



# 2015-2021 Capital Investment Program Plan

## Overview and Financial Forecast

### ***Executive Summary:***

The 2015-2021 Adopted General Capital Investment Program (CIP) Plan sets the strategy that allows for continued progress on meeting the City's capital investment needs within a constrained budget. The Adopted CIP for 2015-2021 totals \$512 million and includes the use of 2% increase of the general property tax levy through the use of the City's banked capacity. The increase in revenues provides for additional sales tax in the CIP targeted at Council Priority projects and investments in unmet neighborhood and infrastructure needs.

### **The CIP plan accomplishes the following**

- Advances the Council Priorities with new discrete project funding – total of \$63.6 million
- Strategically uses long-term debt to finance the CIP
- Ensures debt obligations are met, including repayment of the interfund borrowing approved by Council in 2013
- Maintains existing infrastructure in alignment with Council policy
- Provides for transportation and mobility improvements
- Fulfills general government capital responsibilities
- Meets the City contribution per the East Link Memorandum of Understanding (MOU) and advances complementary projects
- Begins addressing the Fire Long Range Facility Plan
- Funds Partnership Projects supporting recreation and culture
- Sets aside placeholders with yet to be determined details and purpose for the Eastside Rail Corridor and Performing Arts and Culture Eastside center
- Keeps the Parks Levy commitment and provide other quality of life amenities
- Provides for neighborhood capital needs
- Prepares and serves as a catalyst for future development, including a new project targeted for competitiveness and collaboration

### **Adopted Revenue Increase**

The 2015-2021 Adopted General CIP includes a first step in making progress toward the most urgent unmet investments with a 2% Councilmanic property tax increase, allowing sales tax to be targeted to address critical and time sensitive infrastructure needs. The new revenue adopted in the 2015-2021 General CIP Budget is a start, yet much is left to be done. The City continues to have a large backlog of unmet capital needs such as neighborhood sidewalks, and long-term infrastructure needs. These needs go far beyond what is addressed within the adopted budget.



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### 2015-2021 ADOPTED GENERAL CIP:

The Adopted General CIP 2015-2021 is a balanced CIP, with an increase in revenues by 2% banked property tax to add new urgent investments. The Adopted Budget strategy allows for continued progress on meeting the City's capital investment needs and proposes additional revenue to further the City's infrastructure and neighborhood investments.

### CIP Projects by Type

| Project Type                              | Total          |                        |
|---|----------------|------------------------|
|   | # of Proposals | 2015-2021 Amount (\$M) |
| Debt Service Projects <sup>1</sup>        | 11             | \$147                  |
| Ongoing Programs - Maintenance            | 8              | \$97                   |
| Discrete Projects and Ongoing – Build New | 62             | \$269                  |
| <b>Total 2015-2021</b>                    | <b>81</b>      | <b>\$512</b>           |

### 2015-2021 General CIP Revenue by Source

#### 2015-2021 ADOPTED GENERAL CIP CIP Revenue Forecast Summary (000's)

| Revenue Type                                   | 2015       | 2016      | Total 2015-2016 | 2017      | 2018      | 2019      | 2020      | 2021      | Total Budget 2015-2021 |
|--|------------|-----------|-----------------|-----------|-----------|-----------|-----------|-----------|------------------------|
| <b>Beginning Fund Balance</b>                  | \$ 0       | \$ 31,930 | \$ -            | \$ 6,508  | \$ 0      | \$ 1,188  | \$ 5,190  | \$ 3,582  | \$ 48,398              |
| <b>DEBT FINANCING</b>                          |            |           |                 |           |           |           |           |           |                        |
| Short Term                                     | \$ -       | \$ -      | \$ -            | \$ 1,291  | \$ -      | \$ -      | \$ -      | \$ -      | \$ 1,291               |
| Long Term                                      | \$ 87,950  | \$ -      | \$ 87,950       | \$ -      | \$ -      | \$ -      | \$ -      | \$ -      | \$ 60,000              |
| <b>MAJOR TAXES</b>                             |            |           |                 |           |           |           |           |           |                        |
| Sales Tax                                      | 13,611     | 14,519    | 28,130          | 15,304    | 16,064    | 16,810    | 17,550    | 18,321    | 112,179                |
| B&O Tax  | 8,085      | 8,452     | 16,537          | 8,846     | 9,246     | 9,645     | 10,054    | 10,485    | 64,813                 |
| REET   | 13,786     | 14,011    | 27,797          | 14,060    | 13,556    | 13,892    | 14,322    | 14,730    | 98,357                 |
| Parks Levy                                     | 3,389      | 3,389     | 6,778           | 3,389     | 3,389     | 3,389     | 3,389     | 3,389     | 23,723                 |
| 2015 Levy Revenue (New Sales Tax Contribution) | 694        | 694       | 1,387           | 694       | 694       | 694       | 694       | 694       | 4,855                  |
| MVFT   | 1,360      | 1,368     | 2,729           | 1,377     | 1,385     | 1,393     | 1,400     | 1,400     | 9,683                  |
| <b>Subtotal Major Taxes</b>                    | \$ 40,925  | \$ 42,433 | \$ 83,358       | \$ 43,670 | \$ 44,333 | \$ 45,822 | \$ 47,408 | \$ 49,020 | \$ 313,610             |
| <b>INTERGOVERNMENTAL</b>                       |            |           |                 |           |           |           |           |           |                        |
| Federal Grants                                 | 6,327      | 1,899     | 8,226           | 3,948     | -         | -         | -         | -         | 12,174                 |
| Grants   | 7,246      | 8,310     | 15,556          | 2,525     | -         | -         | -         | -         | 18,081                 |
| Interlocal Contributions                       | 14,985     | 785       | 15,769          | 585       | 588       | 588       | 174       | 174       | 17,880                 |
| Rents and Leases                               | 30         | 30        | 60              | 30        | 30        | 30        | 30        | 30        | 210                    |
| <b>Subtotal Intergovernmental</b>              | \$ 28,588  | \$ 11,024 | \$ 39,611       | \$ 7,088  | \$ 618    | \$ 618    | \$ 204    | \$ 204    | \$ 48,345              |
| <b>MISCELLANEOUS REVENUE</b>                   |            |           |                 |           |           |           |           |           |                        |
| Developer Contributions                        | -          | -         | -               | -         | -         | -         | -         | -         | -                      |
| Contributions from Other City Funds            | \$ 713     | 566       | 1,280           | 581       | 552       | 604       | 402       | 350       | 3,768                  |
| Private Contributions                          | \$ 1,350   | 1,500     | 2,850           | 660       | -         | -         | -         | -         | 3,510                  |
| Miscellaneous Revenue                          | \$ 15      | 1         | 15              | -         | -         | -         | -         | -         | 15                     |
| Sale of Fixed Assets                           | \$ -       | -         | -               | 3,455     | -         | -         | -         | -         | 3,455                  |
| Investment Interest                            | \$ 247     | 247       | 494             | 247       | 247       | 247       | 247       | 247       | 1,730                  |
| Transportation Impact Fees                     | \$ 4,140   | 6,900     | 11,040          | 7,110     | 7,320     | 7,540     | 7,770     | 7,992     | 48,772                 |
| <b>Subtotal Miscellaneous</b>                  | \$ 6,465   | \$ 9,215  | \$ 15,679       | \$ 12,053 | \$ 8,119  | \$ 8,391  | \$ 8,419  | \$ 8,589  | \$ 61,250              |
| <b>Grand Total Revenues</b>                    | \$ 163,928 | \$ 94,601 | \$ 226,599      | \$ 70,609 | \$ 53,071 | \$ 56,019 | \$ 61,222 | \$ 61,395 | \$ 512,446             |
| <b>Total Expenditures</b>                      | \$ 131,998 | \$ 88,093 | \$ 220,091      | \$ 70,609 | \$ 51,883 | \$ 50,829 | \$ 57,640 | \$ 61,448 | \$ 512,499             |
| <b>Ending Fund Balance</b>                     | \$ 31,930  | \$ 6,508  | \$ 6,508        | \$ 0      | \$ 1,188  | \$ 5,190  | \$ 3,582  | \$ (53)   | \$ (53)                |

<sup>1</sup> Debt Service Projects include: Supplemental CIP Debt Funding, City Hall, M&II LTGO Bond, 2013 LTGO Bond, Interfund Loan, 2015 LTGO Bond, 2015 Levy Lift Bond, Metro Property, Public Works Trust Fund Loan, and Short-Term Borrowing.



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The existing and new projects proposed for funding in the 2015-2021 CIP fall into several themes, with some projects falling into more than one category:

- Reflects \$63.6 million of new discrete Council Priority projects (Spring Blvd Zone 1, NE 6<sup>th</sup> Light Rail Station Access Improvements, Downtown Park, a portion of Park Planning and Design (Ashwood), Grand Connection/Land Use Wilburton Zoning, Community Connectivity, Neighborhood Enhancement, Hearing Assistance, Performing Arts, Bellevue Way HOV, Partnership Projects, and some park acquisitions),
- Begins progress on the Fire Facility Master Plan (Downtown land purchase for future Fire Station 10, rebuild of Station 5 (Clyde Hill) and begins progress on the training center improvements),
- Addresses the timing of projects that allow for cost savings in connection with the implementation of light rail (East Link Commitments, 124<sup>th</sup>, 120<sup>th</sup>, NE Spring Blvd Zone 1, etc.),
- Maintains existing infrastructure in alignment with Council policy (e.g. maintenance and renovation programs, overlay, technology updates),
- Provides for transportation and mobility projects (e.g. NE 4<sup>th</sup>, 120<sup>th</sup>, Pedestrian and Bicycle Access Improvements, SCATs adaptive signal system, etc...),
- Funds Partnership Projects supporting recreation and culture,
- Sets aside placeholders with yet to be determined details and purpose for the Eastside Rail Corridor and Performing Arts and Culture Eastside center,
- Keeps the Parks Levy commitments and provides other quality of life amenities (park development, public art, enhanced urban boulevards),
- Provides for neighborhood needs (Lakemont Boulevard, Neighborhood Sidewalks, Newport Way Sidewalk, West Lake Sammamish Phase II),
- Prepares for and serves as a catalyst for future development,
- Fulfill general government responsibilities (relocation of courts, establish a reserve for future technology application replacement),
- Ensures debt obligations are met, including repayment of the interfund borrowing approved by Council in 2013.

### *Strategic Use of Debt*

The “2015-2021 General CIP by Source” table on the preceding page depicts the estimated allocation of available CIP resources. As in past CIP budgets, expenditures are higher than revenues in earlier years, with the reverse in later years; this is often referred to as “frontloading”. Frontloading provides the City with several significant benefits including:

- Delivering CIP projects and realizing their benefits earlier than otherwise possible,
- Taking advantage of low-interest rate environment,
- Providing local economic stimulus,
- Timing of infrastructure delivery to meet the needs of new development, and
- For this CIP, synchronizing City investments with East Link construction as appropriate.

The CIP is balanced through a strategic use of long-term debt, primarily funded through the existing CIP revenue stream. The total long-term debt modeled includes: \$60 million for the base CIP projects, \$18 million for the Metro Property—both of these debt issuances are funded



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by existing revenue streams. In addition, another \$10 million is backed by sales tax freed up as a result of using 2% Councilmanic property tax increase, allowing sales tax to be targeted to address critical and time sensitive infrastructure needs (\$10 annually for a \$500,000 home). The actual amount of debt issuances will be determined at issuance—based on cash flow needs and project progress.

### ***Challenges Faced in the 2015-2021 Budget Development***

The Adopted Budget grappled with a several challenges facing in this biennial update. Among these challenges were:

- Recosting of the 2013-2019 CIP  
The 2015-2021 Adopted General CIP includes \$9 million of recosting Total Project Costs (total costs over the life of the project) from 2013-2014 Mid-Bi plus all Council approved amendments through September. Recosting relates to increased construction, right of way, and other costs associated with fulfilling the adopted project scope. Any expansion or change in scope is classified as a new or enhanced project cost.
- Unfunded potential projects  
Council has had a significant amount of discussion over the last year about the City's capital investment strategy, including the gap between the large list of unfunded capital projects and the existing CIP revenue stream. There remains a large unfunded potential projects list throughout the City totaling an estimated \$1.2 billion (2014\$), with the acknowledgement that the list is neither complete nor cost validated beyond the near term. Based on the existing CIP revenue stream, about \$400 million (2014\$) will likely be available over the next 20 years for all discretionary capital projects (i.e. projects other than debt and ongoing maintenance). The Adopted Budget includes a first step in making progress toward the urgent unmet investments with a 2% Councilmanic property tax increase in overall revenues allowing sales tax to be targeted to address capital infrastructure critical and time sensitive needs.
- Adequacy of major infrastructure maintenance  
In the 2011-2017 CIP process, ongoing program budgets (e.g. Overlay Program, etc.) were reduced by about 30%. In the 2013-2019 CIP, additional analysis was completed and \$300,000 per year in Transportation Major Maintenance program funding was restored (2013\$). The 2015-2021 CIP continues the same level of ongoing maintenance programs as in the 2013-2019 CIP, with the exception of PW-M-19 (Transportation Major Maintenance Program) which includes a temporary annual lift of \$400,000/year for 2015 to 2017 to bring three specific traffic signals along 148<sup>th</sup> Avenue up to current standards, thereby mitigating system reliability and traffic safety concerns.
- Minor Maintenance and Operations (M&O) costs associated with new infrastructure.  
While major maintenance and renovation projects are contained within the CIP, minor maintenance is funded through the operating funds. Financial Policy IX.H implemented during the development of the 2011-2017 CIP provides:



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*“Proposals for CIP project funding shall include the estimated future M&O cost, to provide full cost disclosure. Such M&O costs anticipated to be incurred in the upcoming biennium should be included in operating budget proposals for funding consideration. As of 2011, funding for existing CIP M&O is provided by a distribution of the City’s Sales Tax revenue, split between 75 percent General Fund and 25 percent CIP. The dollar amount for CIP M&O is adjusted upward each year by the anticipated Consumer Price Index for all Urban Consumers (CPI-U) after first making any necessary adjustments (e.g., partial vs full-year costs) and eliminating any one-time items. The distribution amounts should be reviewed periodically by Council for reasonableness and potential adjustment.” (Source: Financial Policy)*

This policy provides adequate funding for minor maintenance on existing infrastructure. However, the concern continues that as the City builds new infrastructure, there is not a mechanism to ensure additional M&O funding for these future facilities. Over time, this will place increasing pressure on the operating budget. This CIP does not address this issue, but simply raises it as a concern.

- Furthering the Council Priorities both for new projects and existing policy direction  
The recently adopted Council Priorities provide foundational policy direction received during development of the 2015-2021 CIP. The Adopted Budget includes \$63.6 million of new discrete Council Priority projects. As a note, there are several projects within the existing CIP that are not reflected in the \$63.6 million including Completing the Downtown Circle, purchasing the Metro Property, and completion of Phase I of Meydenbauer. If all Council Priority projects were totaled in the CIP it would exceed \$100 million in the 2015-2021 CIP.
- East Link MOU and the complementary projects  
The East Link MOU adopted by the Council in November 2011 commits the City to an “upfront” contribution of \$100 million to Sound Transit. The Adopted Budget assumes continued implementation of the MOU, as well as specific additional complementary projects. The NE 6<sup>th</sup> Street station alignment modification results in additional impacts to the City Hall parking garage and the Metro property. The City has not committed to contributing the value of those additional impacts as part of the “upfront” or other City contribution. As a result, this CIP, and particularly the budget for the employee parking garage expansion project G-86 assumes that Sound Transit will compensate the City for these additional impacts.



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### ***Resource Drivers***

The following section discusses the major resource drivers for the 2015-2021 Adopted Budget General CIP.

### **Major Taxes**

**Taxes (\$313.6 million).** The General CIP tax revenue base of sales, business and occupation (B&O), parks levy, real estate excise taxes (REET), and motor vehicle fuel tax (MVFT) represent 61% of total funding, which are still feeling the impacts of the recent recession. However, both sales and B&O revenue streams are growing again, albeit at a moderate pace. In addition, the voter-approved parks levy continues to supplement City and external funds, allowing major parks development projects to be completed in a phased approach, where appropriate.

### **Intergovernmental Revenue**

**Federal and State Grants (\$30.3 million).** The forecast includes \$30.3 million in federal and state grants. Following past practice of conservatism in forecasting grant revenues, only those grants that have already been awarded or are highly likely to be awarded are included in the projection.

**Interlocal Contributions (\$18 million).** In addition to the above revenues, the forecast includes a variety of intergovernmental sources, including Sound Transit contributions (\$14.9 million, King County contributions (\$2.1 million), and Point Communities contributions (\$0.9 million). The Intergovernmental Revenue forecast also contains revenue from Rents and Leases (\$0.2 million).

### **Miscellaneous Revenue**

**Impact Fees (\$48.7 million).** The current impact fee rate of \$3,000 in 2014 will increase to \$5,000 in 2016, with annual increases thereafter, as determined by the Washington State Department of Transportation Construction Cost Index. Impact fees are projected to provide \$48.7 million of revenue to this CIP. Trip projections are based on the Puget Sound Regional Council's growth forecast.

**Other Revenues (\$12.4 million).** In addition to the above revenue sources, the forecast includes a variety of miscellaneous sources, including private contributions (\$3.5 million), sale of fixed assets (\$3.4 million), enterprise and other City fund contributions (\$3.7 million), and investment interest (\$1.7 million).

### **Debt Financing**

**2015 Limited Tax General Obligation (LTGO) Bonds (\$60 million).** The Adopted Budget includes \$60 million of LTGO bond proceeds to fund a portion of the City's critical long-term projects. The bonds are repaid over 20 years through the existing CIP revenues stream, with no new taxes.

**2015 Levy Lift LTGO Bonds (\$10 million).** The Adopted Budget includes issuance of \$10 million in 20-year LTGO debt—funded by a 2% of the City's banked property tax capacity (\$10



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annually for a \$500,000 home) to increase overall revenues by supplementing existing sales tax revenues. The increase will allow us to redirect sales tax to address infrastructure and neighborhood needs.

**Metro Property Bond (\$17.9 million).** The forecast includes \$17.9 million of LTGO bond proceeds to fund the acquisition of property required by the MOU for the Sound Transit Downtown Light Rail Station.

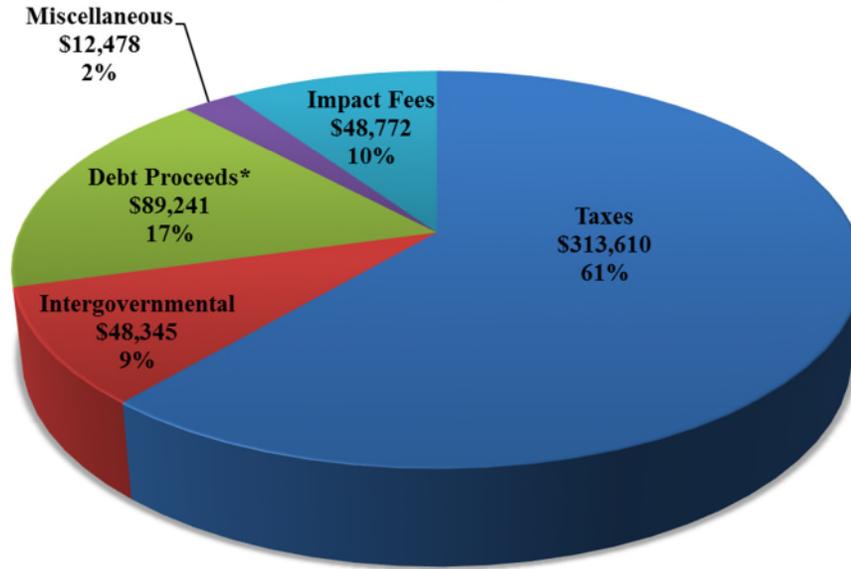
The following page shows All Resources by type and provide a breakdown of Tax Revenue by Source.

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### REVENUE SUMMARY

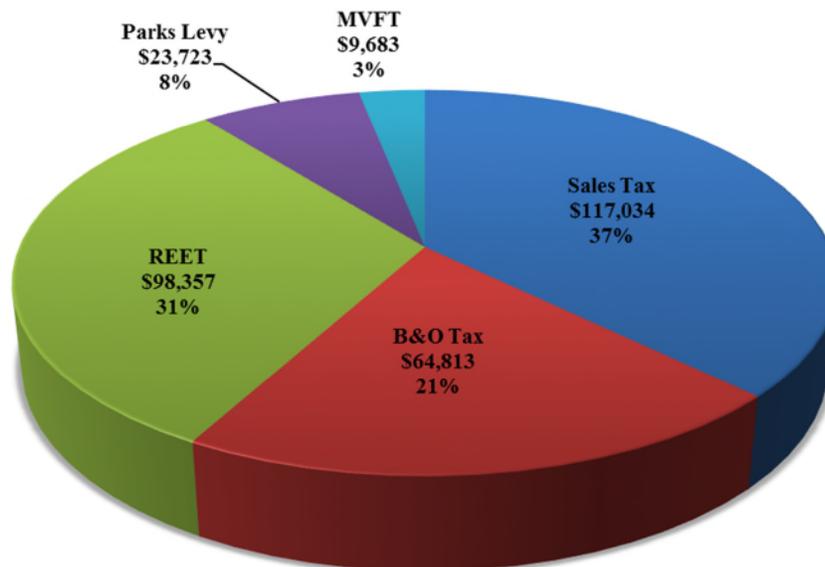
#### 2015-2021 Adopted General CIP Budget All Resources (\$000s)



\*Debt Proceeds include 2017 Cash Flow borrowing

The 61% tax revenue is further broken down by source in the following chart.

#### 2015-2021 Adopted General CIP Budget Tax Revenue by Source (\$000s)





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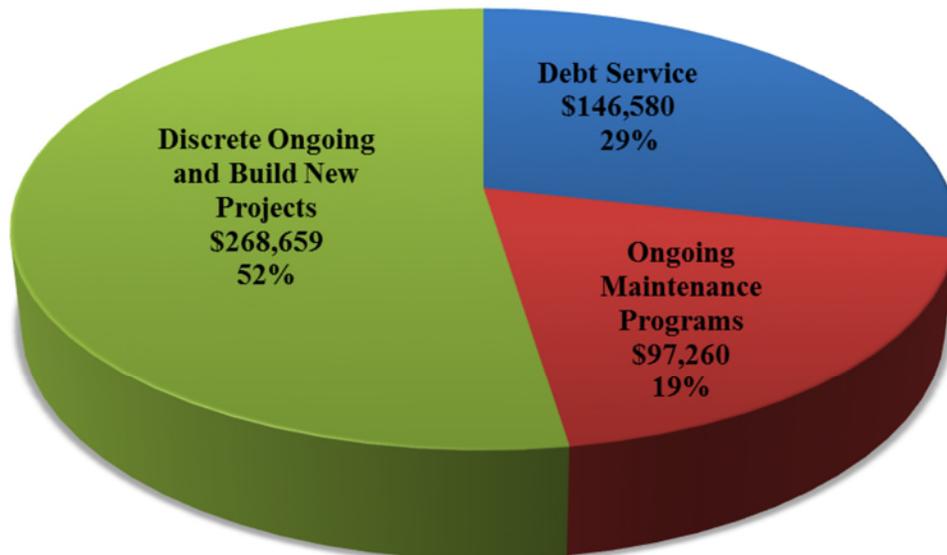
### *Expenditure Drivers*

The following chart illustrates the mix of Discrete Ongoing and Build New Projects, Ongoing Maintenance Programs and Debt Service. (A complete list of funded projects is found in the Cash Flow Modeling section.)

- Discrete Ongoing and Build New Projects make up approximately 52% of the General CIP (\$269 million) with funding focused on projects from the East Link MOU and related transportation projects, parks and neighborhood projects, fire facility projects, as well as other needs throughout the City.
- Ongoing Maintenance Programs make up approximately 19% of the General CIP (\$97 million) with major maintenance programs like street overlays and major renovation of parks and fire facilities, as well as those addressing neighborhood needs like traffic safety and sidewalks and quality of life projects like public art.
- Debt Service makes up the remaining 29% of the General CIP (\$147 million). Debt Service is related to new long-term project obligations, new MOU obligations (Metro Property) as well as past capital investments, such as the City Hall facility and projects from the Supplemental CIP and the Mobility and Infrastructure Initiative (M&II).

### EXPENDITURE SUMMARY

#### 2015-2021 Adopted General CIP Budget Funding by Project Type (\$000s)





# 2015-2021 Capital Investment Program Plan

## Citywide Funding Prioritization Criteria

### Citywide Funding Prioritization Criteria

The City of Bellevue uses a number of criteria for ranking and prioritizing capital investment projects. First and foremost are the City's debt obligations. All debt service payments are prioritized first when allocating resources to the CIP. The following section outlines additional criteria used by the CIP Panel to evaluate all non-debt service and non-utility CIP projects submitted for funding consideration.

### Citywide Financial Policy XI:I:

*"Preserve Existing Capital Infrastructure Before Building New Facilities:* It is the City's policy to ensure that adequate resources are allocated to preserve the City's existing infrastructure before targeting resources to build new facilities that also have operating and maintenance obligations. This policy addresses the need to protect the City's historical investment in capital facilities and to avoid embarking on a facility enhancement program, which when coupled with the existing facility requirements, the City cannot afford to adequately maintain." (City of Bellevue Comprehensive Financial Management Policies)

#### Effectiveness at achieving City Mission/Community Outcomes/Council Priorities

- Effectiveness/extent to which project achieves Outcome/Council Priorities
- 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 is funded by external sources
- Cost versus Benefit
- Sunk costs—extent to which project expenditures have already been 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 7-year CIP period
- Critical linkage to other high priority projects

#### Scaling

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

The remainder of this section provides an overview of prioritization criteria and considerations for each of the Outcomes. (Debt Service is excluded from the following outcome criteria section because all debt service is automatically funded, according to City Policy. All Healthy and Sustainable Environment criteria fall within the Utilities CIP and are described in the Utility section.)



# 2015-2021 Capital Investment Program Plan

## Citywide Funding Prioritization Criteria

### ***Economic Growth and Competitiveness***

The following describes the criteria used in the Economic Growth and Competitive outcome for 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 Growth and Competitiveness outcome 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.

### ***Quality Neighborhoods***

One of the primary criteria for evaluating projects in the Quality Neighborhood outcome is through outreach with residents and neighborhood representatives. Quality Neighborhood project evaluation is also done through the Neighborhood Partnership (NIS-2) and Neighborhood Enhancement (NEP-2) Programs. Reinvented for this CIP, the NIS-2 and NEP-2 approaches involves working with neighborhoods, involving both grassroots citizen involvement and focused service delivery. Both of these umbrella programs enable the City to isolate the specific needs of individual neighborhood areas, and to address those needs in a coordinated, systematic way.

### ***Safe Community***

The following describes the criteria used in the Safe Community outcome for 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



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## Citywide Funding Prioritization Criteria

### *Improved Mobility*

The following describes the process and criteria used in the Improved Mobility outcome for 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:

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



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## Citywide Funding Prioritization Criteria

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. 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
- 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.

### ***Responsive Government***

The Responsive Government outcome includes technology investments in government IT systems and projects that maintain or improve City owned facilities. The following describes the role of the City's Operations Policy Team in evaluating technology investments.

The Operations Policy Team (OPT) replaced the City's Information Technology Governance Committee in 2014. The OPT is responsible for ensuring cross-departmental input and adoption of the City's Enterprise Technology Strategic Plan which served as the basis for all technology related budget proposals. The OPT 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, encouraged collaboration, and curtailed uncontrolled proliferation of standalone systems. The City's Chief Technology Officer led the strategic planning process that identified projects for both the capital and operations budgets for citywide prioritization within and across outcomes as part of the City's Budget One process.

### ***Innovative, Vibrant, and Caring Community (IVCC)***

The following describes the criteria used in the IVCC outcome for prioritizing and determining which projects to submit for funding consideration.



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## Citywide Funding Prioritization Criteria

### Park Plan Consistency

Is the project consistent with the mission, vision, goals, objectives, standards, and recommendations of the *Parks & Open Space System Plan*?

### Council Priority

Does the project respond to a Council priority? Does it respond to the recommendations of an *adopted* plan or ordinance? Is it an ongoing project or part of a previous Council priority?

### M&O Impact

What are the M&O impacts of this project? Are there any potential M&O partnerships for the project? Will the project pay for itself?

### Citizen Input

Is the project a Board or Commission priority? Does it respond to a formally adopted plan or initiative? Is the project supported by an advocacy group, public surveys, NEP, Neighborhood Liaison feedback, or other types of public input?

### Multiple Benefits

Does the project respond to recommendations of numerous plans, or would it serve multiple user groups?

### Special Funding Available

Is there any potential special funding for this project? If so, what percent of funding is available and how committed is that funding?

### Affordability

For an acquisition project, is there alternative funding available to match with CIP funding? For a development/redevelopment project, how does the cost compare to the benefit?

### Neighborhood Impacts

Would this project have positive benefits to the surrounding neighborhood? Would it increase property values? Is the community involved and supportive of this project?

### Suitability of Site

Is the proposed development appropriate for the site's natural systems, topography and/or neighboring land uses?

### Geographic Distribution

Does this project help to meet standards for distribution of parks and park facilities throughout the City?

### Economic Impact

Would this project have a favorable economic impact to Bellevue? Would it help to recruit and retain businesses and residents? Would it increase the tax base, contribute to the vitality of the community, and help to attract regional and national tourism?

### Urgency

Is the acquisition a distinct opportunity that will be lost?



# 2015-2021 Capital Investment Program Plan

## Citywide Funding Prioritization Criteria

### 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
- 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.



# 2015-2021 Capital Investment Program Plan

## Citywide Funding Prioritization Criteria

### 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.)

### 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



# 2015-2021 Capital Investment Program Plan

## Citywide Funding Prioritization Criteria

- Legal Considerations
- Special Considerations (For factors which are not considered above, such as council or citizen advisory committee priorities.)

### 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
- 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.)

**2015-2021 General CIP Adopted Budget**

**Cash Flow Modeling**

Expressed in YOE (\$000's)

|  | 2015       | 2016      | 2017      | 2018      | 2019      | 2020      | 2021      | Total<br>Budget<br>2015-2021 | Total Project<br>Cost<br>through 2021 |
|--|------------|-----------|-----------|-----------|-----------|-----------|-----------|------------------------------|---------------------------------------|
| <b>2015-21 General CIP Adopted Budget</b>      |            |           |           |           |           |           |           |                              |                                       |
| <b>Revenue Type</b>                            |            |           |           |           |           |           |           |                              |                                       |
| <b>Beginning Fund Balance</b>                  | \$ 0       | \$ 31,930 | \$ 6,508  | \$ 0      | \$ 1,188  | \$ 5,190  | \$ 3,582  | \$ 48,398                    |                                       |
| <b>Short-term Cash Flow Borrowing Needed</b>   | \$ -       | \$ -      | \$ 1,291  | \$ -      | \$ -      | \$ -      | \$ -      | \$ 1,291                     |                                       |
| <b>2015 20 Year Debt Issue</b>                 | \$ 60,000  | \$ -      | \$ -      | \$ -      | \$ -      | \$ -      | \$ -      | \$ 60,000                    |                                       |
| <b>2015 Levy Lift Debt Issue</b>               | \$ 10,000  | \$ -      | \$ -      | \$ -      | \$ -      | \$ -      | \$ -      | \$ 10,000                    |                                       |
| <b>New Bond Proceeds - Metro Property</b>      | \$ 17,950  | \$ -      | \$ -      | \$ -      | \$ -      | \$ -      | \$ -      | \$ 17,950                    |                                       |
| <b>MAJOR TAXES</b>                             |            |           |           |           |           |           |           |                              |                                       |
| Sales Tax                                      | 13,611     | 14,519    | 15,304    | 16,064    | 16,810    | 17,550    | 18,321    | 112,179                      |                                       |
| B&O Tax  | 8,085      | 8,452     | 8,846     | 9,246     | 9,645     | 10,054    | 10,485    | 64,813                       |                                       |
| REET   | 13,786     | 14,011    | 14,060    | 13,556    | 13,892    | 14,322    | 14,730    | 98,357                       |                                       |
| Parks Levy                                     | 3,389      | 3,389     | 3,389     | 3,389     | 3,389     | 3,389     | 3,389     | 23,723                       |                                       |
| 2015 Levy Revenue (New Sales Tax Contribution) | 694        | 694       | 694       | 694       | 694       | 694       | 694       | 4,855                        |                                       |
| MVFT   | 1,360      | 1,368     | 1,377     | 1,385     | 1,393     | 1,400     | 1,400     | 9,683                        |                                       |
| <b>Subtotal Major Taxes</b>                    | \$ 40,925  | \$ 42,433 | \$ 43,670 | \$ 44,333 | \$ 45,822 | \$ 47,408 | \$ 49,020 | \$ 313,610                   |                                       |
| <b>INTERGOVERNMENTAL</b>                       |            |           |           |           |           |           |           |                              |                                       |
| Federal Grants                                 | 6,327      | 1,899     | 3,948     | -         | -         | -         | -         | 12,174                       |                                       |
| Grants   | 7,246      | 8,310     | 2,525     | -         | -         | -         | -         | 18,081                       |                                       |
| Interlocal Contributions                       | 14,985     | 785       | 585       | 588       | 588       | 174       | 174       | 17,880                       |                                       |
| Rents and Leases                               | 30         | 30        | 30        | 30        | 30        | 30        | 30        | 210                          |                                       |
| <b>Subtotal Intergovernmental</b>              | \$ 28,588  | \$ 11,024 | \$ 7,088  | \$ 618    | \$ 618    | \$ 204    | \$ 204    | \$ 48,345                    |                                       |
| <b>MISCELLANEOUS REVENUE</b>                   |            |           |           |           |           |           |           |                              |                                       |
| Developer Contributions                        | -          | -         | -         | -         | -         | -         | -         | -                            |                                       |
| Contributions from Other City Funds            | \$ 713     | 566       | 581       | 552       | 604       | 402       | 350       | 3,768                        |                                       |
| Private Contributions                          | \$ 1,350   | 1,500     | 660       | -         | -         | -         | -         | 3,510                        |                                       |
| Miscellaneous Revenue                          | \$ 15      | 1         | -         | -         | -         | -         | -         | 15                           |                                       |
| Sale of Fixed Assets                           | \$ -       | -         | 3,455     | -         | -         | -         | -         | 3,455                        |                                       |
| Investment Interest                            | \$ 247     | 247       | 247       | 247       | 247       | 247       | 247       | 1,730                        |                                       |
| Transportation Impact Fees                     | \$ 4,140   | 6,900     | 7,110     | 7,320     | 7,540     | 7,770     | 7,992     | 48,772                       |                                       |
| <b>Subtotal Miscellaneous</b>                  | \$ 6,465   | \$ 9,215  | \$ 12,053 | \$ 8,119  | \$ 8,391  | \$ 8,419  | \$ 8,589  | \$ 61,250                    |                                       |
| <b>Grand Total Revenues</b>                    | \$ 163,928 | \$ 94,601 | \$ 70,609 | \$ 53,071 | \$ 56,019 | \$ 61,222 | \$ 61,395 | \$ 512,446                   |                                       |
| <b>Total Expenditures</b>                      | \$ 131,998 | \$ 88,093 | \$ 70,609 | \$ 51,883 | \$ 50,829 | \$ 57,640 | \$ 61,448 | \$ 512,499                   |                                       |
| <b>Ending Fund Balance</b>                     | \$ 31,930  | \$ 6,508  | \$ 0      | \$ 1,188  | \$ 5,190  | \$ 3,582  | \$ (53)   | \$ (53)                      |                                       |

**2015-2021 General CIP Adopted Budget**

**Cash Flow Modeling**

Expressed in YOE (\$000's)

|  |   | 2015          | 2016          | 2017          | 2018          | 2019          | 2020          | 2021          | Total Budget<br>2015-2021 | Total Project Cost<br>through 2021 |
|--|---|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------------------|------------------------------------|
| <b>2015-2021 Expenditures</b>                |   |               |               |               |               |               |               |               |                           |                                    |
| <b>CIP Plan #</b>                            | <b>Project Title</b>                                  |               |               |               |               |               |               |               |                           |                                    |
| <b>Debt Service</b>                          |   |               |               |               |               |               |               |               |                           |                                    |
| G-69   | Supplemental CIP Debt Funding                         | 30            | 1,035         | 1,035         | 1,037         | 1,033         | 1,037         | 1,034         | 6,242                     | 14,226                             |
| G-82   | City Hall Debt Service                                | 6,599         | 6,597         | 6,594         | 6,582         | 6,590         | 6,581         | 6,574         | 46,116                    | 72,705                             |
| G-83   | M&I LTGO Bond Debt Service                            | 862           | 862           | 865           | 865           | 865           | 863           | 865           | 6,047                     | 9,508                              |
| G-89   | 2013 LTGO Bond Debt Service                           | 4,836         | 4,832         | 4,834         | 4,837         | 4,834         | 4,835         | 4,834         | 33,841                    | 41,859                             |
| G-92   | New Short-term Debt Service (Interfund Loan)          | 7,700         | 7,600         | -             | -             | -             | -             | -             | 15,300                    | 15,500                             |
| G-95   | Metro Property Debt Service *                         | -             | 1,249         | 1,249         | 1,249         | 1,249         | 1,249         | 1,249         | 7,495                     | 7,495                              |
| G-98   | Cash Flow Borrowing Payback                           | -             | -             | -             | 1,337         | -             | -             | -             | 1,337                     | 1,337                              |
| G-100  | 2015 20 Year LTGO Bond Debt Service *                 | -             | 4,176         | 4,176         | 4,176         | 4,176         | 4,176         | 4,176         | 25,054                    | 25,054                             |
| G-102  | 2015 Levy Lift Debt Service                           | 694           | 694           | 694           | 694           | 694           | 694           | 694           | 4,855                     | 4,855                              |
| PW-R-82                                      | Public Works Trust Fund Loan - Principal              | 40            | 40            | 40            | 40            | 40            | 40            | 40            | 279                       | 1,551                              |
| PW-R-83                                      | Public Works Trust Fund Loan - Interest               | 2             | 2             | 2             | 2             | 2             | 1             | 1             | 13                        | 122                                |
|  | <b>Subtotal Debt Service</b>                          | <b>20,762</b> | <b>27,087</b> | <b>19,488</b> | <b>20,819</b> | <b>19,482</b> | <b>19,475</b> | <b>19,467</b> | <b>146,580</b>            | <b>194,213</b>                     |
| <b>Economic Growth &amp; Competitiveness</b> |   |               |               |               |               |               |               |               |                           |                                    |
| CD-33  | Grand Connection/Land Use Wilburton Zoning            | -             | 1,000         | -             | -             | -             | -             | -             | 1,000                     | 1,000                              |
| G-93   | Community Network Connectivity                        | 50            | 100           | 100           | 100           | 100           | 100           | 100           | 650                       | 650                                |
| G-38   | Expanded Community Connectivity                       | 200           | -             | -             | -             | -             | -             | -             | 200                       | 200                                |
| G-105  | Competitiveness and Collaboration                     | 250           | 250           | -             | -             | -             | -             | -             | 500                       | 500                                |
| P-AD-99                                      | Partnerships Projects                                 | 3,500         | -             | -             | -             | -             | -             | -             | 3,500                     | 3,500                              |
| G-103  | Eastside Rail Corridor Project                        | 1,000         | -             | -             | -             | -             | -             | -             | 1,000                     | 1,000                              |
| G-104  | PACE Placeholder                                      | -             | 1,000         | -             | -             | -             | -             | -             | 1,000                     | 1,000                              |
| G-97   | Council Contingency                                   | 7,523         | -             | -             | -             | -             | -             | -             | 7,523                     | 7,523                              |
|  | <b>Subtotal Economic Growth &amp; Competitiveness</b> | <b>12,523</b> | <b>2,350</b>  | <b>100</b>    | <b>100</b>    | <b>100</b>    | <b>100</b>    | <b>100</b>    | <b>15,373</b>             | <b>15,373</b>                      |
| <b>Quality Neighborhoods</b>                 |   |               |               |               |               |               |               |               |                           |                                    |
| P-AD-88                                      | Bridle Trails Neighborhood Park (Levy)                | 1,000         | -             | -             | -             | -             | -             | -             | 1,000                     | 2,550                              |
| NEP-2  | NEP-2.0 Neighborhood Enhancement Program              | 725           | 725           | 725           | 725           | 725           | 725           | 725           | 5,075                     | 5,075                              |
| NIS-2  | Neighborhood Partnerships                             | 100           | 100           | 100           | 100           | 100           | 100           | 100           | 700                       | 1,627                              |
|  | <b>Subtotal Quality Neighborhoods</b>                 | <b>1,825</b>  | <b>825</b>    | <b>825</b>    | <b>825</b>    | <b>825</b>    | <b>825</b>    | <b>825</b>    | <b>6,775</b>              | <b>9,252</b>                       |
| <b>Safe Community</b>                        |   |               |               |               |               |               |               |               |                           |                                    |
| PS-16  | Renovation of Public Safety Facilities                | 1,035         | 885           | 924           | 965           | 1,008         | 953           | 1,001         | 6,771                     | 17,273                             |
| PS-62  | Knox Box Replacement                                  | -             | 198           | -             | -             | -             | -             | -             | 198                       | 198                                |
| PS-63  | Fire Facility Master Plan                             | 7,250         | -             | -             | -             | -             | 8,000         | 9,000         | 24,250                    | 24,250                             |
| PW-M-19                                      | Major Maintenance Program                             | 1,300         | 1,300         | 1,300         | 1,013         | 1,043         | 1,075         | 1,107         | 8,138                     | 12,349                             |
|  | <b>Subtotal Safe Community</b>                        | <b>9,585</b>  | <b>2,383</b>  | <b>2,224</b>  | <b>1,978</b>  | <b>2,051</b>  | <b>10,028</b> | <b>11,108</b> | <b>39,357</b>             | <b>54,070</b>                      |

\*Debt Service totals may not foot with Outcome Summary and Project Detail Sheets due to rounding

**2015-2021 General CIP Adopted Budget**

**Cash Flow Modeling**

Expressed in YOE (\$000's)

|  | 2015          | 2016          | 2017          | 2018          | 2019          | 2020          | 2021          | Total<br>Budget<br>2015-2021 | Total Project<br>Cost<br>through 2021 |
|--|---------------|---------------|---------------|---------------|---------------|---------------|---------------|------------------------------|---------------------------------------|
| <b>Improved Mobility</b>                                       |               |               |               |               |               |               |               |                              |                                       |
| PW-I-92 Lakemont Blvd and Cougar Mnt Way Improvements          | 626           | -             | -             | -             | -             | -             | -             | 626                          | 1,421                                 |
| PW-M-1 Overlay Program   | 6,363         | 5,479         | 6,810         | 5,660         | 5,830         | 6,005         | 6,185         | 42,334                       | 138,028                               |
| PW-M-2 Minor Capital - Traffic Operations                      | 155           | 159           | 164           | 169           | 174           | 179           | 184           | 1,184                        | 9,916                                 |
| PW-M-7 Neighborhood Traffic Safety Program                     | 309           | 318           | 328           | 338           | 348           | 358           | 369           | 2,368                        | 9,870                                 |
| PW-M-20 Minor Capital - Signals and Lighting                   | 1,231         | 212           | 219           | 225           | 174           | 179           | 184           | 2,423                        | 3,423                                 |
| PW-R-146 Northup Way Corridor Improvements                     | 3,985         | 3,985         | 514           | -             | -             | -             | -             | 8,484                        | 11,726                                |
| PW-R-155 Traffic Computer System Upgrade                       | 550           | -             | -             | -             | -             | -             | -             | 550                          | 5,693                                 |
| PW-R-156 ITS Master Plan Implementation Program                | 150           | 400           | 400           | 400           | 400           | 400           | 400           | 2,550                        | 2,975                                 |
| PW-R-159 East Link Analysis and Development                    | 2,817         | 2,291         | -             | -             | -             | -             | -             | 5,107                        | 14,015                                |
| PW-R-160 NE 4th Street Extension - 116th to 120th Ave NE       | 4,411         | 500           | -             | -             | -             | -             | -             | 4,911                        | 36,210                                |
| PW-R-162 NE 6th Street Extension                               | 50            | -             | -             | -             | -             | -             | -             | 50                           | 1,000                                 |
| PW-R-164 120th Ave NE Stage 2 - NE 8th St to NE 12th St        | 6,881         | 6,881         | 3,220         | -             | -             | -             | -             | 16,982                       | 36,450                                |
| PW-R-166 124th Ave NE - NE Spring Boulevard to NE 18th St      | 1,969         | -             | -             | -             | 5,210         | -             | -             | 7,179                        | 10,601                                |
| PW-R-168 120th Ave NE (Stage 3) NE 12th St to NE 16th St       | 2,760         | 3,545         | 3,545         | -             | -             | -             | -             | 9,850                        | 14,538                                |
| PW-R-169 124th Ave NE - NE 12th to NE Spring Boulevard         | 366           | -             | -             | -             | -             | -             | -             | 366                          | 1,419                                 |
| PW-R-171 134th Ave NE - NE Spring Boulevard to NE 20th St      | 132           | 135           | -             | -             | -             | -             | -             | 267                          | 267                                   |
| PW-R-172 NE Spring Blvd (Zone 1) - 116th to 120th Avenues NE   | 1,987         | 2,264         | 11,877        | 3,877         | -             | 4,500         | 5,500         | 30,005                       | 31,605                                |
| PW-R-173 NE Spring Boulevard (Zone2) - 120th to 124th Aves N   | 1,440         | 617           | -             | -             | -             | -             | -             | 2,057                        | 3,401                                 |
| PW-R-174 NE Spring Boulevard - 130th to 132nd Ave NE           | -             | -             | -             | -             | -             | 830           | 2,170         | 3,000                        | 3,397                                 |
| PW-R-175 NE Spring Blvd & 136th Pl NE-132nd Ave to NE 20th S   | 165           | -             | -             | -             | -             | -             | -             | 165                          | 165                                   |
| PW-R-176 Downtown Transportation Plan Implementation           | 400           | -             | -             | -             | -             | -             | -             | 400                          | 800                                   |
| PW-R-177 Eastgate Subarea Plan Implementation                  | 250           | 250           | -             | -             | -             | -             | -             | 500                          | 500                                   |
| PW-R-181 East Link MOU Commitments                             | 17,950        | -             | -             | -             | -             | -             | -             | 17,950                       | 54,355                                |
| PW-R-182 NE 6th Street Light Rail Station - Enhanced Access    | 350           | 900           | 700           | 450           | 600           | 2,000         | -             | 5,000                        | 5,000                                 |
| PW-R-46 Accident Reduction Program                             | 153           | 106           | 109           | 113           | 116           | 119           | 123           | 839                          | 3,931                                 |
| PW-W/B-56 Pedestrian and Bicycle Access Improvements           | 412           | 424           | 437           | 450           | 464           | 478           | 492           | 3,157                        | 10,557                                |
| PW-W/B-76 Neighborhood Sidewalks                               | 1,575         | 1,061         | 1,093         | 1,126         | 1,159         | 1,194         | 1,230         | 8,437                        | 11,579                                |
| PW-W/B-78 Mountains to Sound Greenway Trail                    | 1,050         | 596           | -             | -             | -             | -             | -             | 1,646                        | 2,546                                 |
| PW-W/B-81 108th/112th Aves NE - N. City Limit to NE 12th St    | 200           | -             | -             | -             | -             | -             | -             | 200                          | 200                                   |
| PW-R-183 West Lake Sammamish Parkway, Phase 2                  | -             | -             | -             | 500           | 1,500         | 2,000         | 4,000         | 8,000                        | 8,000                                 |
| PW-R-184 Bellevue Way SE HOV Lane - 112th Ave SE 'Y' to I-90   | 2,000         | 2,100         | 300           | -             | -             | -             | -             | 4,400                        | 4,400                                 |
| PW-R-185 Newport Way Improvements - Somerset Blvd to 150th Ave | 700           | 1,500         | 3,100         | 2,800         | -             | -             | -             | 8,100                        | 8,100                                 |
| <b>Subtotal Improved Mobility</b>                              | <b>61,386</b> | <b>33,724</b> | <b>32,816</b> | <b>16,107</b> | <b>15,975</b> | <b>18,242</b> | <b>20,837</b> | <b>199,088</b>               | <b>446,089</b>                        |

