replacement projects to increase conveyance capacity have been completed: Sturtevant Creek at SE 6th St and Sunset Creek at SE 30th St. The following sites have been identified for future improvements, and will be prioritized (with any others) as resources become available:

- SE 30th St/Sunset Creek Channel rehabilitation
- Valley Creek Bypass Extension
- 156th Ave SE & SE 4th St Storm Drainage Improvements
- SE 9th St Storm Drainage Improvements
- Phantom/Larsen Channel re-grading
- 153rd Ave SE & SE 22nd St Storm Drainage Improvements

PROJECT NEED: Flood Hazard

Rationale

Established Level-of-Service goals for protection from flooding are intended to prevent flooding of structures, flooding which restricts access to residences or businesses, or street flooding, particularly on primary emergency. Such flooding impacts public safety and causes property damage. Proposed flood control projects are prioritized based on risk (frequency and consequence of flooding) and are completed as resources are available. King Co Flood Control Zone District contributions supplement local rates to fund this project.

Environmental Impacts

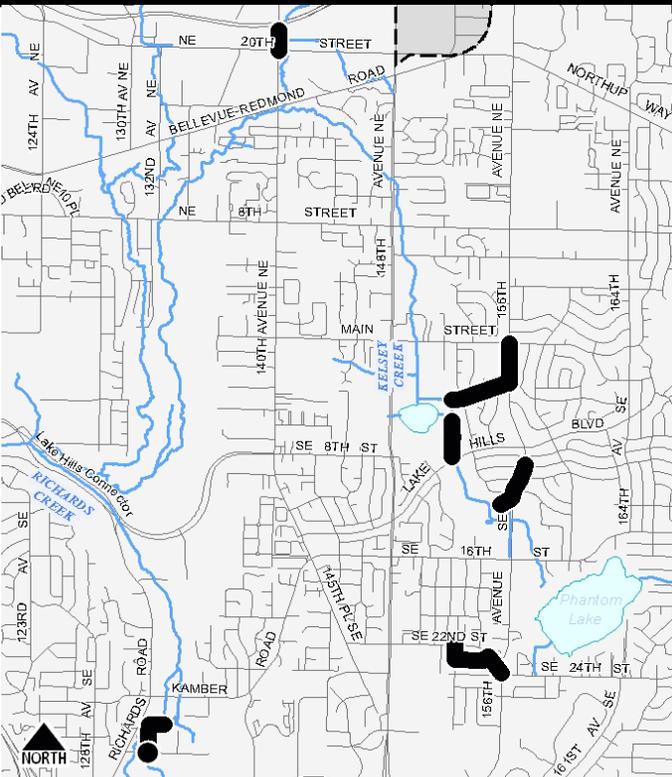
An environmental determination will be made in conjunction with preliminary design of each project within this program.

Operating Budget Impacts

This project will have no impact on operating revenues (and/or) expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2005 - Ongoing	9,766,363
Total Budgetary Cost Estimate:		9,766,363
Means of Financing		
Funding Source		Amount
Interlocal Contributions		3,320,000
Utility Rates/Fees		6,446,363
Total Programmed Funding:		9,766,363
Future Funding Requirements:		0

FY 2011 - FY 2017 Capital Investment Program

D-95 Coal Creek Upper Reach Bank and Slope Stabilization

Category: **Storm Drainage**
 Department: **Utilities**

Status: **Approved and Begun**
 Location: **Coal Creek – Coal Cr Pkwy to Lakemont Blvd.**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
600,000	580,000	5,000	5,000	5,000	5,000	-	-	-

Description and Scope

This project protects stream banks from on-going erosion and stabilizes 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 NEED: Flood Hazard; Water Quality

Rationale

This project was mandated as part of a settlement agreement negotiated with King Co., the Newport Yacht Club, and a resident of Newport Shores, to reduce erosion in Coal Creek in 2004. The budget and schedule for each was set by the agreement. It is essentially complete, with only permit-required monitoring of plant survival remaining.

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.

Operating Budget Impacts

This project will have no impact on operating revenues. Operating expenditures are expected to increase an average of approximately \$4K/year with completion of the project (estimated in Coal Creek Settlement Agreement).

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2006 - 2014	600,000
Total Budgetary Cost Estimate:		600,000
Means of Financing		
Funding Source	Amount	
Judgments/Settlements	600,000	
Total Programmed Funding:		600,000
Future Funding Requirements:		0

FY 2011 - FY 2017 Capital Investment Program

D-100 Coal Creek Stream Bed Grade Control

Category: **Storm Drainage**
 Department: **Utilities**

Status: **Approved and Begun**
 Location: **Coal Creek – from I-405 to Lakemont Blvd.**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
799,000	767,000	8,000	8,000	8,000	8,000	-	-	-

Description and Scope

This project constructed in-stream bed controls to help minimize stream incision and help trap excessive sediment currently in transport.