**2015-2021 General CIP Adopted Budget**

**Cash Flow Modeling**

Expressed in YOE (\$000's)

|   | 2015          | 2016          | 2017          | 2018          | 2019          | 2020         | 2021         | Total<br>Budget<br>2015-2021 | Total Project<br>Cost<br>through 2021 |
|---|---------------|---------------|---------------|---------------|---------------|--------------|--------------|------------------------------|---------------------------------------|
| <b>Responsive Government</b>                                  |               |               |               |               |               |              |              |                              |                                       |
| G-57 Enterprise Content Management - Capital                  | 40            | -             | -             | -             | -             | -            | -            | 40                           | 1,624                                 |
| G-59 JDE System Upgrade and Enhancements                      | 100           | 310           | -             | -             | -             | -            | -            | 410                          | 14,627                                |
| G-84 Relocation of Courts from Surrey Downs to Alternate Site | 2,992         | -             | -             | -             | -             | -            | -            | 2,992                        | 4,963                                 |
| G-86 City Hall East Garage Redevelopment                      | 6,977         | -             | -             | -             | -             | -            | -            | 6,977                        | 8,000                                 |
| G-94 Enterprise Application Replacement Reserve               | 250           | 250           | 800           | 800           | 800           | 1,000        | 1,000        | 4,900                        | 4,900                                 |
| G-01 COB Fuel System Replacement                              | 190           | 80            | 250           | 125           | 350           | -            | -            | 995                          | 995                                   |
| G-04 Hearing Assistance for Public Spaces                     | 120           | 120           | -             | -             | -             | -            | -            | 240                          | 240                                   |
| G-02 Public Records Reconfiguration                           | 100           | -             | -             | -             | -             | -            | -            | 100                          | 100                                   |
| PW-M-15 Wetland Monitoring                                    | 15            | -             | -             | -             | -             | -            | -            | 15                           | 141                                   |
| <b>Subtotal Responsive Government</b>                         | <b>10,784</b> | <b>760</b>    | <b>1,050</b>  | <b>925</b>    | <b>1,150</b>  | <b>1,000</b> | <b>1,000</b> | <b>16,669</b>                | <b>35,590</b>                         |
| <b>Innovative, Vibrant, &amp; Caring Community</b>            |               |               |               |               |               |              |              |                              |                                       |
| CD-11 Public Art Program                                      | 350           | 350           | 350           | 350           | 350           | 350          | 350          | 2,450                        | 7,256                                 |
| CD-22 Enhanced Right of Way and Urban Boulevards (ERUB)       | 500           | 500           | 500           | 500           | 500           | 500          | 500          | 3,500                        | 5,399                                 |
| P-AD-27 Park Planning & Design                                | 400           | 400           | 300           | 300           | 300           | 300          | 300          | 2,300                        | 7,857                                 |
| P-AD-79 King County Parks Levy                                | 414           | 414           | 414           | 414           | 414           | -            | -            | 2,070                        | 5,584                                 |
| P-AD-82 Park & Open Space Acquisition (Levy)                  | 1,513         | 537           | 2,075         | 1,275         | 1,275         | 1,275        | 1,275        | 9,225                        | 13,143                                |
| P-AD-83 Bellevue Airfield Park Development (Levy)             | 800           | 325           | -             | -             | -             | -            | -            | 1,125                        | 1,425                                 |
| P-AD-95 Surrey Downs Park Development (Levy)                  | 940           | -             | -             | 3,000         | 3,000         | -            | -            | 6,940                        | 6,940                                 |
| P-AD-87 Downtown Park Development (Levy)                      | 4,500         | 6,800         | -             | -             | -             | -            | -            | 11,300                       | 12,000                                |
| P-AD-92 Meydenbauer Bay Phase 1 Park Development              | 500           | 5,200         | 5,300         | -             | -             | -            | -            | 11,000                       | 12,000                                |
| P-AD-94 Inspiration Playground at Downtown Park               | 500           | 1,500         | -             | -             | -             | -            | -            | 2,000                        | 2,000                                 |
| P-R-02 Enterprise Facility Improvements                       | 350           | 350           | 350           | 350           | 350           | 350          | 350          | 2,450                        | 12,719                                |
| P-R-11 Parks Renovation & Refurbishment Plan                  | 4,265         | 4,488         | 4,714         | 4,834         | 4,948         | 5,081        | 5,220        | 33,551                       | 77,885                                |
| PW-W/B-49 Pedestrian Facilities Compliance Program            | 100           | 100           | 103           | 106           | 109           | 113          | 116          | 747                          | 2,229                                 |
| <b>Subtotal Innovative, Vibrant, &amp; Caring Community</b>   | <b>15,133</b> | <b>20,964</b> | <b>14,106</b> | <b>11,129</b> | <b>11,246</b> | <b>7,969</b> | <b>8,111</b> | <b>88,658</b>                | <b>166,437</b>                        |

2015-2021 General CIP Adopted Budget  
Project Specific Revenue

**2015-2021 Capital Investment Program (CIP) - Project Specific Revenue**

| CIP Plan No. | Project Title                                       | Revenue Category     | Revenue Source   | 2015              | 2016              | 2017              | 2018             | 2019             | 2020           | 2021           | Total<br>2015-2021 |
|--------------|---|----------------------|--|-------------------|-------------------|-------------------|------------------|------------------|----------------|----------------|--------------------|
| PW-M-1       | Overlay Program                                     | Federal Grant        | Federal Preservation Grant - Richards Rd & Lk Hills                    | -                 | 143,000           | 1,314,000         | -                | -                | -              | -              | 1,457,000          |
| PW-M-20      | Minor Capital - Signals and Lighting                | Private Contribution | PSE Rebates LED  | 239,000           | -                 | -                 | -                | -                | -              | -              | 239,000            |
| PW-M-20      | Minor Capital - Signals and Lighting                | OTI                  | OTI/1640 Op Grants Fund - State Dept of Commerce Energy Efficiency Gra | 266,000           | -                 | -                 | -                | -                | -              | -              | 266,000            |
| PW-M-20      | Minor Capital - Signals and Lighting                | OTI                  | OTI - General Fund - Electricity Savings                               | -                 | -                 | 173,000           | 173,000          | 173,000          | 52,000         | -              | 571,000            |
| PW-R-146     | Northup Way Corridor Improvements                   | Grant                | WSDOT Contribution   | 2,642,000         | 2,576,910         | -                 | -                | -                | -              | -              | 5,218,910          |
| PW-R-146     | Northup Way Corridor Improvements                   | Grant                | TAP Grant  | 1,107,910         | 1,107,910         | -                 | -                | -                | -              | -              | 2,215,820          |
| PW-R-159     | East Link Analysis and Development                  | Interlocal           | ST Contribution  | -                 | 300,000           | 100,000           | -                | -                | -              | -              | 400,000            |
| PW-R-164     | 120th Ave NE Stage 2 - NE 8th St to NE 12th St      | Grant                | State TIB Grant  | 1,200,000         | 1,200,000         | 600,000           | -                | -                | -              | -              | 3,000,000          |
| PW-R-164     | 120th Ave NE Stage 2 - NE 8th St to NE 12th St      | Federal Grant        | Federal STP Grant  | 3,190,000         | -                 | -                 | -                | -                | -              | -              | 3,190,000          |
| PW-R-164     | 120th Ave NE Stage 2 - NE 8th St to NE 12th St      | Private Contribution | Franchise Utility (Multiple)   | -                 | -                 | 660,000           | -                | -                | -              | -              | 660,000            |
| PW-R-164     | 120th Ave NE Stage 2 - NE 8th St to NE 12th St      | Sale of Fixed Assets | Remnant Land Sale  | -                 | -                 | 3,455,000         | -                | -                | -              | -              | 3,455,000          |
| PW-R-168     | 120th Ave NE (Stage 3) NE 12th St to NE 16th St     | Federal Grant        | Federal STP Grant  | -                 | 1,756,000         | 2,634,000         | -                | -                | -              | -              | 4,390,000          |
| PW-R-168     | 120th Ave NE (Stage 3) NE 12th St to NE 16th St     | Grant                | State TIB Grant  | 1,000,000         | 1,925,000         | 1,925,000         | -                | -                | -              | -              | 4,850,000          |
| PW-R-172     | NE Spring Blvd (Zone 1) - 116th to 120th Avenues NE | Federal Grant        | Federal STP Grant  | 1,800,000         | -                 | -                 | -                | -                | -              | -              | 1,800,000          |
| PW-R-173     | NE Spring Boulevard (Zone2) - 120th to 124th Aves N | Federal Grant        | Federal STP Grant  | 1,200,000         | -                 | -                 | -                | -                | -              | -              | 1,200,000          |
| PW-W/B-78    | Mountains to Sound Greenway Trail                   | Grant                | CMAQ Grant   | 796,000           | -                 | -                 | -                | -                | -              | -              | 796,000            |
| PS-16        | Renovation of Public Safety Facilities              | Federal Grant        | Commerce Grant   | 137,140           | -                 | -                 | -                | -                | -              | -              | 137,140            |
| PS-16        | Renovation of Public Safety Facilities              | Interlocal           | I/G Fire Protection - Points Community Reimbursement                   | 70,737            | 70,737            | 70,737            | 174,447          | 174,447          | 174,447        | 174,447        | 909,999            |
| PS-62        | Knox Box Replacement                                | OTI                  | OTI - General Fund   | -                 | 198,000           | -                 | -                | -                | -              | -              | 198,000            |
| P-AD-79      | King County Parks Levy                              | Interlocal           | King County Special Levy   | 414,000           | 414,000           | 414,000           | 414,000          | 414,000          | -              | -              | 2,070,000          |
| P-AD-86      | Hidden Valley (Levy)                                | Private Contribution | Boys and Girls Club of Bellevue (HVSP Gym)                             | 611,000           | -                 | -                 | -                | -                | -              | -              | 611,000            |
| P-AD-92      | Meydenbauer Bay Phase 1 Park Development            | Grant                | WA State Dept of Commerce  | 500,000           | 1,500,000         | -                 | -                | -                | -              | -              | 2,000,000          |
| P-AD-94      | Inspiration Playground at Downtown Park             | Private Contribution | Bellevue Rotary Club   | 500,000           | 1,500,000         | -                 | -                | -                | -              | -              | 2,000,000          |
| P-R-02       | Enterprise Facility Improvements                    | OTI                  | OTI/Fd 1430 Park Enterprise  | 350,000           | 350,000           | 350,000           | 350,000          | 350,000          | 350,000        | 350,000        | 2,450,000          |
| P-R-11       | Parks Renovation & Refurbishment Plan               | Rents and Leases     | Telecom Facility Lease   | 30,000            | 30,000            | 30,000            | 30,000           | 30,000           | 30,000         | 30,000         | 210,000            |
| P-R-11       | Parks Renovation & Refurbishment Plan               | OTI                  | OTI - Op Grants Fund - Commerce Grant LED                              | 53,245            | -                 | -                 | -                | -                | -              | -              | 53,245             |
| G-94         | Enterprise Application Replacement Reserve          | Misc Revenue         | OTI/Fd 5270 Info Tech Fund   | 14,503            | 962               | -                 | -                | -                | -              | -              | 15,465             |
| G-01         | COB Fuel System Replacement                         | OTI                  | OTI-DSD/STRM/SWR/WTR   | 43,854            | 18,465            | 57,703            | 28,851           | 80,784           | -              | -              | 229,657            |
| G-86         | City Hall East Garage Redevelopment                 | Interlocal           | Sound Transit  | 6,976,754         | -                 | -                 | -                | -                | -              | -              | 6,976,754          |
| G-97         | Council Contingency                                 | Interlocal           | Sound Transit  | 7,523,246         | -                 | -                 | -                | -                | -              | -              | 7,523,246          |
| <b>TOTAL</b> |   |                      |  | <b>30,665,389</b> | <b>13,090,984</b> | <b>11,783,440</b> | <b>1,170,298</b> | <b>1,222,231</b> | <b>606,447</b> | <b>554,447</b> | <b>59,093,236</b>  |



## CIP Budget by Outcome

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

### A. Budgeting for Outcomes Approach

The 2015-2021 CIP employs the Budget for Outcomes approach titled Budget One. The CIP investments strive to deliver outcomes that are important to our community.

In total, the 7-year CIP Plan is \$724 million, of which \$512 million is allocated for the General CIP and \$211 million for the Utility CIP.

### Total CIP by Outcome and Project Type

| Outcome                                | 2015-2021 General CIP (\$000s) |                   |                      |                  |
|--|--------------------------------|-------------------|----------------------|------------------|
|  | Ongoing Programs               | Discrete Projects | Debt and Contingency | Total            |
| Economic Growth and Competitiveness    | \$ -                           | \$ 15,373         | \$ -                 | \$ 15,373        |
| Improved Mobility                      | 45,941                         | 153,147           | -                    | 199,088          |
| Innovative, Vibrant & Caring Community | 36,001                         | 52,657            | -                    | 88,658           |
| Quality Neighborhoods                  | -                              | 6,775             | -                    | 6,775            |
| Responsive Government                  | 410                            | 16,259            | -                    | 16,669           |
| Safe Community                         | 14,909                         | 24,448            | -                    | 39,357           |
| Debt and Contingency                   | -                              | -                 | 146,580              | 146,580          |
| <b>General CIP Total</b>               | <b>\$ 97,260</b>               | <b>\$268,659</b>  | <b>\$ 146,580</b>    | <b>\$512,499</b> |

| Outcome                           | 2015-2021 Utility CIP (\$000s) |                   |                      |                  |
|-----------------------------------|--------------------------------|-------------------|----------------------|------------------|
|                                   | Ongoing Programs               | Discrete Projects | Debt and Contingency | Total            |
| Healthy & Sustainable Environment | \$ 143,678                     | \$ 67,468         | \$ -                 | \$211,146        |
| <b>Utility CIP Total*</b>         | <b>\$ 143,678</b>              | <b>\$ 67,468</b>  | <b>\$ -</b>          | <b>\$211,146</b> |

|                  |                   |                  |                   |                  |
|------------------|-------------------|------------------|-------------------|------------------|
| <b>Total CIP</b> | <b>\$ 240,938</b> | <b>\$336,128</b> | <b>\$ 146,580</b> | <b>\$723,646</b> |
|------------------|-------------------|------------------|-------------------|------------------|

\*Utility CIP Total does not include reserves

The next section describes each of the seven outcome areas in the 2015-2021 Capital Investment Program and also highlights some of the more significant capital projects in each outcome.

## CIP Budget by Outcome

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### 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 funding for Fire Facility Master Plan.

### 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; 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 4<sup>th</sup> Street, 120<sup>th</sup> Avenue NE, 124<sup>th</sup> Ave NE etc.
  - Fully funds Spring Boulevard Zone 1 and other Spring District related projects.
  - Continued funding for neighborhood sidewalks and traffic calming projects.
- Continues implementation of the East Link MOU, Bellevue Way HOV, and Newport Way Improvements.

### 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.
- Continue stream restoration to support wildlife habitats

### 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, and Downtown Park.

## CIP Budget by Outcome

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- Major renovation and refurbishment of Park facilities.
- Begins Phase 1 of Meyedenbauer Bay Park.
- 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 Partnerships program (NIS-2).
- Focuses on Neighborhood specific improvements through the Neighborhood Enhancement Program 2.0 (NEP-2).

### 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:

- Leveraging strategic opportunities to promote economic development throughout the City through Partnership Projects and the creation of a Competitiveness and Collaboration project.

### 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 and Business Tax and License System (BTLS).

### Debt Service

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 the \$88 million in long-term borrowing needed to advance many critical and time sensitive needs.

The following section provides further discussion of the projects programmed in the 2015-2021 CIP related to the 2008 voter approved Parks and Natural Areas Levy.

## CIP Budget by Outcome

### B. Parks and Natural Areas Levy

In November 2008, 67% of the voters approved a property tax levy to enhance and maintain Bellevue’s Parks and Open Space system. The capital levy provides \$3.4M per year over a twenty-year period from 2009 through 2028. The maintenance portion of the levy provides \$660,000 in ongoing funding and does not have a time limitation. Projects funded per the election ordinance and the recommended funding mix are summarized in the table below.

#### 2008 Parks and Natural Areas Levy Proposed Capital Projects

Original Voter Initiative Projects and Funding (stated in 2008\$)

| Project Category                      | Recommended Funding Mix |                         |                  |                         |                |                         |                |
|---------------------------------------|-------------------------|-------------------------|------------------|-------------------------|----------------|-------------------------|----------------|
|                                       | Capital<br>\$M          | Annual<br>M&O<br>\$000s | Voter Initiative |                         | City Match     |                         | Leveraging     |
|                                       |                         |                         | Capital<br>\$M   | Annual<br>M&O<br>\$000s | Capital<br>\$M | Annual<br>M&O<br>\$000s | Capital<br>\$M |
| <b>Property Acquisition (P-AD-82)</b> | \$30.0                  | \$50                    | \$10.0           | \$15                    | \$10.0         | \$35                    | \$10.0         |
| <b>Development Projects:</b>          |                         |                         |                  |                         |                |                         |                |
| Eastgate Area Properties (P-AD-83)    | \$12.0                  | \$250                   | \$6.0            | \$125                   | \$4.0          | \$125                   | \$2.0          |
| Surrey Downs (P-AD-86)                | \$7.0                   | \$150                   | \$3.5            | \$100                   | \$3.5          | \$50                    |                |
| Lewis Creek Phase II (P-AD-91)        | \$4.0                   | \$50                    | \$2.0            | \$25                    | \$2.0          | \$25                    |                |
| Downtown Park (P-AD-87)               | \$10.0                  | \$150                   | \$5.0            | \$75                    | \$5.0          | \$75                    |                |
| Trails (P-AD-89)                      | \$2.0                   | \$50                    | \$2.0            | \$50                    |                |                         |                |
| Sportsfields (P-AD-84)                | \$3.0                   | \$50                    | \$3.0            | \$50                    |                |                         |                |
| Neighborhood Parks (P-AD-88)          | \$5.0                   | \$120                   | \$5.0            | \$120                   |                |                         |                |
| Bellevue Botanical Garden (P-AD-85)   | \$5.0                   | \$150                   | \$2.0            | \$50                    | \$2.0          | \$100                   | \$1.0          |
| Bellevue Youth Theatre (P-AD-90)      | \$5.0                   | \$150                   | \$2.0            | \$50                    | \$2.0          | \$100                   | \$1.0          |
| <b>Total</b>                          | <b>\$83.0</b>           | <b>\$1,170</b>          | <b>\$40.5</b>    | <b>\$660</b>            | <b>\$28.5</b>  | <b>\$510</b>            | <b>\$14.0</b>  |

Note: The chart displays the 2008 Levy project list and project cost according to the 2008 ballot measure. The funding mix and total project costs are subject to change as projects are developed and constructed.

#### Other key points of the levy:

- The ballot measure did not include specific timing of project completion; therefore, the 20-year capital levy included a project inflation factor of 5.5% to help ensure that projects could be completed over the duration of the levy.
- Provided flexibility to amend the Parks capital program, by ordinance, as Council determines is in the best interest of the City.
- Provides flexibility to program available funding that best matches the timing of project costs and revenues.

**Levy Project Update:** Below is a general timeline of all the capital projects included in the 2008 Parks levy:

- Completed Projects: Previously completed projects include
  - Sports field improvements at Newport Hills and Wilburton Parks.
  - Construction of the Lewis Creek Picnic Area,
  - Trail improvements focusing on Coal Creek.
  - In 2014, additional project completions include the Bellevue Botanical Garden Visitors Center, Bellevue Youth Theatre, and the Hidden Valley partnership.
- 2015-2021 Plan: Includes
  - Completing the circle and northeast entry improvements at Downtown Park.

## CIP Budget by Outcome

- Surrey Downs park development.
  - Airfield Park design and permitting.
  - Completing neighborhood park improvements in Bridle Trails.
  - This plan also provides ongoing Property Acquisition funds for the next seven years.
- Post 2021 Commitments: Includes future development of Airfield Park and a Neighborhood Park along Lake Sammamish, plus ongoing property acquisitions through 2028.

### 2015-2021 Adopted Budget Parks Levy Package

| <b>Project Category</b>                       | 2015-2021 Adopted<br>Budget (\$M) | Total Project<br>Cost Through<br>2021 (\$M) |
|---|-----------------------------------|---|
| P-AD-82    Park & Open Space Acquisition      | \$ 9.2                            | \$ 13.1                                     |
| <b>Development Projects:</b>                  |                                   |   |
| P-AD-83    Bellevue Airfield Park Development | \$ 1.1                            | \$ 1.4                                      |
| P-AD-86    Surrey Downs                       | \$ 6.9                            | \$ 6.9                                      |
| P-AD-87    Downtown Park Development          | \$ 11.3                           | \$ 12.0                                     |
| P-AD-88    Bridle Trails Neighborhood Park    | \$ 1.0                            | \$ 2.5                                      |
| <b>Total</b>                                  | <b>\$ 29.6</b>                    | <b>\$ 36.1</b>                              |

The following section provides a summary of estimated future M&O costs for some of the more significant CIP projects included in the 2015-2021 CIP Plan.



## CIP Budget by Outcome

### C. Estimated Future Maintenance & Operating (M&O) Costs

For some of the larger projects design and amenities are still being determined, therefore estimated future M&O costs are currently unavailable. In addition, the CIP includes ongoing programmatic projects that construct capital improvements which may have impacts on the operating budget not listed here. Estimated future M&O costs for these engagements are determined through the design phase of each individual project.

The tables below highlights estimated impacts on the City's operating budget from the ongoing maintenance of some large capital projects. These are preliminary estimates and are subject to change as projects are completed.

#### Capital Project Maintenance and Operation Estimates

| CIP Plan No. | Project Name                                     | Estimated 2015-2021<br>Impact of Capital<br>Investments on Operating<br>Budget |
|--------------|--|--|
| PW-I-92      | Lakemont Blvd & Cougar Mountain Way Improvements | \$ 37,000  |
| PW-R-160     | NE 4th St Extension -116th to 120th Avenues NE   | \$ 211,000   |
| PW-R-164     | 120th Ave NE Stage 2 - NE 8th St to NE 12th St   | \$ 125,000   |
| PW-R-166     | 124th Avenue NE -NE Spring Blvd to NE 18th St    | \$ 51,000  |
| PW-R-146     | Northup Way Corridor Improvements                | \$ 264,000   |
| PW-R-155     | Traffic Computer System Upgrade                  | \$ 109,000   |
| PW-R-168     | 120th Ave NE -(Stage 3) NE 12th St to NE 16th St | \$ 71,000  |
| PW-R-169     | 124th Avenue NE -NE 12th to NE Spring Blvd       | \$ 46,000  |
| PW-M-19      | Major Maintenance Program                        | \$ 51,000  |
| PW-M-7       | Neighborhood Traffic Safety Program              | \$ 17,000  |

**Total for 2015-2021 \$ 982,000**

| CIP Plan No. | Project Name                    | Estimated 2015-2021<br>Impact of 2008 Parks Levy<br>Capital Investments<br>(Funded by Levy LID LIFT) |
|--------------|---------------------------------|--|
| P-AD-95      | Surrey Downs                    | \$ 625,000   |
| P-AD-87      | Downtown Park                   | \$ 791,000   |
| P-AD-88      | Bridle Trails Neighborhood Park | \$ 58,000  |

**Total for 2015-2021 \$ 1,474,000**

The following pages provide a list of the 2015-2021 funded capital projects organized by Outcome.



## 2015-2021 Capital Investment Program Plan

### Debt Service

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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. Since this CIP Plan is balanced through an appropriate and strategic use of long-term and short-term debt, the following pages contain information on both these means of capital investment funding.

The plan ensures that all debt obligations will be met, including repayment of the current \$15 million interfund loan.

Note: In adopting the 2015-2021 CIP, the City Council did not specifically identify projects to be funded by General Taxes vs. Bond Funding. Since both General Taxes and long-term general obligation bond proceeds are fungible means of project financing, some of the following project description pages have combined these funding sources into a single line. As the City enacts the adopted financing strategy, specific projects will be identified as recipients of the associated proceeds. Future project description pages will be updated to reflect the specific funding sources.

**2015-2021 Adopted CIP: Debt Service****Funded CIP Projects**

| <b>CIP Plan<br/>Number</b> | <b>Project Name</b>                          | <b>\$ in 000s</b>                 |                                 |
|----------------------------|--|-----------------------------------|---------------------------------|
|                            |  | <b>2015-2021<br/>Project Cost</b> | <b>Total Estimated<br/>Cost</b> |
| G-69                       | Supplemental CIP Debt Funding                | 6,242                             | 14,226                          |
| G-82                       | City Hall Debt Service                       | 46,116                            | 72,705                          |
| G-83                       | M&I LTGO Bond Debt Service                   | 6,047                             | 9,508                           |
| G-89                       | 2013 LTGO Bond Debt Service                  | 33,841                            | 41,859                          |
| G-92                       | New Short-term Debt Service (Interfund Loan) | 15,300                            | 15,500                          |
| G-95                       | Metro Property Debt Service*                 | 7,495                             | 7,495                           |
| G-98                       | Cash Flow Borrowing Payback                  | 1,337                             | 1,337                           |
| G-100                      | 2015 20 Year LTGO Bond Debt Service*         | 25,054                            | 25,054                          |
| G-102                      | 2015 Levy Lift Debt Service                  | 4,855                             | 4,855                           |
| PW-R-82                    | Public Works Trust Fund Loan - Principal     | 279                               | 1,551                           |
| PW-R-83                    | Public Works Trust Fund Loan - Interest      | 13                                | 122                             |
|                            | <b>TOTAL DEBT SERVICE</b>                    | <b>\$ 146,580</b>                 | <b>\$ 194,213</b>               |

\*Debt Service totals do not foot with Cash Flow Modeling due to rounding

## G-69 Supplemental CIP Debt Funding

Category: **Debt Service**  
 Department: **Finance**

Status: **Existing**  
 Location: **N/A**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 14,226,121              | 7,984,274            | 29,700         | 1,035,300      | 1,034,534      | 1,037,434      | 1,033,464      | 1,037,364      | 1,034,051      |

**Description and Scope**

This project provides annual debt service funding for the City Council adopted Supplemental CIP in May, 2007 that consisted a group of six high-priority capital projects financed by a \$14 million LTGO bond issue.

**Rationale**

The City Council authorized the issuance of the 2008 Limited Tax General Obligation (LTGO) Bonds for \$14.3 million for the purpose of financing Council adopted Supplemental CIP projects. 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.

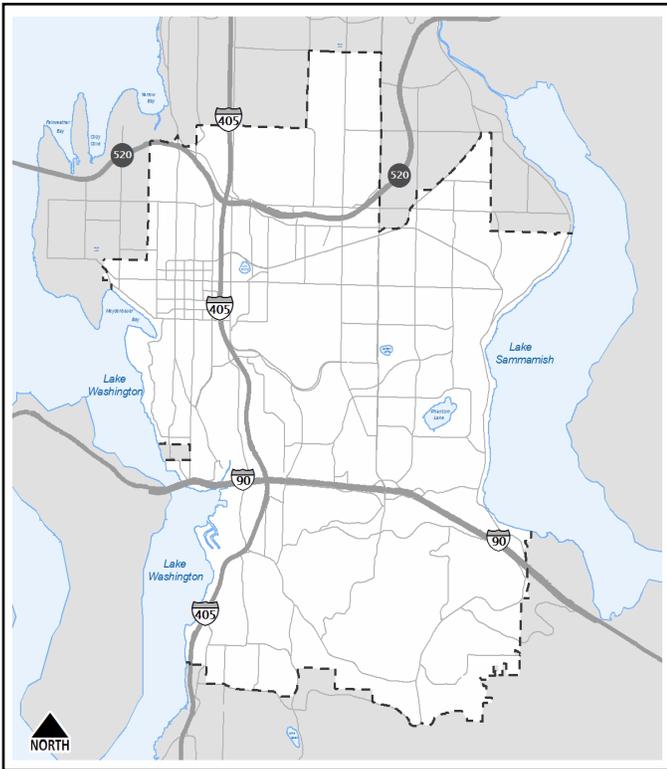
**Environmental Impacts**

No environmental impacts for this project.

**Operating Budget Impacts**

N/A

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount     |
|---------------------------------------|-------------|------------|
| Project Costs                         | 2007 - 2027 | 14,226,121 |
| <b>Total Budgetary Cost Estimate:</b> |             | 14,226,121 |

**Means of Financing**

| Funding Source                      | Amount     |            |
|-------------------------------------|------------|------------|
| General Taxes                       | 14,201,195 |            |
| Miscellaneous Revenue               | 24,926     |            |
| <b>Total Programmed Funding:</b>    |            | 14,226,121 |
| <b>Future Funding Requirements:</b> |            |            |

**Comments**

# G-82 City Hall Debt Service

Category: **Debt Service**  
 Department: **Finance**

Status: **Existing**  
 Location: **N/A**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 72,705,226              | 26,589,028           | 6,598,600      | 6,597,000      | 6,594,005      | 6,582,215      | 6,589,788      | 6,580,650      | 6,573,940      |

**Description and Scope**

This project provides annual debt service funding for the initial 2004 and 2006 LTGO Bonds issued for \$108.8 million, the 2012 LTGO Refunding Bonds issued for \$55.9 million, and the 2012B LTGO Refunding Bonds issued for \$43.2 million for the purpose of financing the acquisition and development of the current City Hall building.

**Rationale**

The City Council authorized the issuance of the 2004 and 2006 LTGO Bonds issued for \$108.8 million, the 2012 LTGO Refunding Bonds issued for \$55.9 million, and the 2012B LTGO Refunding Bonds issued for \$43.2 million 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.

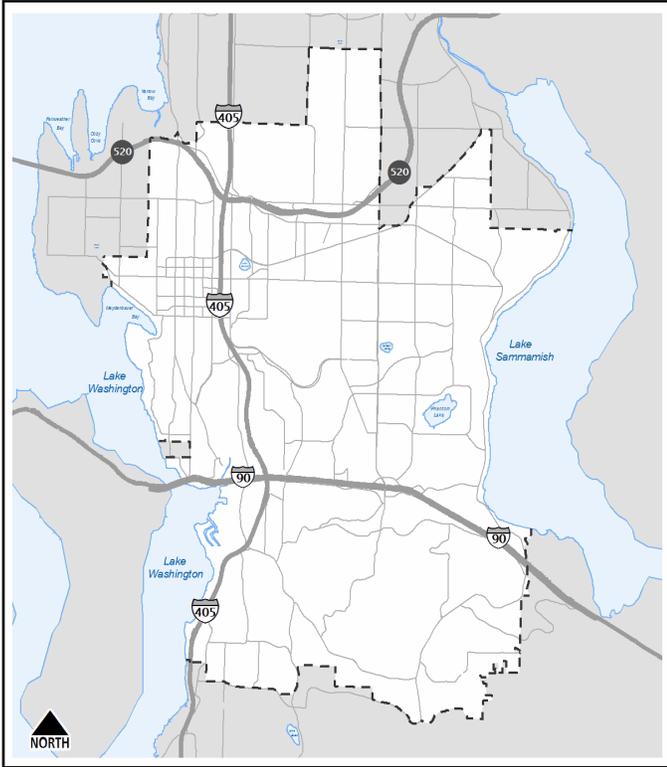
**Environmental Impacts**

No environmental impacts for this project.

**Operating Budget Impacts**

N/A

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount     |
|---------------------------------------|-------------|------------|
| Project Costs                         | 2011 - 2043 | 72,705,226 |
| <b>Total Budgetary Cost Estimate:</b> |             | 72,705,226 |
| <b>Means of Financing</b>             |             |            |
| Funding Source                        | Amount      |            |
| General Taxes                         | 72,705,226  |            |
| <b>Total Programmed Funding:</b>      |             | 72,705,226 |
| <b>Future Funding Requirements:</b>   |             |            |

**Comments**

# G-83 M&I LTGO Bond Debt Service

Category: **Debt Service**  
 Department: **Finance**

Status: **Existing**  
 Location: **N/A**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 9,507,518               | 3,460,318            | 862,000        | 862,000        | 864,950        | 865,150        | 864,550        | 863,150        | 865,400        |

**Description and Scope**

This project provides funding for annual principal and interest payments made by the City for a \$12 million Limited Tax General Obligation (LTGO) Bond 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 \$12 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.

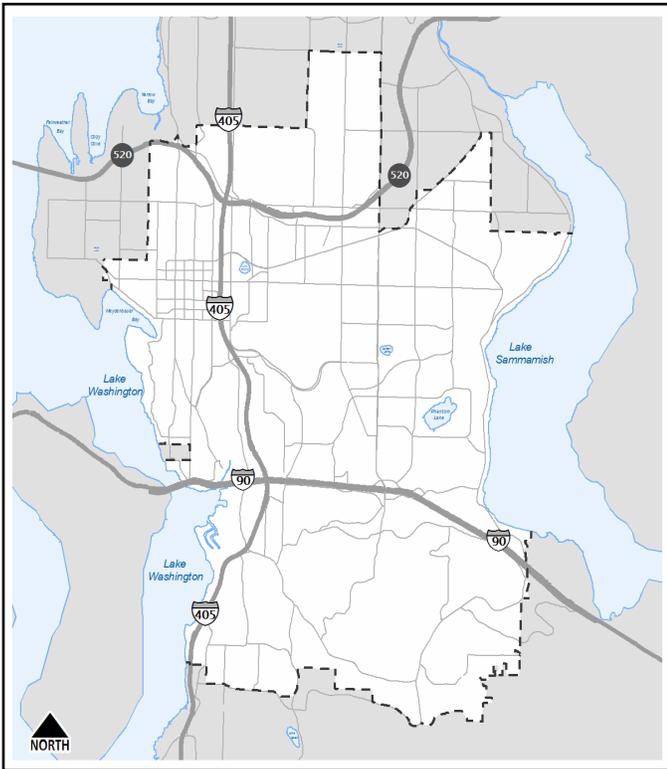
**Environmental Impacts**

No environmental impacts for this project.

**Operating Budget Impacts**

N/A

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount    |
|---------------------------------------|-------------|-----------|
| Project Costs                         | 2011 - 2030 | 9,507,518 |
| <b>Total Budgetary Cost Estimate:</b> |             | 9,507,518 |

**Means of Financing**

| Funding Source                      | Amount    |
|-------------------------------------|-----------|
| General Taxes                       | 9,507,518 |
| <b>Total Programmed Funding:</b>    | 9,507,518 |
| <b>Future Funding Requirements:</b> |           |

**Comments**

## G-89 2013 LTGO Bond Debt Service

Category: **Debt Service**  
 Department: **Finance**

Status: **Existing**  
 Location: **N/A**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 41,859,283              | 8,018,033            | 4,836,000      | 4,832,000      | 4,834,250      | 4,837,000      | 4,833,750      | 4,834,500      | 4,833,750      |

**Description and Scope**

This project provides funding for annual principal and interest payments made by the City for the \$62.6 million LTGO Bonds issued in 2013 for the purpose of financing the construction, improving and equipping a portion of the City's CIP which includes streets, sidewalks and other capital improvements.

**Rationale**

This proposal provides annual debt service funding for the 2013 LTGO Bonds issued to finance a portion of the City Council adopted projects under the amended 2015-2021 CIP including Sound Transit's light rail (Eastlink MOU Commitments) related projects and NE 4th Street extension and the 120th Avenue Northeast improvements. 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.

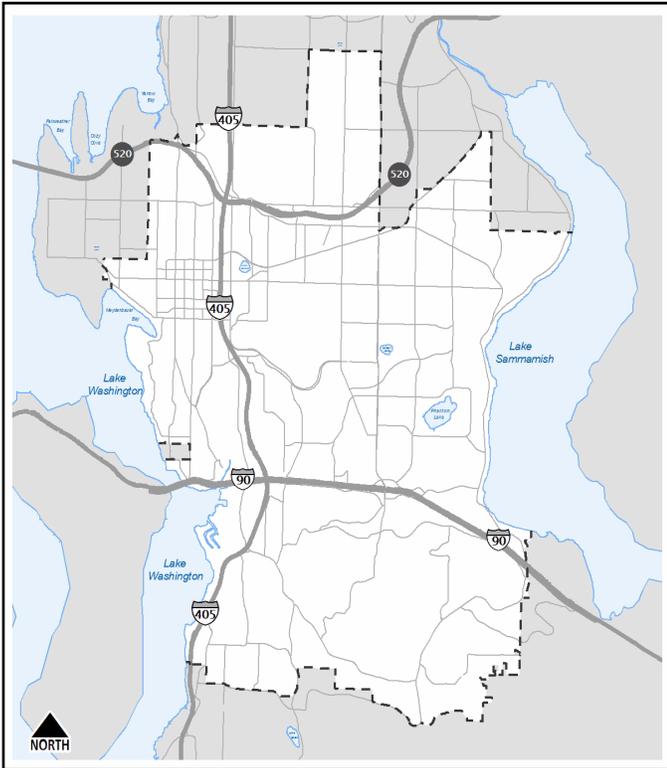
**Environmental Impacts**

No environmental impacts for this project.

**Operating Budget Impacts**

NA

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount        |
|---------------------------------------|-------------|---------------|
| Project Costs                         | 2013 - 2032 | 41,859,283    |
| <b>Total Budgetary Cost Estimate:</b> |             | 41,859,283    |
| <b>Means of Financing</b>             |             |               |
| <b>Funding Source</b>                 |             | <b>Amount</b> |
| General Taxes                         |             | 41,859,283    |
| <b>Total Programmed Funding:</b>      |             | 41,859,283    |
| <b>Future Funding Requirements:</b>   |             | 0             |

**Comments**

## G-92 New Short-term Debt Service (Interfund Loan)

Category: **Debt Service**  
 Department: **Finance**

Status: **Existing**  
 Location: **N/A**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget   | FY 2016 Budget   | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|------------------|------------------|----------------|----------------|----------------|----------------|----------------|
| <b>15,500,000</b>       | <b>200,000</b>       | <b>7,700,000</b> | <b>7,600,000</b> | -              | -              | -              | -              | -              |

**Description and Scope**

This project provides funding for annual principal and interest payments for the Council authorized interfund loan from the Utility CIP Fund to the General CIP Fund for the purpose of providing interim financing for projects included in the City's General CIP. The loan will be funded through one or more advances and will be repaid from available General CIP revenues or other available sources within three years from the date the advance is made.

**Rationale**

The City Council adopted amended 2013-2019 Capital Investment Program Plan (Plan) has short-term and long-term funding strategy which includes as part of the funding strategy an interfund loan component. This loan will bridge the gap between higher spending than revenue collections in earlier years of the Plan. The General CIP Fund (borrowing fund) is obligated by Ordinance No. 6129 for repayment of the principal borrowed with interest to the Utility CIP Fund (lending fund) within 3 years from the date the loan is made.

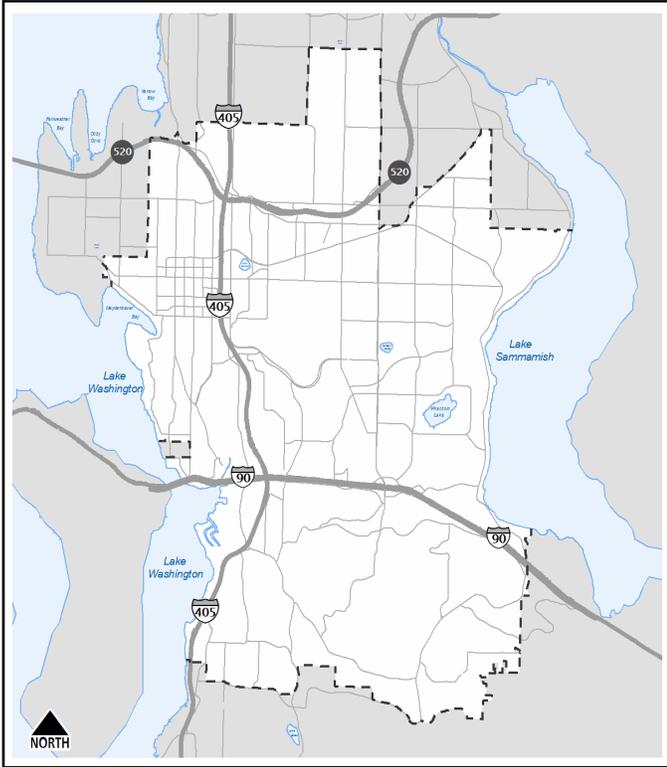
**Environmental Impacts**

No environmental impacts for this project.

**Operating Budget Impacts**

N/A

**Project Map**



**Schedule of Activities**

| Project Activities | From - To   | Amount     |
|--------------------|-------------|------------|
| Project Costs      | 2014 - 2016 | 15,500,000 |

**Total Budgetary Cost Estimate:** 15,500,000

**Means of Financing**

| Funding Source                     | Amount     |
|------------------------------------|------------|
| General Taxes & LTGO Bond Proceeds | 15,500,000 |

**Total Programmed Funding:** 15,500,000

**Future Funding Requirements:**

**Comments**

## G-95 Metro Property Debt Service

Category: **Debt Service**  
 Department: **Finance**

Status: **New**  
 Location: **NE 6th St and 112th Ave NE - SW Corner**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget   | FY 2017 Budget   | FY 2018 Budget   | FY 2019 Budget   | FY 2020 Budget   | FY 2021 Budget   |
|-------------------------|----------------------|----------------|------------------|------------------|------------------|------------------|------------------|------------------|
| <b>7,494,000</b>        | -                    | -              | <b>1,249,000</b> | <b>1,249,000</b> | <b>1,249,000</b> | <b>1,249,000</b> | <b>1,249,000</b> | <b>1,249,000</b> |

**Description and Scope**

This project provides funding for annual principal and interest payments made by the City for the \$17.9 million LTGO Bonds issued in 2015 for the purpose of financing the Metro Property acquisition.

**Rationale**

This proposal provides annual debt service funding for the 2015 LTGO Bonds issued to finance a portion of the City's East Link MOU commitments, specifically the purchase of the Metro Property at the corner of NE 6th Street and 112th Ave NE. 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.

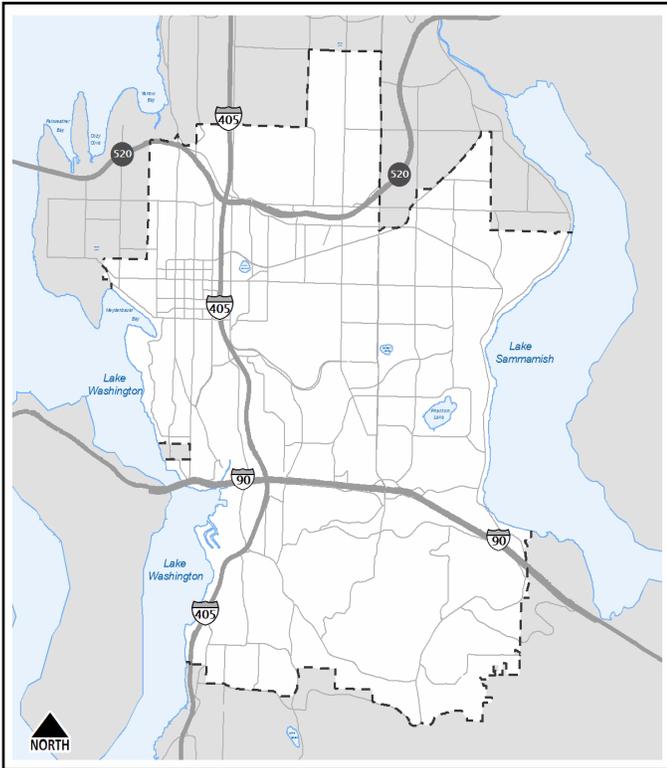
**Environmental Impacts**

No environmental impacts for this project.

**Operating Budget Impacts**

N/A

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount           |
|---------------------------------------|-------------|------------------|
| Project Costs                         | 2016 - 2035 | 7,494,000        |
| <b>Total Budgetary Cost Estimate:</b> |             | <b>7,494,000</b> |

**Means of Financing**

| Funding Source                      | Amount    |                  |
|-------------------------------------|-----------|------------------|
| General Taxes & LTGO Bond Proceeds  | 7,494,000 |                  |
| <b>Total Programmed Funding:</b>    |           | <b>7,494,000</b> |
| <b>Future Funding Requirements:</b> |           |                  |

**Comments**

## G-98 Cash Flow Borrowing Payback

Category: **Debt Service**  
 Department: **Finance**

Status: **New**  
 Location: **N/A**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget   | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|------------------|----------------|----------------|----------------|
| <b>1,337,000</b>        | -                    | -              | -              | -              | <b>1,337,000</b> | -              | -              | -              |

**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.

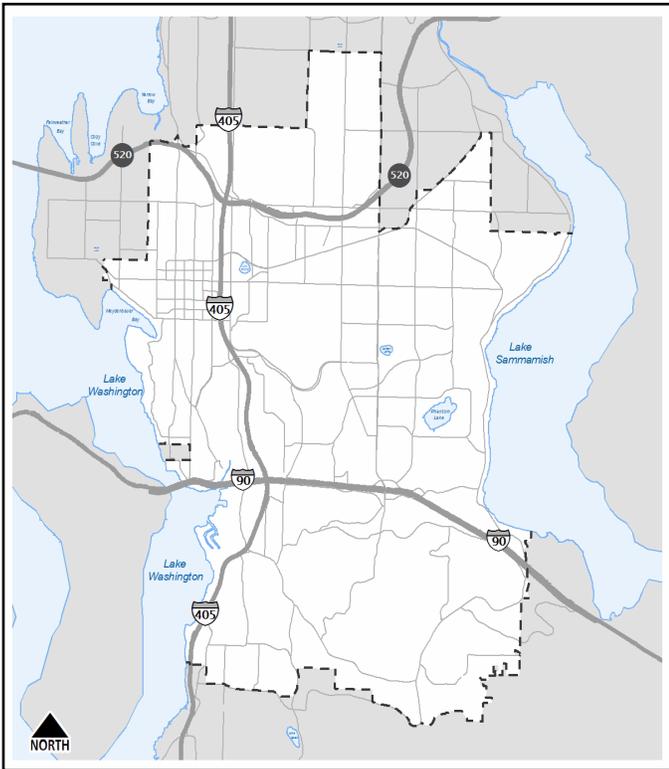
**Environmental Impacts**

N/A

**Operating Budget Impacts**

N/A

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount           |
|---------------------------------------|-------------|------------------|
| Project Costs                         | 2018 - 2018 | 1,337,000        |
| <b>Total Budgetary Cost Estimate:</b> |             | <b>1,337,000</b> |

**Means of Financing**

| Funding Source                      | Amount    |                  |
|-------------------------------------|-----------|------------------|
| General Taxes & LTGO Bond Proceeds  | 1,337,000 |                  |
| <b>Total Programmed Funding:</b>    |           | <b>1,337,000</b> |
| <b>Future Funding Requirements:</b> |           |                  |

**Comments**

## G-100 2015 20 Year LTGO Bond Debt Service

Category: **Debt Service**  
 Department: **Finance**

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

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 25,055,728              | -                    | -              | 4,175,728      | 4,176,000      | 4,176,000      | 4,176,000      | 4,176,000      | 4,176,000      |

**Description and Scope**

This project provides funding for annual principal and interest payments made by the City for the \$60 million LTGO Bonds issued in 2015 for the purpose of financing the construction, improving and equipping a portion of the City's CIP which includes streets, sidewalks, parks and other capital improvements.

**Rationale**

This proposal provides annual debt service funding for the 2015 LTGO Bonds issued to finance the City Council adopted projects under the amended 2015-2021 CIP including, but not limited to, Sound Transit's light rail (East Link MOU Commitments) related projects, NE Spring Boulevard (Zone 1), the 120th Avenue Northeast improvements and Meydenbauer Bay Park. 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.

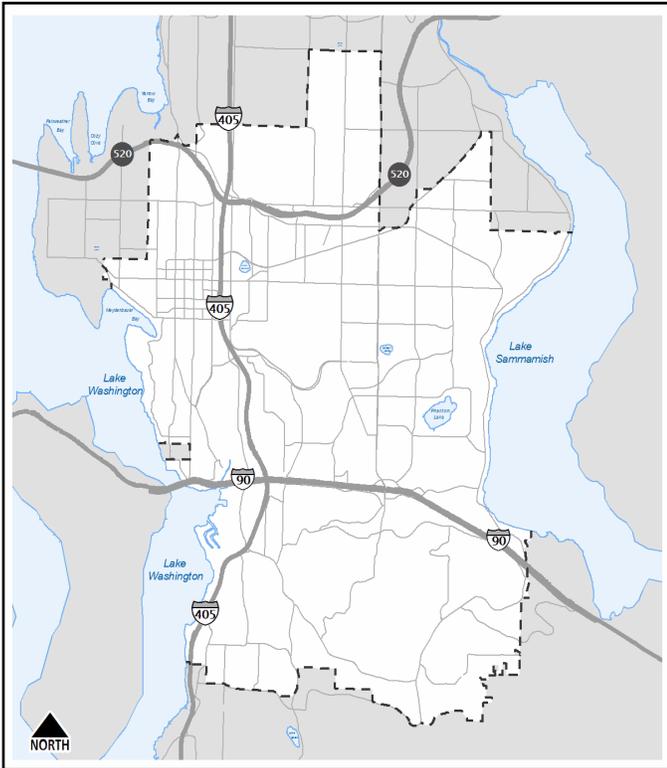
**Environmental Impacts**

No environmental impacts for this project.

**Operating Budget Impacts**

NA

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount     |
|---------------------------------------|-------------|------------|
| Project Costs                         | 2016 - 2035 | 25,055,728 |
| <b>Total Budgetary Cost Estimate:</b> |             | 25,055,728 |

**Means of Financing**

| Funding Source                      | Amount     |            |
|-------------------------------------|------------|------------|
| General Taxes                       | 16,520,728 |            |
| General Taxes & Impact Fees         | 8,535,000  |            |
| <b>Total Programmed Funding:</b>    |            | 25,055,728 |
| <b>Future Funding Requirements:</b> |            |            |

**Comments**

## G-102 2015 Levy Lift Debt Service

Category: **Debt Service**  
 Department: **Finance**

Status: **New**  
 Location: **N/A**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 4,855,116               | -                    | 693,588        | 693,588        | 693,588        | 693,588        | 693,588        | 693,588        | 693,588        |

**Description and Scope**

This project provides funding for annual principal and interest payments made by the City for the \$10 million LTGO Bonds issued in 2015 for the purpose of financing the construction, improving and equipping a portion of the City's CIP which includes streets, sidewalks, parks and other capital improvements.

**Rationale**

This proposal provides annual debt service funding for the 2015 LTGO Bonds issued to finance the City Council adopted projects under the amended 2015-2021 CIP including, but not limited to, Sound Transit's light rail (East Link MOU Commitments) related projects, NE Spring Boulevard (Zone 1) and the 120th and 124th Avenue Northeast improvements. 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.

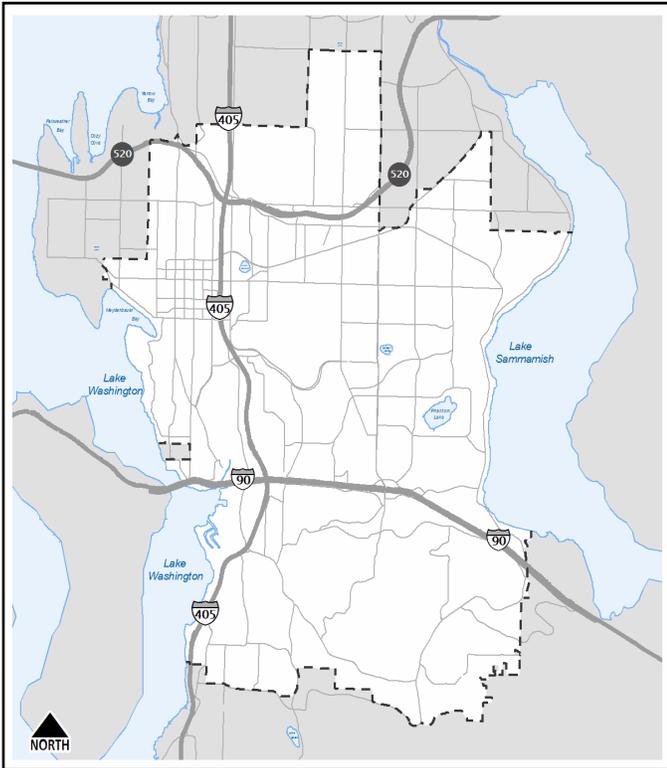
**Environmental Impacts**

No environmental impacts for this project.

**Operating Budget Impacts**

N/A

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount    |
|---------------------------------------|-------------|-----------|
| Project Costs                         | 2015 - 2035 | 4,855,116 |
| <b>Total Budgetary Cost Estimate:</b> |             | 4,855,116 |

**Means of Financing**

| Funding Source                      | Amount    |           |
|-------------------------------------|-----------|-----------|
| General Taxes                       | 4,855,116 |           |
| <b>Total Programmed Funding:</b>    |           | 4,855,116 |
| <b>Future Funding Requirements:</b> |           |           |

**Comments**

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

Category: **Debt Service**  
 Department: **Transportation**

Status: **Existing**  
 Location: **N/A**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 1,550,783               | 1,271,875            | 39,844         | 39,844         | 39,844         | 39,844         | 39,844         | 39,844         | 39,844         |

### 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 (PWTF) loans. Currently there is one active loan: \$750,000 received in 2006 for the construction of PW-W/B-69 - NE 24th Street - Northrup Way to 130th Avenue NE, the loan repayment is 20 years, ending in 2026, and the interest rate is one half of one percent. Interest payments on the loan 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.

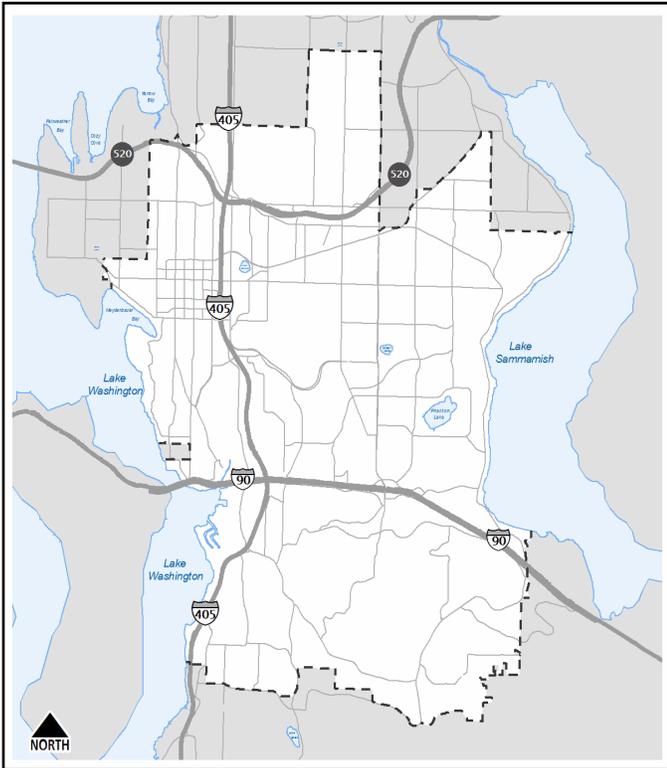
### Environmental Impacts

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                         | 1990 - 2026 | 1,550,783 |
| <b>Total Budgetary Cost Estimate:</b> |             | 1,550,783 |

### Means of Financing

| Funding Source                      | Amount    |           |
|-------------------------------------|-----------|-----------|
| General Taxes                       | 1,406,380 |           |
| Transportation Funding              | 144,403   |           |
| <b>Total Programmed Funding:</b>    |           | 1,550,783 |
| <b>Future Funding Requirements:</b> |           |           |

### Comments

This is an administrative project.

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

Category: **Debt Service**  
 Department: **Transportation**

Status: **Existing**  
 Location: **N/A**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 121,835                 | 109,284              | 2,391          | 2,191          | 1,992          | 1,793          | 1,594          | 1,395          | 1,195          |

### Description and Scope

This project is non-capital in nature. The costs represent the annual interest payments made by the City for any Public Works Trust Fund (PWTF) loans. Currently there is one active loan: \$750,000 loan received in 2006 for the construction of PW-W/B-69 - NE 24th Street - Northrup Way to 130th Avenue NE, the loan repayment is 20 years, ending in 2026, and the interest rate is one half of one percent. Principal payments are made through a separate CIP, PW-R-82.

### 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.

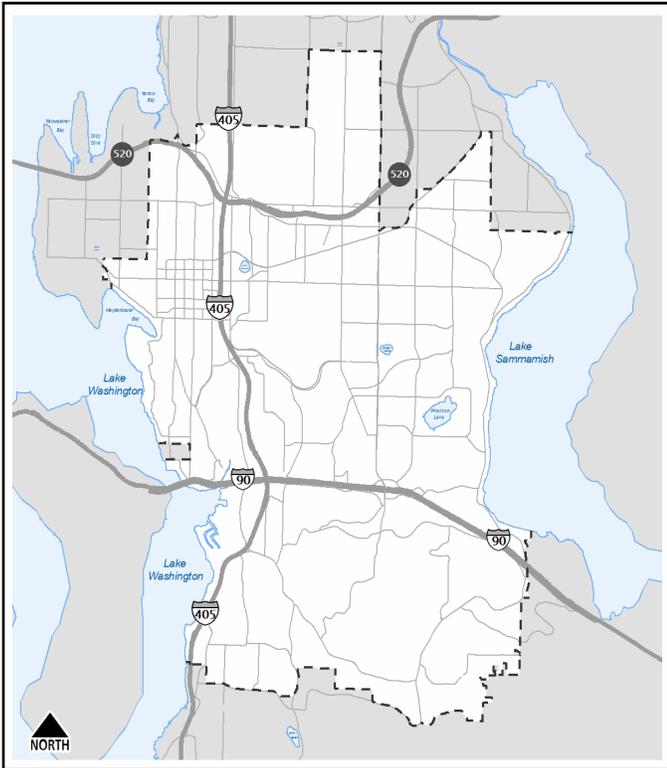
### Environmental Impacts

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      | 1990 - 2028 | 121,835 |

**Total Budgetary Cost Estimate:** 121,835

### Means of Financing

| Funding Source | Amount  |
|----------------|---------|
| General Taxes  | 121,835 |

**Total Programmed Funding:** 121,835  
**Future Funding Requirements:**

### Comments

This is an administrative project.



## 2015-2021 Capital Investment Program Plan

### Economic Growth & Competitiveness

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The Economic Growth & Competitiveness 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. Economic Growth & Competitiveness projects require multi-departmental effort and 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 Economic Growth & Competitiveness outcome 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 throughout the City, and ongoing work to increase open space opportunities in urban districts.

Economic Growth & Competitiveness projects are also designed to contribute to the economic health of Bellevue. The projects aim to achieve growth in retail, housing capacity, or business activity in the City and contribute to other City goals. Many of the Economic Development projects within this outcome 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.

Note: In adopting the 2015-2021 CIP, the City Council did not specifically identify projects to be funded by General Taxes vs. Bond Funding. Since both General Taxes and long-term general obligation bond proceeds are fungible means of project financing, some of the following project description pages have combined these funding sources into a single line. As the City enacts the adopted financing strategy, specific projects will be identified as recipients of the associated proceeds. Future project description pages will be updated to reflect the specific funding sources.

**2015-2021 Adopted CIP: Economic Growth & Competitiveness**

**Funded CIP Projects**

| <b>CIP Plan<br/>Number</b>                       | <b>Project Name</b>                        | <b>\$ in 000s</b>                 |                                 |
|--|--|-----------------------------------|---------------------------------|
|  |  | <b>2015-2021<br/>Project Cost</b> | <b>Total Estimated<br/>Cost</b> |
| CD-33  | Grand Connection/Land Use Wilburton Zoning | 1,000                             | 1,000                           |
| G-93   | Community Network Connectivity             | 650                               | 650                             |
| G-38   | Expanded Community Connectivity            | 200                               | 200                             |
| G-105  | Competitiveness and Collaboration          | 500                               | 500                             |
| P-AD-99  | Partnerships Projects                      | 3,500                             | 3,500                           |
| G-103  | Eastside Rail Corridor Project             | 1,000                             | 1,000                           |
| G-104  | PACE Placeholder                           | 1,000                             | 1,000                           |
| G-97   | Council Contingency                        | 7,523                             | 7,523                           |
| <b>TOTAL ECONOMIC GROWTH AND COMPETITIVENESS</b> |  | <b>\$ 15,373</b>                  | <b>\$ 15,373</b>                |

# CD-33 Grand Connection/Land Use Wilburton Zoning

Category: **Econ Growth & Competitiveness** Status: **New**  
 Department: **Planning & Community Development** Location: **Various**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 1,000,000               | -                    | -              | 1,000,000      | -              | -              | -              | -              | -              |

**Description and Scope**

This proposal relates directly to Council priorities by: (1) developing the conceptual design of a grand linear park/connection from Meydenbauer Bay through Downtown Bellevue to the Wilburton Special Opportunity District including a generous pedestrian/bicycle/open space crossing of I-405; and (2) advances planning for the transformation of the Wilburton commercial district where updated zoning and related development tools are needed.

**Rationale**

This proposal will ensure that the Wilburton area, prime for redevelopment, is planned to grow in a way that realizes the exceptional opportunities inherent to its location between Downtown Bellevue and the Bel-Red Corridor. The grand connection will be a key organizing feature, punctuated by parks, open spaces, arts, and programming that tie together the Meydenbauer Bay Waterfront, Downtown Park, Pedestrian Corridor, Civic Core, Transit Center/Light Rail Station and the Wilburton District. The grand connection and revitalization of the Wilburton area will combine to create unique economic development contributions to the city as well as significant placemaking opportunities.

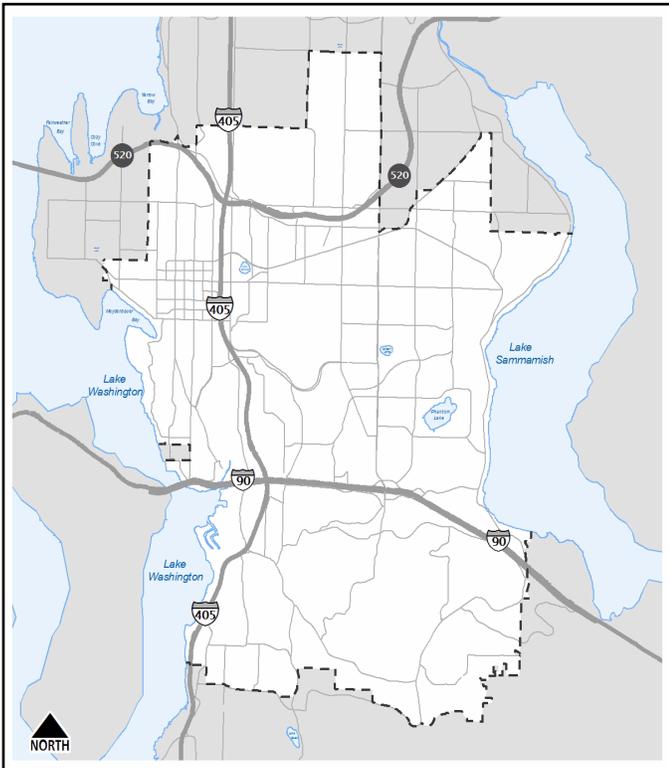
**Environmental Impacts**

The planning for the Wilburton commercial district will identify and address environmental issues through the scoping and analysis phases of the project. The grand connection originated from the Downtown Livability process, where integrated environmental evaluation was conducted. Project-specific impacts and benefits will be evaluated as the conceptual design is developed.

**Operating Budget Impacts**

None

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount    |
|---------------------------------------|-------------|-----------|
| Project Costs                         | 2016 - 2016 | 1,000,000 |
| <b>Total Budgetary Cost Estimate:</b> |             | 1,000,000 |

**Means of Financing**

| Funding Source | Amount    |
|----------------|-----------|
| General Taxes  | 1,000,000 |

**Total Programmed Funding:** 1,000,000  
**Future Funding Requirements:**

**Comments**

# G-93 Community Network Connectivity

Category: **Econ Growth & Competitiveness**  
 Department: **Information Technology**

Status: **New**  
 Location: **This project is in multiple locations throughout the city.**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 650,000                 | -                    | 50,000         | 100,000        | 100,000        | 100,000        | 100,000        | 100,000        | 100,000        |

**Description and Scope**

The broadband fiber operating proposal (090.15A) includes additional short-term staffing capacity to work with providers, as well as multiple departments, to use information contained within the 2014 Asset Inventory to directly assist providers to leverage City assets to meet business and residential needs for access and additional bandwidth. This proposal will fund enhancements and minor extensions to the City network which can then be leased to private providers to meet immediate needs and facilitate private expansion, such as upgrading vaults, connections boxes, etc. This CIP proposal funds situations in which limited capital is needed to upgrade or extend existing facilities or CIP projects to meet those needs as identified. Remaining funds, if any, will be used to begin replacement funding for City fiber and network assets.

**Rationale**

The fiber network, including fiber, conduit and junction boxes, began installation over 10 years ago with no replacement funding established for these assets. Fiber assets typically have a 30 year life, and this proposal begins to minimally set aside funding for the eventual replacement. The City has over 70 miles of fiber and conduit installed throughout the city, including supporting infrastructure, such as vaults, junction boxes and splice cases. Setting aside a small replacement amount each year is fiscally prudent and in keeping with other replacement practices. Collecting equipment replacement reserve is a best practice per the Government Finance Officers Association (GFOA) Capital Asset Assessment, Maintenance and Replacement Policy (2007 and 2010). The GFOA recommends that local governments establish a system for assessing their assets and then appropriately plan and budget for replacement needs.

ITD has been responding to business and Bellevue facility requests, as well as those from key institutional partners such as the Bellevue School District, for high speed data access. This is a coordination and collaboration role that the City plays as facilitator with private property owners and service providers. And a service provider role with other departments needing enhanced bandwidth. This CIP proposal provides modest funds that can be used to support these efforts through nominal upgrades and extensions of existing City capital facilities.

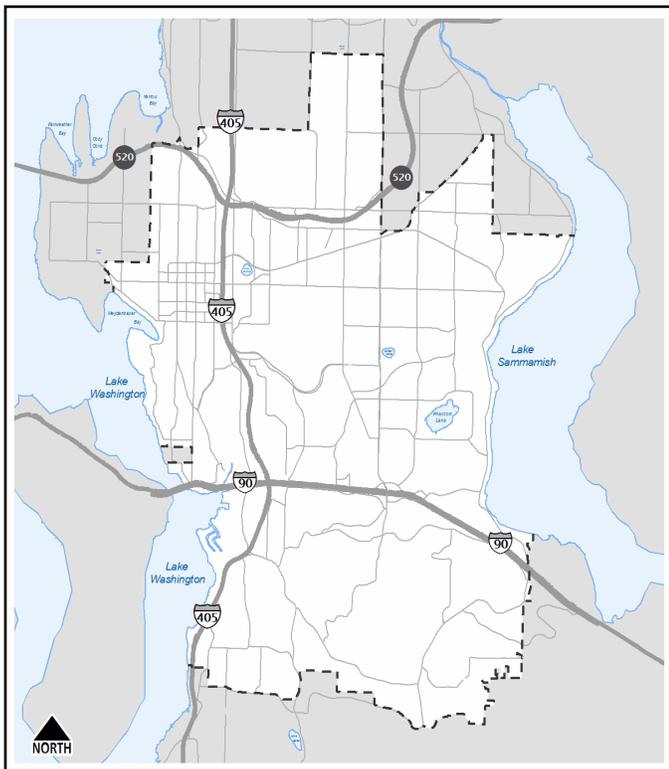
**Environmental Impacts**

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

**Operating Budget Impacts**

None

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount  |
|---------------------------------------|-------------|---------|
| Project Costs                         | 2015 - 2021 | 650,000 |
| <b>Total Budgetary Cost Estimate:</b> |             | 650,000 |

**Means of Financing**

| Funding Source                     | Amount  |
|------------------------------------|---------|
| General Taxes & LTGO Bond Proceeds | 650,000 |

**Total Programmed Funding:** 650,000  
**Future Funding Requirements:**

**Comments**

# G-38 Expanded Community Connectivity

Category: **Econ Growth & Competitiveness**  
 Department: **Information Technology**

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

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 200,000                 | -                    | 200,000        | -              | -              | -              | -              | -              | -              |

**Description and Scope**

This proposal funds planning and expansion of connectivity infrastructure (fiber and wireless related) in Bellevue. Expanded community connectivity directly responds to the economic development strategies and Council priority related to "high-speed data options for a Smart City".

**Rationale**

Expanded connectivity is intended to support and advance the specific objectives identified in the economic development strategic plan and the targeted budget proposal recommended in the City Manager's budget. It also is intended to support the mobile workforce objectives identified by a number of departments in their operating budget proposals and will provide infrastructure that is essential to promoting Bellevue's visibility as a "high tech" urban center. High speed connectivity is essential in promoting tourism and the Council vision on Achieving Human Potential. It is also an essential component of the integrated infrastructure necessary to support service delivery needs by the City or in partnership with other providers and/or key community institutions (hospitals, schools, libraries, etc.). The planning effort will define how to achieve these goals as specific locations for expansion are defined. The plan will also align with other CIP and infrastructure projects for the most cost-effective deployment possible.

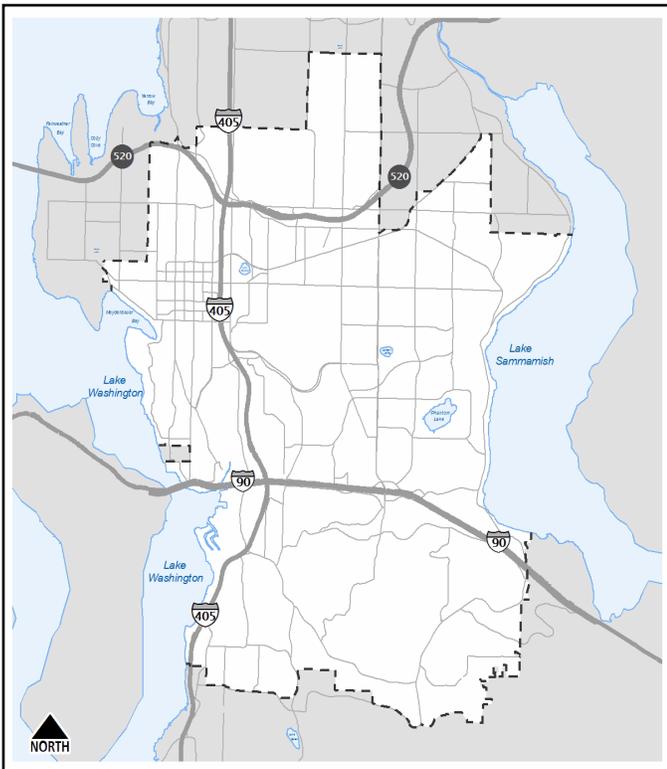
**Environmental Impacts**

None

**Operating Budget Impacts**

None

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount  |
|---------------------------------------|-------------|---------|
| Project Costs                         | 2015 - 2015 | 200,000 |
| <b>Total Budgetary Cost Estimate:</b> |             | 200,000 |

**Means of Financing**

| Funding Source                     | Amount  |
|------------------------------------|---------|
| General Taxes & LTGO Bond Proceeds | 200,000 |

**Total Programmed Funding:** 200,000  
**Future Funding Requirements:**

**Comments**

# G-105 Competitiveness and Collaboration

Category: **Econ Growth & Competitiveness**      Status: **New**  
 Department: **City Manager's Office**              Location: **N/A**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 500,000                 | -                    | 250,000        | 250,000        | -              | -              | -              | -              | -              |

**Description and Scope**

City Council established the Competitiveness and Collaboration CIP project to support the Office of Economic Development. The project will allow the Office to meet its mission to develop and implement sustainable programs that advance job creation and investment, develop human capital, and spur innovation and entrepreneurship in order to build a foundation for prosperity in the community.

**Rationale**

This CIP project will be used to undertake projects and activities to support the three main program areas in the Office—business attraction, business retention and expansion and startups and technology entrepreneurs. Examples of projects and activities the fund will support is the SelectUSA 2015 Summit to meet with potential foreign companies and investors interested in investing or establishing a business in the Puget Sound region, sponsoring events and activities to support Bellevue's technology startup community and updating the economic development webpage and creating marketing material to showcase Bellevue's economy nationally and globally.

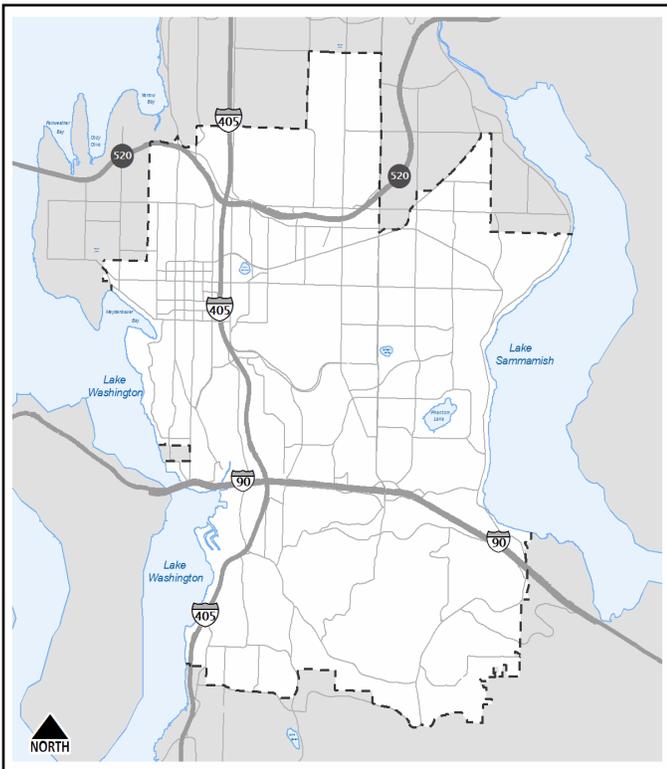
**Environmental Impacts**

N/A

**Operating Budget Impacts**

None

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount  |
|---------------------------------------|-------------|---------|
| Project Costs                         | 2015 - 2016 | 500,000 |
| <b>Total Budgetary Cost Estimate:</b> |             | 500,000 |

**Means of Financing**

| Funding Source                     | Amount  |
|------------------------------------|---------|
| General Taxes & LTGO Bond Proceeds | 500,000 |

**Total Programmed Funding:** 500,000  
**Future Funding Requirements:**

**Comments**

## P-AD-99 Partnership Projects

Category: **Econ Growth & Competitiveness**      Status: **New**  
 Department: **Parks & Community Services**      Location: **Various**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget   | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>3,500,000</b>        | -                    | <b>3,500,000</b> | -              | -              | -              | -              | -              | -              |

**Description and Scope**

This project will fund Partnership Grants with local providers of culture and recreation programs. Specific partners will be determined in early 2015.

**Rationale**

Funding for this project provides the City Council with an opportunity to leverage the City's resources by partnering with local service providers to support and enhance projects that make Bellevue a great place to be with a variety of opportunities for recreational and cultural experiences. The specific partnerships are yet to be determined and will be approved by the City Council.

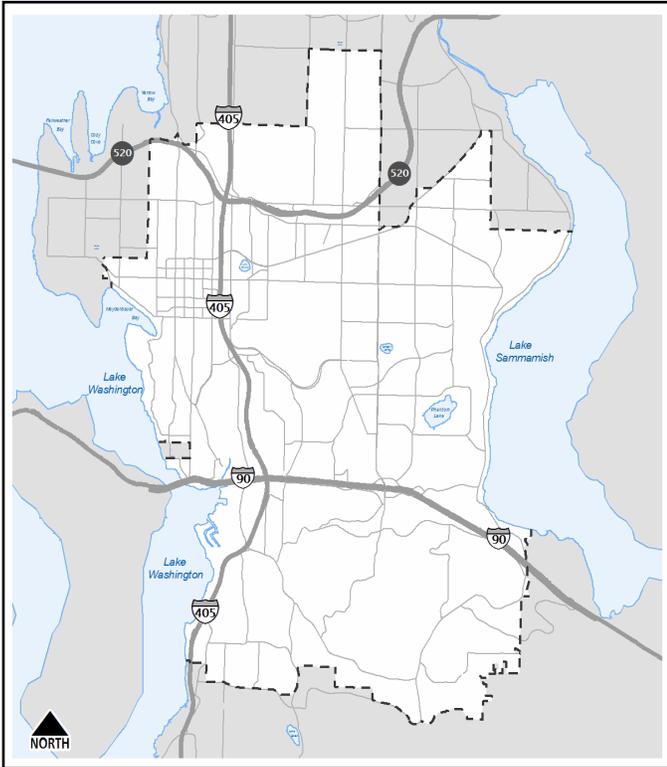
**Environmental Impacts**

N/A

**Operating Budget Impacts**

N/A

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount           |
|---------------------------------------|-------------|------------------|
| Project Costs                         | 2015 - 2015 | 3,500,000        |
| <b>Total Budgetary Cost Estimate:</b> |             | <b>3,500,000</b> |

**Means of Financing**

| Funding Source                     | Amount    |
|------------------------------------|-----------|
| General Taxes & LTGO Bond Proceeds | 3,500,000 |

**Total Programmed Funding:** 3,500,000  
**Future Funding Requirements:**

**Comments**

# G-103 Eastside Rail Corridor

Category: **Econ Growth & Competitiveness**  
 Department: **City Manager's Office**

Status: **New**  
 Location: **Former BNSF Rail Corridor**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 1,000,000               | -                    | 1,000,000      | -              | -              | -              | -              | -              | -              |

**Description and Scope**

This project provides placeholder funding to be programed later but could include the development of conceptual design, other amenities (such as plantings or gravel pathways) or purchases along the Eastside Rail Corridor. The final programming of these funds will be addressed by Council. This project will assist in informing City coordination with King County Parks in developing and advancing design options for a trail that address the needs of the multiple agencies with ownership or other secured interest in using the corridor (including Sound Transit, PSE and King County Parks) while also meeting the needs and interests of the Bellevue community.

**Rationale**

This project assists in assuring that the city's interests are considered by King County and others in the planning for a regional trail on the Eastside Rail Corridor alignment. The corridor through Bellevue is owned by King County and Sound Transit and crosses multiple city streets and passes through commercial areas and neighborhoods.

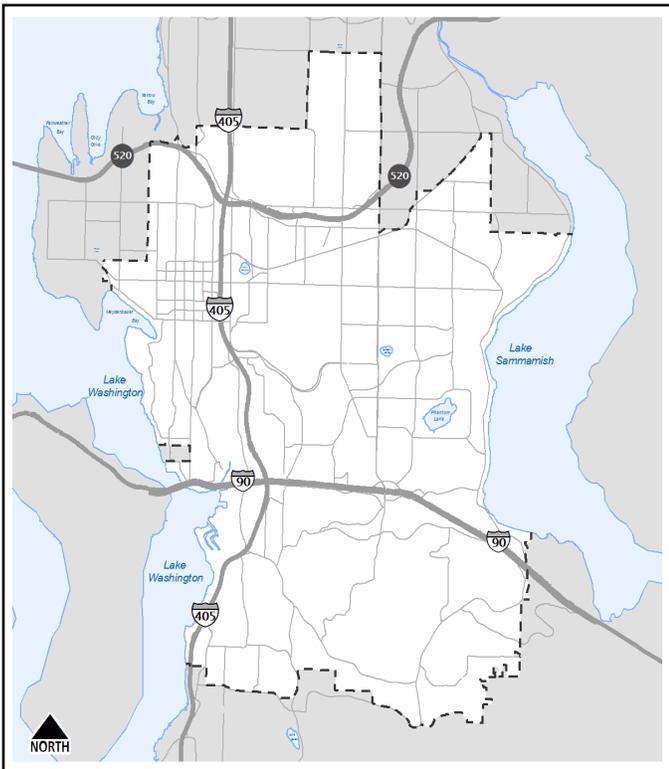
**Environmental Impacts**

A project specific environmental review, consistent with federal requirements, will be made during the project design phase.

**Operating Budget Impacts**

None

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount    |
|---------------------------------------|-------------|-----------|
| Project Costs                         | 2015 - 2015 | 1,000,000 |
| <b>Total Budgetary Cost Estimate:</b> |             | 1,000,000 |

**Means of Financing**

| Funding Source                     | Amount    |
|------------------------------------|-----------|
| General Taxes & LTGO Bond Proceeds | 1,000,000 |

**Total Programmed Funding:** 1,000,000  
**Future Funding Requirements:**

**Comments**

# G-104 PACE Placeholder

Category: **Econ Growth & Competitiveness**  
 Department: **City Manager's Office**

Status: **New**  
 Location: **Corner of NE10th St. and 106th Ave. NE**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 1,000,000               | -                    | -              | 1,000,000      | -              | -              | -              | -              | -              |

**Description and Scope**

Performing Arts Center Eastside (PACE) is a not-for-profit 501(c)(3) organization planning a 2,000 seat performing arts Center in Downtown Bellevue, on the southwest corner of NE10th St. and 106th Ave. NE. PACE has asked the City to make an additional, more substantial investment in the performing arts center, named Tateuchi Center. The funding amount in G-104 is intended as a placeholder for a possible larger investment by the City in the future.

**Rationale**

Tateuchi Center is intended to provide substantial public benefit to Bellevue and the region, which Council acknowledged in Resolutions 6670 in 2002, and 8695 in 2014. PACE has raised approximately \$65 million from private donors and public agencies, including an earlier investment of \$2 million from the City of Bellevue, towards a capital fundraising goal of approximately \$198 million. City Council Priorities for 2014-2015 include collaborating with regional partners to reach a determination regarding a performing arts center in Bellevue. The funding amount in G-104 is intended as a placeholder for a possible larger investment in Tateuchi Center by the City in the future.

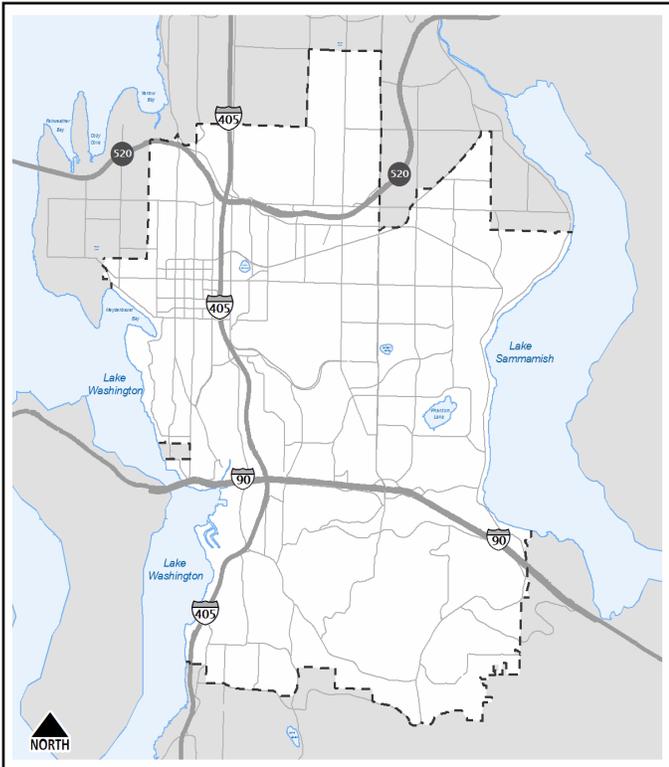
**Environmental Impacts**

NA

**Operating Budget Impacts**

None

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount    |
|---------------------------------------|-------------|-----------|
| Project Costs                         | 2016 - 2016 | 1,000,000 |
| <b>Total Budgetary Cost Estimate:</b> |             | 1,000,000 |

**Means of Financing**

| Funding Source                     | Amount    |
|------------------------------------|-----------|
| General Taxes & LTGO Bond Proceeds | 1,000,000 |

**Total Programmed Funding:** 1,000,000  
**Future Funding Requirements:**

**Comments**

# G-97 Council Contingency

Category: **Econ Growth & Competitiveness**      Status: **New**  
 Department: **Finance**      Location: **N/A**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 7,523,250               | -                    | 7,523,250      | -              | -              | -              | -              | -              | -              |

**Description and Scope**

This CIP project is a placeholder of CIP funding for allocation to capital projects that the City Council may identify.

**Rationale**

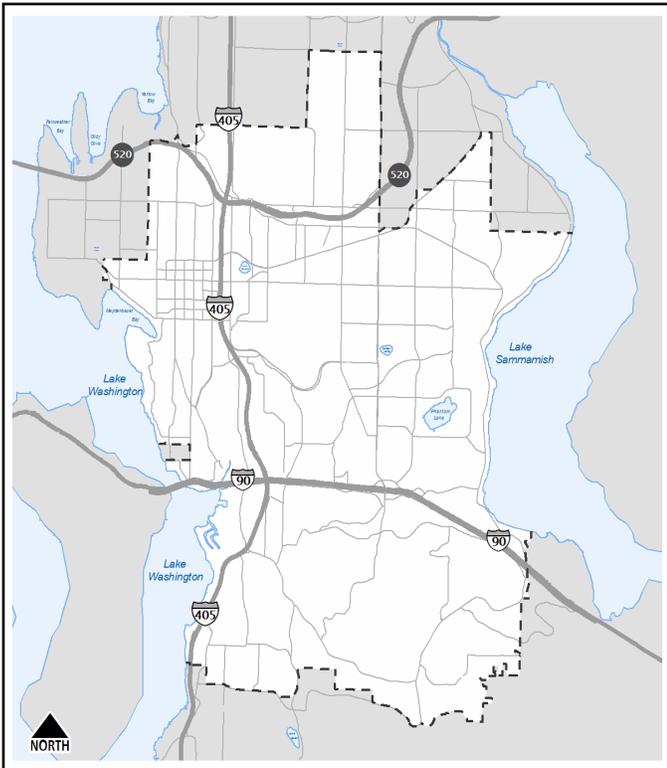
**Environmental Impacts**

Environmental Impacts will be determined when funds are programmed.

**Operating Budget Impacts**

Operating Budget Impacts will be determined when funds are programmed.

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount    |
|---------------------------------------|-------------|-----------|
| Project Costs                         | 2015 - 2015 | 7,523,250 |
| <b>Total Budgetary Cost Estimate:</b> |             | 7,523,250 |

**Means of Financing**

| Funding Source           | Amount    |
|--------------------------|-----------|
| Interlocal Contributions | 7,523,250 |

**Total Programmed Funding:** 7,523,250  
**Future Funding Requirements:**

**Comments**



## 2015-2021 Capital Investment Program Plan

### Quality Neighborhoods

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Quality Neighborhood investments create a “sense of community” by maintaining neighborhoods that support families and provide convenient access to day-to-day activities. The Quality Neighborhoods outcome focuses on neighborhood specific projects.

The Neighborhood Enhancement Program 2.0 evaluates neighborhood needs by working with community members and identifying priority projects.

The Neighborhood Investment Strategy (NIS-2) 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.

NIS-2 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.

Note: In adopting the 2015-2021 CIP, the City Council did not specifically identify projects to be funded by General Taxes vs. Bond Funding. Since both General Taxes and long-term general obligation bond proceeds are fungible means of project financing, some of the following project description pages have combined these funding sources into a single line. As the City enacts the adopted financing strategy, specific projects will be identified as recipients of the associated proceeds. Future project description pages will be updated to reflect the specific funding sources.

**2015-2021 Adopted CIP: Quality Neighborhoods****Funded CIP Projects**

| <b>CIP Plan<br/>Number</b>         | <b>Project Name</b>                      | <b>\$ in 000s</b>                 |                                 |
|------------------------------------|--|-----------------------------------|---------------------------------|
|                                    |  | <b>2015-2021<br/>Project Cost</b> | <b>Total Estimated<br/>Cost</b> |
| P-AD-88                            | Bridle Trails Neighborhood Park (Levy)   | 1,000                             | 2,550                           |
| NEP-2                              | NEP-2.0 Neighborhood Enhancement Program | 5,075                             | 5,075                           |
| NIS-2                              | Neighborhood Partnerships                | 700                               | 1,627                           |
| <b>TOTAL QUALITY NEIGHBORHOODS</b> |  | <b>\$ 6,775</b>                   | <b>\$ 9,252</b>                 |

## P-AD-88 Bridle Trails Neighborhood Park (Levy)

Category: **Quality Neighborhoods**  
 Department: **Parks & Community Services**

Status: **Existing**  
 Location: **NE 24th St and 134 Ave NE**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 2,549,981               | 1,549,981            | 1,000,000      | -              | -              | -              | -              | -              | -              |

### Description and Scope

The Bridle Trails project involves the acquisition of a parcel of land for neighborhood park purposes consistent with the interests of the neighborhood. If funding allows, it might also include demolition of existing structures.

### Rationale

This project will satisfy neighborhood park needs identified in the adopted Parks & Open Space System Plan and complete a project identified in the 2008 Park and Natural Areas Levy. 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.

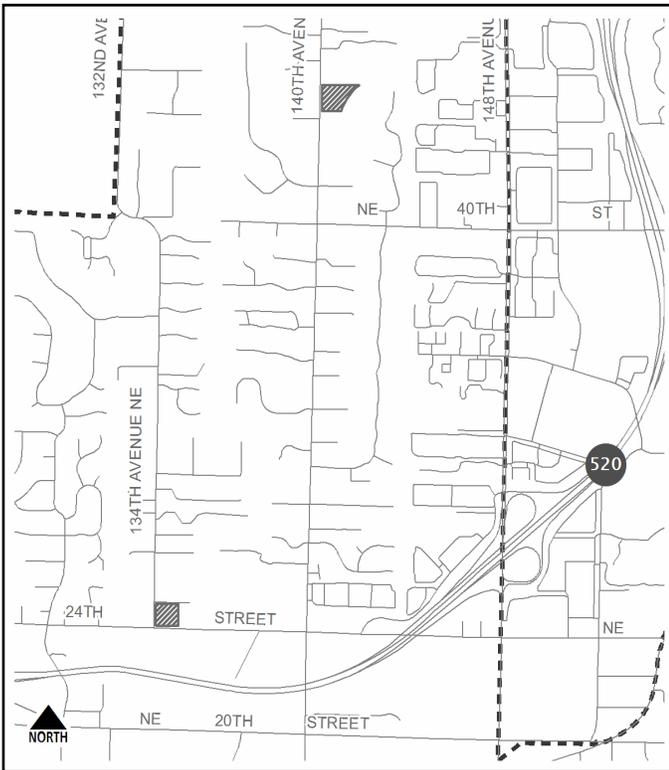
### Environmental Impacts

Property acquisition is exempt from environmental review.

### Operating Budget Impacts

2015-2016 Operating Budget includes funds for M&O for park on corner 134th Ave NE and 24th St NE.