PROJECT NEED: Flood Hazard; Water Quality

Rationale

This project was mandated as part of a settlement agreement negotiated with King Co., the Newport Yacht Club, and a resident of Newport Shores, to reduce erosion in Coal Creek in 2004. The budget and schedule for each was set by the agreement. It is essentially complete, with only permit-required monitoring of plant survival remaining.

Environmental Impacts

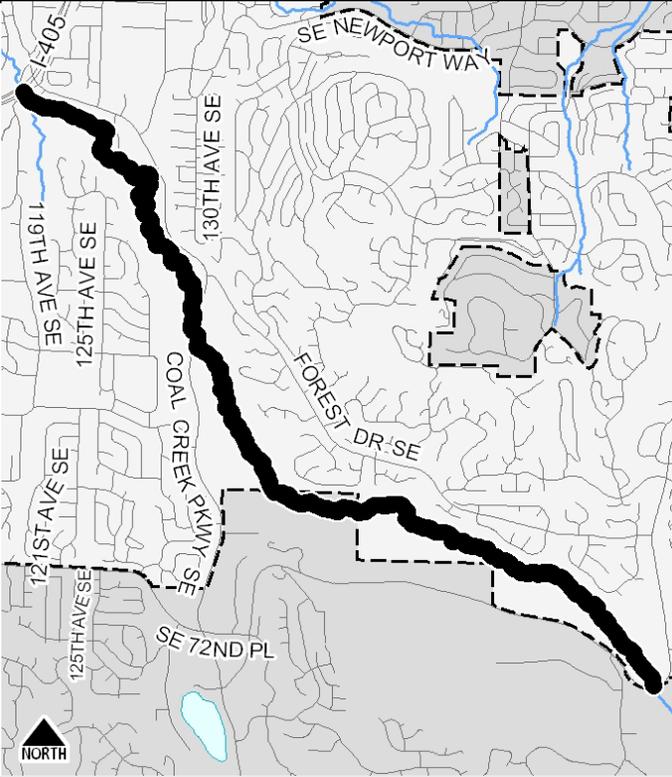
Constructing bed controls may result in minor adverse impacts to stream resources during construction. Because this project includes in-stream construction, work will be limited to those periods during the summertime set forth in the hydraulic permits. Project impacts will be reviewed under a programmatic EIS for the package of projects proposed for the stabilization of Coal Creek.

Operating Budget Impacts

This project will have no impact on operating revenues. Operating expenditures are expected to increase an average of approximately \$4K/year with completion of the project (estimated in Coal Creek Settlement Agreement)

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2006 - 2014	799,000
Total Budgetary Cost Estimate:		799,000
Means of Financing		
Funding Source	Amount	
Judgments/Settlements	237,000	
Utility Rates/Fees	562,000	
Total Programmed Funding:		799,000
Future Funding Requirements:		0

FY 2011 - FY 2017 Capital Investment Program

D-101 Lower Coal Creek Sediment Pond

Category: **Storm Drainage**
 Department: **Utilities**

Status: **Approved and Begun**
 Location: **Coal Creek – upstream of I-405 at the end of 125th Ave SE**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
814,000	795,000	5,000	5,000	5,000	4,000	-	-	-

Description and Scope

This project will construct a 1,500 cubic yard sediment pond on the main stem of Coal Creek. The volume of the pond was determined during litigation settlement negotiations. Post-construction monitoring is required as a permit condition.

PROJECT NEED: Flood Hazard; Water Quality

Rationale

This project is part of the Coal Creek settlement agreement. Bellevue must construct a 1500 cubic yard settlement pond to capture and remove stream-transported sediment. Parks and Utilities jointly purchased off-channel property to construct the pond and to expand the Coal Creek Park in 2009. Sediment capture provided by the pond will help reduce downstream sedimentation problems at the mouth of Coal Creek, and will preserve the flood conveyance capacity of the channel downstream, through Newport Shores. The project supports improved reliability and integrity of public infrastructure, and helps protect property from flood damages.