### Project Map



### Schedule of Activities

| Project Activities                    | From - To   | Amount    |
|---------------------------------------|-------------|-----------|
| Project Costs                         | 2011 - 2015 | 2,549,981 |
| <b>Total Budgetary Cost Estimate:</b> |             | 2,549,981 |

### Means of Financing

| Funding Source                 | Amount    |
|--------------------------------|-----------|
| 2008 Parks Levy - Property Tax | 1,757,126 |
| Other Taxes                    | 717,335   |
| Real Estate Excise Tax         | 75,520    |

**Total Programmed Funding:** 2,549,981  
**Future Funding Requirements:**

### Comments

## NEP-2 Neighborhood Enhancement Program 2.0

Category: **Quality Neighborhoods** Status: **New**  
 Department: **Planning & Community Development** Location: **All neighborhood areas**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>5,075,000</b>        | -                    | <b>725,000</b> |

### Description and Scope

The Neighborhood Enhancement Program 2.0 (NEP) provides a way for the city to provide for community-directed improvements for neighborhoods. While dollars would be available for expenditures in 2015, the community neighborhood process to earmark funds for specific projects would begin in 2016. From 2015-2021, the allocation of \$725,000 per year (total of \$5.075M) would cover all CIP project costs for all NEP projects, including staffing associated with program and project management.

### Rationale

Council has prioritized supporting community-directed neighborhood improvements. The Neighborhood Enhancement Program 2.0 ensures that projects meet critical needs, provide maximum public benefit and align with city planning efforts. Additionally, NEP projects will leverage existing CIP expenditures and community partnerships for maximum gain. NEP 2.0 will provide a method for funding small but important improvements that would not compete successfully for funding in the larger CIP, while offering citizens a voice in deciding how City funding is spent in their neighborhood area.

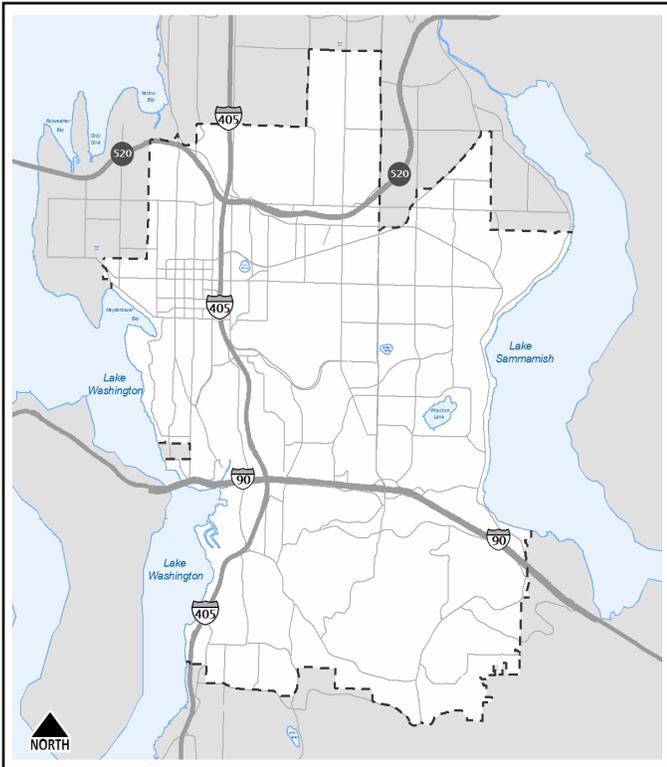
### Environmental Impacts

Environmental impacts will be determined on a project by project basis.

### Operating Budget Impacts

None

### Project Map



### Schedule of Activities

| Project Activities                    | From - To   | Amount           |
|---------------------------------------|-------------|------------------|
| Project Costs                         | 2015 - 2021 | 5,075,000        |
| <b>Total Budgetary Cost Estimate:</b> |             | <b>5,075,000</b> |

### Means of Financing

| Funding Source                     | Amount    |
|------------------------------------|-----------|
| General Taxes & LTGO Bond Proceeds | 5,075,000 |

**Total Programmed Funding:** 5,075,000  
**Future Funding Requirements:**

### Comments

## NIS-2 Neighborhood Partnerships

Category: **Quality Neighborhoods** Status: **Ongoing**  
 Department: **Planning & Community Development** Location: **Various Locations**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 1,627,218               | 927,218              | 100,000        | 100,000        | 100,000        | 100,000        | 100,000        | 100,000        | 100,000        |

**Description and Scope**

The Neighborhood Partnership program is a program focusing on small capital improvements, educational and community-building activities to improve the quality and appearance of neighborhoods throughout Bellevue. Neighborhood Partnerships provides funding for Neighborhood Match projects, including such capital improvements as community landscaping, neighborhood entry treatments, enhancements for public gathering spaces, and projects that result in improvement of overall community livability, appearance and sense of community. It also provides funding for Neighbor Link programming facilitating community building events that strengthen the health and character of the community (e.g., neighborhood clean-ups, community gardens, celebrations, neighborhood service activities, organizing for public safety, neighborhood association revitalization). Partnership projects and events 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. Neighborhood Partnerships addresses the 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; cultivation of neighborhood public gathering spaces; 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.

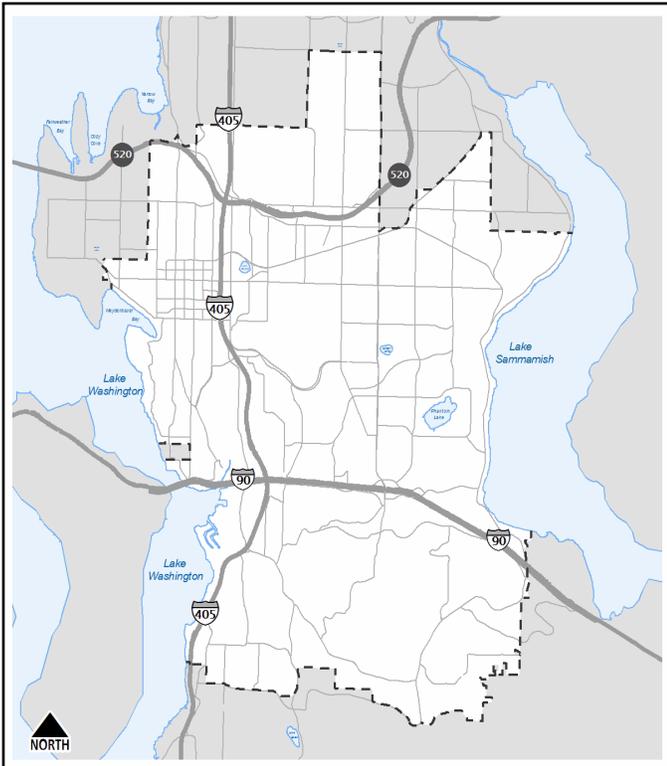
**Environmental Impacts**

Environmental impacts will be determined on a project by project basis.

**Operating Budget Impacts**

None

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To | Amount    |
|---------------------------------------|-----------|-----------|
| Project Costs                         | Ongoing   | 1,627,218 |
| <b>Total Budgetary Cost Estimate:</b> |           | 1,627,218 |

**Means of Financing**

| Funding Source        | Amount  |
|-----------------------|---------|
| General Taxes         | 927,218 |
| Miscellaneous Revenue | 700,000 |

**Total Programmed Funding:** 1,627,218  
**Future Funding Requirements:**

**Comments**



## 2015-2021 Capital Investment Program Plan

### Safe Community

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The Safe Community outcome contains projects that maintain existing infrastructure and support the efforts of Bellevue's emergency personnel 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 2015-2021 are public safety facility and major transportation systems 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 to advance the Fire Facility Master Plan.

Note: In adopting the 2015-2021 CIP, the City Council did not specifically identify projects to be funded by General Taxes vs. Bond Funding. Since both General Taxes and long-term general obligation bond proceeds are fungible means of project financing, some of the following project description pages have combined these funding sources into a single line. As the City enacts the adopted financing strategy, specific projects will be identified as recipients of the associated proceeds. Future project description pages will be updated to reflect the specific funding sources.

**2015-2021 Adopted CIP: Safe Community****Funded CIP Projects**

| <b>CIP Plan<br/>Number</b> | <b>Project Name</b>                    | <b>\$ in 000s</b>                 |                                 |
|----------------------------|--|-----------------------------------|---------------------------------|
|                            |  | <b>2015-2021<br/>Project Cost</b> | <b>Total Estimated<br/>Cost</b> |
| PS-16                      | Renovation of Public Safety Facilities | 6,771                             | 17,273                          |
| PS-62                      | Knox Box Replacement                   | 198                               | 198                             |
| PS-63                      | Fire Facility Master Plan              | 24,250                            | 24,250                          |
| PW-M-19                    | Major Maintenance Program              | 8,138                             | 12,349                          |
|                            | <b>TOTAL SAFE COMMUNITY</b>            | <b>\$ 39,357</b>                  | <b>\$ 54,070</b>                |

## PS-16 Renovation of Public Safety Facilities

Category: **Safe Community**  
 Department: **Fire**

Status: **Ongoing**  
 Location: **Nine Fire Stations throughout the City**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 17,273,289              | 10,502,289           | 1,035,000      | 885,000        | 924,000        | 965,000        | 1,008,000      | 953,000        | 1,001,000      |

### 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. In order to continue to provide critical services to the community, fire facilities are required to operate continuously during earthquakes, power outages, and other emergency events. Increases for 2015-2021 CIP include grant expenditures associated with replacing the HVAC systems at several fire stations. The grant expenditures are offset by support revenue.

### 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, increase firefighter safety and preserve the City's capital investment in its buildings.

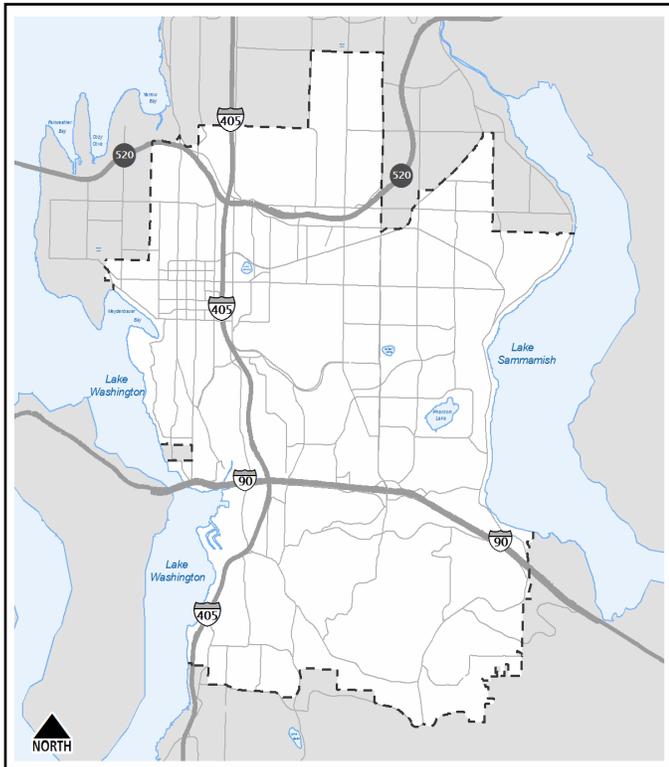
### Environmental Impacts

Renovation and refurbishment projects are generally exempt from the State Environmental Protection Act (SEPA). The new exhaust systems are environmentally sound and filter the exhaust rather than exhaust it to the outside environment.

### Operating Budget Impacts

All operating budget impacts are currently included in the 2015-2016 Fire Department operating budget.

### Project Map



### Schedule of Activities

| Project Activities                    | From - To | Amount            |
|---------------------------------------|-----------|-------------------|
| Project Costs                         | Ongoing   | 17,273,289        |
| <b>Total Budgetary Cost Estimate:</b> |           | <b>17,273,289</b> |

### Means of Financing

| Funding Source                      | Amount     |                   |
|-------------------------------------|------------|-------------------|
| Charges for Services                | 1,477      |                   |
| Federal Grants                      | 137,140    |                   |
| General Taxes & LTGO Bond Proceeds  | 14,152,436 |                   |
| Interlocal Contributions            | 2,712,362  |                   |
| Miscellaneous Revenue               | 227,008    |                   |
| Private Contributions               | 16,115     |                   |
| Sale of Fixed Assets                | 26,751     |                   |
| <b>Total Programmed Funding:</b>    |            | <b>17,273,289</b> |
| <b>Future Funding Requirements:</b> |            |                   |

### Comments

# PS-62 Knox Box Replacement

Category: **Safe Community**  
 Department: **Fire**

Status: **New**  
 Location: **Citywide**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 198,000                 | -                    | -              | 198,000        | -              | -              | -              | -              | -              |

**Description and Scope**

Knox Boxes (AKA -Key Boxes) are used on certain buildings exclusively by the Fire Department in order to allow rapid entry into secured sites and buildings without damaging property. Each of our apparatus is equipped with a master key which allows unrestricted access to any building equipped with the Knox Box. Our authority to require the installation of the key boxes comes from Section 506 of the International Fire Code which states in part "Where access to or within a structure or an area is restricted because of secured openings or where immediate access is necessary for life-saving or fire-fighting purposes, the fire code official is authorized to require a key box to be installed..." This proposal will replace all of the key cores and provide a higher level of security for the keys. This will allow the fire department to continue to have rapid access to buildings without damaging property and assuring building owners that they maintain a high level of security in their buildings.

**Rationale**

The keys and key cores purchased and installed in 2001 are no longer patented and are no longer secure. The key cores can be altered by unauthorized individuals to gain access to buildings for criminal purposes. This represents a significant risk to the community and failure of the existing Knox Box system could erode the high level of trust that building owners have for the City and the Fire Department.

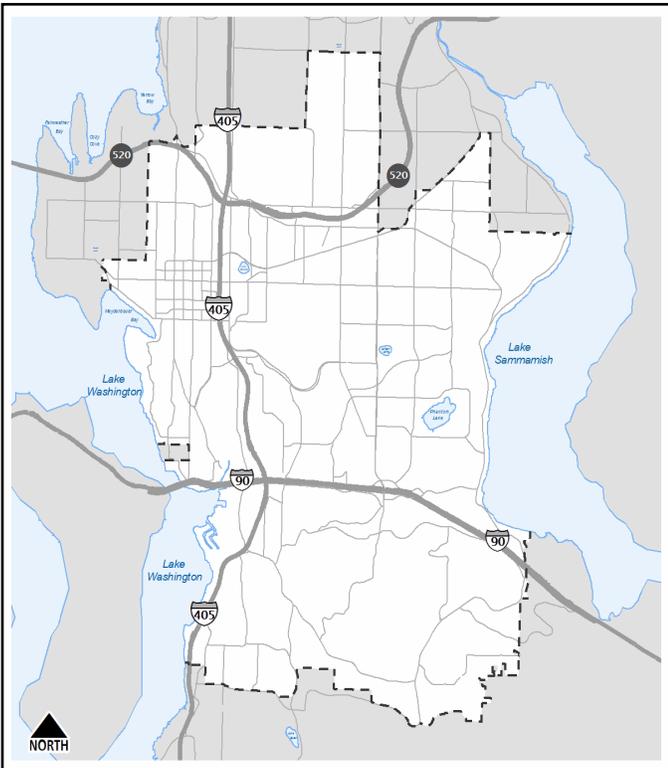
**Environmental Impacts**

None.

**Operating Budget Impacts**

None

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount  |
|---------------------------------------|-------------|---------|
| Project Costs                         | 2016 - 2016 | 198,000 |
| <b>Total Budgetary Cost Estimate:</b> |             | 198,000 |

**Means of Financing**

| Funding Source         | Amount  |
|------------------------|---------|
| Operating Transfers In | 198,000 |

**Total Programmed Funding:** 198,000  
**Future Funding Requirements:**

**Comments**

# PS-63 Fire Facility Master Plan

Category: **Safe Community**  
 Department: **Fire**

Status: **New**  
 Location: **TBD**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 24,250,000              | -                    | 7,250,000      | -              | -              | -              | -              | 8,000,000      | 9,000,000      |

**Description and Scope**

In 2013, the Bellevue City Council authorized the development of a Fire Facility Master Plan to meet the changing emergency response needs of our community. The consultant study analyzed population, fire risk, service demand, emergency response performance, firefighter health & safety, operations, training requirements and functional space needs at nine fire stations and the Public Safety Training Center. Due to fiscal constraints, this proposal seeks to fund only the most critical needs identified in the study. The three most critical needs identified in the study include:

1. Rebuilding Fire Station Five (\$12 M);
2. Purchasing property for a new downtown fire station (\$7.5 M); and,
3. Partial funding for the expansion of the Public Safety Training Center (\$5.0 M)

A funding plan will need to be developed in the future to address the remaining projects identified in the master plan including identifying additional funds to complete the expansion of the training center.

**Rationale**

Maintaining our emergency response capabilities and providing adequate training facilities for firefighters is directly related to the Key Community Indicator described as a community that is prepared for and responds to emergencies.

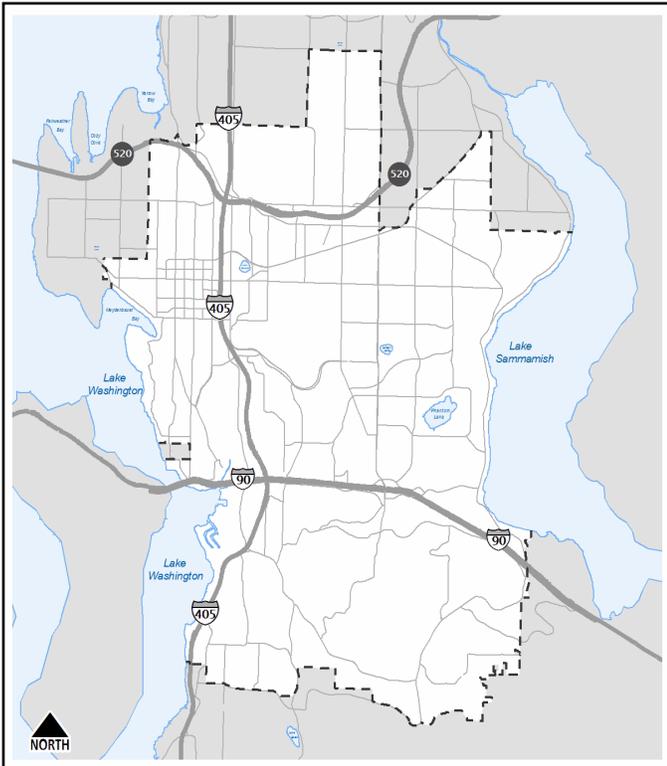
**Environmental Impacts**

New Fire Department facilities will be designed to promote environmental stewardship through increased efficiencies and/or the purchase of environmentally recommended products.

**Operating Budget Impacts**

None

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount     |
|---------------------------------------|-------------|------------|
| Project Costs                         | 2015 - 2021 | 24,250,000 |
| <b>Total Budgetary Cost Estimate:</b> |             | 24,250,000 |

**Means of Financing**

| Funding Source                     | Amount     |
|------------------------------------|------------|
| General Taxes & LTGO Bond Proceeds | 23,808,572 |
| Miscellaneous Revenue              | 441,428    |

**Total Programmed Funding:** 24,250,000  
**Future Funding Requirements:**

**Comments**

## PW-M-19 Major Maintenance Program

Category: **Safe Community**  
 Department: **Transportation**

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

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 12,348,787              | 4,210,949            | 1,300,000      | 1,300,000      | 1,300,000      | 1,012,958      | 1,043,347      | 1,074,647      | 1,106,886      |

### 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. 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 preserve and extend the life of previous transportation investments throughout the City. The program provides 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.

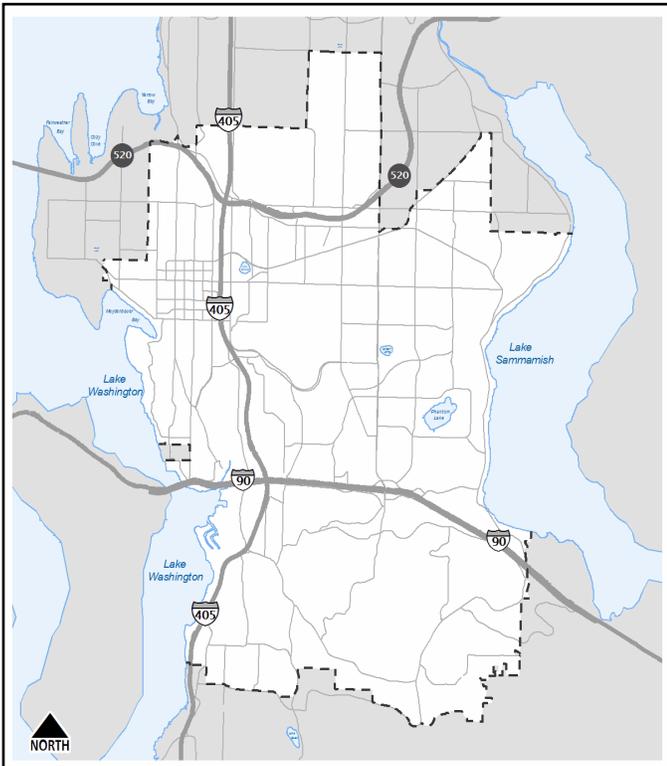
### Environmental Impacts

This program funds projects that are primarily maintenance and safety oriented which are 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 costs may increase due to added street lighting (electricity) and the maintenance of the improvements. The maintenance activities may include street sweeping, landscaping maintenance, and street light/signal maintenance. Operating costs for new improvements will be determined on an as needed basis.

### Project Map



### Schedule of Activities

| Project Activities                    | From - To | Amount     |
|---------------------------------------|-----------|------------|
| Project Costs                         | Ongoing   | 12,348,787 |
| <b>Total Budgetary Cost Estimate:</b> |           | 12,348,787 |

### Means of Financing

| Funding Source         | Amount     |
|------------------------|------------|
| General Taxes          | 2,040,093  |
| Miscellaneous Revenue  | 4,333      |
| Real Estate Excise Tax | 10,304,361 |

**Total Programmed Funding:** 12,348,787  
**Future Funding Requirements:**

### Comments

Additional funding allocated within 2015-2017 (\$400,000 each year) will specifically support the replacement of existing traffic signals at 148th Avenue intersections with NE 8th Street, Main Street, and SE 8th Street.



## 2015-2021 Capital Investment Program Plan

### Improved Mobility

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Projects in the Improved Mobility outcome 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 and/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.

Note: In adopting the 2015-2021 CIP, the City Council did not specifically identify projects to be funded by General Taxes vs. Bond Funding. Since both General Taxes and long-term general obligation bond proceeds are fungible means of project financing, some of the following project description pages have combined these funding sources into a single line. As the City enacts the adopted financing strategy, specific projects will be identified as recipients of the associated proceeds. Future project description pages will be updated to reflect the specific funding sources.

**2015-2021 Adopted CIP: Improved Mobility**

**Funded CIP Projects**

| CIP Plan Number                | Project Name  | \$ in 000s             |                      |
|--------------------------------|---|------------------------|----------------------|
|                                |   | 2015-2021 Project Cost | Total Estimated Cost |
| PW-I-92                        | Lakemont Blvd and Cougar Mnt Way Improvements         | 626                    | 1,421                |
| PW-M-1                         | Overlay Program                                       | 42,334                 | 138,028              |
| PW-M-2                         | Minor Capital - Traffic Operations                    | 1,184                  | 9,916                |
| PW-M-7                         | Neighborhood Traffic Safety Program                   | 2,368                  | 9,870                |
| PW-M-20                        | Minor Capital - Signals and Lighting                  | 2,423                  | 3,423                |
| PW-R-146                       | Northup Way Corridor Improvements                     | 8,484                  | 11,726               |
| PW-R-155                       | Traffic Computer System Upgrade                       | 550                    | 5,693                |
| PW-R-156                       | ITS Master Plan Implementation Program                | 2,550                  | 2,975                |
| PW-R-159                       | East Link Analysis and Development                    | 5,107                  | 14,015               |
| PW-R-160                       | NE 4th Street Extension - 116th to 120th Ave NE       | 4,911                  | 36,210               |
| PW-R-162                       | NE 6th Street Extension                               | 50                     | 1,000                |
| PW-R-164                       | 120th Ave NE Stage 2 - NE 8th St to NE 12th St        | 16,982                 | 36,450               |
| PW-R-166                       | 124th Ave NE - NE Spring Boulevard to NE 18th St      | 7,179                  | 10,601               |
| PW-R-168                       | 120th Ave NE (Stage 3) NE 12th St to NE 16th St       | 9,850                  | 14,538               |
| PW-R-169                       | 124th Ave NE - NE 12th to NE Spring Boulevard         | 366                    | 1,419                |
| PW-R-171                       | 134th Ave NE - NE Spring Boulevard to NE 20th St      | 267                    | 267                  |
| PW-R-172                       | NE Spring Blvd (Zone 1) - 116th to 120th Avenues NE   | 30,005                 | 31,605               |
| PW-R-173                       | NE Spring Boulevard (Zone2) - 120th to 124th Aves N   | 2,057                  | 3,401                |
| PW-R-174                       | NE Spring Boulevard - 130th to 132nd Ave NE           | 3,000                  | 3,397                |
| PW-R-175                       | NE Spring Blvd & 136th Pl NE-132nd Ave to NE 20th S   | 165                    | 165                  |
| PW-R-176                       | Downtown Transportation Plan Implementation           | 400                    | 800                  |
| PW-R-177                       | Eastgate Subarea Plan Implementation                  | 500                    | 500                  |
| PW-R-181                       | East Link MOU Commitments                             | 17,950                 | 54,355               |
| PW-R-182                       | NE 6th Street Light Rail Station - Enhanced Access    | 5,000                  | 5,000                |
| PW-R-46                        | Accident Reduction Program                            | 839                    | 3,931                |
| PW-W/B-56                      | Pedestrian and Bicycle Access Improvements            | 3,157                  | 10,557               |
| PW-W/B-76                      | Neighborhood Sidewalks                                | 8,437                  | 11,579               |
| PW-W/B-78                      | Mountains to Sound Greenway Trail                     | 1,646                  | 2,546                |
| PW-W/B-81                      | 108th/112th Aves NE - N. City Limit to NE 12th St     | 200                    | 200                  |
| PW-R-183                       | West Lake Sammamish Parkway, Phase 2                  | 8,000                  | 8,000                |
| PW-R-184                       | Bellevue Way SE HOV Lane - 112th Ave SE 'Y' to I-90   | 4,400                  | 4,400                |
| PW-R-185                       | Newport Way Improvements - Somerset Blvd to 150th Ave | 8,100                  | 8,100                |
| <b>TOTAL IMPROVED MOBILITY</b> |   | <b>\$ 199,088</b>      | <b>\$ 446,089</b>    |

# PW-I-92 Lakemont Blvd & Cougar Mountain Way Improvements

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Existing**  
 Location: **Lakemont Blvd and Cougar Mt Wy/SE 63rd St**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 1,421,001               | 795,001              | 626,000        | -              | -              | -              | -              | -              | -              |

**Description and Scope**

This project will design and construct a new traffic signal and other pedestrian, bicycle, and traffic operational improvements at the intersection of Lakemont Blvd and Cougar Mountain Way/SE 63rd St. A design analysis conducted in coordination with the community (completed in 2013) identified a traffic signal as the preferred traffic control alternative to improve the safety and operation of the intersection.

**Rationale**

This project responds to numerous citizen requests for traffic control measures at this intersection. A signal warrant analysis at this intersection was conducted in October of 2011 and confirmed the conclusion from the 2004 Lakemont Boulevard Pre-Design Analysis that indicated a traffic signal would be warranted at this location in the future. In 2013, the City completed a design alternative analysis that included community outreach. At the end of the design analysis process, the traffic signal option was selected. Construction of the new traffic signal will be completed in 2015. The new improvements will enhance safety and improve the intersection operation for vehicular, bicycle and pedestrian traffic.

**Environmental Impacts**

A project-specific SEPA Determination of Non-Significance was issued during the project's design phase.

**Operating Budget Impacts**

Operating costs will increase due to the new traffic signal (electricity ) and the maintenance of the roadway. An estimated \$5,700 will be required to fund maintenance and operations costs adjusted for inflation annually.

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount    |
|---------------------------------------|-------------|-----------|
| Project Costs                         | 2013 - 2015 | 1,421,001 |
| <b>Total Budgetary Cost Estimate:</b> |             | 1,421,001 |

**Means of Financing**

| Funding Source              | Amount    |
|-----------------------------|-----------|
| General Taxes & Impact Fees | 1,249,870 |
| Real Estate Excise Tax      | 171,131   |

**Total Programmed Funding:** 1,421,001  
**Future Funding Requirements:**

**Comments**

# PW-M-1 Overlay Program

Category: **Improved Mobility**  
 Department: **Transportation**

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

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 138,028,166             | 95,694,611           | 6,363,000      | 5,479,400      | 6,810,462      | 5,660,326      | 5,830,136      | 6,005,040      | 6,185,191      |

**Description and Scope**

This program 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.

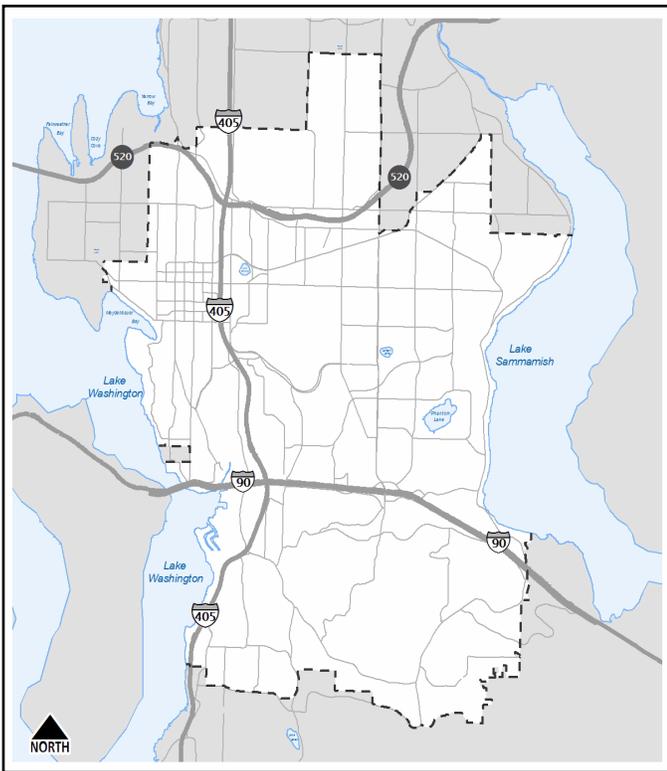
**Environmental Impacts**

This program funds projects that are primarily maintenance 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**

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

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To | Amount      |
|---------------------------------------|-----------|-------------|
| Project Costs                         | Ongoing   | 138,028,166 |
| <b>Total Budgetary Cost Estimate:</b> |           | 138,028,166 |

**Means of Financing**

| Funding Source                      | Amount      |
|-------------------------------------|-------------|
| Charges for Services                | 5,656       |
| Contributions from Other City Funds | 1,013,000   |
| Developer Contributions             | 645,505     |
| Federal Grants                      | 4,703,422   |
| General Taxes                       | 28,588,989  |
| Interlocal Contributions            | 750,529     |
| Local Improvement District          | 101,971     |
| Private Contributions               | 63,405      |
| Real Estate Excise Tax              | 97,080,023  |
| Transportation Funding              | 5,075,666   |
| <b>Total Programmed Funding:</b>    | 138,028,166 |
| <b>Future Funding Requirements:</b> |             |

**Comments**

Additional funding allocated in 2016-2017 (\$1.5m) in recognition of a Federal Surface Transportation Program (STP) Grant awarded for the Richards Road & Lake Hills Connector overlay project.

## PW-M-2 Minor Capital - Traffic Operations

Category: **Improved Mobility**  
 Department: **Transportation**

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

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>9,916,291</b>        | <b>8,732,441</b>     | <b>154,500</b> | <b>159,135</b> | <b>163,909</b> | <b>168,826</b> | <b>173,891</b> | <b>179,108</b> | <b>184,481</b> |

### Description and Scope

This program funds minor capital transportation improvements throughout the city to address traffic operation issues and concerns. Typical projects include new crosswalk installations, sign upgrades, channelization improvements, guardrail, roadway safety and access management improvements, new bike lanes, and bicycle route signing. This program also implements pilot projects using new, innovative traffic control devices and evaluates their effectiveness. This program often provides matching funds to grant funded projects to improve pedestrian, bike and ADA facilities.

### Rationale

This program provides funds for traffic operation 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, changes to standards, partnership opportunities with other capital or private development projects, and other emergent needs.

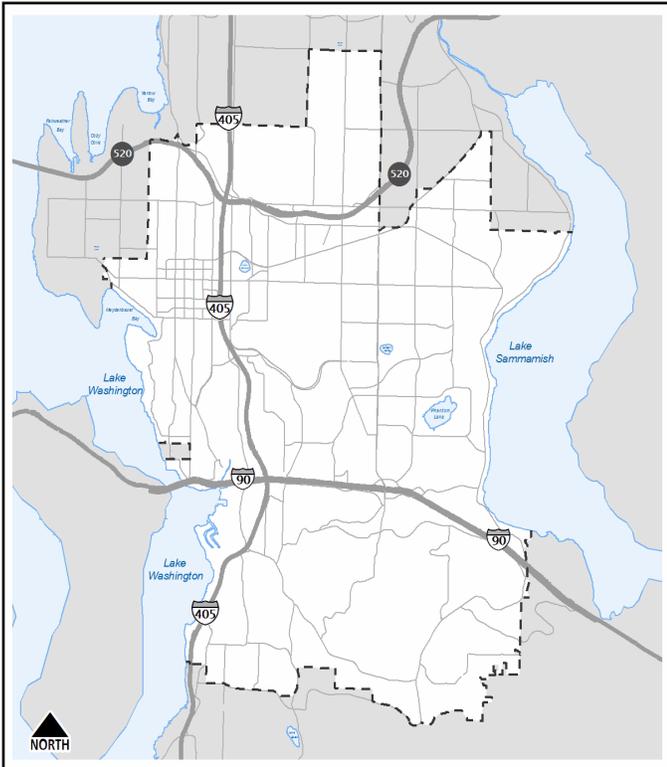
### Environmental Impacts

This program funds projects that 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 costs for new improvements will be determined on an as needed basis.

### Project Map



### Schedule of Activities

| Project Activities                    | From - To | Amount           |
|---------------------------------------|-----------|------------------|
| Project Costs                         | Ongoing   | 9,916,291        |
| <b>Total Budgetary Cost Estimate:</b> |           | <b>9,916,291</b> |

### Means of Financing

| Funding Source                      | Amount    |                  |
|-------------------------------------|-----------|------------------|
| Charges for Services                | 2,390     |                  |
| Contributions from Other City Funds | 10,290    |                  |
| Developer Contributions             | 47,821    |                  |
| Federal Grants                      | 1,136,990 |                  |
| General Taxes                       | 1,612,653 |                  |
| Interlocal Contributions            | 73,279    |                  |
| Miscellaneous Revenue               | 3,721,790 |                  |
| Real Estate Excise Tax              | 2,240,221 |                  |
| State Grants                        | 20,746    |                  |
| Transportation Funding              | 1,050,111 |                  |
| <b>Total Programmed Funding:</b>    |           | <b>9,916,291</b> |
| <b>Future Funding Requirements:</b> |           |                  |

### Comments

## PW-M-7 Neighborhood Traffic Safety Program

Category: **Improved Mobility**  
 Department: **Transportation**

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

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>9,869,703</b>        | <b>7,502,002</b>     | <b>309,000</b> | <b>318,270</b> | <b>327,818</b> | <b>337,653</b> | <b>347,782</b> | <b>358,216</b> | <b>368,962</b> |

### Description and Scope

This program funds minor capital improvements for neighborhood traffic safety 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, non-local traffic and to improve walking and bicycling safety.

### Rationale

The primary benefits of this investment are improved 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 safety plans to divert and/or slow traffic, improve non-motorized safety, and protect neighborhood quality of life.

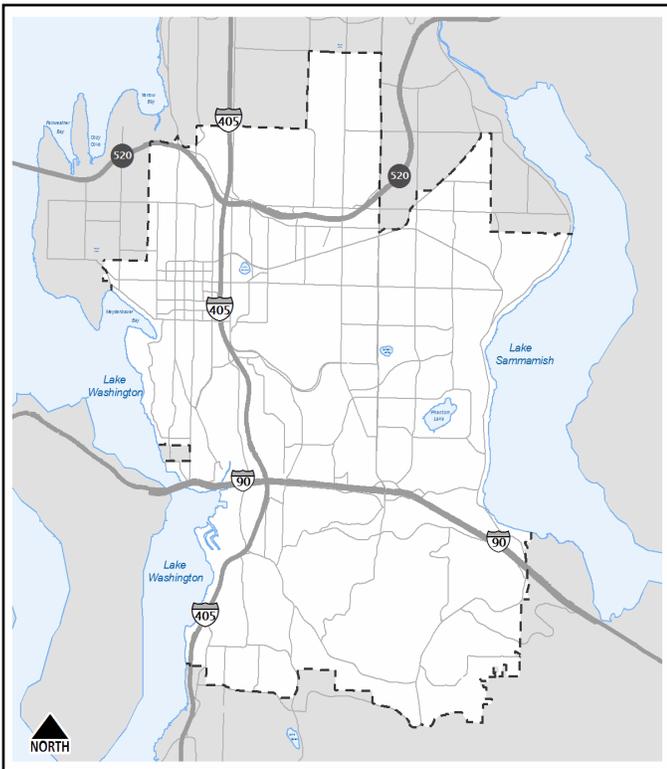
### Environmental Impacts

This program funds projects that 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 costs may increase due to added street lighting (electricity) and the maintenance of the improvements. The maintenance activities may include street sweeping, landscaping maintenance, and street light/signal maintenance. Operating costs for new improvements will be determined on a as needed basis.

### Project Map



### Schedule of Activities

| Project Activities                    | From - To | Amount           |
|---------------------------------------|-----------|------------------|
| Project Costs                         | Ongoing   | 9,869,703        |
| <b>Total Budgetary Cost Estimate:</b> |           | <b>9,869,703</b> |

### Means of Financing

| Funding Source                      | Amount    |                  |
|-------------------------------------|-----------|------------------|
| Charges for Services                | 1,307     |                  |
| Federal Grants                      | 375,824   |                  |
| General Taxes                       | 4,197,615 |                  |
| Miscellaneous Revenue               | 159,795   |                  |
| Private Contributions               | 20,000    |                  |
| Real Estate Excise Tax              | 3,780,352 |                  |
| State Grants                        | 18,494    |                  |
| Transportation Funding              | 1,316,316 |                  |
| <b>Total Programmed Funding:</b>    |           | <b>9,869,703</b> |
| <b>Future Funding Requirements:</b> |           |                  |

### Comments

## PW-M-20 Minor Capital - Signals & Lighting

Category: **Improved Mobility**  
 Department: **Transportation**

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

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget   | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>3,423,437</b>        | <b>999,998</b>       | <b>1,230,612</b> | <b>212,180</b> | <b>218,545</b> | <b>225,102</b> | <b>174,000</b> | <b>179,000</b> | <b>184,000</b> |

### 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 and construction funding for 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.

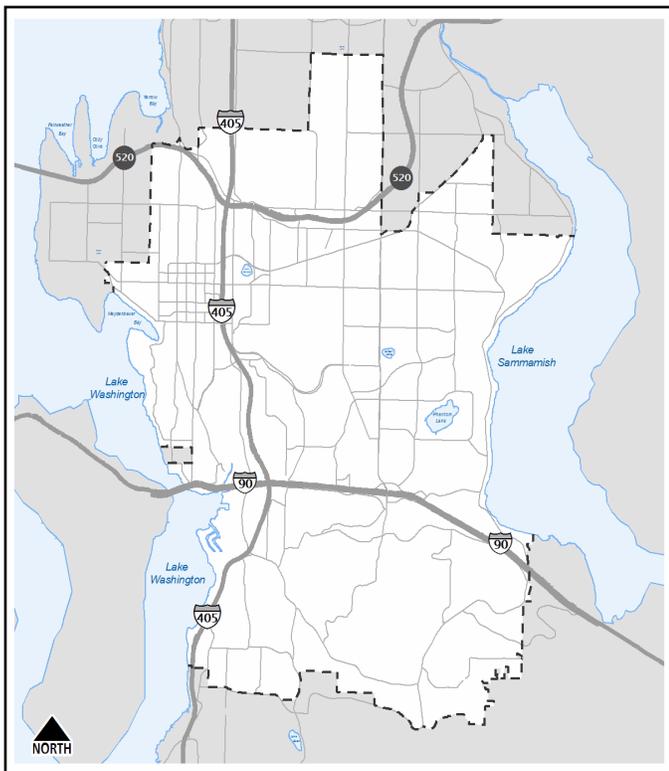
### Environmental Impacts

This program funds projects that 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 costs for new improvements will be determined on an as needed basis.

### Project Map



### Schedule of Activities

| Project Activities                    | From - To | Amount           |
|---------------------------------------|-----------|------------------|
| Project Costs                         | Ongoing   | 3,423,437        |
| <b>Total Budgetary Cost Estimate:</b> |           | <b>3,423,437</b> |

### Means of Financing

| Funding Source                      | Amount    |                  |
|-------------------------------------|-----------|------------------|
| Contributions from Other City Funds | 571,000   |                  |
| Federal Grants                      | 265,732   |                  |
| General Taxes                       | 413,039   |                  |
| Private Contributions               | 238,916   |                  |
| Real Estate Excise Tax              | 1,519,062 |                  |
| Transportation Funding              | 415,688   |                  |
| <b>Total Programmed Funding:</b>    |           | <b>3,423,437</b> |
| <b>Future Funding Requirements:</b> |           |                  |

### Comments

Additional funds allocated in 2015 (\$1.1 million) include local funds combined with a portion of a state Commerce Department grant, awarded for the conversion of city-owned street lights to LED technology, and energy rebate funds from Puget Sound Energy.

## PW-R-146 Northup Way Corridor Improvements

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Existing**  
 Location: **Northup Way between NE 33rd Place and NE 24th Street**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 11,726,070              | 3,242,070            | 3,985,000      | 3,985,000      | 514,000        | -              | -              | -              | -              |

### Description and Scope

This project will design and construct bike lane and sidewalk improvements on both sides of Northup Way between NE 24th Street and NE 33rd Place. This project will also incorporate other work elements including a pedestrian bridge at the Eastside Rail Corridor crossing, retaining walls, storm drainage improvements and water quality treatment, landscaping and irrigation, traffic signal and street light modifications, and two mid-block pedestrian crossings.

### Rationale

This project is jointly sponsored by the Washington State Department of Transportation (WSDOT) with the City acting as the lead agency. 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 will also enhance non-motorized and vehicular access to and from neighborhoods, offices, commercial uses, transit facilities and services, and planned or recently completed regional and local transportation facilities including SR 520, the Bike 520 Trail, the Eastside Rail Corridor trail, the Lake Washington Loop Trail, and 116th Avenue NE improvements. The project is consistent with and a high priority in the 2009 City of Bellevue Pedestrian and Bicycle Transportation Plan Update. 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.

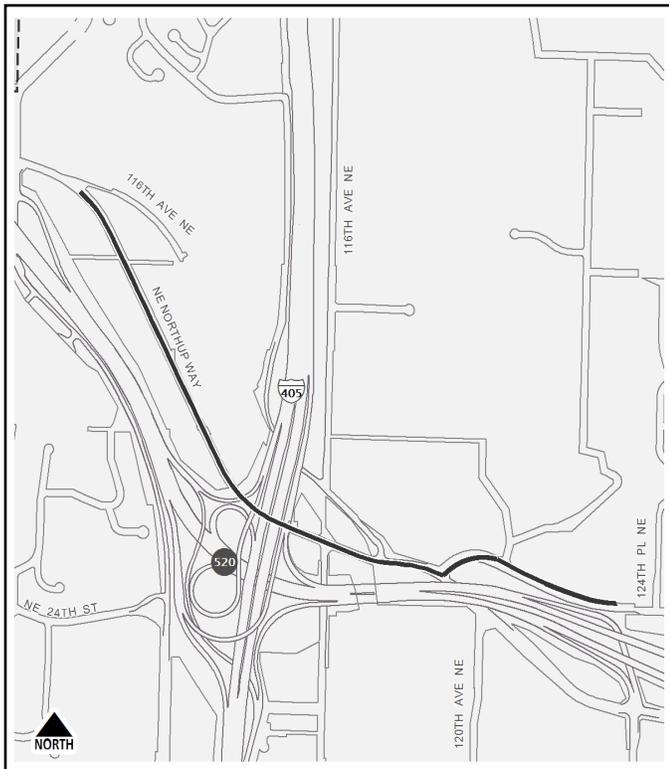
### Environmental Impacts

Consistent with state and federal environmental requirements, this project obtained SEPA and NEPA environmental approvals and will obtain required City, state and federal permits prior to construction.

### Operating Budget Impacts

Operating costs will increase due to added street lighting/signal (electricity) and the maintenance of the roadway. The maintenance activities include landscaping maintenance and street light/signal maintenance. An estimated \$50,000 will be required to fund maintenance and operations costs adjusted for inflation annually.

### Project Map



### Schedule of Activities

| Project Activities                    | From - To   | Amount     |
|---------------------------------------|-------------|------------|
| Project Costs                         | 2007 - 2017 | 11,726,070 |
| <b>Total Budgetary Cost Estimate:</b> |             | 11,726,070 |

### Means of Financing

| Funding Source                     | Amount    |
|------------------------------------|-----------|
| Federal Grants                     | 2,215,820 |
| General Taxes & LTGO Bond Proceeds | 564,574   |
| Intergovernmental Contributions    | 8,000,000 |
| Real Estate Excise Tax             | 431,676   |
| Transportation Funding             | 514,000   |

**Total Programmed Funding:** 11,726,070  
**Future Funding Requirements:**

### Comments

# PW-R-155 Traffic Computer System Upgrade

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Existing**  
 Location: **Citywide**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 5,693,019               | 5,143,019            | 550,000        | -              | -              | -              | -              | -              | -              |

**Description and Scope**

This project replaces the City's traffic signal computer system with the Sydney Coordinated Adaptive Traffic System (SCATS) to increase system reliability, support multi-modal mobility, and to systematically increase the efficiency of our transportation system. The replacement of the previous computer system software and hardware, located at the City's Traffic Management Center, and upgrading of field communication systems has been completed. Signal equipment at individual intersections and along corridors citywide are being placed onto the new SCATS system in phases. Phases 1 through 3 of the project are completed, and Phases 4 and 5 are scheduled for completion in 2015, which will complete the entire project.

**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 SCATS traffic adaptive signal system is a key piece in the city's Intelligent Transportation Systems (ITS) plan, and replaces an old outdated, unsupported, and obsolete signal system.

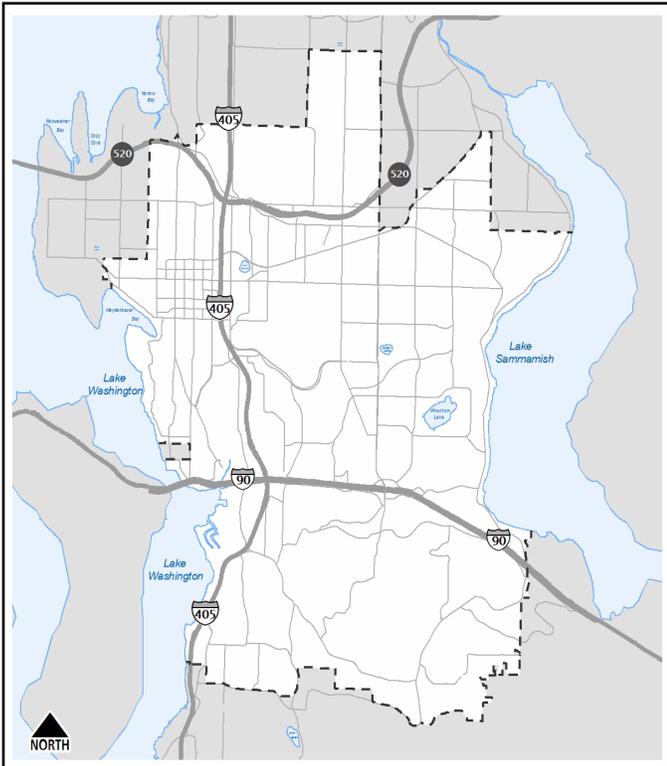
**Environmental Impacts**

Implementation of this project primarily affects existing traffic signals and associated equipment on previously improved rights of way, so environmental issues are minimal and are addresses as appropriate on a location-by-location basis. Implementation of this project will support lower vehicle fuel usage and lower electrical energy production reducing carbon emissions.

**Operating Budget Impacts**

Operating costs impacts include annual maintenance contracts for the new signal system and annual Electronic Equipment Replacement Fund contributions for the addition or replacement of certain equipment such as Ethernet switches, traffic cameras and signal controllers.

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount    |
|---------------------------------------|-------------|-----------|
| Project Costs                         | 2007 - 2015 | 5,693,019 |
| <b>Total Budgetary Cost Estimate:</b> |             | 5,693,019 |

**Means of Financing**

| Funding Source                      | Amount    |
|-------------------------------------|-----------|
| Federal Grants                      | 631,638   |
| General Taxes & LTGO Bond Proceeds  | 4,152,238 |
| Interlocal Contributions            | 188,288   |
| Real Estate Excise Tax              | 720,855   |
| <b>Total Programmed Funding:</b>    | 5,693,019 |
| <b>Future Funding Requirements:</b> |           |

**Comments**

## PW-R-156 ITS Master Plan Implementation Program

Category: **Improved Mobility**  
 Department: **Transportation**

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

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>2,975,001</b>        | <b>425,001</b>       | <b>150,000</b> | <b>400,000</b> | <b>400,000</b> | <b>400,000</b> | <b>400,000</b> | <b>400,000</b> | <b>400,000</b> |

### Description and Scope

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, uploading video clips from traffic cameras to public websites, real time traffic map enhancements, installation of 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, emergency vehicle preempt upgrades, and street light monitoring systems. 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.

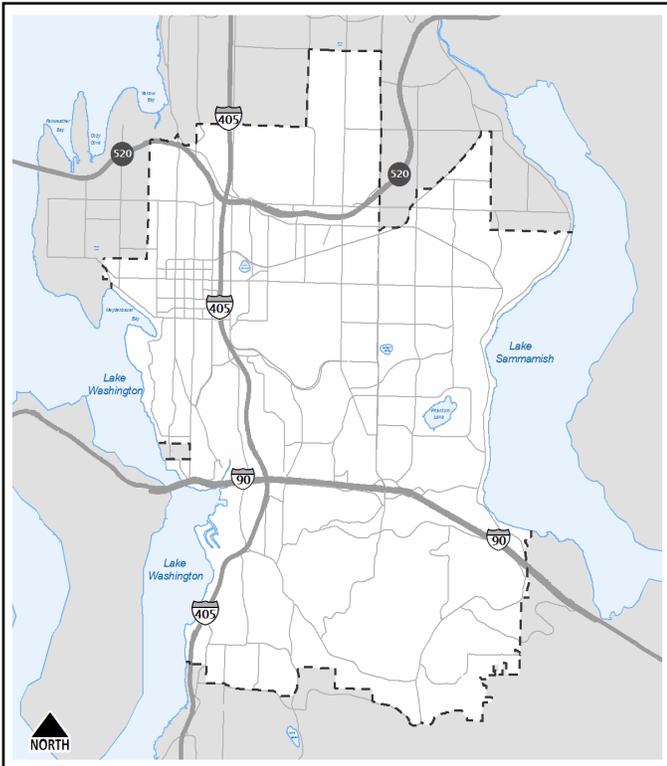
### Environmental Impacts

This program funds projects that 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. This project will support lower vehicle fuel usage and lower electrical energy production reducing carbon emissions.

### Operating Budget Impacts

Operating costs for new improvements will be determined on an as needed basis.

### Project Map



### Schedule of Activities

| Project Activities                    | From - To | Amount           |
|---------------------------------------|-----------|------------------|
| Project Costs                         | Ongoing   | 2,975,001        |
| <b>Total Budgetary Cost Estimate:</b> |           | <b>2,975,001</b> |

### Means of Financing

| Funding Source                     | Amount    |
|------------------------------------|-----------|
| General Taxes & LTGO Bond Proceeds | 621,186   |
| Real Estate Excise Tax             | 2,353,815 |

**Total Programmed Funding:** 2,975,001  
**Future Funding Requirements:**

### Comments

# PW-R-159 East Link Analysis and Development

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Enhanced**  
 Location: **N/A**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 14,015,449              | 8,908,001            | 2,816,689      | 2,290,759      | -              | -              | -              | -              | -              |

**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 Sound Transit-funded light rail project that will connect Bellevue with Seattle and with the Overlake area of Redmond by 2023. The \$2.8+ billion project will be routed through south Bellevue, downtown Bellevue, and the Bel-Red corridor with six stations. The East Link alignment has now been set and the City and Sound Transit have executed (in November 2011) a Memorandum of Understanding (MOU), which commits the City to a financial contribution of up to \$160 million. Additionally, both parties endorsed an ongoing Collaborative Design Process (CDP) to advance project design and address project mitigation issues. Parties are also evaluating a possible amended and restated Memorandum of Understanding to reflect updated project information. Property acquisitions, utility relocations, and other pre-construction activities are underway. Construction is anticipated to commence in late 2015/early 2016. During this time the City will focus on investigating and resolving design variations; coordinating City roadway projects in the vicinity of East Link with Sound Transit; implementing an appropriate permitting and inspection process; identifying and evaluating complimentary City actions; and analyzing community issues and preferences, station area planning, and other project elements. 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.

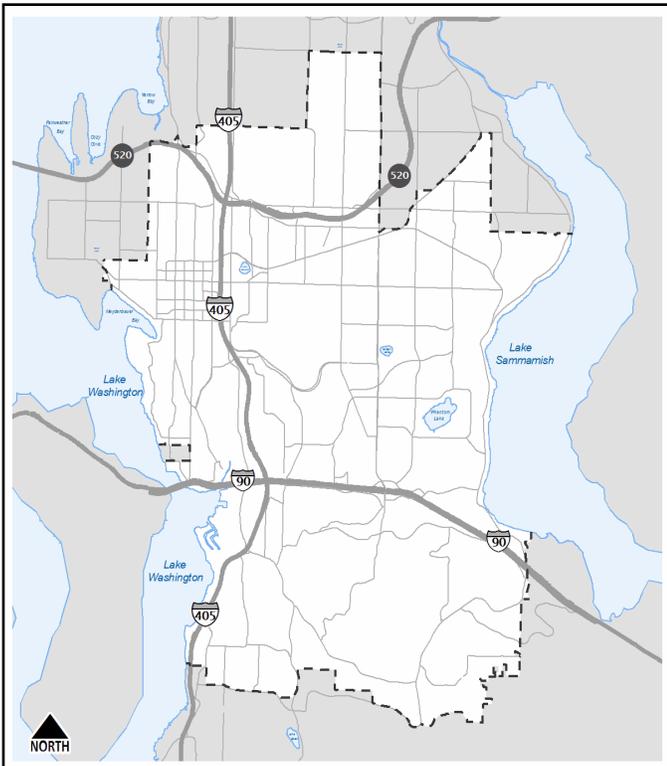
**Environmental Impacts**

Not applicable

**Operating Budget Impacts**

This project has no known impacts to operating revenues and/or expenditures.

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount     |
|---------------------------------------|-------------|------------|
| Project Costs                         | 2009 - 2016 | 14,015,449 |
| <b>Total Budgetary Cost Estimate:</b> |             | 14,015,449 |

**Means of Financing**

| Funding Source                      | Amount     |
|-------------------------------------|------------|
| Contributions from Other City Funds | 60,000     |
| General Taxes & LTGO Bond Proceeds  | 13,331,448 |
| Interlocal Contributions            | 550,001    |
| Miscellaneous Revenue               | 74,000     |

**Total Programmed Funding:** 14,015,449  
**Future Funding Requirements:**

**Comments**

Additional funds totaling \$400,000 recognized from Sound Transit for their share of costs for design of park related issues at Mercer Slough (\$300,000) and consultant services to assist with the Collaborative Design Process (\$100,000).

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

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Existing**  
 Location: **NE 4th St. 116th Ave NE to 120th Ave NE**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 36,210,000              | 31,299,000           | 4,411,000      | 500,000        | -              | -              | -              | -              | -              |

**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 was determined in coordination with existing and potential future development and with the ownership interests of the Eastside Rail Corridor (ERC). The project has been designed not to preclude potential future uses of the ERC corridor. The project will include a new signalized intersection at NE 4th Street/120th Avenue NE and modifies 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 will be completed in stages.

**Rationale**

The NE 4th Street project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new Bel-Red transit-oriented-development nodes, and the larger city and region. This project in coordination with a widened and realigned 120th Ave NE corridor, a widened and improved 124th Ave NE corridor, the planned NE 6th Street extension, and the new NE Spring Boulevard (NE 15th/16th Street) multi-modal corridor have been associated and advanced as part of the Mobility and Infrastructure Initiative (M&I) of 2009. The package of M&I projects was formed to address recent growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design and implementation with the Sound Transit East Link light rail project.

**Environmental Impacts**

Consistent with federal and state environmental requirements, this project obtained NEPA and SEPA environmental approval and obtained the required City permits prior to construction.

**Operating Budget Impacts**

Operating costs will increase due to added street lighting/signal (electricity) and the maintenance of the roadway. An estimated \$40,000 will be required to fund maintenance and operations costs adjusted for inflation annually.

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount     |
|---------------------------------------|-------------|------------|
| Project Costs                         | 2009 - 2016 | 36,210,000 |
| <b>Total Budgetary Cost Estimate:</b> |             | 36,210,000 |

**Means of Financing**

| Funding Source                           | Amount     |
|--|------------|
| Federal Grants                           | 3,500,000  |
| Federal Grants                           | 3,000,000  |
| General Taxes & LTGO Bond Proceeds       | 854,139    |
| General Taxes & LTGO Bond Proceeds       | 13,088,649 |
| Impact Fees                              | 1,523,000  |
| Impact Fees                              | 1,253,555  |
| Local Revitalization Funding             | 8,782,572  |
| LTGO Bond Proceeds – Impact Fee Eligible | 3,388,000  |
| Real Estate Excise Tax                   | 320,085    |
| Transportation Funding                   | 500,000    |
| <b>Total Programmed Funding:</b>         | 36,210,000 |
| <b>Future Funding Requirements:</b>      |            |

**Comments**

Additional funding of \$719,000 recognized from State TIB grant offset by a reduction in Federal STP grant of \$500,000.

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

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Existing**  
 Location: **NE 6th St from I-405 east to 120th Ave NE**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 999,999                 | 949,732              | 50,267         | -              | -              | -              | -              | -              | -              |

**Description and Scope**

This project conducted a pre-design analysis (completed in 2012) 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 former 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).

Remaining project funds will support efforts to coordinate with or respond to inquiries from the Washington State Department of Transportation (WSDOT) and/or other entities regarding refinement of or preservation of future project implementation plans or opportunities.

**Rationale**

The NE 6th Street project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new Bel-Red transit-oriented-development nodes, and the larger city and region. This project in coordination with the extension of NE 4th Street, a widened and realigned 120th Avenue NE corridor, a widened and improved 124th Avenue NE corridor, and the new NE Spring Boulevard (NE 15th/16th Street) multi-modal corridor have been associated and advanced as part of the Mobility and Infrastructure Initiative (M&I) of 2009. The package of projects was formed to address recent growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design and implementation with the Sound Transit East Link light rail project.

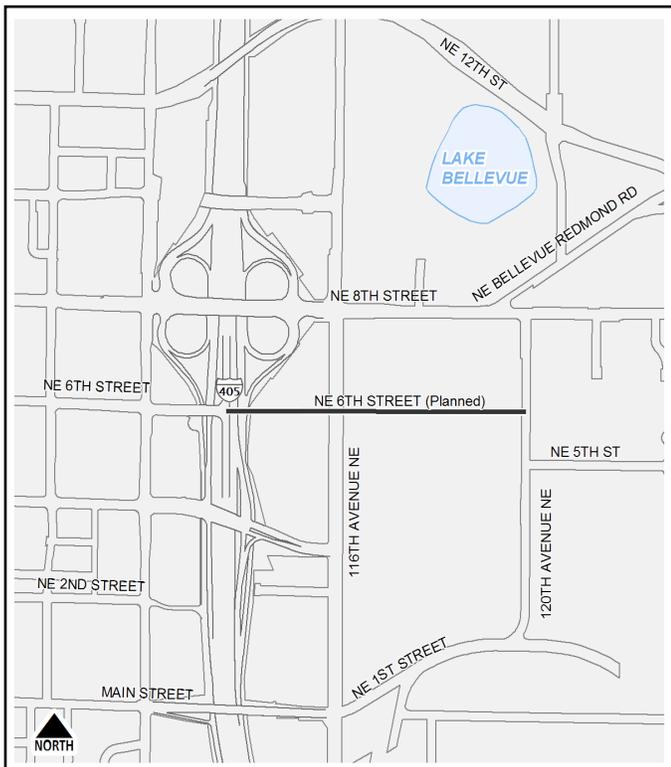
**Environmental Impacts**

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 2013-2024 Transportation Facilities Plan update. Programmatic impact and mitigation documentation is included in the 2013-2024 TFP Final Environmental Impact Statement, published in July 2013.

**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 - 2015 | 999,999 |
| <b>Total Budgetary Cost Estimate:</b> |             | 999,999 |

**Means of Financing**

| Funding Source                     | Amount  |
|------------------------------------|---------|
| General Taxes & LTGO Bond Proceeds | 949,732 |
| Transportation Funding             | 50,267  |

**Total Programmed Funding:** 999,999

**Future Funding Requirements:**

**Comments**

## PW-R-164 120th Avenue NE (Stage 2) - NE 8th St to NE 12th St

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Existing**  
 Location: **120th Ave NE from NE 700 Block to NE 12th St**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 36,450,218              | 19,468,218           | 6,881,000      | 6,881,000      | 3,220,000      | -              | -              | -              | -              |

### Description and Scope

This project will extend, realign and widen 120th Ave NE from south of NE 8th St to south of NE 12th Street. The project includes all intersection and signal improvements at NE 8th St and a new signalized intersection at Lake Bellevue Drive/Old Bel-Red Road. 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 Wilburton/Bel-Red urban design criteria. The project includes new and/or relocation of utility infrastructure including a joint utility trench (JUT) to accommodate future underground utilities. The project will also be coordinated with private development in the vicinity and with development of the 120th Ave NE Improvements projects south of NE 8th St (Stage 1; CIP Plan No. PW-R-161) and from NE 12th Street to the north (Stage 3, CIP Plan No. PW-R-168).

### Rationale

The 120th Ave NE project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new Bel-Red transit-oriented-development nodes, and the larger city and region. This project in coordination with the extension of NE 4th St, a widened and improved 124th Ave NE corridor, the planned NE 6th St extension, and the new NE Spring Boulevard (NE 15th/16th St) multi-modal corridor have been associated and advanced as part of the Mobility and Infrastructure Initiative (M&I) of 2009. The package of projects was formed to address recent growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design and implementation with the Sound Transit East Link light rail project.

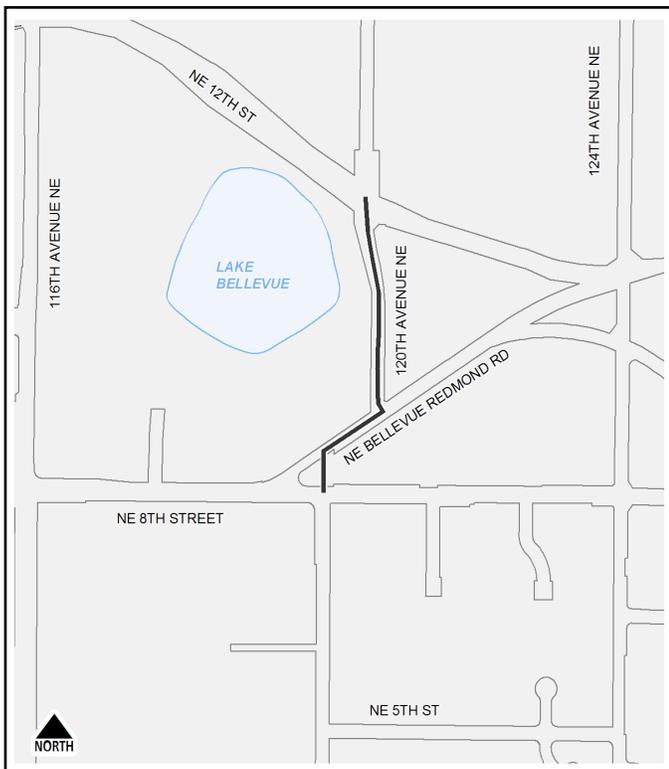
### Environmental Impacts

Consistent with state and federal environmental requirements, this project obtained SEPA and NEPA environmental approval and obtained the required City permits prior to construction.

### Operating Budget Impacts

Operating costs will increase due to added street lighting/signals (electricity) and the maintenance of the roadway. An estimated \$30,000 will be required to fund maintenance and operations costs adjusted for inflation annually.

### Project Map



### Schedule of Activities

| Project Activities                    | From - To   | Amount     |
|---------------------------------------|-------------|------------|
| Project Costs                         | 2010 - 2017 | 36,450,218 |
| <b>Total Budgetary Cost Estimate:</b> |             | 36,450,218 |

### Means of Financing

| Funding Source                      | Amount     |            |
|-------------------------------------|------------|------------|
| Federal Grants                      | 6,190,000  |            |
| General Taxes & LTGO Bond Proceeds  | 12,277,113 |            |
| Miscellaneous Revenue               | 22,440     |            |
| Miscellaneous Revenue               | 2,415,869  |            |
| Private Contributions               | 660,000    |            |
| Real Estate Excise Tax              | 1,857,353  |            |
| Sale of Fixed Assets                | 3,455,000  |            |
| Transportation Impact Fees          | 9,572,443  |            |
| <b>Total Programmed Funding:</b>    |            | 36,450,218 |
| <b>Future Funding Requirements:</b> |            |            |

### Comments

Additional funding totaling \$5.6 million recognized from Federal STP grant (\$2.1 million) and anticipated future remnant land sales (\$3.5 million).

# PW-R-166 124th Avenue NE - NE Spring Boulevard to NE 18th St

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Existing**  
 Location: **124th Ave NE – NE Spring Boulevard to NE 18th Street**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 10,601,225              | 3,422,225            | 1,969,000      | -              | -              | -              | 5,210,000      | -              | -              |

### Description and Scope

This project will widen 124th Avenue NE from NE Spring Boulevard to NE 18th Street. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane, install curb, gutter and sidewalk or multipurpose trail on both sides, planter strips, a bridge structure, retaining walls, illumination, landscaping, irrigation, storm drainage, water quality treatment, and install a new signal at NE 16th Street. The project will be designed and constructed in coordination with Sound Transit and the undercrossing of the East Link light rail line project in this vicinity and will reflect Bel-Red urban design criteria and to accommodate any necessary new and/or relocation of utility infrastructure. Implementation will be coordinated with private development in the vicinity and the development of 124th Ave NE Improvements – Main St to NE Spring Blvd (CIP Plan No. PW-R-169) and the NE Spring Blvd improvements to the west of the 124th Ave NE corridor (Zones 1 and 2; CIP Plan Nos. PW-R-172 and 173). The current project budget is intended to fully fund the City's share of design, ROW acquisition and construction costs of the roadway segment and project scope described above. Prior to 2015, this project also advanced the design of the 124th Ave NE corridor between NE 18th St and Northup Way to the 90% level. Future implementation of that segment may occur in phases or include interim facilities dependent upon funding availability and coordination with other Bel-Red area capital investments or private developments.

### Rationale

The 124th Ave NE project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new Bel-Red transit-oriented-development nodes, and the larger city and region. This project in coordination with the extension of NE 4th St., a widened and realigned 120th Ave NE corridor, the planned NE 6th Street extension, and the new NE Spring Blvd multi-modal corridor have been associated and advanced as part of the Mobility and Infrastructure Initiative (M&I) of 2009. The package of projects was formed to address recent growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design and implementation with the Sound Transit East Link project.

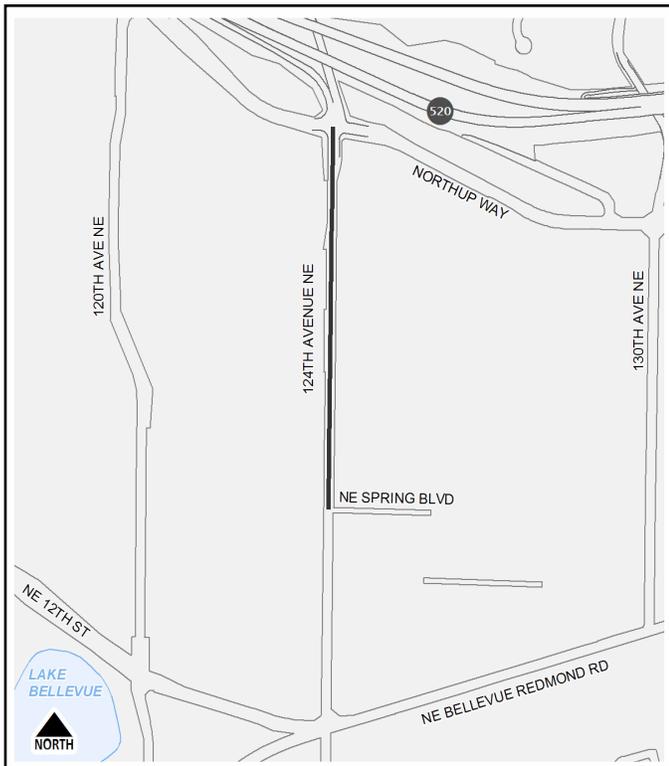
### Environmental Impacts

Consistent with state and federal environmental requirements, this project is in the process of obtaining SEPA and NEPA environmental approvals for the full 124th Ave NE corridor between NE 8th Street and Northup Way. A citywide programmatic environmental review including this project was conducted as part of the citywide 2013-2024 Transportation Facilities Plan update. Programmatic impact and mitigation documentation is included in the 2013-2024 TFP Final Environmental Impact Statement, published in July 2013.

### Operating Budget Impacts

Operating costs will increase due to added street lighting/signals (electricity) and the maintenance of the roadway. An estimated \$25,000 annually, adjusted for inflation, will be required to fund ongoing maintenance and operations costs.

### Project Map



### Schedule of Activities

| Project Activities | From - To   | Amount     |
|--------------------|-------------|------------|
| Project Costs      | 2011 - 2019 | 10,601,225 |

**Total Budgetary Cost Estimate:** 10,601,225

### Means of Financing

| Funding Source                     | Amount    |
|------------------------------------|-----------|
| General Taxes & LTGO Bond Proceeds | 4,229,225 |
| Impact Fees                        | 5,210,000 |
| Miscellaneous Revenue              | 1,162,000 |

**Total Programmed Funding:** 10,601,225  
**Future Funding Requirements:**

# PW-R-168 120th Avenue NE (Stage 3) NE 12th St to NE 16th St

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Existing**  
 Location: **120th Ave NE from NE 12th St. to NE 16th St.**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 14,537,671              | 4,687,671            | 2,760,000      | 3,545,000      | 3,545,000      | -              | -              | -              | -              |

**Description and Scope**

This project will extend the 120th Avenue NE widening from NE 12th Street to NE 16th Street. This corridor segment includes all intersection improvements at NE 12th Street and will be designed to accommodate future intersections at Spring Boulevard, NE 16th Street, and potential property access near the NE 14th Street alignment. 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. Between NE 14th and NE 16th Streets, the project will include a bridge structure and be designed and constructed in coordination with Sound Transit and the undercrossing of the East Link light rail line project in this vicinity. 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 implementation will also be coordinated with private development in the vicinity and the development of 120th Ave NE Improvements – NE 8th to NE 12th Streets (Stage 2; CIP Plan No. PW-R-164) and the NE Spring Blvd improvements to the west and east of the 120th Ave NE corridor (Zones 1 and 2; CIP Plan Nos. PW-R-172 and 173). The current project budget is intended to fully fund the City’s share of design and implementation costs of the segment between NE 12th and NE 16th Streets consistent with the project scope described above. Prior to 2015, this CIP project also advanced the design of the 120th Avenue NE corridor between NE 16th Street and Northup Way to the 60% level.

**Rationale**

The 120th Avenue NE project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new Bel-Red transit-oriented-development nodes, and the larger city and region. This project in coordination with the extension of NE 4th Street, a widened and improved 124th Avenue NE corridor, the planned NE 6th Street extension, and the new NE Spring Boulevard multi-modal corridor have been associated and advanced as part of the Mobility and Infrastructure Initiative (M&I) of 2009. The package of projects was formed to address recent growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design and implementation with the Sound Transit East Link light rail project.

**Environmental Impacts**

Consistent with federal and state environmental requirements, this project obtained NEPA and SEPA environmental approval and will obtain the required City, state and federal permits prior to construction.

**Operating Budget Impacts**

Operating costs will increase due to added street lighting/signals (electricity) and the maintenance of the roadway.

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount            |
|---------------------------------------|-------------|-------------------|
| Project Costs                         | 2013 - 2017 | 14,537,671        |
| <b>Total Budgetary Cost Estimate:</b> |             | <b>14,537,671</b> |

**Means of Financing**

| Funding Source                     | Amount    |
|------------------------------------|-----------|
| Federal Grants                     | 4,390,000 |
| General Taxes & LTGO Bond Proceeds | 1,687,671 |
| Impact Fees                        | 3,610,000 |
| State Grants                       | 4,850,000 |

**Total Programmed Funding:** 14,537,671  
**Future Funding Requirements:**

**Comments**

Additional funding totaling \$9.3 million recognized from Federal STP grant (\$4.4 million) and State TIB grant (\$4.9 million).

# PW-R-169 124th Ave NE - NE 12th St to NE Spring Boulevard

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Enhanced**  
 Location: **124th Ave NE between NE 12th St and NE Spring Blvd**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 1,419,129               | 1,053,129            | 366,000        | -              | -              | -              | -              | -              | -              |

**Description and Scope**

This project will advance the design (to 30%) for the widening of 124th Ave NE from NE 12th St (Bel-Red Rd) to NE Spring Blvd. The roadway cross-section of this segment will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane; curb, gutter, and separated multi-use paths on both sides; and illumination, landscaping, irrigation, storm drainage and water quality treatment, intersection, and signal system improvements. The ultimate project will be designed and constructed to reflect Bel-Red urban design criteria and to accommodate any necessary new and/or relocation of existing utility infrastructure and will be coordinated with the design and implementation of 124th Ave NE Improvements – NE Spring Blvd to NE 18th St (CIP Plan PW-R-166).

This project will also complete the conceptual design of non-motorized improvements between NE 8th and NE 12th Streets. South of NE 8th St, the project has evaluated, designed, and will complete implementation of mitigation measures to protect residential communities south of NE 8th St from potential traffic impacts of Bel-Red growth and the associated major roadway projects in the vicinity. Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other Bel-Red area capital investments or private developments.

**Rationale**

The 124th Ave NE project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new Bel-Red transit-oriented-development nodes, and the larger city and region. This project in coordination with the extension of NE 4th St., a widened and realigned 120th Ave NE corridor, the planned NE 6th St. extension, and the new NE Spring Blvd multi-modal corridor have been associated and advanced as part of the Mobility and Infrastructure Initiative of 2009 (M&I). The M&I was formed to address recent growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design and implementation with the Sound Transit East Link project.

**Environmental Impacts**

A SEPA determination of non-significance was issued for the implementation of the streetscape improvements between Main and NE 8th Streets. In association with the 124th Ave NE Improvements - NE Spring Blvd to NE 18th St (CIP Plan PW-R-166) and consistent with state and federal environmental requirements, this project is in the process of obtaining SEPA and NEPA environmental approvals for the remainder of the 124th Ave NE corridor between NE 8th St and Northup Way. A citywide programmatic environmental review including this project was conducted as part of the 2013-2024 Transportation Facilities Plan update. Programmatic impact and mitigation documentation is included in the 2013-2024 TFP Final Environmental Impact Statement, published in July 2013.

**Operating Budget Impacts**

Operating costs will increase due to added street lighting/signals (electricity) and the maintenance of the roadway.

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount    |
|---------------------------------------|-------------|-----------|
| Project Costs                         | 2013 - 2015 | 1,419,129 |
| <b>Total Budgetary Cost Estimate:</b> |             | 1,419,129 |

**Means of Financing**

| Funding Source                     | Amount  |
|------------------------------------|---------|
| General Taxes & LTGO Bond Proceeds | 975,000 |
| Real Estate Excise Tax             | 108,271 |
| Transportation Funding             | 335,858 |

**Total Programmed Funding:** 1,419,129  
**Future Funding Requirements:**

# PW-R-171 134th Avenue NE - NE Spring Boulevard to NE 20th Street

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Existing**  
 Location: **New 134th Ave NE - NE Spring Blvd and NE 20th Street**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 267,000                 | -                    | 132,000        | 135,000        | -              | -              | -              | -              | -              |

**Description and Scope**

This project will initiate the conceptual design for the extension of 134th Avenue NE between NE Spring Boulevard and NE 20th Street. The design will be developed in coordination with Sound Transit who will be implementing the East Link Light Rail Transit (LRT) project between the eastbound and westbound lanes of NE Spring Boulevard. The project design includes a signalized intersection at NE Spring Boulevard that will integrate traffic, pedestrian, and bicycle movements with a future LRT at-grade crossing at this location, and a new signalized intersection at NE 20th Street. The planned roadway cross-section consists of three lanes, including one travel lane in each direction with turn pockets or a center turn lane, on-street parking, curb, gutter and sidewalk on both sides of the street, illumination, landscaping, irrigation, storm drainage, water quality treatment, and other underground utilities. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with private development in the vicinity and the development of the NE Spring Boulevard - 130th to 132nd Avenues NE and NE Spring Boulevard - 132nd Avenue NE to NE 20th Street projects (CIP Plan Nos. PW-R-174 and 175).

**Rationale**

The 134th Avenue NE project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between the new Bel-Red transit-oriented-development nodes and the larger city and region. This project in coordination with the Sound Transit East Link Light Rail project, the planned light rail station between 130th and 132nd Avenues NE, and the planned extensions and improvements to NE Spring Boulevard and 130th Avenue NE along with other new amenities will support the area's redevelopment, attracting private investment in commercial and residential uses to create entirely new neighborhoods.

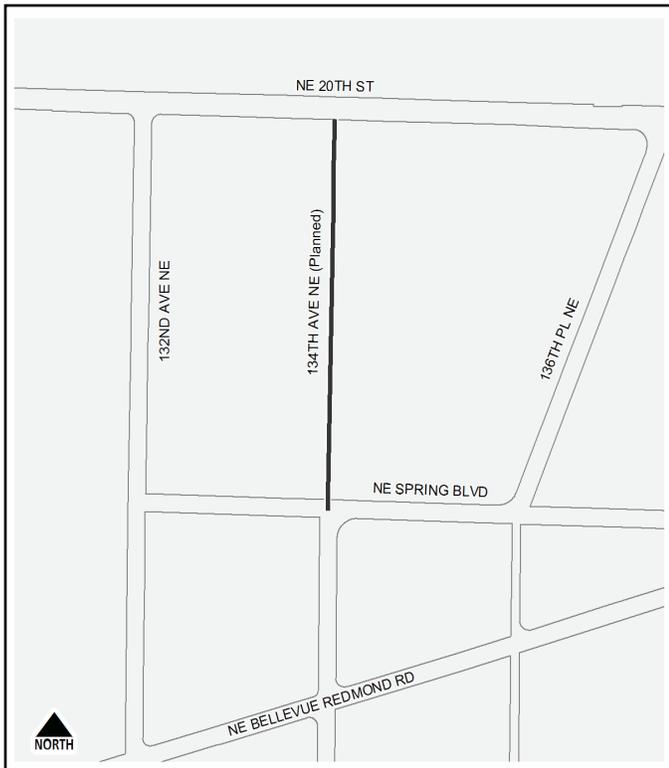
**Environmental Impacts**

A project specific environmental determination will be made in conjunction with the final design for this project.

**Operating Budget Impacts**

Ongoing maintenance and operating 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                         | 2015 - 2016 | 267,000 |
| <b>Total Budgetary Cost Estimate:</b> |             | 267,000 |

**Means of Financing**

| Funding Source         | Amount  |
|------------------------|---------|
| Transportation Funding | 267,000 |

**Total Programmed Funding:** 267,000  
**Future Funding Requirements:**

**Comments**

# PW-R-172 NE Spring Blvd (Zone 1) - 116th Ave NE to 120th Ave NE

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Enhanced**  
 Location: **NE Spring Blvd (Zone 1) - 116th to 120th Avenues NE**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 31,604,989              | 1,599,989            | 1,987,000      | 2,264,000      | 11,877,000     | 3,877,000      | -              | 4,500,000      | 5,500,000      |

**Description and Scope**

This project will complete the design and construct a new multi-modal arterial street connection between NE 12th Street/116th Avenue NE and 120th Avenue NE. NE 12th Street will be widened between 116th Avenue NE and the new street connection west of the Eastside Rail Corridor. The planned roadway cross-section for the new arterial street between NE 12th Street and 120th Avenue NE will include two travel lanes in each direction with turn pockets, along with new traffic signals at the NE 12th Street and at 120th Avenue NE intersections. This project will also incorporate other work elements including modifications to the existing NE 12th Street/116th Avenue NE intersection, a separated multi-purpose path along the north side and a sidewalk on the south side, landscaping and irrigation, illumination, storm drainage improvements and water quality treatment, and other underground utilities. The project will be designed and constructed in coordination with Sound Transit so that it may cross over the East Link light rail alignment and Eastside Rail Corridor. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with private development in the vicinity and the development of NE Spring Boulevard - 120th to 124th Avenues NE (Zone 2; CIP Plan No. PW-R-173) and 120th Avenue NE Improvements – NE 12th Street to NE 16th Street (Stage 3; CIP Plan No. PW-R-168).

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

**Rationale**

The NE Spring Boulevard project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new Bel-Red transit-oriented-development nodes, and the larger city and region. This project in coordination with the extension of NE 4th Street, a widened and realigned 120th Avenue NE corridor, the planned NE 6th Street extension, and a widened and improved 124th Avenue NE corridor have been associated and advanced as part of the Mobility and Infrastructure Initiative (M&I) of 2009. The package of M&I projects was formed to address recent growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design and implementation with the Sound Transit East Link light rail project.

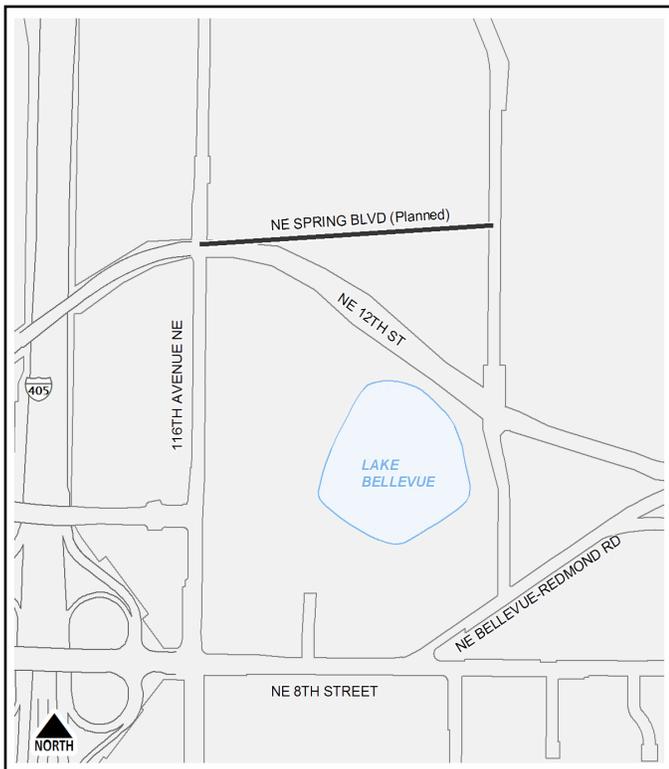
**Environmental Impacts**

In association with the NE Spring Boulevard Zone 2 project (CIP Plan No. PW-R-173), a corridor specific environmental determination consistent with state and federal requirements will be made in conjunction with the final design of both projects.

**Operating Budget Impacts**

Ongoing maintenance and operating 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                         | 2013 - 2021 | 31,604,989 |
| <b>Total Budgetary Cost Estimate:</b> |             | 31,604,989 |

**Means of Financing**

| Funding Source                     | Amount     |
|------------------------------------|------------|
| Federal Grants                     | 1,800,000  |
| General Taxes & Impact Fees        | 21,674,000 |
| General Taxes & LTGO Bond Proceeds | 7,204,319  |
| Transportation Funding             | 926,670    |

**Total Programmed Funding:** 31,604,989  
**Future Funding Requirements:**

**Comments**

Project scope expanded to fully fund all phases of the project. Additional funding from Federal STP grant totaling \$1.8 million recognized. This grant is awarded for the design of both Zone 1 and 2 totaling \$3.0 million.

# PW-R-173 NE Spring Boulevard (Zone2) - 120th Ave NE to 124th Ave NE

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Enhanced**  
 Location: **NE Spring Blvd (Zone 2) - 120th to 124th Avenues NE**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 3,400,618               | 1,343,618            | 1,440,000      | 617,000        | -              | -              | -              | -              | -              |

**Description and Scope**

This project will complete final design of a new arterial street connection between 120th and 124th Avenues NE, including signalized intersections at 120th, 121st, 123rd, and 124th Avenues NE. The planned roadway cross-section will include two travel lanes in each direction with widened outside lanes for shared bicycle use, turn pockets or center medians, curb, gutter, and wide sidewalks on both sides, landscaping, irrigation, illumination, storm drainage, water quality treatment, and other underground utilities. An on-street parking and transit vehicle layover space will be provided along the north side of the roadway alignment. The project will be designed in coordination with the Sound Transit East Link light rail station in the vicinity of 120th Avenue NE. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with private development in the vicinity, including the development of parallel non-motorized system improvements along the NE 16th Street alignment. The project will also be coordinated with the development of NE Spring Boulevard - 116th to 120th Avenues NE (Zone 1; CIP Plan No. PW-R-172), 120th Avenue NE Improvements – NE 12th to NE 16th Streets (Stage 3; CIP Plan No. PW-R-168), and 124th Avenue NE Improvements – NE Spring Boulevard to NE 18th Street (CIP Plan No. PW-R-166).

**Rationale**

The NE Spring Boulevard project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new Bel-Red transit-oriented-development nodes, and the larger city and region. This project in coordination with the extension of NE 4th Street, a widened and realigned 120th Avenue NE corridor, the planned NE 6th Street extension, and a widened and improved 124th Avenue NE corridor have been associated and advanced as part of the Mobility and Infrastructure Initiative (M&I) of 2009. The package of M&I projects was formed to address recent growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design and implementation with the Sound Transit East Link light rail project.

**Environmental Impacts**

In association with the NE Spring Boulevard Zone 1 project (CIP Plan No. PW-R-172), a corridor specific environmental determination consistent with state and federal requirements will be made in conjunction with the final design of both projects.

**Operating Budget Impacts**

Ongoing maintenance and operating 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                         | 2013 - 2016 | 3,400,618        |
| <b>Total Budgetary Cost Estimate:</b> |             | <b>3,400,618</b> |

**Means of Financing**

| Funding Source                           | Amount    |
|--|-----------|
| Federal Grants                           | 1,200,000 |
| General Taxes & LTGO Bond Proceeds       | 1,300,000 |
| Impact Fees                              | 617,000   |
| LTGO Bond Proceeds – Impact Fee Eligible | 240,000   |
| Transportation Funding                   | 43,618    |

**Total Programmed Funding:** 3,400,618  
**Future Funding Requirements:**

**Comments**

Project scope expanded to complete final design. Additional funding from Federal STP grant totaling \$1.2 million recognized. This grant is awarded for the design of both Zone 1 and 2 totaling \$3.0 million.

# PW-R-174 NE Spring Boulevard - 130th Ave to 132nd Ave NE

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Enhanced**  
 Location: **NE Spring Blvd – 130th to 132nd Avenues NE**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 3,396,962               | 396,962              | -              | -              | -              | -              | -              | 830,000        | 2,170,000      |

**Description and Scope**

This project will complete the design and construct the westbound lane and other improvements on the north half of a new arterial roadway connection between 130th Avenue NE and 132nd Avenue NE. The project includes traffic signals at the 130th Avenue NE and 132nd Avenue NE that will integrate traffic, pedestrian, and bicycle movements with the Sound Transit East Link Light Rail Transit (LRT) project. The roadway cross-section will include a single travel lane outside the LRT alignment, sidewalk and bike lane, illumination, landscaping and irrigation, storm drainage and water quality treatment, and other underground utilities. The project will be designed and constructed in coordination with Sound Transit who will construct the 130th Avenue NE LRT station between the westbound and eastbound lanes and a park and ride facility to the north. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with potential future private development in the vicinity, and designs for 130th Avenue NE – Bel-Red Road to NE 20th Street (CIP Plan No. PW-R-170) and NE Spring Boulevard – 132nd Avenue NE to NE 20th Street project (CIP Plan No. PW-R-175).

Prior to 2015, this project also advanced preliminary design of an eastbound lane and other roadway improvements of the south of the planned 130th Avenue NE LRT station. Future project implementation of the eastbound lane and other improvements to the south of the LRT station may occur in phases or include interim facilities and is dependent upon funding availability and coordination with other Sound Transit facilities, Bel-Red area capital investments and private developments.

**Rationale**

The NE Spring Boulevard project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between the new Bel-Red transit-oriented-development nodes and the larger city and region. This project in coordination with the Sound Transit East Link Light Rail project, the planned light rail station between 130th and 132nd Avenues NE, and the planned improvements to 130th Avenue NE and extension and improvements to 134th Avenue NE along with other amenities will support the area's redevelopment, attracting private investment in commercial and residential uses to create entirely new neighborhoods.

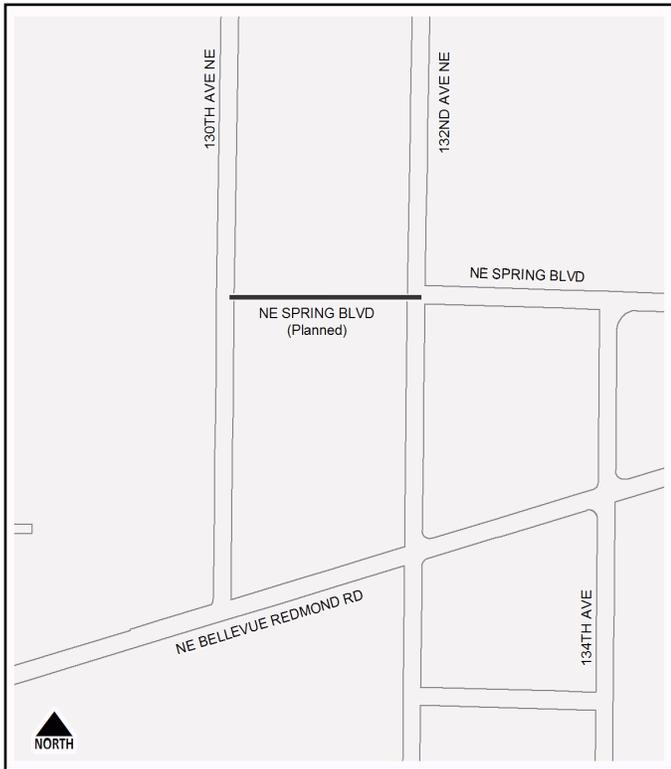
**Environmental Impacts**

A project specific environmental determination will be made in conjunction with the final design for this project.

**Operating Budget Impacts**

Ongoing maintenance and operating 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                         | 2013 - 2021 | 3,396,962 |
| <b>Total Budgetary Cost Estimate:</b> |             | 3,396,962 |

**Means of Financing**

| Funding Source         | Amount    |
|------------------------|-----------|
| Impact Fees            | 3,000,000 |
| Miscellaneous Revenue  | 185,000   |
| Transportation Funding | 211,962   |

**Total Programmed Funding:** 3,396,962  
**Future Funding Requirements:**

**Comments**

Project scope expanded to fund full implementation of the westbound lane.

# PW-R-175 NE Spring Blvd & 136th Pl NE-132nd Ave to NE 20th St

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Existing**  
 Location: **NE Spring Blvd/136th Pl NE-132nd Ave NE to NE 20th St**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 165,000                 | -                    | 165,000        | -              | -              | -              | -              | -              | -              |

**Description and Scope**

This project will advance the design of future roadway improvement to 30% design, allowing for coordination and forward compatibility with Sound Transit who will be implementing the East Link project between the eastbound/northbound and westbound/southbound lanes NE Spring Boulevard and 136th Place NE. The project will interface with designs at 132nd and 134th Avenues NE, which will integrate traffic, pedestrian, and bicycle movements with the East Link crossings. The roadway cross-section outside of the LRT alignment includes one travel lane in each direction, on-street parking between 132nd Ave NE and 134th Ave NE, buffered bike lanes, curb, gutter, and sidewalk on each side, illumination, landscaping, irrigation, storm drainage, water quality treatment, and other underground utilities. The project will be designed to reflect Bel-Red urban design criteria, the 130th Avenue NE Light Rail Station Area Plan Report, and will also be coordinated with private development in the vicinity and the design of the 130th Avenue NE – Bel-Red Road to NE 20th Street, 134th Avenue NE – NE Spring Boulevard to NE 20th Street, and NE Spring Boulevard – 130th to 132nd Avenues NE projects (CIP Plan Nos. PW-R-170, 171, and 174). Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other Sound Transit facilities, Bel-Red area capital investments or private developments.