Environmental Impacts

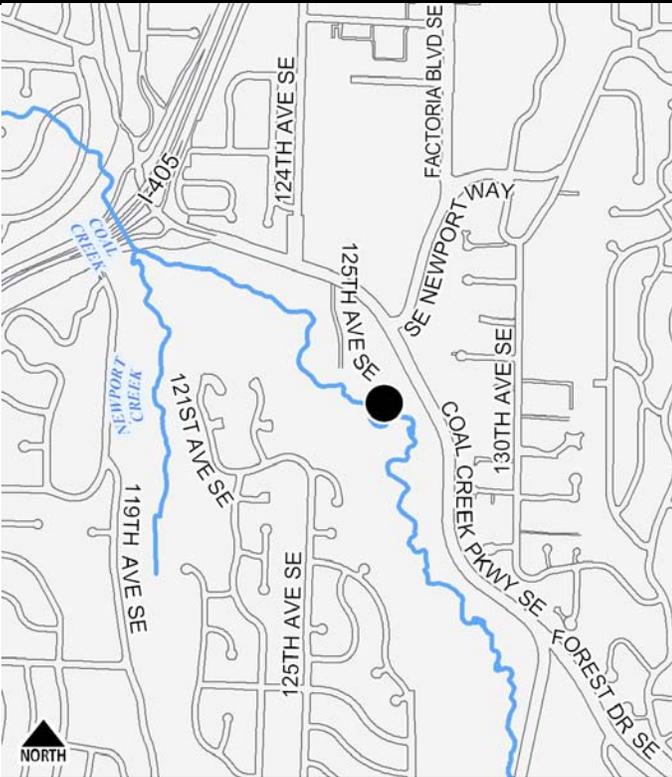
Constructing a new sediment pond may result in adverse impacts to stream resources and mitigation will likely be required. These impacts will be reviewed under a programmatic EIS for the package of projects proposed for the stabilization of Coal Creek.

Operating Budget Impacts

This project will have no impact on operating revenues. Operating expenditures will increase, but budgetary adjustments to accommodate the increase were already made in conjunction with settlement agreements.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2006 - 2014	814,000
Total Budgetary Cost Estimate:		814,000
Means of Financing		
Funding Source	Amount	
Judgments/Settlements	275,000	
Utility Rates/Fees	539,000	
Total Programmed Funding:		814,000
Future Funding Requirements:		0

FY 2011 - FY 2017 Capital Investment Program

D-103 Replace Coal Creek Pkwy Culvert at Coal Creek

Category: **Storm Drainage**
 Department: **Utilities**

Status: **Approved and Begun**
 Location: **Coal Creek, at Coal Creek Parkway**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
6,038,250	106,000	416,000	2,704,000	2,812,250	-	-	-	-

Description and Scope

This project will replace a 96-inch diameter, 110-foot-long corrugated metal pipe built in the 1980s that carries Coal Creek beneath Coal Creek Parkway. The current culvert impedes fish passage; resource agencies will likely require the new design to be designed for fish passage. This may mean construction of a bridge rather than a replacement culvert, although other design alternatives will be evaluated.

PROJECT NEED: System Renewal and Replacement

Rationale

Recent inspections revealed the pipe is heavily corroded, with limited remaining structural integrity. Holes in the bottom of the culvert allow water to leak through, threatening the integrity of Coal Creek Parkway and two high pressure fuel pipelines that pass near the pipe. Rehabilitation of the existing culvert is not feasible; engineers estimate the remaining culvert life at less than 5 years. This project will pre-empt eventual culvert collapse, which would have catastrophic consequences to Coal Creek Parkway, and Coal Creek, including the possible destruction of earlier projects to enhance stream stability, and downstream flooding of homes. A catastrophic culvert collapse and the damage to multiple important utility facilities would have ripple effect throughout the region, affecting air travel and surface transportation along with serious environmental impacts.

Environmental Impacts

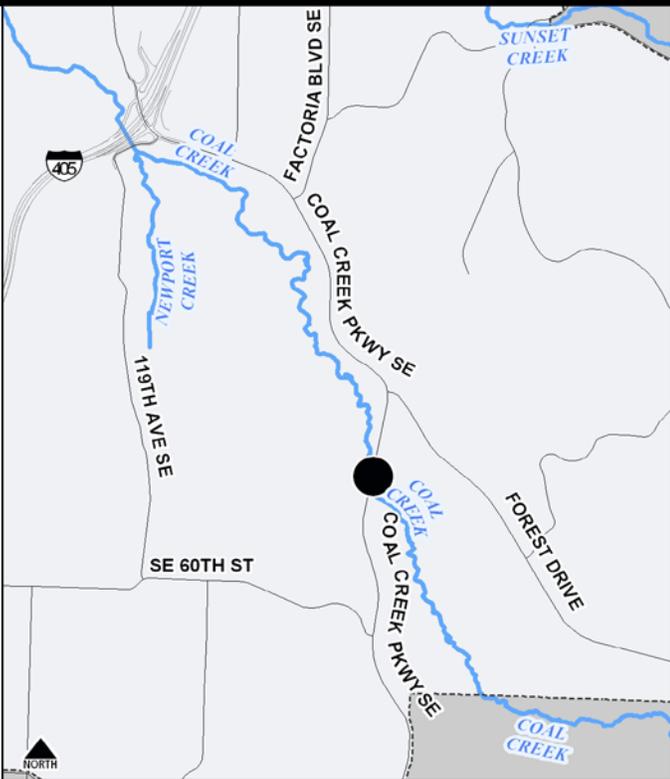
The project will require SEPA review to identify environmental impacts and appropriate mitigation.