**Rationale**

The NE Spring Boulevard/136th Place NE project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between the new Bel-Red transit-oriented-development nodes and the larger city and region. This project in coordination with the Sound Transit East Link Light Rail project to be built along this roadway alignment, the planned light rail station between 130th and 132nd Avenues NE, and the planned improvements to 130th Avenue NE and extension and improvements to 134th Avenue NE along with other amenities will support the area's redevelopment, attracting private investment in commercial and residential uses to create entirely new neighborhoods.

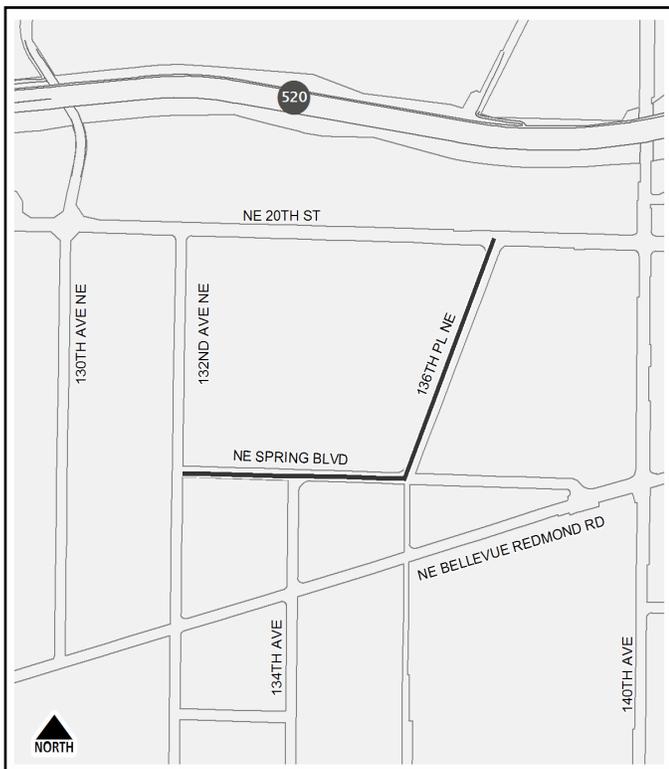
**Environmental Impacts**

A project specific environmental determination will be made in conjunction with the design for this project.

**Operating Budget Impacts**

Ongoing maintenance and operating 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                         | 2015 - 2015 | 165,000 |
| <b>Total Budgetary Cost Estimate:</b> |             | 165,000 |

**Means of Financing**

| Funding Source         | Amount  |
|------------------------|---------|
| Transportation Funding | 165,000 |

**Total Programmed Funding:** 165,000  
**Future Funding Requirements:**

**Comments**

# PW-R-176 Downtown Transportation Plan Implementation

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Enhanced**  
 Location: **Downtown Subarea and vicinity.**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 800,000                 | 400,000              | 400,000        | -              | -              | -              | -              | -              | -              |

**Description and Scope**

This project will implement mobility improvements recommended and prioritized through the Downtown Transportation Plan Update (CIP Plan No. PW-R-165; completed in 2014) - a multimodal transportation system plan to serve Downtown land use and advance Downtown as a vibrant, livable neighborhood where people live, work, recreate and learn.

Funded elements include mobility infrastructure improvements and multimodal corridor analyses that will inform subsequent implementation. Intersection enhancements, new mid-block crossings, bicycle facilities, and transit passenger access and amenities are planned, and prioritization has been established to improve access to new development and to the Downtown light rail station. Corridor analyses will inform the ultimate design and function for specific Downtown streets where multiple modes of travel must harmoniously co-exist. These corridors include Main Street, 106th Avenue NE, and 108th Avenue NE. Corridor design work will ensure that new development is designed to be consistent with the plan. This project may also provide leverage funding for discrete projects in coordination with partner agencies or private development in the Downtown area.

**Rationale**

Downtown Bellevue will accommodate much of the planned residential and employment growth in the city, and the number of daily person trips is forecast to increase from about 350,000 in 2010 to 650,000 in 2030. Traffic counts conducted since 1990 reveal stable traffic volume as Downtown has grown, demonstrating that an increase in person trips does not equate to a commensurate increase in vehicle trips. People are choosing to walk, bicycle and take transit, and the projects and corridor studies in this proposal will support these mobility options and enhance Downtown livability.

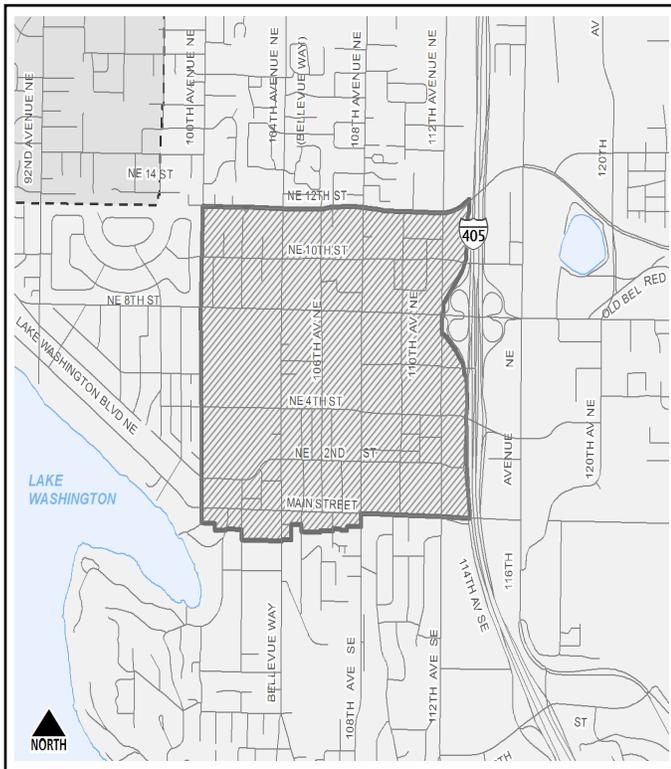
**Environmental Impacts**

This program funds projects that are primarily mobility or 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 costs for new improvements will be determined on an as needed basis.

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount  |
|---------------------------------------|-------------|---------|
| Project Costs                         | 2014 - 2015 | 800,000 |
| <b>Total Budgetary Cost Estimate:</b> |             | 800,000 |

**Means of Financing**

| Funding Source         | Amount  |
|------------------------|---------|
| General Taxes          | 400,000 |
| Transportation Funding | 400,000 |

**Total Programmed Funding:** 800,000  
**Future Funding Requirements:**

**Comments**

# PW-R-177 Eastgate Subarea Plan Implementation

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Existing**  
 Location: **Eastgate Subarea**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 500,000                 | -                    | 250,000        | 250,000        | -              | -              | -              | -              | -              |

**Description and Scope**

Implementation of priority projects recommended in the 2012 Eastgate/I-90 Land Use and Transportation Plan. Funding may be used to advance implementation of two specific Eastgate Plan priority projects: 1) The Bellevue College Connection project which would improve transit travel time for all routes serving the campus and more directly connect Eastgate and Bellevue College to the broader transit network; and 2) Bike lane improvements on Eastgate Way between Richards Road and SE 35th Street, which will provide safer, multi-modal connections to local/regional destinations. Other Eastgate Subarea Plan identified priorities may also be advanced.

**Rationale**

The Eastgate/I-90 regional corridor provides a mix of services to surrounding neighborhoods and serves as a vibrant and significant contributor to Bellevue's economic health containing approximately 18-percent of the city's total employment. A transit-oriented development (TOD) center is envisioned in the Eastgate area that accommodates a substantial portion of the corridor's projected office and residential growth. This project will provide early funding for projects that address improvements needed to support the future land use and significant growth anticipated in the Eastgate area.

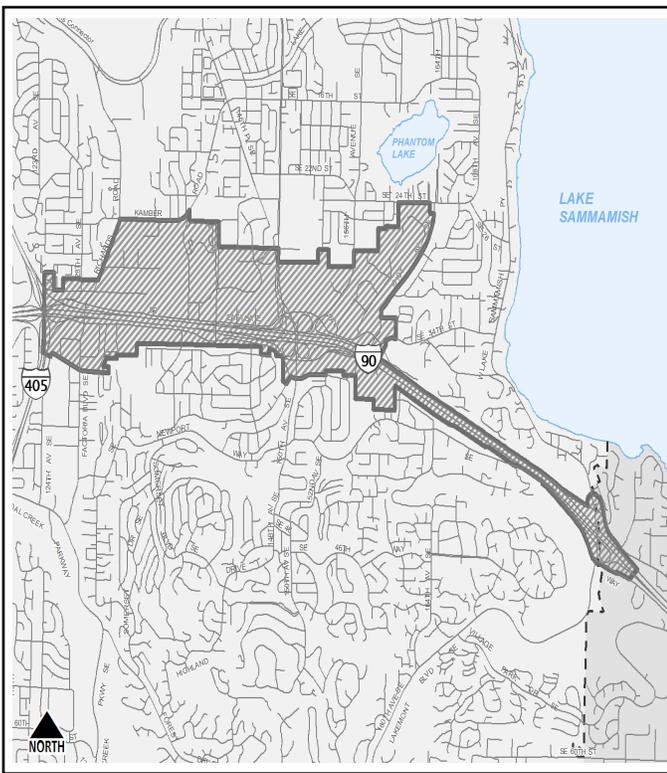
**Environmental Impacts**

Project specific environmental determinations will be made for each individual project in conjunction with the final design phase of that project, as needed.

**Operating Budget Impacts**

Operating costs for new improvements will be determined on an as needed basis.

**Project Map**



**Schedule of Activities**

| Project Activities | From - To   | Amount  |
|--------------------|-------------|---------|
| Project Costs      | 2015 - 2016 | 500,000 |

**Total Budgetary Cost Estimate:** 500,000

**Means of Financing**

| Funding Source                     | Amount  |
|------------------------------------|---------|
| General Taxes & LTGO Bond Proceeds | 250,000 |
| Transportation Funding             | 250,000 |

**Total Programmed Funding:** 500,000

**Future Funding Requirements:**

**Comments**

## PW-R-181 East Link MOU Commitments

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Existing**  
 Location: **Various locations throughout the City**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 54,355,281              | 36,405,281           | 17,950,000     | -              | -              | -              | -              | -              | -              |

### Description and Scope

The City of Bellevue and Sound Transit are engaged in the joint implementation of the East Link project within the Bellevue City Limits. This project provides certain resources to implement the partnership with Sound Transit called for in the November 2011 City of Bellevue – Sound Transit East Link Memorandum of Understanding (MOU) and Collaborative Design Process (CDP). Project funding will support the acquisition of properties required for both East Link and separately planned City projects. To ensure full compliance with the MOU and timely delivery of the East Link light rail extension, this project will also be implemented in coordination with public utility relocations (funded by the City of Bellevue Utilities Renewal and Replacement Fund) and specific roadway repaving work (funded by CIP Plan No. PW-M-1, Street Overlays).

### Rationale

East Link is a Sound Transit-funded light rail project that will connect Bellevue with Seattle and with the Overlake area of Redmond by 2023. The \$2.8+ billion project will be routed through south Bellevue, downtown Bellevue, and the Bel-Red corridor with six stations. The City and Sound Transit executed the MOU in November 2011, which commits the City to a financial contribution of up to \$160 million. Subsequently, both parties endorsed a Collaborative Design Process (CDP) that guides efforts leading up to completion of 60% design plans and Sound Transit “base-lining” the project cost estimate in early 2014. The CDP management structure supports coordinated decision-making and provides opportunities and resources to make decisions and resolve potential barriers. Upon completion of the 60% design, Sound Transit is expected to begin the process of acquiring property needed for staging and construction of the light rail line. Concurrently, the City will contribute certain city-owned property rights, initiate the acquisition of additional property rights, and perform the relocation of public utilities all necessary for East Link implementation through Bellevue.

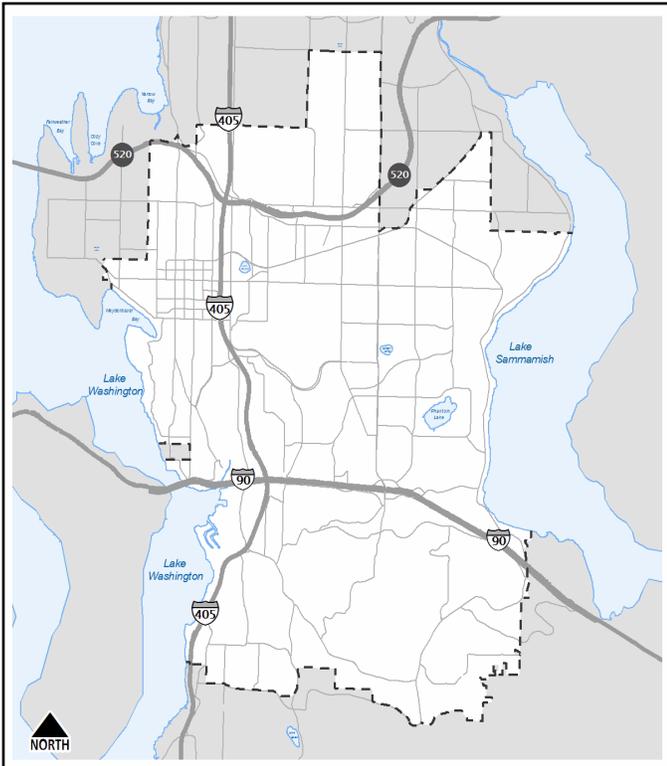
### Environmental Impacts

Not applicable.

### Operating Budget Impacts

Not applicable.

### Project Map



### Schedule of Activities

| Project Activities                    | From - To   | Amount            |
|---------------------------------------|-------------|-------------------|
| Project Costs                         | 2013 - 2015 | 54,355,281        |
| <b>Total Budgetary Cost Estimate:</b> |             | <b>54,355,281</b> |

### Means of Financing

| Funding Source                      | Amount     |                   |
|-------------------------------------|------------|-------------------|
| 2008 Parks Levy - Property Tax      | 5,900,000  |                   |
| General Taxes & LTGO Bond Proceeds  | 48,455,281 |                   |
| <b>Total Programmed Funding:</b>    |            | <b>54,355,281</b> |
| <b>Future Funding Requirements:</b> |            |                   |

### Comments

# PW-R-182 Downtown Transportation Plan/NE 6th Street Station Access

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **New**  
 Location: **Downtown Subarea and vicinity**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 5,000,000               | -                    | 350,000        | 900,000        | 700,000        | 450,000        | 600,000        | 2,000,000      | -              |

**Description and Scope**

This project advances implementation of the Downtown Transportation Plan to improve mobility options for people traveling to/from and within Downtown Bellevue. Significant emphasis is placed on those improvements that provide exceptional pedestrian and bicycle access to the Downtown light rail stations. The Downtown Transportation Plan identified intersections that merit "Enhanced" or "Exceptional" treatment in terms of accommodations and amenities for pedestrians. In addition, the Plan identified and established near-term priorities for installing mid-block crossings. To implement the vision of the Comprehensive Plan and refine the design components to for evolving Downtown roadway corridors, analysis of three corridors – 106th Avenue NE, 108th Avenue NE and Main Street – will be conducted to determine the design of travel lanes, intersections, mid-block crossings, sidewalks, transit facilities, and bicycle facilities.

**Rationale**

Significant anticipated growth in population and employment will increase the number of daily trips for all purposes. In addition, planned light rail stations serving Downtown Bellevue will inspire increasing numbers of people to use transit for access to jobs, shopping and recreation. Against this backdrop of growth, the average number of vehicle trips is expected to maintain the stability experienced through several growth cycles dating to 1990. As a consequence of more people walking, bicycling and riding transit, the infrastructure to accommodate pedestrians, bicyclists and transit riders is needed.

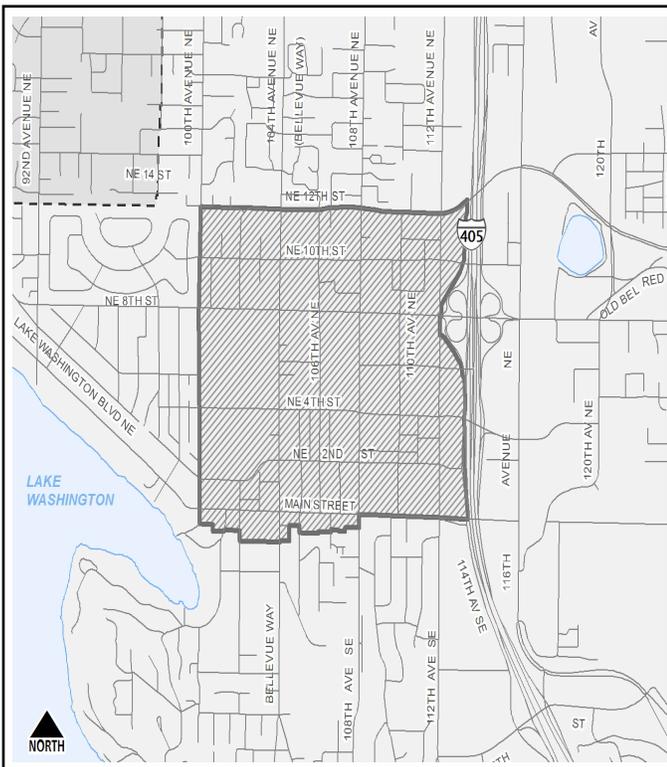
**Environmental Impacts**

This program funds projects that are primarily mobility or 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. Programmatic environmental (SEPA) documentation is being developed through the Downtown Transportation Plan/Downtown Livability Initiative/2015 Comprehensive Plan Update SEPA Report.

**Operating Budget Impacts**

Operating costs for new improvements will be determined on an as needed basis.

**Project Map**



**Schedule of Activities**

| Project Activities | From - To   | Amount    |
|--------------------|-------------|-----------|
| Project Costs      | 2015 - 2020 | 5,000,000 |

**Total Budgetary Cost Estimate:** 5,000,000

**Means of Financing**

| Funding Source                     | Amount    |
|------------------------------------|-----------|
| General Taxes & LTGO Bond Proceeds | 350,000   |
| Miscellaneous Revenue              | 261,785   |
| Real Estate Excise Tax             | 4,388,215 |

**Total Programmed Funding:** 5,000,000

**Future Funding Requirements:**

**Comments**

## PW-R-46 Accident Reduction Program

Category: **Improved Mobility**  
 Department: **Transportation**

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

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>3,931,255</b>        | <b>3,092,022</b>     | <b>153,000</b> | <b>106,090</b> | <b>109,273</b> | <b>112,551</b> | <b>115,927</b> | <b>119,405</b> | <b>122,987</b> |

### Description and Scope

This program will implement 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, access revisions, guardrail installation, roadside hazard removal, pedestrian crossing enhancements, improved roadway lighting, and other safety 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 2014, 71 individual projects have been implemented at intersections and within corridors, resulting in a public traffic accident cost savings of \$3.7 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.

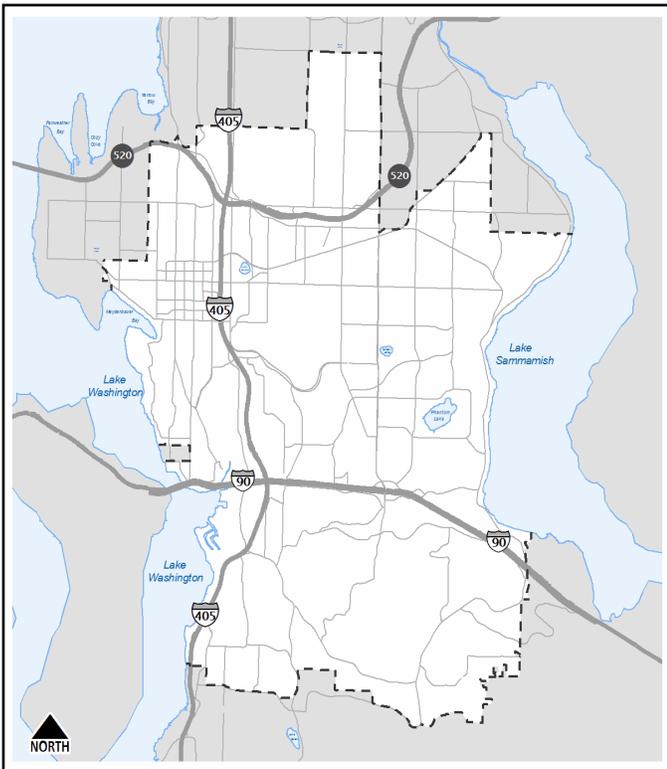
### Environmental Impacts

This program funds projects that 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 costs for new improvements will be determined on an as needed basis.

### Project Map



### Schedule of Activities

| Project Activities                    | From - To | Amount           |
|---------------------------------------|-----------|------------------|
| Project Costs                         | Ongoing   | 3,931,255        |
| <b>Total Budgetary Cost Estimate:</b> |           | <b>3,931,255</b> |

### 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                       | 446,151   |                  |
| Interlocal Contributions            | 13,399    |                  |
| Miscellaneous Revenue               | 502,252   |                  |
| Real Estate Excise Tax              | 1,122,420 |                  |
| Transportation Funding              | 1,463,118 |                  |
| <b>Total Programmed Funding:</b>    |           | <b>3,931,255</b> |
| <b>Future Funding Requirements:</b> |           |                  |

### Comments

# PW-W/B-56 Pedestrian and Bicycle Access Improvements

Category: **Improved Mobility**  
 Department: **Transportation**

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

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>10,556,753</b>       | <b>7,399,817</b>     | <b>412,000</b> | <b>424,360</b> | <b>437,091</b> | <b>450,204</b> | <b>463,710</b> | <b>477,621</b> | <b>491,950</b> |

**Description and Scope**

This program provides funding to build small and 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 and safety for everyone while promoting healthy lifestyles and environmental sustainability. Program funds leverage grants, and enable partnerships with other City programs, agencies, or private sector development to construct larger scale projects.

**Rationale**

Through this program the City constructs small-scale non-motorized transportation projects that address mobility and safety concerns, and responds to emergent needs/opportunities and citizen requests that are not addressed through larger CIP projects. Those larger projects construct major system connections identified in the Pedestrian and Bicycle Transportation Plan. Many of the mobility and safety projects and citizen requests are for sidewalks, trails and bicycle facilities on or near neighborhood streets accessing schools, shopping, transit, and other activities.

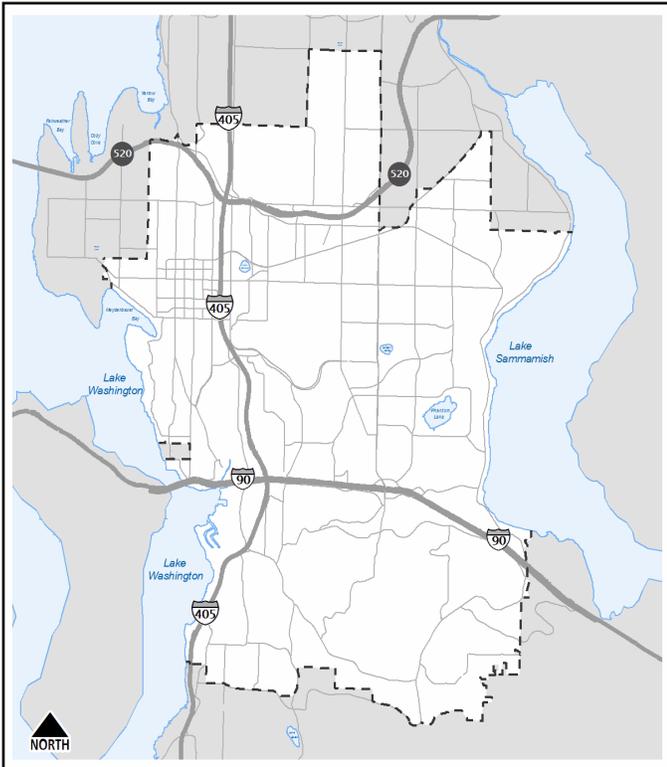
**Environmental Impacts**

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

**Operating Budget Impacts**

Operating costs for new improvements will be determined on an as needed basis.

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To | Amount            |
|---------------------------------------|-----------|-------------------|
| Project Costs                         | Ongoing   | 10,556,753        |
| <b>Total Budgetary Cost Estimate:</b> |           | <b>10,556,753</b> |

**Means of Financing**

| Funding Source                      | Amount            |
|-------------------------------------|-------------------|
| Charges for Services                | 1,646             |
| Developer Contributions             | 30,000            |
| Federal Grants                      | 1,025,568         |
| General Taxes & LTGO Bond Proceeds  | 4,423,858         |
| Interlocal Contributions            | 603,829           |
| Real Estate Excise Tax              | 2,284,314         |
| State Grants                        | 92,092            |
| Transportation Funding              | 2,095,446         |
| <b>Total Programmed Funding:</b>    | <b>10,556,753</b> |
| <b>Future Funding Requirements:</b> |                   |

**Comments**

## PW-W/B-76 Neighborhood Sidewalks

Category: **Improved Mobility**  
 Department: **Transportation**

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

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 11,578,696              | 3,141,360            | 1,575,000      | 1,060,900      | 1,092,727      | 1,125,509      | 1,159,274      | 1,194,052      | 1,229,874      |

**Description and Scope**

This program funds the community outreach, 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 and public processes. Project costs, typically in the range between \$500,000 and \$1,500,000, exceed the financial capacity of ongoing minor capital programs like Pedestrian and Bicycle 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.

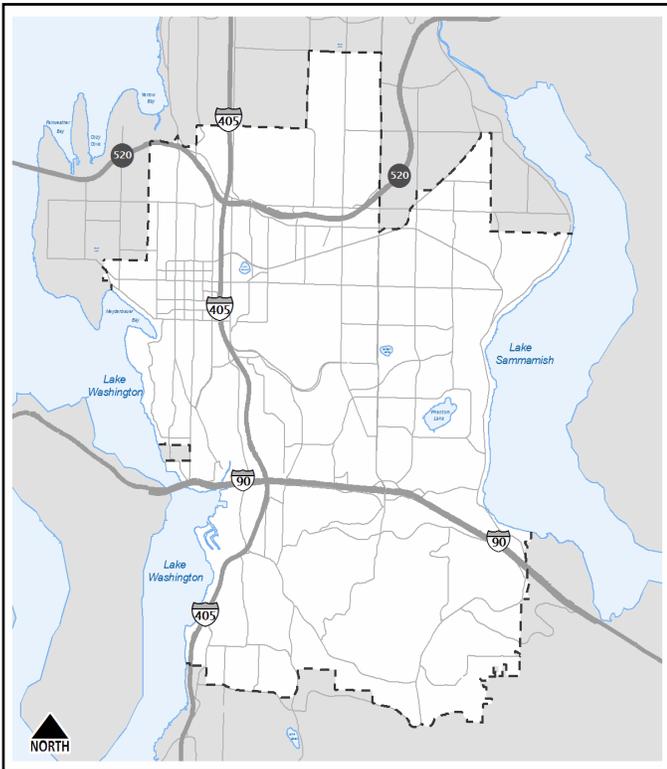
**Environmental Impacts**

Project specific environmental determinations will be made for each individual project in conjunction with its final design phase.

**Operating Budget Impacts**

Operating costs for new improvements will be determined on an as needed basis.

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To | Amount     |
|---------------------------------------|-----------|------------|
| Project Costs                         | Ongoing   | 11,578,696 |
| <b>Total Budgetary Cost Estimate:</b> |           | 11,578,696 |

**Means of Financing**

| Funding Source                     | Amount    |
|------------------------------------|-----------|
| General Taxes & LTGO Bond Proceeds | 5,843,438 |
| General Taxes & LTGO Bond Proceeds | 2,568,616 |
| Real Estate Excise Tax             | 1,063,791 |
| Transportation Funding             | 2,102,851 |

**Total Programmed Funding:** 11,578,696  
**Future Funding Requirements:**

**Comments**

# PW-W/B-78 Mountains to Sound Greenway Trail

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Enhanced**  
 Location: **I-90 Corridor - Factoria Blvd SE to Lakemont Blvd**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 2,546,000               | 900,000              | 1,050,000      | 596,000        | -              | -              | -              | -              | -              |

**Description and Scope**

This project will advance the design of priority segments of the Mountains to Sound Greenway Trail between Factoria Blvd SE and Lakemont Blvd SE. This project will continue work initiated by the Mountains to Sound Greenway Trail Design Study, completed in 2012 with funding from the Pedestrian and Bicycle Access Improvements program (CIP Plan No. PW-W/B-56). Trail design will typically include a 12 foot wide, hard surface cross-section. Various trail corridor segments will include additional design elements that may include trailhead treatments, way-finding and signage; planted roadway medians, street trees, and/or landscaped trail buffers; bridges, crosswalks, and mid-block crossings; lighting, trail furniture, and public art; and natural storm drainage practices. The current project budget is intended to fully fund the design phase for all at-grade segments between Factoria Blvd and Lakemont Blvd, and the design of grade separated crossings of Factoria Blvd and the interchange ramps between I-405, I-90, and Factoria Blvd. Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other public capital investments or private developments along the project alignment.

**Rationale**

This project will complete the design of segments of the Mountains to Sound Greenway Trail within Bellevue. There is currently a 3.6 mile gap in the Greenway Trail between Factoria Blvd and Lakemont Blvd. Bellevue's Comprehensive Plan identifies the need to address the "Eastgate Gap" and "integrate into the designs of frontage roads along the I-90 freeway corridor the Mountains-to-Sound Greenway concept." (Policy UD-53) The desire to improve multi-modal facilities in order to provide safe transportation alternatives for commuters and recreational users is recognized in the vision outlined in the 2009 Pedestrian & Bicycle Transportation Plan and the City's Comprehensive Plan policies. Fully completed design plans and cost estimates will make the project more competitive for grants or other sources of implementation funding. The relocation of the trail from the eastbound I-90 off-ramp is intended to address traffic safety concerns associated with the off-ramp in this location, to engage WSDOT, and to advance a permanent alternative trail alignment to address the concerns.

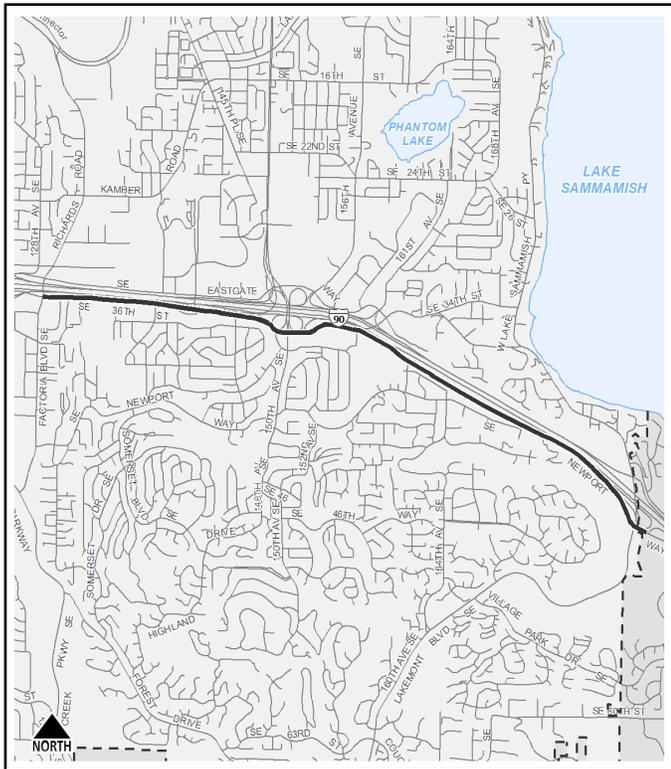
**Environmental Impacts**

A project specific environmental determination, consistent with state and federal requirements, will be made in conjunction with the final design for this project.

**Operating Budget Impacts**

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

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount           |
|---------------------------------------|-------------|------------------|
| Project Costs                         | 2013 - 2016 | 2,546,000        |
| <b>Total Budgetary Cost Estimate:</b> |             | <b>2,546,000</b> |

**Means of Financing**

| Funding Source         | Amount    |
|------------------------|-----------|
| Federal Grants         | 1,266,000 |
| Real Estate Excise Tax | 220,104   |
| Transportation Funding | 1,059,896 |

**Total Programmed Funding:** 2,546,000  
**Future Funding Requirements:**

**Comments**

Project scope expanded to fully fund the design for all at-grade segments and the grade separated crossings defined in the project scope. Additional funding from Federal CMAQ grant totaling \$796,000 recognized.

# PW-W/B-81 108th/112th Aves NE - N. City Limit to NE 12th St

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Existing**  
 Location: **108th/112th Aves NE - N. City Limit to NE 12th St**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 200,000                 | -                    | 200,000        | -              | -              | -              | -              | -              | -              |

**Description and Scope**

This project will conduct a pre-design analysis to determine the ultimate scope of pedestrian and bicycle improvements on 108th and 112th Avenues NE from NE 12th Street to the north city limits. The pre-design process will include community outreach/involvement facilitation and will include the evaluation of intersection treatment options at the 112th Avenue NE/NE 24th Street intersection.

**Rationale**

The desire to improve multi-modal facilities in order to provide safe transportation alternatives for commuters and recreational users is recognized in the vision outlined in the 2009 Pedestrian & Bicycle Transportation Plan and the City's Comprehensive Plan policies. Bellevue has historically committed to improving mobility by promoting alternative transportation methods. This project completes a missing segment of the Lake Washington Loop Trail, a priority bike corridor in the adopted Pedestrian-Bicycle Plan. Completion of sidewalks where missing along the west side of this project location is also identified as a high priority in the Pedestrian & Bicycle Plan. This project supports the City's commitment to build a safe and continuous bike system and enhance the quality of life and the environment by promoting pedestrian and bicycle travel.

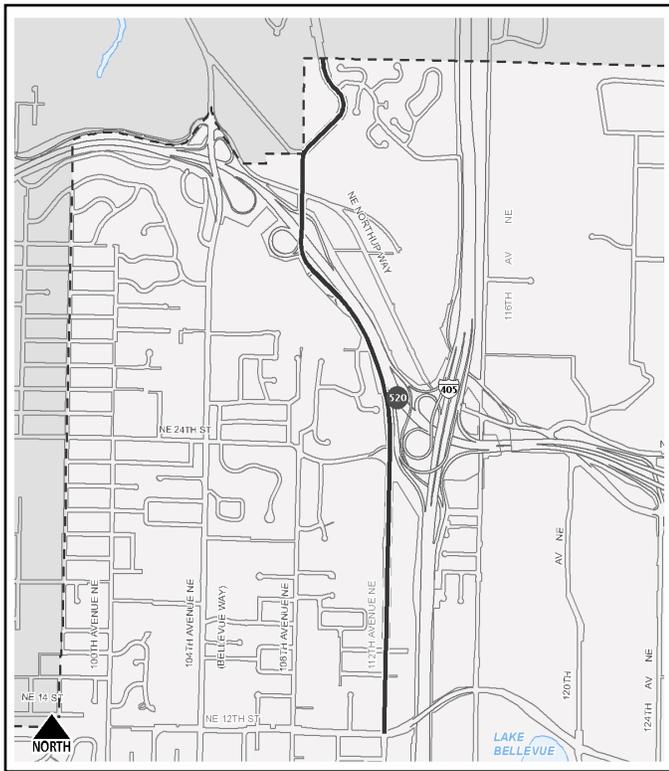
**Environmental Impacts**

An environmental determination will be made for this project in conjunction with the final design phase.

**Operating Budget Impacts**

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

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount  |
|---------------------------------------|-------------|---------|
| Project Costs                         | 2015 - 2015 | 200,000 |
| <b>Total Budgetary Cost Estimate:</b> |             | 200,000 |

**Means of Financing**

| Funding Source         | Amount  |
|------------------------|---------|
| Transportation Funding | 200,000 |

**Total Programmed Funding:** 200,000  
**Future Funding Requirements:**

**Comments**

## PW-R-183 West Lake Sammamish Parkway, Phase 2

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **New**  
 Location: **West Lake Samm Pkwy - SE 34th to SE 1700 block**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget   | FY 2020 Budget   | FY 2021 Budget   |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|------------------|------------------|------------------|
| <b>8,000,000</b>        | -                    | -              | -              | -              | <b>500,000</b> | <b>1,500,000</b> | <b>2,000,000</b> | <b>4,000,000</b> |

**Description and Scope**

Due to the length and cost of needed improvements to the overall West Lake Sammamish Parkway corridor (5.5 miles), a public engagement process was conducted to develop a scope, pre-design and construction phasing plans for the full corridor. This work and the full implementation of the first phase, completed in 2013, was funded by the West Lake Sammamish Parkway Improvements project (CIP Plan No. PW-R-141). The ultimate corridor improvement project is intended to 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, Northup Way, NE 24th Street, and 5 other locations along the parkway. A signal may be installed at SE 34th Street. The project will also make storm drainage, water quality and fish passage improvements as warranted throughout the corridor.

The current project budget will conduct a design alternatives analysis in coordination with the community and other stakeholders, complete design, and includes a placeholder for construction of the second phase of the corridor improvements, potentially between SE 34th Street and approximately the SE 1700 block of the parkway. The design analysis process will both confirm phase 2 termini and consider variations to the original scope and/or project implementation methods with the intent of developing less costly alternatives while maintaining the original project objectives.

**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**

A project specific environmental determination will be made in conjunction with the final design for this this phase of the project.

**Operating Budget Impacts**

Ongoing maintenance and operating 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                         | 2018 - 2021 | 8,000,000        |
| <b>Total Budgetary Cost Estimate:</b> |             | <b>8,000,000</b> |

**Means of Financing**

| Funding Source         | Amount    |
|------------------------|-----------|
| General Taxes          | 2,171,145 |
| Miscellaneous Revenue  | 147,143   |
| Real Estate Excise Tax | 3,474,138 |
| Transportation Funding | 2,207,574 |

**Total Programmed Funding:** 8,000,000  
**Future Funding Requirements:**

**Comments**

# PW-R-184 Bellevue Way SE HOV Lane - 112th Ave SE 'Y' to I-90

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **New**  
 Location: **Bellevue Way SE HOV Lane - 112th Ave SE 'Y' to I-90**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 4,400,000               | -                    | 2,000,000      | 2,100,000      | 300,000        | -              | -              | -              | -              |

**Description and Scope**

This project will develop the design and the environmental documentation needed to construct an inside High Occupancy Vehicle (HOV) lane and an outside sidewalk or shoulder on southbound Bellevue Way SE between the "Y" intersection of 112th Avenue SE and Bellevue Way on the north and the main entrance to the South Bellevue Park & Ride on the south end. The HOV lane segment between the South Bellevue Park & Ride and I-90 will be built by Sound Transit as part of the East Link project. The improvements may extend to all legs of affected intersections to accommodate or optimize the function of the HOV lane.

The design phase will include a public engagement process to help ensure the informed consent of the local community and other stakeholders in the Bellevue Way SE corridor. Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other capital investments in the area.

**Rationale**

Bellevue Way SE is a high volume arterial roadway handling over 34,000 vehicles during the average weekday. Southbound PM peak volumes often exceed 2,300 vehicles per hour causing significant congestion for those trying to reach I-90 or the Enatai area. Long traffic backups cause delay in service for buses trying to reach the South Bellevue Park & Ride and points beyond. Implementation of this new HOV lane improves multi-modal access to the South Bellevue Park and Ride and to I-90 helping alleviate overall traffic congestion in that area. It will provide significant benefit to those who use transit, carpool, or vanpool.

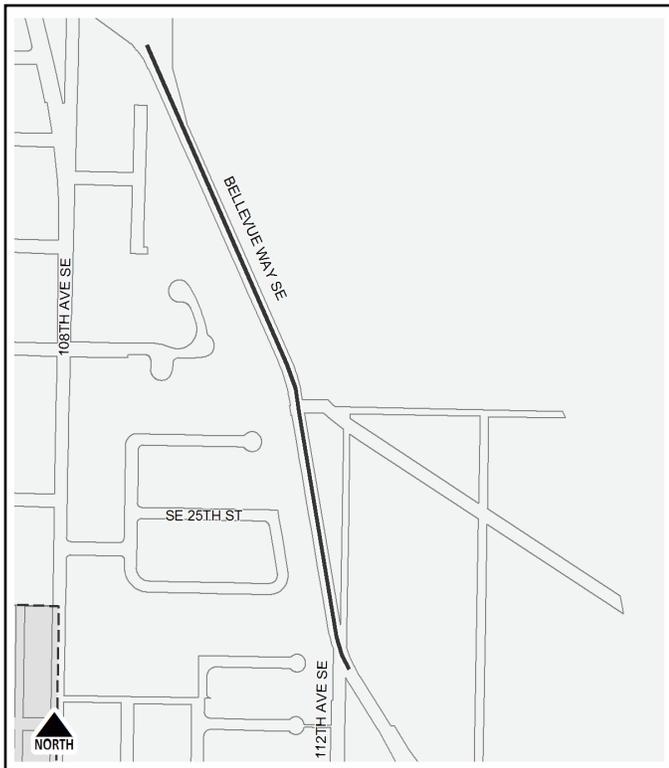
**Environmental Impacts**

A project specific environmental determination will be made in conjunction with the final design for this project.

**Operating Budget Impacts**

Ongoing maintenance and operating 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                         | 2015 - 2017 | 4,400,000 |
| <b>Total Budgetary Cost Estimate:</b> |             | 4,400,000 |

**Means of Financing**

| Funding Source                      | Amount    |
|-------------------------------------|-----------|
| General Taxes & LTGO Bond Proceeds  | 4,100,000 |
| Impact Fees                         | 300,000   |
| <b>Total Programmed Funding:</b>    | 4,400,000 |
| <b>Future Funding Requirements:</b> |           |

**Comments**

## PW-R-185 Newport Way - Somerset Blvd to 150th Ave SE

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **New**  
 Location: **Newport Way - Somerset Blvd to 150th Ave SE**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 8,100,000               | -                    | 700,000        | 1,500,000      | 3,100,000      | 2,800,000      | -              | -              | -              |

**Description and Scope**

This project budget will conduct a design alternatives analysis in coordination with the community, complete design, and includes a placeholder for construction of the identified roadway and non-motorized improvements to SE Newport Way between Somerset Boulevard and 150th Avenue SE. Specific improvements may include sidewalks on at least one side, pedestrian crossing facilities, bike lanes on both sides, turn lanes where necessary, and other potential roadway amenities including illumination, landscaping, irrigation, storm drainage and water quality treatments.

**Rationale**

This section of SE Newport Way is within the area recently annexed into the City from King County. The corridor carries approximately 7,000 vehicles during the average weekday. There are currently very limited pedestrian or bicycle facilities requiring users to navigate very narrow shoulders to walk and bike along this route. Additionally, there are no designated street crossings for users desiring access to the popular destinations including a middle school, a branch of the King County library system, Eastgate Park, and the South Bellevue Community Center. This project is identified as a high priority in the City's 2009 Pedestrian and Bicycle Transportation Plan, and implements the vision outlined in the City's Comprehensive Plan policies.

**Environmental Impacts**

A project specific environmental determination will be made in conjunction with the final design for this project.

**Operating Budget Impacts**

Ongoing maintenance and operating 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                         | 2015 - 2018 | 8,100,000 |
| <b>Total Budgetary Cost Estimate:</b> |             | 8,100,000 |

**Means of Financing**

| Funding Source                     | Amount    |
|------------------------------------|-----------|
| General Taxes & LTGO Bond Proceeds | 8,041,619 |
| Real Estate Excise Tax             | 39,536    |
| Transportation Funding             | 18,845    |

**Total Programmed Funding:** 8,100,000  
**Future Funding Requirements:**

**Comments**



## 2015-2021 Capital Investment Program Plan

### Responsive Government

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The Responsive Government outcome consists of projects that are considered to be of general municipal benefit. These projects include information technology projects and City facility investments.

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.

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

Note: In adopting the 2015-2021 CIP, the City Council did not specifically identify projects to be funded by General Taxes vs. Bond Funding. Since both General Taxes and long-term general obligation bond proceeds are fungible means of project financing, some of the following project description pages have combined these funding sources into a single line. As the City enacts the adopted financing strategy, specific projects will be identified as recipients of the associated proceeds. Future project description pages will be updated to reflect the specific funding sources.

**2015-2021 Adopted CIP: Responsive Government****Funded CIP Projects**

| <b>CIP Plan<br/>Number</b>         | <b>Project Name</b>                                      | <b>\$ in 000s</b>                 |                                 |
|------------------------------------|--|-----------------------------------|---------------------------------|
|                                    |  | <b>2015-2021<br/>Project Cost</b> | <b>Total Estimated<br/>Cost</b> |
| G-57                               | Enterprise Content Management - Capital                  | 40                                | 1,624                           |
| G-59                               | JDE System Upgrade and Enhancements                      | 410                               | 14,627                          |
| G-84                               | Relocation of Courts from Surrey Downs to Alternate Site | 2,992                             | 4,963                           |
| G-86                               | City Hall East Garage Redevelopment                      | 6,977                             | 8,000                           |
| G-94                               | Enterprise Application Replacement Reserve               | 4,900                             | 4,900                           |
| G-01                               | COB Fuel System Replacement                              | 995                               | 995                             |
| G-04                               | Hearing Assistance for Public Spaces                     | 240                               | 240                             |
| G-02                               | Public Records Reconfiguration                           | 100                               | 100                             |
| PW-M-15                            | Wetland Monitoring                                       | 15                                | 141                             |
| <b>TOTAL RESPONSIVE GOVERNMENT</b> |  | <b>\$ 16,669</b>                  | <b>\$ 35,590</b>                |

## G-57 Enterprise Content Management - Capital

Category: **Responsive Government**  
 Department: **City Clerk**

Status: **Existing**  
 Location: **City Hall**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 1,624,192               | 1,584,192            | 40,000         | -              | -              | -              | -              | -              | -              |

**Description and Scope**

The Enterprise Content Management (ECM) program continues the implementation of records and content management technologies to provide structure and consistency to management of the City's electronic information and records. This technology also provides for collaboration and automated workflow for document-centric processes to improve efficiencies in government operations. Completing the enterprise content management platform is essential to comply with State records laws for electronic records management. In an ongoing effort to ensure alignment with the overall Enterprise Technology Architecture, the program is shifting focus from the Oracle ECM tools to SharePoint 2010. This change is aimed at achieving a streamlined set of technologies to be managed by the City and overall cost savings through consolidation. The City's current ECM solution was first implemented in 2004 as a hosted pilot project focused on imaging and providing centralized access to a number of frequently-requested types of electronic records. In 2007, having determined the pilot a success and looking to expand the content management capabilities beyond imaging, the decision was made to purchase a full ECM suite of functionality to fill the records management and compliance gap in the City's technology portfolio. Over the course of 2008 to 2012, core Oracle repository functionality, integration with the Finance/HR system to provide ready access to documents supporting financial transactions, workflow tools to support the agenda packet production process, and the digital asset management module were implemented. To date, the system manages over 3.5 terabytes of public records. Continuing funding for the implementation of ECM functionality will directly support activities related to the primary goals of achieving compliance with records management rules and state mandates and support the use of SharePoint as the City's ECM platform.