Operating Budget Impacts

At this time, this project has no known impact on operating revenues and/or expenditures, since it replaces an existing facility.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2009 - 2013	6,038,250
Total Budgetary Cost Estimate:		6,038,250
Means of Financing		
Funding Source	Amount	
Utility Rates/Fees	6,038,250	
Total Programmed Funding:		6,038,250
Future Funding Requirements:		0

FY 2011 - FY 2017 Capital Investment Program

D-104 Stream Restoration for Mobility & Infrastructure Initiative

Category: **Storm Drainage**
 Department: **Utilities**

Status: **Approved and Begun**
 Location: **Bel-Red Corridor**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
10,014,234	669,061	700,455	855,424	1,083,801	1,296,259	1,523,409	1,763,751	2,122,074

Description and Scope

This ongoing program is for stormwater improvements associated with the Mobility and Infrastructure Initiative (which seeks to address high priority mobility and infrastructure needs in Downtown Bellevue and in the Bel-Red Corridor). These funds are to restore streams for recreation and environmental health through the Bel-Red corridor, and to encourage redevelopment of the area. These funds will be allocated to specific stormwater-related projects pending further Council direction.

PROJECT NEED: Resource and Habitat Management; Water Quality

Rationale

New urban residential neighborhoods planned for Bel-Red require investments in stream restoration and open spaces that support high quality, livable places. Public investment in these improvements will pave the way for pioneer housing development in the transitioning area. Most streams in this historically industrial part of Bellevue flow through pipes under parking lots, roads, and even buildings. This program will provide funds for restoration of the West Tributary and Goff Creeks (property acquisition by others) and replacement of the fish-blocking culverts on those creeks under Bel-Red Rd. The replaced culverts will allow fish access to the newly opened habitat upstream.

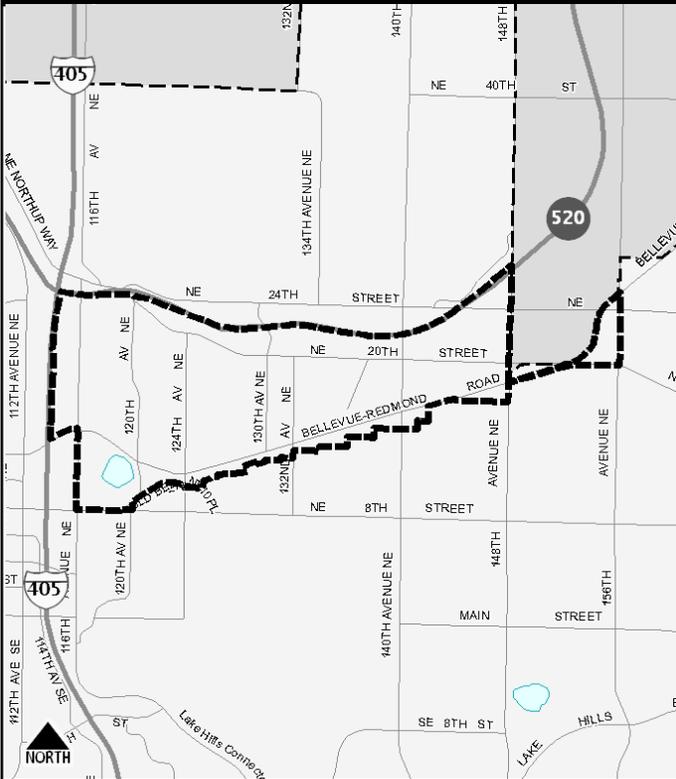
Environmental Impacts

Each project funded by this initiative will assess its environmental impact.

Operating Budget Impacts

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2009 - Ongoing	10,014,234
Total Budgetary Cost Estimate:		10,014,234
Means of Financing		
Funding Source		Amount
Mobility & Infrastructure Initiative - Utility Rate/Fee		10,014,234
Total Programmed Funding:		10,014,234
Future Funding Requirements:		0

Capital Costs/Revenue: Funding includes 1.5% storm drainage fee each year through the CIP period.



Projects Completed, Combined, or Deleted

2011-2017 Adopted CIP: Storm Drainage

CIP Plan Number	Project Name	Total Estimated Cost (\$000s)
D-80	Meydenbauer Creek Erosion Control	\$412