**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. CIP funding will be used to migrate existing ECM functionality and content from Oracle ECM to SharePoint 2010, support the integration of property-related records with the City's GIS mapping system data, and provide the public greater access to records and information through development of a public portal through which they can search and find many types of frequently-requested records via self-service.

**Environmental Impacts**

None

**Operating Budget Impacts**

None

**Project Map**



**Schedule of Activities**

| Project Activities | From - To   | Amount    |
|--------------------|-------------|-----------|
| Project Costs      | 2007 - 2015 | 1,624,192 |

**Total Budgetary Cost Estimate:** 1,624,192

**Means of Financing**

| Funding Source                      | Amount  |
|-------------------------------------|---------|
| Contributions from Other City Funds | 505,528 |
| General Taxes                       | 917,008 |
| Miscellaneous Revenue               | 177,656 |
| Utility Rates/Fees                  | 24,000  |

**Total Programmed Funding:** 1,624,192

**Future Funding Requirements:**

**Comments**

## G-59 JDE System Upgrade and Enhancements

Category: **Responsive Government**  
 Department: **Finance**

Status: **Enhanced**  
 Location: **N/A**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 14,626,948              | 14,216,948           | 100,000        | 310,000        | -              | -              | -              | -              | -              |

**Description and Scope**

This project (G-59) originally provided for the replacement of the City's financial and human resource systems with the JD Edwards ERP system. The current CIP provides funding to upgrade and enhance the City's finance and human resources system. The upgrade will extend the life of our ERP system and maintain full vendor (Oracle) support to stay in compliance with tax laws while updating the application (both with enhanced and new functionality and updated technology). The planned enhancements provide for full implementation of functionality included in original project scope delayed due to software and process limitations. The availability of funding for enhancements is frequently necessary to achieve efficiencies identified during process improvement efforts.

**Rationale**

A stable and accurate Finance and Human Resources System manages financial operations and provides information required for financial planning. This system also equips the organization with the technology to perform financial management and conduct financial operations in a timely, consistent, and predictable manner. It enables us to produce over 30,000 paychecks and 50,000 vendor payments annually. Without a system to manage these and thousands of other financial transactions, we would severely be challenged to manage risk and liability and provide accountability for financial operations.

**Environmental Impacts**

N/A

**Operating Budget Impacts**

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount     |
|---------------------------------------|-------------|------------|
| Project Costs                         | 2003 - 2016 | 14,626,948 |
| <b>Total Budgetary Cost Estimate:</b> |             | 14,626,948 |

**Means of Financing**

| Funding Source                      | Amount     |
|-------------------------------------|------------|
| Contributions from Other City Funds | 3,664,039  |
| General Taxes                       | 10,711,856 |
| Miscellaneous Revenue               | 251,053    |

**Total Programmed Funding:** 14,626,948  
**Future Funding Requirements:**

**Comments**

# G-84 Relocation of Courts from Surrey Downs to Bellefield Office Park

Category: **Responsive Government**  
 Department: **Civic Services**

Status: **Existing**  
 Location: **1309 114th Ave SE, Bellevue, WA 98004**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 4,962,874               | 1,971,048            | 2,991,826      | -              | -              | -              | -              | -              | -              |

**Description and Scope**

This proposal provides the funding to design improvements and renovate a leased facility for the Courts and Bellevue Probation. This proposal will offer a mid-term solution for housing the Bellevue District Court as required in the Court interlocal agreement between Bellevue and King County. This proposal meets the timeline for the Sound Transit East Link rail construction and allows the Parks Department to move forward with implementation of the Park Master Plan which includes the Surrey Downs Park.

**Rationale**

This project will offer a mid-term (10 year plus) solution for housing the Bellevue District Court as required in the court interlocal agreement between Bellevue and King County. Funding this proposal will result in a timely relocation of Courts from Surrey Downs, allowing the construction of the East Link guideway to proceed on schedule and the Surrey Downs Park Redevelopment Plan to proceed consistent with parks master plan. This site provides close proximity to the existing courts and meets Council criteria for a mid-term court option.

**Environmental Impacts**

Because the leased facility is located in a shoreline management area and the building is being converted from general office space to a courthouse, the City has acquired a Shoreline Conditional Use Permit from the Department of Ecology.

**Operating Budget Impacts**

A separate operating proposal 040.09PA was submitted to the Responsive Government Results Team which was then approved by Council for funding the operating expenses within the General Fund.

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount    |
|---------------------------------------|-------------|-----------|
| Project Costs                         | 2013 - 2015 | 4,962,874 |
| <b>Total Budgetary Cost Estimate:</b> |             | 4,962,874 |

**Means of Financing**

| Funding Source                     | Amount    |
|------------------------------------|-----------|
| General Taxes & LTGO Bond Proceeds | 4,962,874 |

**Total Programmed Funding:** 4,962,874  
**Future Funding Requirements:**

**Comments**

# G-86 City Hall East Garage Redevelopment

Category: **Responsive Government**  
 Department: **Civic Services**

Status: **Existing**  
 Location: **450 110th Ave NE, Bellevue, WA 98004**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 8,000,000               | 1,023,246            | 6,976,754      | -              | -              | -              | -              | -              | -              |

**Description and Scope**

**\*\*This project is currently on hold until further Council direction.\*\*** This project provides for the resources to expand the existing employee garage (East Garage) to mitigate the loss of parking for visitors and staff during and after East Link construction. Approximately 140 stalls will be added to accommodate the displaced visitor and public safety parking. The East Garage expansion will only partially address the parking needs during construction (2015-2022). An additional 160 stalls will be provided on the nearby Meydenbauer surface lot. To ensure full compliance with the MOU and timely delivery of the East Link light rail extension, this project will be completed in a timeframe to allow Sound Transit access to the plaza and the North Garage in preparation for the light rail line and station construction.

**Rationale**

East Link is a Sound Transit-funded light rail project that will connect Bellevue with Seattle and the Overlake area of Redmond by 2023. The City and Sound Transit executed a Memo of Understanding (MOU) in November of 2011, which commits the City to a financial contribution. Although the City Hall East Garage Expansion for the East Link Project was not part of the original MOU, it is required to be completed prior to the Sound Transit construction. The final design and construction of the tunnel and the downtown station will significantly impact City Hall parking both during construction and after completion of the line and station. This East Garage expansion will partially support the parking needs during construction, so other options for temporary parking during construction are included in this project (Meydenbauer Lot). Several other options were considered, but none met the short-term and long-term needs of Sound Transit and the City.

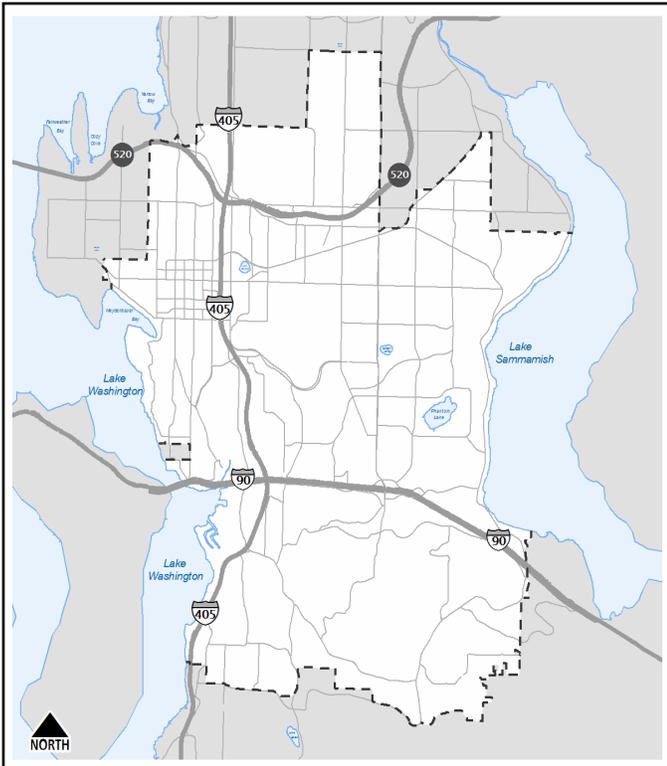
**Environmental Impacts**

N/A

**Operating Budget Impacts**

Minor impacts to the existing Facility Fund budget should be expected as the size of the garage increases. The amount of sweeping, striping and cleaning of the garage will result in minor increases to the operating costs of the City Hall facility which will be accounted for within future facility fund budgets.

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount           |
|---------------------------------------|-------------|------------------|
| Project Costs                         | 2014 - 2015 | 8,000,000        |
| <b>Total Budgetary Cost Estimate:</b> |             | <b>8,000,000</b> |

**Means of Financing**

| Funding Source                     | Amount    |
|------------------------------------|-----------|
| General Taxes & LTGO Bond Proceeds | 1,009,566 |
| Interlocal Contributions           | 6,976,754 |
| Miscellaneous Revenue              | 13,680    |

**Total Programmed Funding:** 8,000,000  
**Future Funding Requirements:**

**Comments**

## G-94 Enterprise Application Replacement Reserve

Category: **Responsive Government**  
 Department: **Information Technology**

Status: **New**  
 Location: **N/A**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 4,900,000               | -                    | 250,000        | 250,000        | 800,000        | 800,000        | 800,000        | 1,000,000      | 1,000,000      |

**Description and Scope**

The City has invested in major enterprise technology applications over time. A number of these have no established replacement funding. This project provides an ongoing funding source in the CIP for the replacement of these important applications, ensuring uninterrupted service delivery. The major applications which would be funded by this reserve include the Financial and Human Resources Information system (JD Edwards), the Enterprise Asset Management System (MAXIMO-not including Utilities' obligation), and the city-wide Point of Sale (POS) system. The impact to not funding this proposal will be a budget shortfall when these applications are due to be replaced and may prevent the business units from achieving their desired level of service with their customers.

**Rationale**

The Information Technology Fund has established a partial funding source for this future need, but it will not meet the future replacement obligation. To date, there are two funding mechanisms: an annual contribution of \$50,000 and a reserve policy that takes advantage of one-time extra revenue or efficiencies (e.g.: providing one-time IT services to other jurisdictions) and directs those funds for this purpose. To establish need for the 2015-2021 CIP period, ITD worked with customers to review major application needs, replacement costs, and review useful life schedules. This work has ensured that our program is "right-sized". Replacement of these systems in a timely manner supports the leadership team guiding principles of responsive and accessible to all. These systems serve as core business applications for departments throughout the organization. The Enterprise Application Replacement (EAR) fund also serves as a fund which departments can use to plan for and budget future replacement of significant business systems that meet their unique needs. For example, replacement of the POS system is necessary to meet paycard industry standards, and current security requirements.

This project can be scaled up or back depending on funding available. The goal is to accumulate the needed funds within a 10 year period to replace major systems at their end-of-life without creating unanticipated fiscal stress within the operating fund. Additionally, this project responds to the City's key performance indicator – City continues to receive AAA bond rating. The enterprise application replacement reserve has a positive influence on the City's AAA bond rating (Standard & Poor's Summary to the City of Bellevue, 2008).

**Environmental Impacts**

There are no environment impacts.

**Operating Budget Impacts**

N/A

**Project Map**



**Schedule of Activities**

| Project Activities | From - To   | Amount    |
|--------------------|-------------|-----------|
| Project Costs      | 2015 - 2021 | 4,900,000 |

**Total Budgetary Cost Estimate:** 4,900,000

**Means of Financing**

| Funding Source                      | Amount    |
|-------------------------------------|-----------|
| Contributions from Other City Funds | 15,465    |
| General Taxes & LTGO Bond Proceeds  | 4,837,392 |
| Miscellaneous Revenue               | 47,143    |

**Total Programmed Funding:** 4,900,000

**Future Funding Requirements:**

**Comments**

# G-01 COB Fuel System Replacement

Category: **Responsive Government**  
 Department: **Civic Services**

Status: **New**  
 Location: **Various within the City**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 995,000                 | -                    | 190,000        | 80,000         | 250,000        | 125,000        | 350,000        | -              | -              |

**Description and Scope**

This project will replace 11 of the City's aging fuel pumps, fuel lines and some metal underground storage tanks with equipment that is compatible with alternative fuels. The State adopted regulations that mandate the use of alternative fuels; this equipment will allow the City to meet the new requirements.

**Rationale**

Much of this equipment was installed in the late 1980s and early 1990s using CIP projects to replace equipment that no longer met environmental regulatory requirements. These tanks support the daily operation for all departments as well as emergency operation for Police, Fire, Utilities, Parks and Civic Services. Most of the existing equipment has reached the end of its useful life and should be replaced with equipment that meets the City's needs for the future. Much of this older equipment must be replaced to allow for the use of alternate fuels to meet the Green House Gas initiative and supporting the development of alternate fuels.

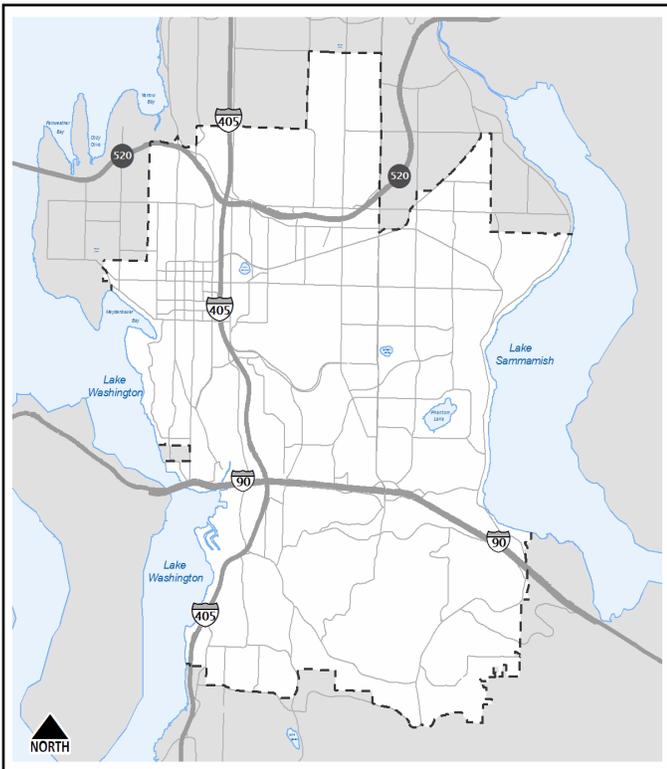
**Environmental Impacts**

Replacement of this equipment will reduce the potential for a fuel spill or leak from exiting tanks as well as assist in reducing our carbon footprint and meet government mandates.

**Operating Budget Impacts**

None

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount  |
|---------------------------------------|-------------|---------|
| Project Costs                         | 2015 - 2019 | 995,000 |
| <b>Total Budgetary Cost Estimate:</b> |             | 995,000 |

**Means of Financing**

| Funding Source         | Amount  |
|------------------------|---------|
| General Taxes          | 556,683 |
| Miscellaneous Revenue  | 209,098 |
| Operating Transfers In | 229,219 |

**Total Programmed Funding:** 995,000  
**Future Funding Requirements:**

**Comments**

## G-04 Hearing Assistance for Public Spaces

Category: **Responsive Government**  
 Department: **Civic Services**

Status: **New**  
 Location: **City Hall, 450 110th ave NE Bellevue, WA**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>240,000</b>          | -                    | <b>120,000</b> | <b>120,000</b> | -              | -              | -              | -              | -              |

**Description and Scope**

This project will further investigate the options for assisted listening systems (ALS) and provide research into technology being developed that will surpass what is currently in the cities meeting spaces. The City has identified a total of 38 spaces city-wide that should eventually receive ALS equipment. Staff will take a holistic look at all spaces and identify at least four spaces based on use, location and benefit to the users while making the selection of first spaces to be upgraded.

The goal is to make the use as easy as possible for the community and try and standardize the types of systems we install as much as possible. This project will assess, install and/or update as needed the assisted hearing equipment in all public meeting space at City Hall and all Park's facilities such as community centers, Bellevue Youth Theater and Bellevue Botanical Gardens.

**Rationale**

The City is committed to providing equitable, accessible and inclusive services to the public in all community gathering places. This most likely means maintaining multiple systems in each space to ensure all-inclusiveness. The City of Bellevue believes that community connection with its constituents is vital.

This proposal covers the investigation, purchase and installation of additional assisted listening systems (ALS) in the four spaces that have been identified as a first priority: City Hall council chambers, council conference room, Bellevue Youth Theatre, and Botanical gardens. The technology of these types of systems is rapidly changing and some of our older equipment is outdated.

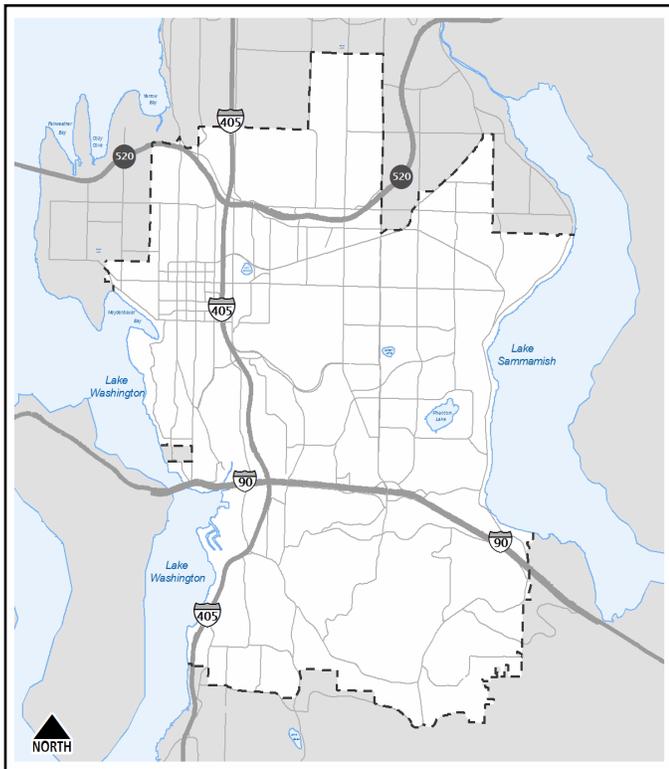
**Environmental Impacts**

N/A

**Operating Budget Impacts**

None

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount         |
|---------------------------------------|-------------|----------------|
| Project Costs                         | 2015 - 2016 | 240,000        |
| <b>Total Budgetary Cost Estimate:</b> |             | <b>240,000</b> |

**Means of Financing**

| Funding Source                      | Amount  |                |
|-------------------------------------|---------|----------------|
| General Taxes                       | 240,000 |                |
| <b>Total Programmed Funding:</b>    |         | <b>240,000</b> |
| <b>Future Funding Requirements:</b> |         |                |

**Comments**

## G-02 Public Records Reconfiguration

Category: **Responsive Government**  
 Department: **Civic Services**

Status: **New**  
 Location: **City Hall 450 110th Ave NE Bellevue WA**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 100,000                 | -                    | 100,000        | -              | -              | -              | -              | -              | -              |

### Description and Scope

This project provides funding to deal with changes to design that make access easier for the public, increase the efficiency of the space, and improves safety and security for the records staff. Funding will provide for the remodel of the Public Records space on the first floor of City Hall.

### Rationale

The Public Records Division of the City Clerk's Office is located on the first floor of City Hall and serves as one of the customer access points as part of the Service First concept. Staff provide direct customer service to those seeking copies of closed building permit records, historical records about the city and legislation (ordinances and resolutions) and a secured environment for customers to review records obtained through the Public Records Act. When City Hall was being designed (2005) the positions that now make up the Public Records Division were part of three different teams. Over the past eight years the records management function has been centralized and the nature of the work being performed has changed. The original design of the work space is inefficient, ineffective and cumbersome to the Records customers.

Changes in records management provide for additional space due to changes in staffing needs and provide a safer environment for the staff to provide services to the public.

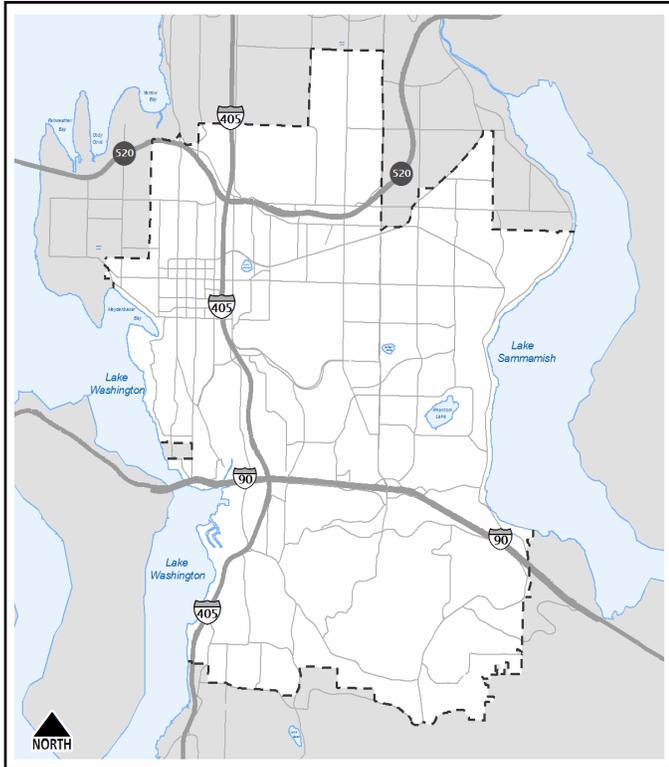
### Environmental Impacts

N/A

### Operating Budget Impacts

None

### Project Map



### Schedule of Activities

| Project Activities                    | From - To   | Amount  |
|---------------------------------------|-------------|---------|
| Project Costs                         | 2015 - 2015 | 100,000 |
| <b>Total Budgetary Cost Estimate:</b> |             | 100,000 |

### Means of Financing

| Funding Source | Amount  |
|----------------|---------|
| General Taxes  | 100,000 |

**Total Programmed Funding:** 100,000  
**Future Funding Requirements:**

### Comments

## PW-M-15 Wetland Monitoring

Category: **Responsive Government**  
 Department: **Transportation**

Status: **Existing**  
 Location: **Citywide**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>140,999</b>          | <b>125,999</b>       | <b>15,000</b>  | -              | -              | -              | -              | -              | -              |

**Description and Scope**

Perform ongoing wetland monitoring and maintenance activities required by the local, state or federal permits issued for the implementation of completed transportation improvement projects.

**Rationale**

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

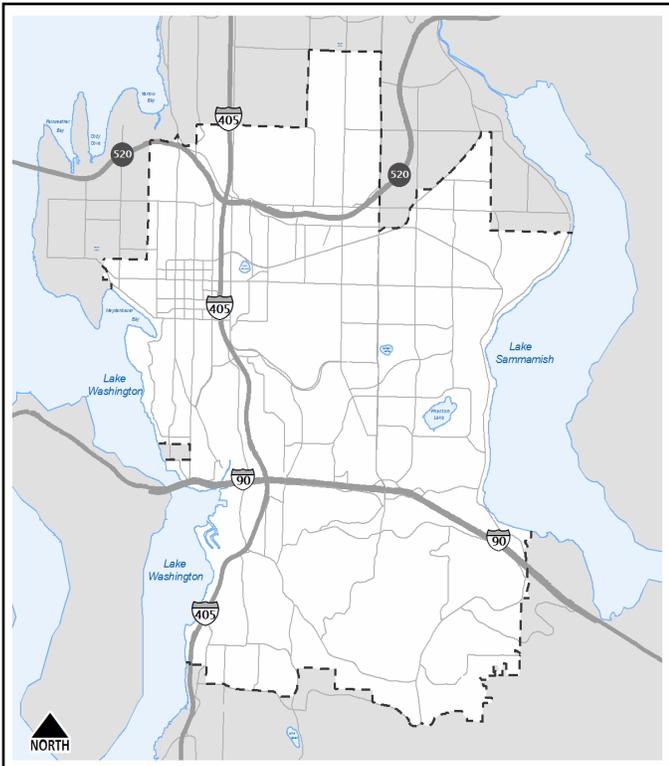
**Environmental Impacts**

Work performed under this program is required by the environmental determinations and/or permit conditions issued for specific transportation improvement projects.

**Operating Budget Impacts**

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

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount         |
|---------------------------------------|-------------|----------------|
| Project Costs                         | 2005 - 2015 | 140,999        |
| <b>Total Budgetary Cost Estimate:</b> |             | <b>140,999</b> |

**Means of Financing**

| Funding Source         | Amount  |
|------------------------|---------|
| General Taxes          | 115,112 |
| Miscellaneous Revenue  | 10,887  |
| Real Estate Excise Tax | 15,000  |

**Total Programmed Funding:** 140,999  
**Future Funding Requirements:**

**Comments**



## 2015-2021 Capital Investment Program Plan

### Innovative, Vibrant, & Caring Community

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The objective of the Innovative, Vibrant, & Caring Community outcome is the development and maintenance of a comprehensive park system in Bellevue as well as providing annual funding for public art. The *Parks and Open Space System Plan* provides guidelines for use in this and future CIP plans in accomplishing this goal.

Three phases - acquisition, master planning, and development - are generally required before park facilities become a part of Bellevue's park system. Each of the Parks 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 Innovative, Vibrant, & Caring Community outcome also provides for Parks renovation and refurbishment. 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

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.

Note: In adopting the 2015-2021 CIP, the City Council did not specifically identify projects to be funded by General Taxes vs. Bond Funding. Since both General Taxes and long-term general obligation bond proceeds are fungible means of project financing, some of the following project description pages have combined these funding sources into a single line. As the City enacts the adopted financing strategy, specific projects will be identified as recipients of the associated proceeds. Future project description pages will be updated to reflect the specific funding sources.

**2015-2021 Adopted CIP: Innovative, Vibrant, & Caring Community**

**Funded CIP Projects**

| <b>CIP Plan Number</b>                                   | <b>Project Name</b>                               | <b>\$ in 000s</b>             |                             |
|--|---|-------------------------------|-----------------------------|
|  |   | <b>2015-2021 Project Cost</b> | <b>Total Estimated Cost</b> |
| CD-11  | Public Art Program                                | 2,450                         | 7,256                       |
| CD-22  | Enhanced Right of Way and Urban Boulevards (ERUB) | 3,500                         | 5,399                       |
| P-AD-27  | Park Planning & Design                            | 2,300                         | 7,857                       |
| P-AD-79  | King County Parks Levy                            | 2,070                         | 5,584                       |
| P-AD-82  | Park & Open Space Acquisition (Levy)              | 9,225                         | 13,143                      |
| P-AD-83  | Bellevue Airfield Park Development (Levy)         | 1,125                         | 1,425                       |
| P-AD-95  | Surrey Downs Park Development (Levy)              | 6,940                         | 6,940                       |
| P-AD-87  | Downtown Park Development (Levy)                  | 11,300                        | 12,000                      |
| P-AD-92  | Meydenbauer Bay Phase 1 Park Development          | 11,000                        | 12,000                      |
| P-AD-94  | Inspiration Playground at Downtown Park           | 2,000                         | 2,000                       |
| P-R-02   | Enterprise Facility Improvements                  | 2,450                         | 12,719                      |
| P-R-11   | Parks Renovation & Refurbishment Plan             | 33,551                        | 77,885                      |
| PW-W/B-4   | Pedestrian Facilities Compliance Program          | 747                           | 2,229                       |
| <b>TOTAL INNOVATIVE, VIBRANT, &amp; CARING COMMUNITY</b> |   | <b>\$ 88,658</b>              | <b>\$ 166,437</b>           |

# CD-11 Public Art Program

Category: **Innovative, Vibrant, & Caring Comm** Status: **Ongoing**  
 Department: **Planning & Community Development** Location: **Various**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 7,255,872               | 4,805,872            | 350,000        | 350,000        | 350,000        | 350,000        | 350,000        | 350,000        | 350,000        |

**Description and Scope**

Public Art Program funds are allocated for artwork which is considered a capital investment. Anticipated projects in 2015-2016 include: 1) two neighborhood public art projects; 2) Bellwether 2016; 3) collection maintenance; 4) commissioned public art for Meydenbauer Bay Beach Park Expansion Phase One; 5) collaborating with Sound Transit's process to select artists and design art for East Link; 6) a public art identity project for Bel-Red; other temporary arts projects; and 7) public information resources and services. 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 and participate in their development. These art works will 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.

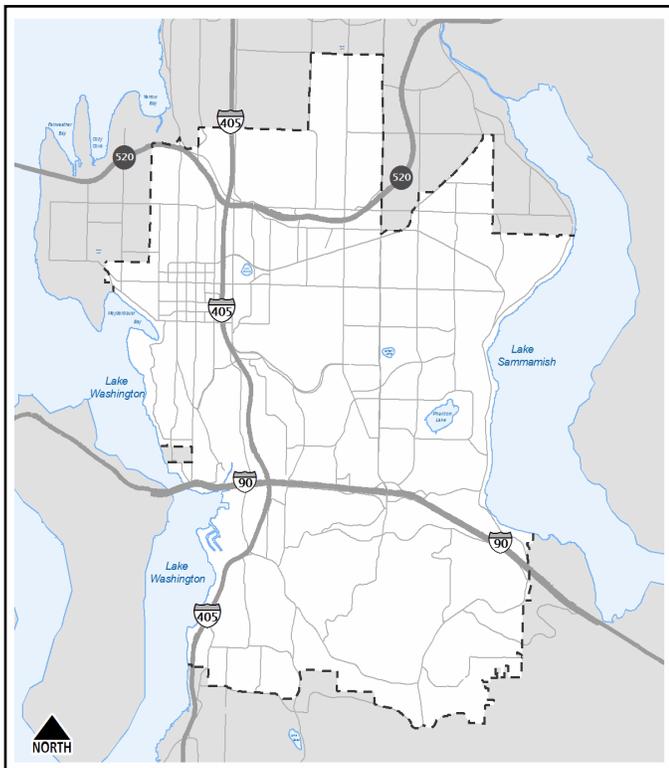
**Environmental Impacts**

Reviewed on a per project basis.

**Operating Budget Impacts**

None

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To | Amount    |
|---------------------------------------|-----------|-----------|
| Project Costs                         | Ongoing   | 7,255,872 |
| <b>Total Budgetary Cost Estimate:</b> |           | 7,255,872 |

**Means of Financing**

| Funding Source                      | Amount    |
|-------------------------------------|-----------|
| Charges for Services                | 31,834    |
| Contributions from Other City Funds | 429,514   |
| General Taxes                       | 6,053,088 |
| Judgements/Settlements              | 600       |
| Miscellaneous Revenue               | 739,230   |
| Private Contributions               | 1,606     |

**Total Programmed Funding:** 7,255,872  
**Future Funding Requirements:**

**Comments**

# CD-22 Enhanced Right of Way and Urban Boulevards (ERUB)

Category: **Innovative, Vibrant, & Caring Comm** Status: **Ongoing**  
 Department: **Planning & Community Development** Location: **Various**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 5,399,175               | 1,899,175            | 500,000        | 500,000        | 500,000        | 500,000        | 500,000        | 500,000        | 500,000        |

**Description and Scope**

This proposal funds enhancements to the public rights-of-way that help to create a coordinated system of greenways and urban boulevards that provide multiple benefits and functions for our community. Funding is for consultant expertise in the fields of urban design, landscape architecture, and implementation/installation. The project also funds a 0.25 FTE for project management. The ERUB program improves the character, function, and value of community streetscapes while lowering maintenance costs and liabilities. The program collaborates among departments and with the community to achieve enhancements that are consistent with the City's values by:

- Restoring inadequate or failed roadside vegetation with suitable landscaping,
- Replacing hazardous trees and noxious weeds with new species that improve the look, environmental performance and user safety,
- Improving the overall experience of the City by incorporating unique design features into projects such as street trees, landscaping, lighting, sidewalks, natural drainage practices and public art.

**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. 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. 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".

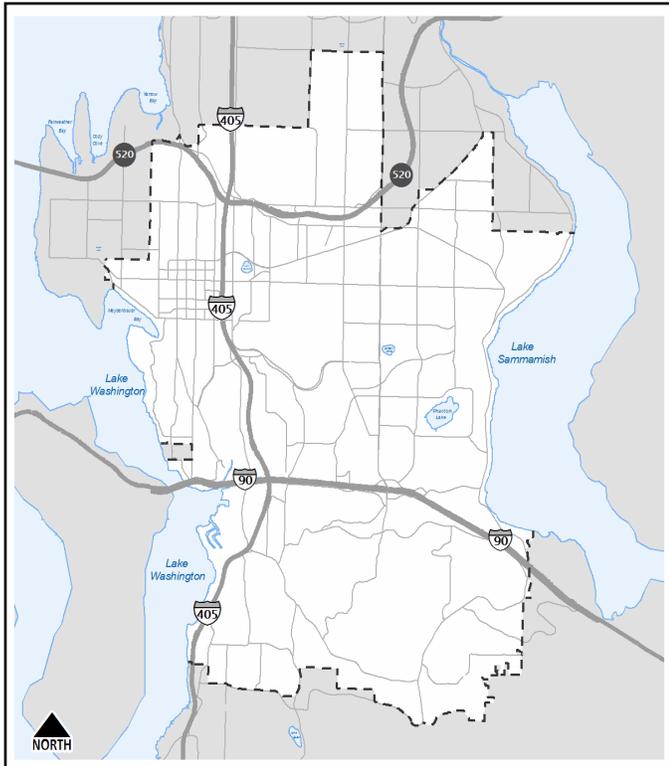
**Environmental Impacts**

Environmental impacts will be determined on a project by project basis.

**Operating Budget Impacts**

None

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount    |
|---------------------------------------|-------------|-----------|
| Project Costs                         | 2007 - 2021 | 5,399,175 |
| <b>Total Budgetary Cost Estimate:</b> |             | 5,399,175 |

**Means of Financing**

| Funding Source | Amount    |
|----------------|-----------|
| General Taxes  | 5,399,175 |

**Total Programmed Funding:** 5,399,175  
**Future Funding Requirements:**

**Comments**

## P-AD-27 Park Planning & Design

Category: **Innovative, Vibrant, & Caring Comm** Status: **Ongoing**  
 Department: **Parks & Community Services** Location: **N/A**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 7,857,469               | 5,557,469            | 400,000        | 400,000        | 300,000        | 300,000        | 300,000        | 300,000        | 300,000        |

### Description and Scope

Through this project the Parks and Community Services Department coordinates planning, design and technical work for ongoing park planning efforts, supports multi-departmental planning initiatives, explores potential partnership opportunities, and studies the feasibility of future park acquisition and development projects. Current planning initiatives include the study of light rail impacts on parks, Bel-Red park research and the update of the existing Ashwood Park master plan in response to changing needs, site conditions and community issues. Other work may include feasibility studies, public surveys and updates to existing long-range plans such as the Parks and Open Space System Plan.

### Rationale

The park master planning process creates a 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.

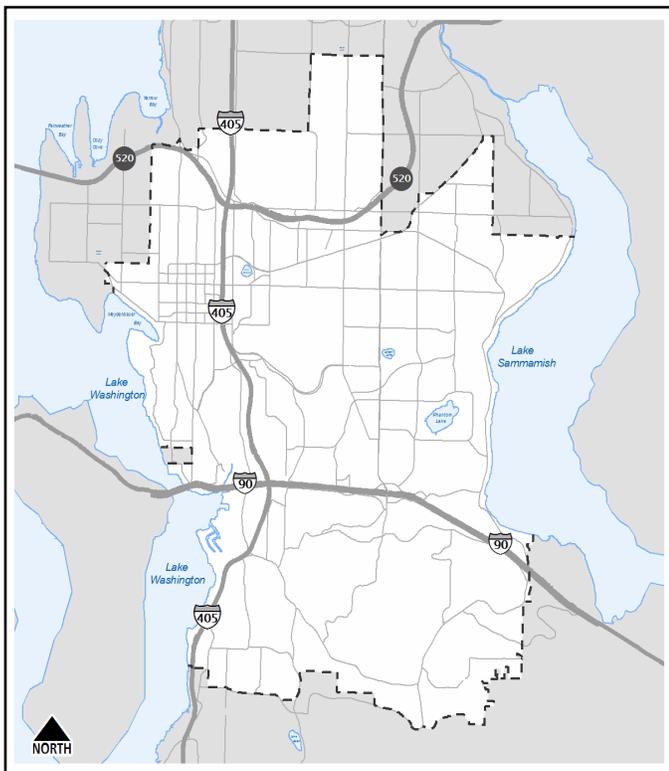
### Environmental Impacts

Environmental impacts will be determined by the individual development projects proposed.

### Operating Budget Impacts

None

### Project Map



### Schedule of Activities

| Project Activities                    | From - To | Amount           |
|---------------------------------------|-----------|------------------|
| Project Costs                         | Ongoing   | 7,857,469        |
| <b>Total Budgetary Cost Estimate:</b> |           | <b>7,857,469</b> |

### Means of Financing

| Funding Source                      | Amount    |                  |
|-------------------------------------|-----------|------------------|
| Charges for Services                | 988       |                  |
| Contributions from Other City Funds | 50,000    |                  |
| General Taxes                       | 500,351   |                  |
| Miscellaneous Revenue               | 1,589     |                  |
| Private Contributions               | 312,440   |                  |
| Real Estate Excise Tax              | 5,857,025 |                  |
| Rents and Leases                    | 3,589     |                  |
| Sale of Fixed Assets                | 1,130,537 |                  |
| Utility Rates/Fees                  | 950       |                  |
| <b>Total Programmed Funding:</b>    |           | <b>7,857,469</b> |
| <b>Future Funding Requirements:</b> |           |                  |

### Comments

## P-AD-79 King County Parks Levy

Category: **Innovative, Vibrant, & Caring Comm**    Status: **Enhanced**  
 Department: **Parks & Community Services**    Location: **Various**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>5,583,580</b>        | <b>3,513,580</b>     | <b>414,000</b> | <b>414,000</b> | <b>414,000</b> | <b>414,000</b> | <b>414,000</b> | -              | -              |

### Description and Scope

This project provides funds to supplement the acquisition, development and renovation of parks, open space and trails that meet the purpose of the 2013 voter-approved Levy and Parks Property Tax Levy Agreement with King County. In 2013 the citizens of King County extended a tax increase to expand parks and recreation opportunities countywide that was originally passed in 2007. A portion of those funds are distributed to cities to assist with the acquisition, development and renovation of parks, open space and trails. Bellevue is eligible to receive approximately \$414,000/year through 2019 in accordance with the terms of an Agreement between the City and King County. In the previous 6-year levy passed by the voters in 2008, the City used King County funds to supplement City funds to purchase property in the Richards Valley, South Bellevue and Coal Creek Greenways, assisted with a regional trails planning effort, and funded key trail development in the Coal Creek Natural Area. We expect to continue to use these funds to supplement Citywide park acquisition and development opportunities throughout the life of the levy.

### Rationale

Projects may include acquisitions and development that meets the purpose of the Parks Property Tax Levy Agreement and allocated from the voter-approved King County parks levy approved in 2013. The actual funding allocation is based upon population and assessed values.

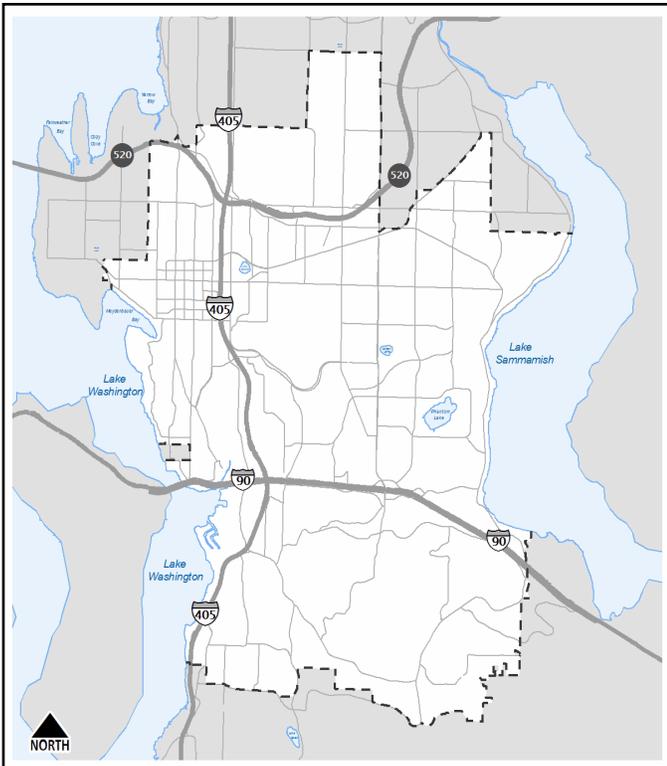
### Environmental Impacts

Land acquisition is exempt from the requirements of the State Environment Protection Act (SEPA). The environmental impacts of development projects will be assessed on a case-by-case basis.

### Operating Budget Impacts

Operating budget impacts will be determined by the projects funded by the King County levy.

### Project Map



### Schedule of Activities

| Project Activities                    | From - To   | Amount           |
|---------------------------------------|-------------|------------------|
| Project Costs                         | 2014 - 2019 | 5,583,580        |
| <b>Total Budgetary Cost Estimate:</b> |             | <b>5,583,580</b> |

### Means of Financing

| Funding Source                      | Amount    |                  |
|-------------------------------------|-----------|------------------|
| Contributions from Other City Funds | 317,590   |                  |
| Interlocal Contributions            | 5,262,361 |                  |
| Other Taxes                         | 3,629     |                  |
| <b>Total Programmed Funding:</b>    |           | <b>5,583,580</b> |
| <b>Future Funding Requirements:</b> |           |                  |

### Comments

## P-AD-82 Park & Open Space Acquisition (Levy)

Category: **Innovative, Vibrant, & Caring Comm**    Status: **Ongoing**  
 Department: **Parks & Community Services**    Location: **Various**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 13,142,803              | 3,917,803            | 1,513,000      | 537,000        | 2,075,000      | 1,275,000      | 1,275,000      | 1,275,000      | 1,275,000      |

### 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 Bellevue to provide greater access to the waterfront, provide additional parks and green space downtown and in several neighborhoods, expand existing parks, preserve the City's remaining natural areas and complete the City's significant greenway and trail system. Acquisition targets include additions to Mercer Slough and Downtown Park as well as opportunities in downtown Bellevue, the Bel-Red Corridor and along Lake Sammamish.

### 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. Key target areas include downtown Bellevue and the Bel-Red corridor. 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 require immediate action and will help to ensure that adequate open space will be available to meet growing demands for both active and passive recreation.

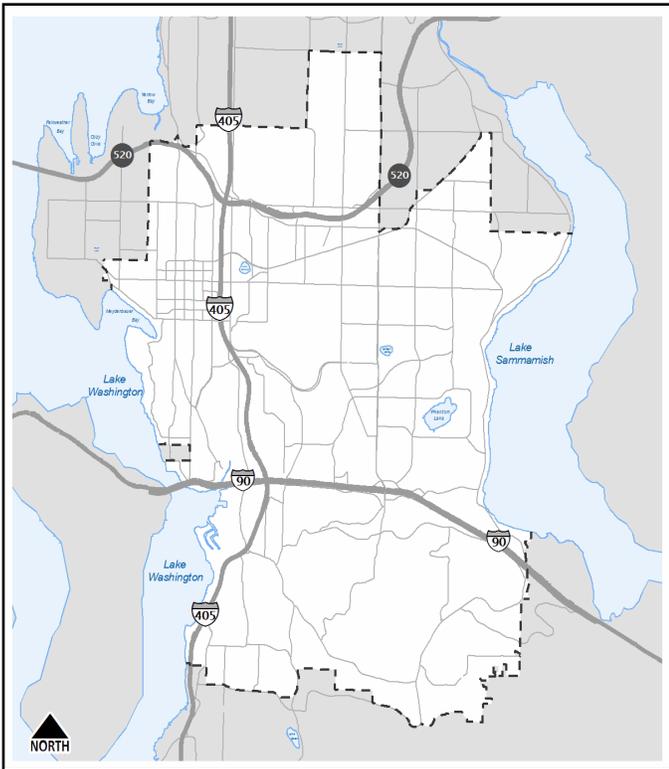
### Environmental Impacts

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

### Operating Budget Impacts

Any additional maintenance costs for acquisitions 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                         | Ongoing   | 13,142,803 |
| <b>Total Budgetary Cost Estimate:</b> |           | 13,142,803 |

### Means of Financing

| Funding Source                      | Amount    |            |
|-------------------------------------|-----------|------------|
| 2008 Parks Levy - Property Tax      | 5,074,100 |            |
| Interlocal Contributions            | 3,361,604 |            |
| Other Taxes                         | 287,097   |            |
| Real Estate Excise Tax              | 3,742,600 |            |
| Rents and Leases                    | 595,000   |            |
| State Grants                        | 82,402    |            |
| <b>Total Programmed Funding:</b>    |           | 13,142,803 |
| <b>Future Funding Requirements:</b> |           |            |

### Comments

## P-AD-83 Bellevue Airfield Park Development (Levy)

Category: **Innovative, Vibrant, & Caring Comm** Status: **Existing**  
 Department: **Parks & Community Services** Location: **160th Ave SE & SE 30th PI**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 1,424,583               | 299,583              | 800,000        | 325,000        | -              | -              | -              | -              | -              |

### Description and Scope

At full build-out, the Park Master Plan includes two lighted, synthetic turf soccer/lacrosse fields, three Little League baseball/softball fields, picnic shelters, children's play areas, restrooms, parking, walking paths, interactive water features and trail connections. Approximately two-thirds of the park will remain in its natural wooded condition to provide passive recreational opportunities, trails and buffers to the adjacent neighborhood. Approximately one-third of the park will be constructed over a former landfill. Initial site development will include landfill and storm water management improvements to ensure public safety and responsible environmental stewardship. Park components for the initial development phase will be determined during project design. Environmental Best Management Practices and low impact development strategies will be used in the design and construction.

### 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.

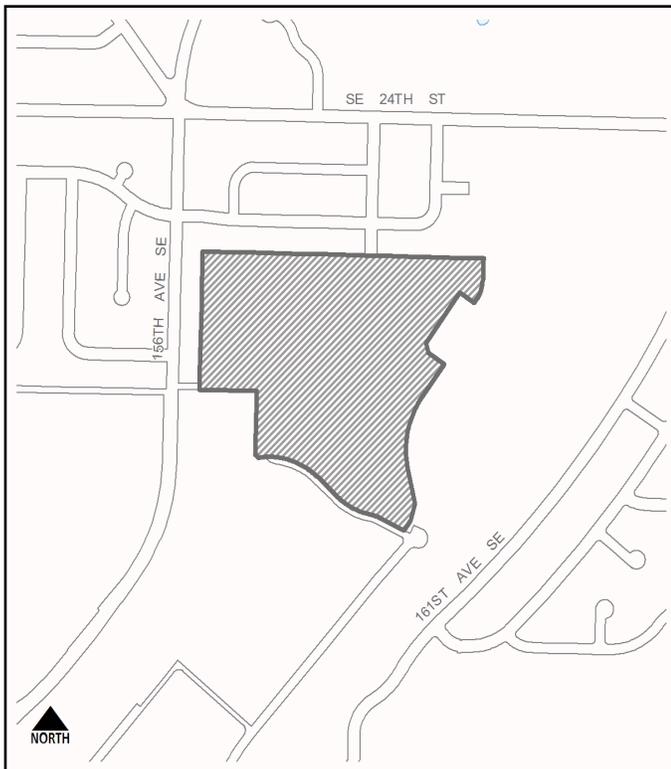
### Environmental Impacts

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

### Operating Budget Impacts

None

### Project Map



### Schedule of Activities

| Project Activities                    | From - To   | Amount    |
|---------------------------------------|-------------|-----------|
| Project Costs                         | 2014 - 2016 | 1,424,583 |
| <b>Total Budgetary Cost Estimate:</b> |             | 1,424,583 |

### Means of Financing

| Funding Source                 | Amount    |
|--------------------------------|-----------|
| 2008 Parks Levy - Property Tax | 1,047,000 |
| Other Taxes                    | 122,583   |
| Real Estate Excise Tax         | 255,000   |

**Total Programmed Funding:** 1,424,583  
**Future Funding Requirements:**

### Comments

## P-AD-95 Surrey Downs Park Development

Category: **Innovative, Vibrant, & Caring Comm**    Status: **New**  
 Department: **Parks & Community Services**    Location: **SE 9th St & 112th Ave SE**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 6,940,000               | -                    | 940,000        | -              | -              | 3,000,000      | 3,000,000      | -              | -              |

### Description and Scope

This project funds design, permitting and construction of Surrey Downs park development consistent with the updated Master Plan, and also funds demolition of the district court facilities. Demolition will be complete in 2015. When complete, the park will include large open grass areas, trails, playground equipment areas, a multi-use sports court, restroom, picnic shelters, landscaping, a viewing overlook and a series of retaining walls along the 112th Avenue park frontage. Project timing assumes that construction would start in 2018. Timing may be affected by the light rail construction and considerations of project roles and responsibilities between the City and Sound Transit.

### Rationale

The site of a former elementary school, the City has been maintaining a portion of this site as a neighborhood park since 1986 under an agreement with King County, who purchased the property from the Bellevue School District for use as a District Court. After many years of discussion, the City finally acquired the site from King County in 2005 as a public park. The development of Surrey Downs Park was identified in the 2008 voter-approved Parks and Natural Areas Levy. In 2013, the City approved the light rail alignment that will run adjacent to this site, and in 2014, approved a new location for the District Court functions. The park master plan has been updated to reflect the impacts of the light rail alignment.

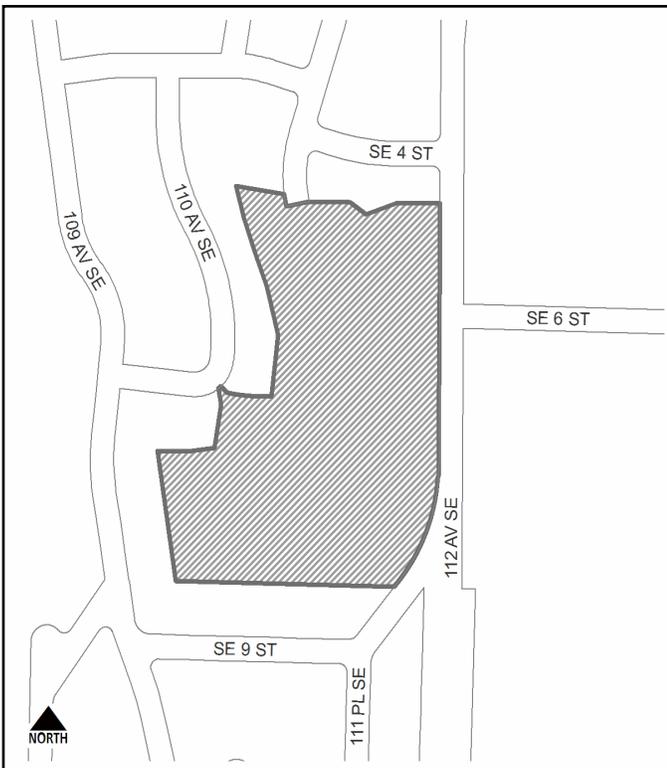
### Environmental Impacts

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

### Operating Budget Impacts

Upon project completion, additional maintenance costs resulting from park development 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                         | 2015 - 2019 | 6,940,000 |
| <b>Total Budgetary Cost Estimate:</b> |             | 6,940,000 |

### Means of Financing

| Funding Source                 | Amount    |
|--------------------------------|-----------|
| 2008 Parks Levy - Property Tax | 4,213,392 |
| Real Estate Excise Tax         | 2,726,608 |

**Total Programmed Funding:** 6,940,000  
**Future Funding Requirements:**

### Comments

## P-AD-87 Downtown Park Development (Levy)

Category: **Innovative, Vibrant, & Caring Comm**    Status: **Enhanced**  
 Department: **Parks & Community Services**    Location: **NE 4th & Bellevue Way**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 11,999,744              | 699,744              | 4,500,000      | 6,800,000      | -              | -              | -              | -              | -              |

### Description and Scope

This project funds additional phases of Downtown Park Master Plan development, including completion of the park's signature circular promenade, water feature and alley of trees. Construction includes a formal connection and park entrance to Old Bellevue with a water feature at the north end of 102nd Street NE and a terraced seating area in the SE quadrant of the park. The parking lot off of 100th Avenue NE will be expanded, and the lot on NE 2nd Street will be removed to complete the promenade. Improvements will take place at the park's NE entrance to provide the critical connection to downtown Bellevue, and to create an identity to downtown Bellevue that the park currently lacks. Planned elements include a water feature visible from Bellevue Way and connections to the central promenade and formal gardens along the park's eastern edge.

### Rationale

Development goals for Downtown Park have been recognized in Bellevue's Comprehensive Plan, Parks & Open Space System Plan and the Downtown 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."

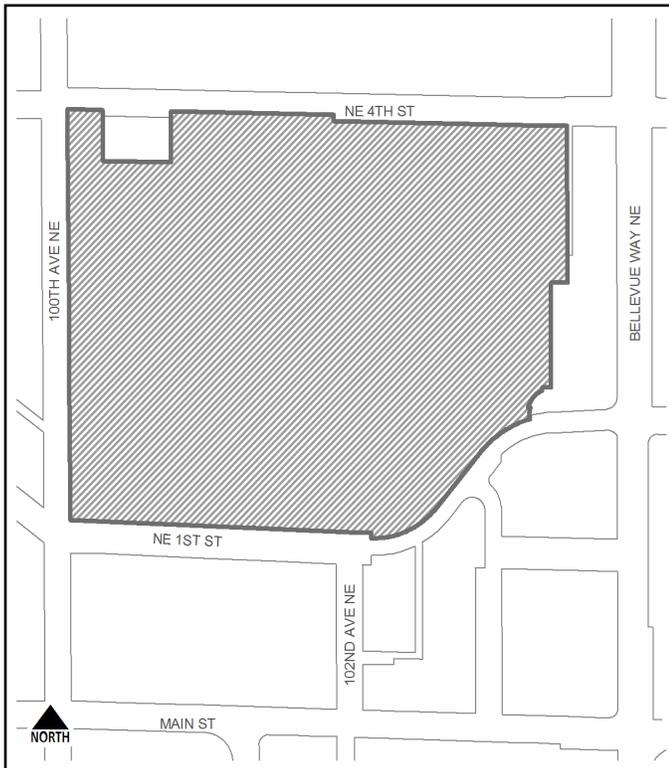
### Environmental Impacts

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

### Operating Budget Impacts

Upon completion of the project described above, maintenance costs resulting from the new development 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 - 2016 | 11,999,744 |

**Total Budgetary Cost Estimate:** 11,999,744

### Means of Financing

| Funding Source                 | Amount    |
|--------------------------------|-----------|
| 2008 Parks Levy - Property Tax | 7,538,688 |
| Real Estate Excise Tax         | 4,461,056 |

**Total Programmed Funding:** 11,999,744  
**Future Funding Requirements:**

### Comments

## P-AD-92 Meydenbauer Bay Phase 1 Park Development

Category: **Innovative, Vibrant, & Caring Comm** Status: **Enhanced**  
 Department: **Parks & Community Services** Location: **Lake Washington Blvd NE & 98th PI NE**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 12,000,464              | 1,000,464            | 500,000        | 5,200,000      | 5,300,000      | -              | -              | -              | -              |

### Description and Scope

This project funds design, permitting and construction of Phase 1 improvements to Meydenbauer Bay Park west of 99th Avenue, extending the existing Meydenbauer Beach Park to the east along the waterfront. The scope of work includes stream daylighting, beach and shoreline improvements, canoe and kayak tie-ups, pathways, trails, landscaping, and restroom and pier construction. Project design started in 2014 and the existing residential houses will be demolished in 2014.

### Rationale

The community has consistently identified public access to the waterfront as a top priority, and connecting Downtown to the waterfront has been a longtime vision of the City. The adopted Meydenbauer Bay Park and Land Use Plan is the result of a comprehensive public outreach process that included neighbors, businesses and citizen groups. This ten acre, quarter-mile waterfront community park will improve waterfront access and recreation opportunities for the entire community, celebrate history by preserving historic waterfront buildings, restore ecological functions and water quality, and strengthen the visual, cultural and physical connections of the downtown to Lake Washington.

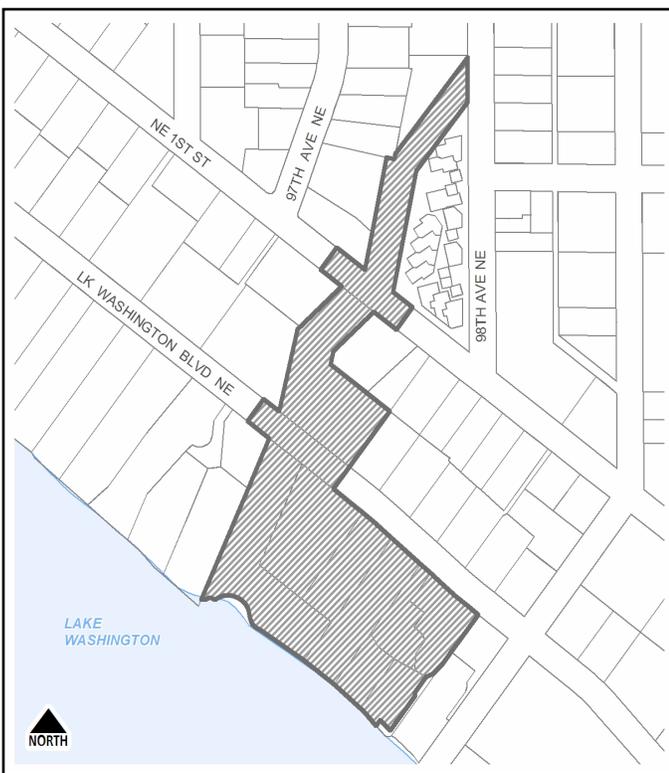
### Environmental Impacts

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

### Operating Budget Impacts

Maintenance costs will be determined during the design phase and M&O funding requests will be submitted prior to project completion.

### Project Map



### Schedule of Activities

| Project Activities                    | From - To   | Amount     |
|---------------------------------------|-------------|------------|
| Project Costs                         | 2014 - 2017 | 12,000,464 |
| <b>Total Budgetary Cost Estimate:</b> |             | 12,000,464 |

### Means of Financing

| Funding Source                     | Amount    |
|------------------------------------|-----------|
| Federal Grants                     | 2,950,000 |
| General Taxes & LTGO Bond Proceeds | 9,000,000 |
| Miscellaneous Revenue              | 48,914    |
| Real Estate Excise Tax             | 1,550     |

**Total Programmed Funding:** 12,000,464  
**Future Funding Requirements:**

### Comments

## P-AD-94 Inspiration Playground at Downtown Park

Category: **Innovative, Vibrant, & Caring Comm** Status: **New**  
 Department: **Parks & Community Services** Location: **NE 1st & 100th Ave NE**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 2,000,000               | -                    | 500,000        | 1,500,000      | -              | -              | -              | -              | -              |

### Description and Scope

The Inspiration Playground is a joint effort between the City and the Rotary Club of Bellevue to “build the most unique playground on earth; a self-contained world, dedicated to fun, imagination and learning, where all ages and abilities play and explore at their own pace.” Phase 1 will complete the initial components of the overall design concept, and include features such as the wisteria gateway, imagination station play area, whimsy plaza, free spirit natural play area and wavy walk. Seating areas and a water feature will also be provided. The timing of construction depends on fundraising. A minimum of \$1.5million is required to initiate phase 1.

### Rationale

1 in 50 children in the U.S. are diagnosed with autism; 1 in 10 King County residents have a disability; 15% of Washington children have one or more special health care needs; 1 in 3 children aged 2-19 are considered overweight or obese. Disabilities challenge how individuals and families go to school, work or even spend a day in the park. ADA guidelines have made public places more accessible, but they have not ensured their playability or equitable inclusion for the estimated 6 million children with disabilities in the U.S. The Inspiration Playground seeks to bridge the gap. Extensive research supports the positive relationship between play and social, emotional, physical and cognitive development. Play also has therapeutic powers, helping children heal from trauma and other health issues. Play also offers a natural and unstructured way to engage kids in the physical exercise they need.

For children with disabilities who are often marginalized by society, integrated play with their peers provides opportunities for meaningful interactions that build independence and self-esteem. Inclusive play also gives able-bodied children the opportunity to experience children with disabilities as equals – teaching the vital lessons of compassion, awareness and acceptance.

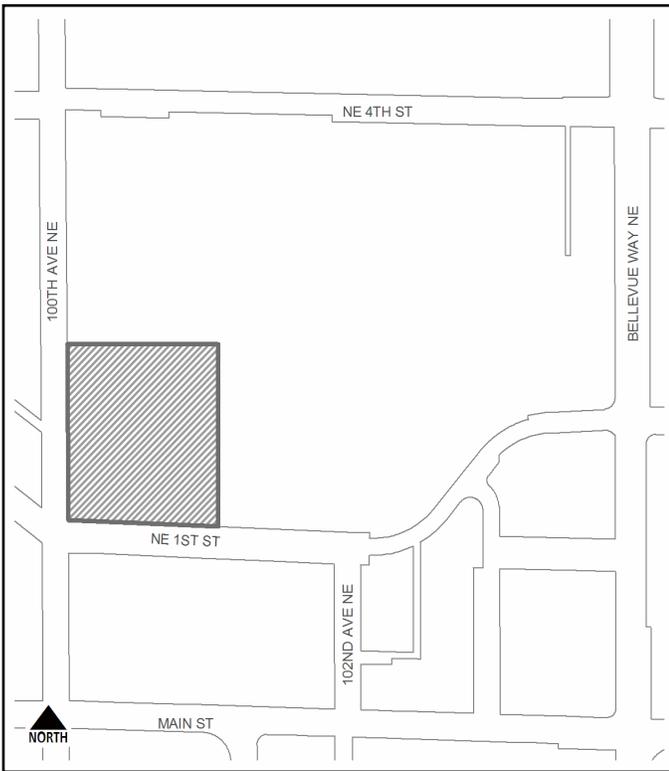
### Environmental Impacts

Environmental impacts are being studied as part of project design and permitting.

### Operating Budget Impacts

Maintenance costs will be determined during the design phase and M&O funding requests will be submitted prior to project completion.

### Project Map



### Schedule of Activities

| Project Activities                    | From - To   | Amount    |
|---------------------------------------|-------------|-----------|
| Project Costs                         | 2015 - 2016 | 2,000,000 |
| <b>Total Budgetary Cost Estimate:</b> |             | 2,000,000 |

### Means of Financing

| Funding Source        | Amount    |
|-----------------------|-----------|
| Private Contributions | 2,000,000 |

**Total Programmed Funding:** 2,000,000  
**Future Funding Requirements:**

### Comments

## P-R-02 Enterprise Facility Improvements

Category: **Innovative, Vibrant, & Caring Comm**    Status: **Ongoing**  
 Department: **Parks & Community Services**    Location: **Various**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 12,718,877              | 10,268,877           | 350,000        | 350,000        | 350,000        | 350,000        | 350,000        | 350,000        | 350,000        |

### Description and Scope

This project consists of various capital improvements to the Bellevue Golf Course and other Enterprise facilities. Past golf course projects have included reconstruction of tees, greens, and sand traps, redesign of holes, driving range lighting, forest management, and landscape improvements. The current project is the reconstruction and expansion of the driving range, including a two-tiered tee area to increase revenues. Future Enterprise facility projects may include improvements to the tennis center, aquatic center, ballfields or Robinswood House.

### Rationale

These improvements will limit City liability, maintain and enhance Enterprise facilities, maintain or increase annual revenue and/or reduce annual operating expenses.

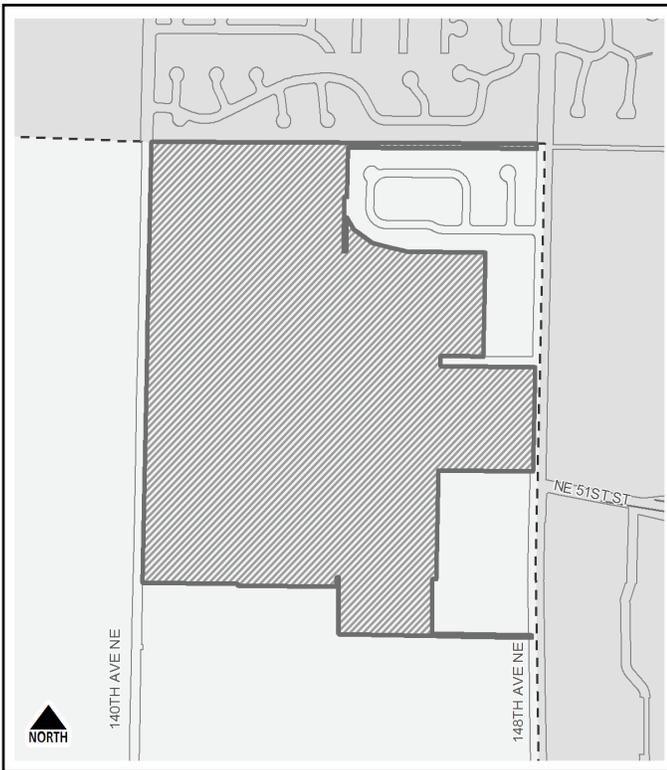
### Environmental Impacts

Project-specific impacts will be reviewed during project design.

### Operating Budget Impacts

Any maintenance or operating costs resulting from additional development will be funded through the Parks Enterprise Fund.

### Project Map



### Schedule of Activities

| Project Activities                    | From - To | Amount     |
|---------------------------------------|-----------|------------|
| Project Costs                         | Ongoing   | 12,718,877 |
| <b>Total Budgetary Cost Estimate:</b> |           | 12,718,877 |

### Means of Financing

| Funding Source                      | Amount     |            |
|-------------------------------------|------------|------------|
| Charges for Services                | 5,823      |            |
| Contributions from Other City Funds | 10,530,269 |            |
| General Taxes                       | 1,475,732  |            |
| Judgements/Settlements              | 146,229    |            |
| Miscellaneous Revenue               | 374,440    |            |
| Rents and Leases                    | 186,384    |            |
| <b>Total Programmed Funding:</b>    |            | 12,718,877 |
| <b>Future Funding Requirements:</b> |            |            |

### Comments

## P-R-11 Parks Renovation & Refurbishment Plan

Category: **Innovative, Vibrant, & Caring Comm**    Status: **Ongoing**  
 Department: **Parks & Community Services**    Location: **Various**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 77,884,992              | 44,334,191           | 4,265,379      | 4,488,054      | 4,713,920      | 4,833,960      | 4,948,488      | 5,081,000      | 5,220,000      |

### 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. 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. Funding to restore, enhance, and renovate degraded natural areas including shorelines, streams, wetlands, forests, greenways, trails and nature space is also included in this program.

### Rationale

The project addresses improvements beyond normal maintenance requirements, as well as safety issues identified by Parks and Risk Management staff. The City has placed high priority on reducing potential liability, completing major refurbishment projects, and increasing accessibility into our park system. 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. Service delivery would expand partnership agreements with private non-profit organizations, and include other efforts to increase volunteer involvement.

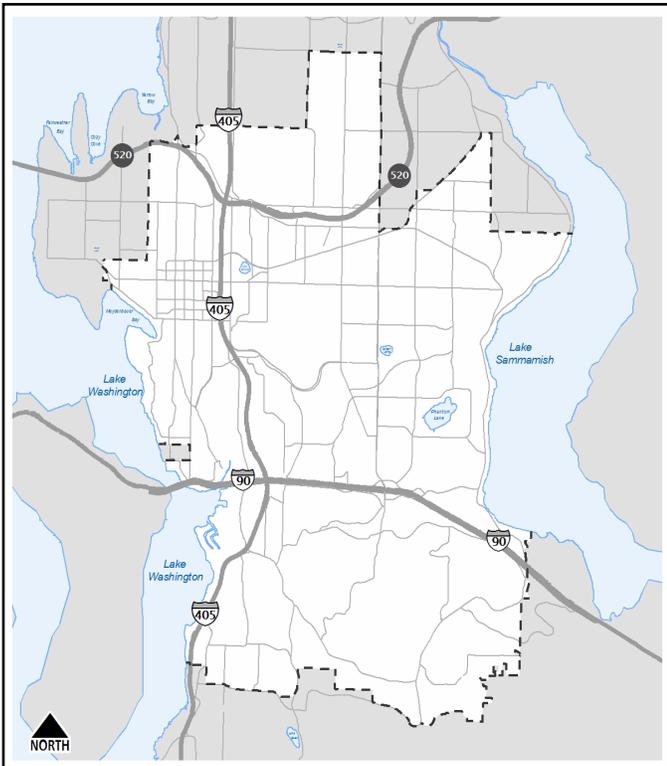
### Environmental Impacts

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

### Operating Budget Impacts

This project has no impact on operating budget expenditures.

### Project Map



### Schedule of Activities

| Project Activities                    | From - To | Amount     |
|---------------------------------------|-----------|------------|
| Project Costs                         | Ongoing   | 77,884,992 |
| <b>Total Budgetary Cost Estimate:</b> |           | 77,884,992 |

### Means of Financing

| Funding Source                      | Amount     |            |
|-------------------------------------|------------|------------|
| Charges for Services                | 39,968     |            |
| Contributions from Other City Funds | 221,844    |            |
| Federal Grants                      | 1,261,574  |            |
| General Taxes & LTGO Bond Proceeds  | 14,001,759 |            |
| Interlocal Contributions            | 199,000    |            |
| Miscellaneous Revenue               | 2,461,056  |            |
| Private Contributions               | 112,084    |            |
| Real Estate Excise Tax              | 58,760,165 |            |
| Rents and Leases                    | 567,842    |            |
| State Grants                        | 259,700    |            |
| <b>Total Programmed Funding:</b>    |            | 77,884,992 |
| <b>Future Funding Requirements:</b> |            |            |

### Comments

## PW-W/B-49 Pedestrian Facilities Compliance Program

Category: **Innovative, Vibrant, & Caring Comm**    Status: **Ongoing**  
 Department: **Transportation**    Location: **Various**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>2,229,125</b>        | <b>1,482,125</b>     | <b>100,000</b> | <b>100,000</b> | <b>103,000</b> | <b>106,000</b> | <b>109,000</b> | <b>113,000</b> | <b>116,000</b> |

### 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 Access Enhancement 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 ADA Access Enhancement Plan for Public Rights of Way (a required element of ADA compliance).

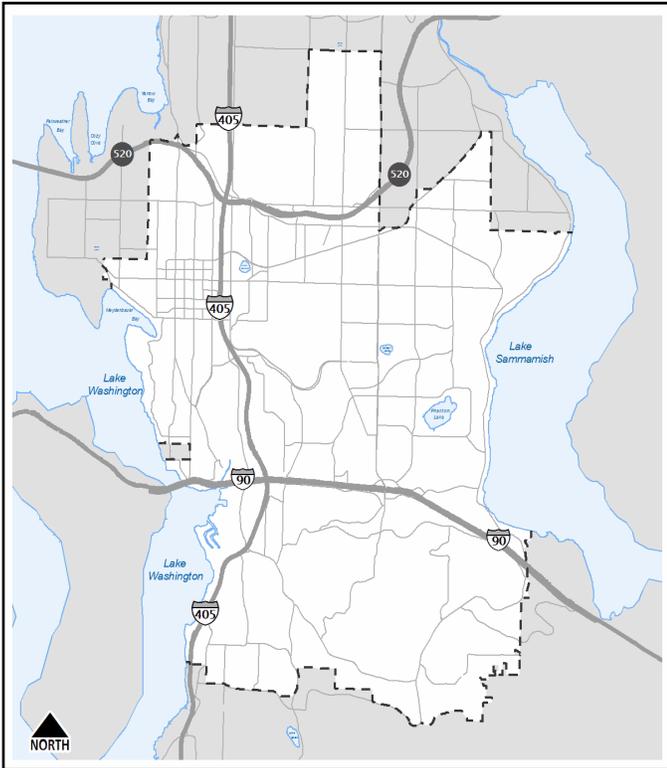
### Environmental Impacts

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

### Operating Budget Impacts

Operating costs for new improvements will be determined on an as needed basis.

### Project Map



### Schedule of Activities

| Project Activities                    | From - To | Amount           |
|---------------------------------------|-----------|------------------|
| Project Costs                         | Ongoing   | 2,229,125        |
| <b>Total Budgetary Cost Estimate:</b> |           | <b>2,229,125</b> |

### Means of Financing

| Funding Source                      | Amount  |                  |
|-------------------------------------|---------|------------------|
| Charges for Services                | 309     |                  |
| General Taxes                       | 790,422 |                  |
| Interlocal Contributions            | 33,200  |                  |
| Miscellaneous Revenue               | 171,741 |                  |
| Real Estate Excise Tax              | 128,261 |                  |
| State Grants                        | 193,715 |                  |
| Transportation Funding              | 911,477 |                  |
| <b>Total Programmed Funding:</b>    |         | <b>2,229,125</b> |
| <b>Future Funding Requirements:</b> |         |                  |

### Comments

## 2015-2021 Utilities CIP Project Expenditures

City of Bellevue 2015-2016 Adopted Budget

| CIP Plan No.                           | Project Name  | 2015 Estimate     | 2016 Estimate     | 2017 Estimate     | 2018 Estimate     | 2019 Estimate     | 2020 Estimate     | 2021 Estimate     | 2015-2021 Total    | New Total Project Budget |
|--|---|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|--------------------------|
| <b>WATER CIP</b>                       |   |                   |                   |                   |                   |                   |                   |                   |                    |                          |
| W-16                                   | Small Diameter Water Main Replacement                         | 6,119,000         | 7,708,000         | 8,503,000         | 9,326,000         | 9,513,000         | 9,703,000         | 9,897,000         | 60,769,000         | 109,937,885              |
| W-67                                   | Pressure Reducing Valve (PRV) Rehabilitation                  | 433,000           | 384,000           | 392,000           | 399,000           | 407,000           | 416,000           | 424,000           | 2,855,000          | 10,494,971               |
| W-69                                   | Minor (Small) Water Capital Improvement Projects              | 269,000           | 212,000           | 216,000           | 220,000           | 225,000           | 229,000           | 234,000           | 1,605,000          | 6,622,619                |
| W-82                                   | Fire Hydrant Standardization                                  | -                 | 58,000            | 309,000           | 254,000           | -                 | -                 | -                 | 621,000            | 1,859,965                |
| W-85                                   | Reservoir Rehabilitation or Replacement                       | 1,045,000         | 1,639,000         | 1,057,000         | 1,093,000         | 140,000           | 229,000           | 746,000           | 5,949,000          | 14,730,705               |
| W-91                                   | Water Pump Station Rehabilitation or Replacement              | 2,477,000         | 2,188,000         | 2,186,000         | 2,010,000         | 634,000           | 1,274,000         | 2,902,000         | 13,671,000         | 17,032,238               |
| W-98                                   | Replacement of Large Commercial Water Meters                  | 581,000           | 516,000           | 527,000           | 537,000           | 548,000           | 559,000           | 570,000           | 3,838,000          | 5,720,308                |
| W-99                                   | Water Service Line and Saddle Replacement                     | 237,000           | 243,000           | 248,000           | 253,000           | 258,000           | 263,000           | 269,000           | 1,771,000          | 3,707,932                |
| W-103                                  | Increase Drinking Water Storage Availability for West Op Area | 134,000           | 317,000           | 755,000           | 440,000           | 1,347,000         | -                 | -                 | 2,993,000          | 3,321,547                |
| W-104                                  | New Water Inlet Station                                       | -                 | -                 | -                 | 637,000           | 2,273,000         | 2,319,000         | -                 | 5,229,000          | 5,229,000                |
| W-105                                  | Water Facilities for NE 15th Multi Modal Corridor             | 220,000           | 226,000           | 231,000           | 236,000           | 240,000           | 245,000           | 250,000           | 1,648,000          | 2,687,937                |
| W-106                                  | Water Facilities for NE 4th Extension                         | 206,000           | 89,000            | -                 | -                 | -                 | -                 | -                 | 295,000            | 493,723                  |
| W-107                                  | East Link Utility Relocations                                 | 2,630,000         | -                 | -                 | -                 | -                 | -                 | -                 | 2,630,000          | 2,630,000                |
| <b>TOTAL WATER CIP</b>                 |   | <b>14,351,000</b> | <b>13,580,000</b> | <b>14,424,000</b> | <b>15,405,000</b> | <b>15,585,000</b> | <b>15,237,000</b> | <b>15,292,000</b> | <b>103,874,000</b> | <b>184,468,830</b>       |
| <b>SEWER</b>                           |   |                   |                   |                   |                   |                   |                   |                   |                    |                          |
| S-16                                   | Sewage Pump Station Improvements                              | 512,000           | 1,340,000         | 2,310,000         | 1,075,000         | 1,097,000         | 1,090,000         | 995,000           | 8,419,000          | 20,600,491               |
| S-24                                   | Sewer System Pipeline Major Repairs                           | 1,232,000         | 1,836,000         | 1,873,000         | 1,911,000         | 1,949,000         | 1,988,000         | 2,027,000         | 12,816,000         | 30,762,785               |
| S-32                                   | Minor (Small) Sewer Capital Improvement Projects              | 103,000           | 106,000           | 108,000           | 110,000           | 112,000           | 115,000           | 117,000           | 771,000            | 2,926,323                |
| S-52                                   | East CBD Sewer Trunkline Improvement                          | 2,203,000         | 21,000            | -                 | -                 | -                 | -                 | -                 | 2,224,000          | 3,359,045                |
| S-53                                   | Bellefield Pump Station Capacity Improvement                  | 7,488,000         | 1,068,000         | -                 | -                 | -                 | -                 | -                 | 8,556,000          | 10,115,681               |
| S-58                                   | Lake Washington Sewer Lake Line Assessment Program            | 360,000           | 132,000           | -                 | -                 | -                 | -                 | -                 | 492,000            | 1,801,400                |
| S-59                                   | Add on-site Power at Sewer Pump Station                       | 74,000            | 76,000            | 312,000           | 417,000           | 290,000           | -                 | -                 | 1,169,000          | 1,243,981                |
| S-60                                   | Wilburton Sewer Capacity Upgrade                              | 5,253,000         | 952,000           | -                 | -                 | -                 | -                 | -                 | 6,205,000          | 7,982,599                |
| S-61                                   | Midlakes Pump Station Capacity Improvements                   | 1,684,000         | 1,730,000         | -                 | -                 | -                 | -                 | -                 | 3,414,000          | 4,069,715                |
| S-63                                   | Utility Facilities for 120th Ave NE Improv (Seg 2)            | 751,000           | 151,000           | -                 | -                 | -                 | -                 | -                 | 902,000            | 1,198,914                |
| S-66                                   | Sewer System Pipeline Replacement                             | 1,102,000         | 1,132,000         | 1,154,000         | 1,178,000         | 1,201,000         | 1,225,000         | 1,250,000         | 8,242,000          | 9,412,100                |
| S-67                                   | I&I Investigations and Flow Monitoring                        | 211,000           | 259,000           | 313,000           | 220,000           | 225,000           | -                 | -                 | 1,228,000          | 1,228,000                |
| S-68                                   | Sewer Force Main Condition Assessment                         | 258,000           | 264,000           | 270,000           | 275,000           | 281,000           | -                 | -                 | 1,348,000          | 1,348,000                |
| S-69                                   | Meydenbauer Bay Park Sewer Line Replacement                   | 62,000            | 286,000           | 1,888,000         | 265,000           | -                 | -                 | -                 | 2,501,000          | 2,501,000                |
| S-70                                   | East Link Utility Relocations                                 | 1,925,000         | -                 | -                 | -                 | -                 | -                 | -                 | 1,925,000          | 1,925,000                |
| <b>TOTAL SEWER</b>                     |   | <b>23,218,000</b> | <b>9,353,000</b>  | <b>8,228,000</b>  | <b>5,451,000</b>  | <b>5,155,000</b>  | <b>4,418,000</b>  | <b>4,389,000</b>  | <b>60,212,000</b>  | <b>100,475,034</b>       |
| <b>STORM &amp; SURFACE WATER</b>       |   |                   |                   |                   |                   |                   |                   |                   |                    |                          |
| D-59                                   | Minor (Small) Storm Capital Improvement Projects              | 163,000           | 167,000           | 170,000           | 174,000           | 177,000           | 181,000           | 185,000           | 1,217,000          | 3,226,677                |
| D-64                                   | Storm System Conveyance Repairs and Replacement               | 937,000           | 963,000           | 1,031,000         | 1,104,000         | 1,184,000         | 1,266,000         | 1,356,000         | 7,841,000          | 19,862,231               |
| D-81                                   | Fish Passage Improvement Program                              | 752,000           | 201,000           | 421,000           | 413,000           | 196,000           | 366,000           | 23,000            | 2,372,000          | 5,962,895                |
| D-86                                   | Stream Channel Modification Program                           | 85,000            | 231,000           | 338,000           | 675,000           | 531,000           | 427,000           | 33,000            | 2,320,000          | 6,690,568                |
| D-94                                   | Flood Control Program   | 1,113,000         | 725,000           | 1,248,000         | 1,519,000         | 1,914,000         | 939,000           | 651,000           | 8,109,000          | 13,862,973               |
| D-103                                  | Replace Coal Creek Pkwy Culvert at Coal Creek                 | 10,000            | 5,000             | 5,000             | 6,000             | 6,000             | 6,000             | 6,000             | 44,000             | 5,504,250                |
| D-104                                  | Stream Restoration for Mobility & Infrastructure Initiative   | 1,613,103         | 1,854,702         | 2,231,300         | 2,634,167         | -                 | -                 | -                 | 8,333,272          | 14,372,287               |
| D-105                                  | Replace NE 8th St Culvert at Kelsey Creek                     | 110,000           | 226,000           | 231,000           | 1,178,000         | 1,785,000         | 11,000            | 6,000             | 3,547,000          | 3,547,000                |
| D-106                                  | Lower Coal Creek Flood Hazard Reduction Phase I               | 300,000           | 600,000           | 200,000           | 2,177,000         | 2,176,000         | 2,176,000         | -                 | 7,629,000          | 8,095,889                |
| D-107                                  | Storm Water Video Inspection Enhancement                      | 299,000           | 614,000           | 626,000           | 638,000           | 326,000           | -                 | -                 | 2,503,000          | 2,503,000                |
| D-108                                  | East Link Utility Relocations                                 | 3,145,000         | -                 | -                 | -                 | -                 | -                 | -                 | 3,145,000          | 3,145,000                |
| <b>TOTAL STORM &amp; SURFACE WATER</b> |   | <b>8,527,103</b>  | <b>5,586,702</b>  | <b>6,501,300</b>  | <b>10,518,167</b> | <b>8,295,000</b>  | <b>5,372,000</b>  | <b>2,260,000</b>  | <b>47,060,272</b>  | <b>86,772,770</b>        |
| <b>TOTAL UTILITIES CIP</b>             |   | <b>46,096,103</b> | <b>28,519,702</b> | <b>29,153,300</b> | <b>31,374,167</b> | <b>29,035,000</b> | <b>25,027,000</b> | <b>21,941,000</b> | <b>211,146,272</b> | <b>371,716,634</b>       |

Reserves are excluded from the table above.



## 2015-2021 Capital Investment Program Plan

### Water

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The Water Utility owns and operates 619 miles of water distribution and transmission mains, 25 reservoirs with over 40 million gallons of storage, and 22 pump stations. Water is supplied by the Cascade Water Alliance by contractual arrangement with the City of Seattle through the Tolt and Cedar River supply systems. Bellevue's Water Utility serves all of Bellevue as well as the Points Communities and some areas of unincorporated King County.

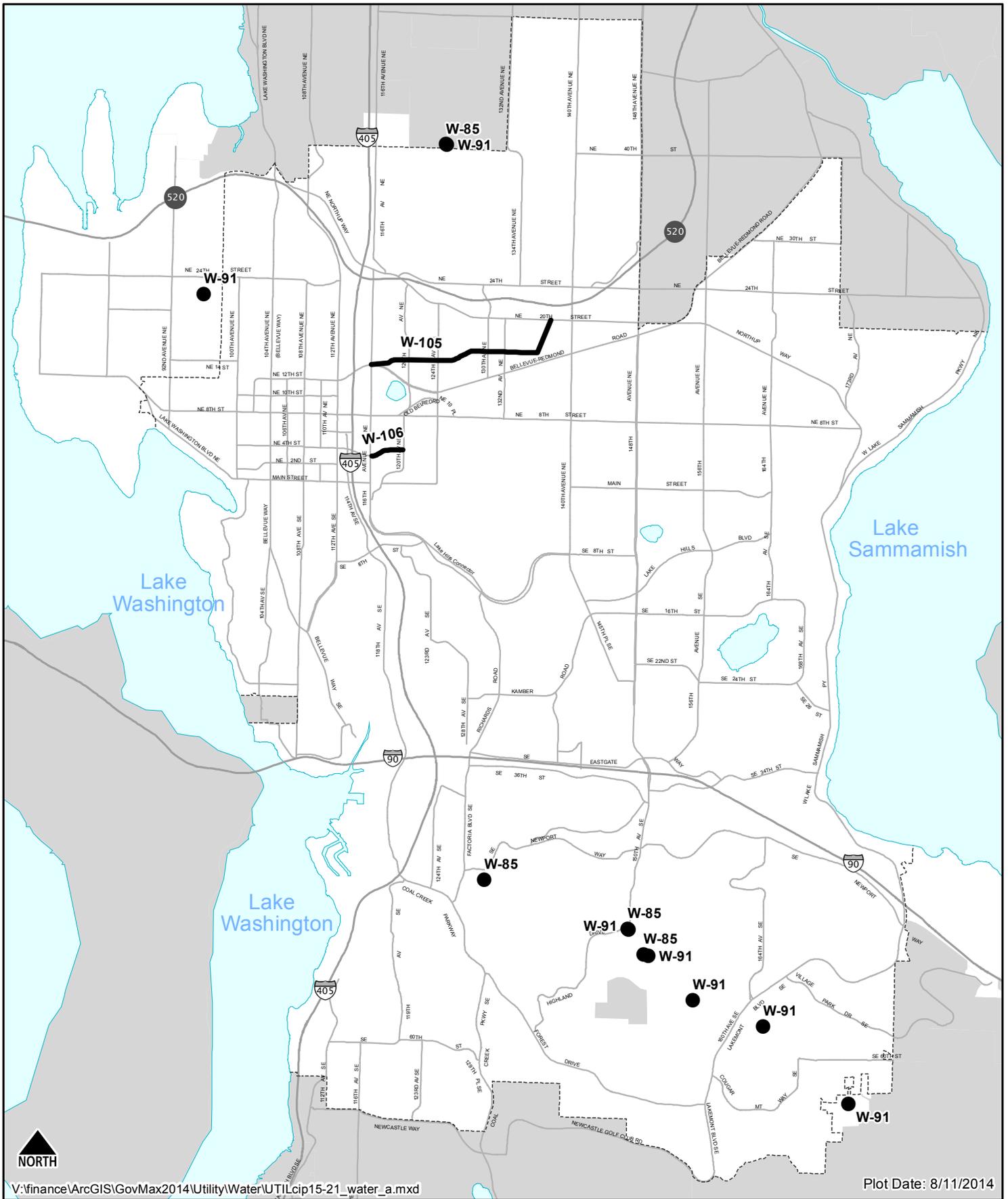
Capital improvements for the Water Utility are generally based on Bellevue's 2006 *Water Comprehensive Plan*. The Comprehensive Plan identifies system improvements needed to continue to meet the demands of population growth and system aging, and to provide for orderly system expansion and improvements 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 resources needed to maintain a high level of service and reliability as the water system ages (infrastructure renewal and replacement).

The 2015-2021 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 *Water Comprehensive 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.

**2015-2021 Adopted CIP: Water****Funded CIP Projects**

| <b>CIP Plan<br/>Number</b> | <b>Project Name</b>   | <b>\$ in 000s</b>                 |                                 |
|----------------------------|---|-----------------------------------|---------------------------------|
|                            |   | <b>2015-2021<br/>Project Cost</b> | <b>Total Estimated<br/>Cost</b> |
| W-16                       | Small Diameter Water Main Replacement                         | 60,769                            | 109,938                         |
| W-67                       | Pressure Reducing Valve (PRV) Rehabilitation                  | 2,855                             | 10,495                          |
| W-69                       | Minor (Small) Water Capital Improvement Projects              | 1,605                             | 6,623                           |
| W-82                       | Fire Hydrant Standardization                                  | 621                               | 1,860                           |
| W-85                       | Reservoir Rehabilitation or Replacement                       | 5,949                             | 14,731                          |
| W-91                       | Water Pump Station Rehabilitation or Replacement              | 13,671                            | 17,032                          |
| W-98                       | Replacement of Large Commercial Water Meters                  | 3,838                             | 5,720                           |
| W-99                       | Water Service Line and Saddle Replacement                     | 1,771                             | 3,708                           |
| W-103                      | Increase Drinking Water Storage Availability for West Op Area | 2,993                             | 3,322                           |
| W-104                      | New Water Inlet Station                                       | 5,229                             | 5,229                           |
| W-105                      | Water Facilities for NE 15th Multi Modal Corridor             | 1,648                             | 2,688                           |
| W-106                      | Water Facilities for NE 4th Extension                         | 295                               | 494                             |
| W-107                      | East Link Utility Relocations                                 | 2,630                             | 2,630                           |
|                            | <b>TOTAL WATER</b>  | <b>\$ 103,874</b>                 | <b>\$ 184,469</b>               |



# 2015-2021 Water CIP Projects

**Note:** Projects W-16, W-67, W-69, W-82, W-98, W-99, W-103, and W-104 are not shown as they will be located throughout the service area. W-107 located throughout the East Link corridor.

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.

## W-16 Small Diameter Water Main Replacement

Category: **Water**  
 Department: **Utilities**

Status: **Ongoing**  
 Location: **Various locations throughout Water Utility's service area**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 109,937,885             | 49,168,885           | 6,119,000      | 7,708,000      | 8,503,000      | 9,326,000      | 9,513,000      | 9,703,000      | 9,897,000      |

### Description and Scope

This program focuses primarily on replacing small diameter asbestos cement (AC) pipe that has reached its useful life. A secondary benefit is 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).

### Rationale

Water pipeline replacement rate will increase to 5 miles per year (over a ten-year period) by 2018. The 5 miles/year pipe replacement rate 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.

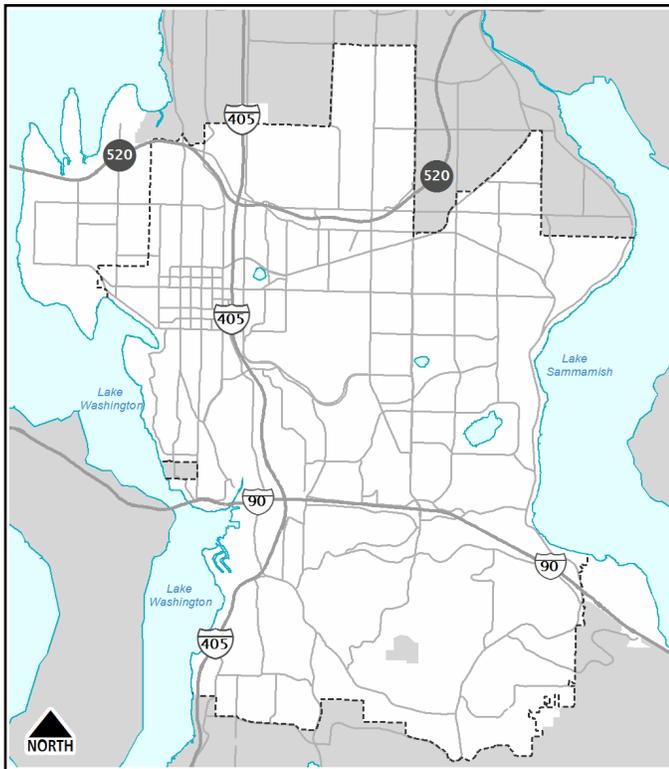
Small diameter AC pipe accounts for a disproportionate share of water main breaks. Besides size and material, soil corrosiveness, moisture content, and original construction quality affect pipe life. As budgeted, most 4-inch AC pipe will be replaced by 2017, reaching a maximum pipe age of 61 years. Replacement of 6-inch AC main will 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 generally have minimal impact to the environment, unless they are in or adjacent to sensitive areas. Proactive system replacement before failure reduces erosion and other environmental damage.

### Operating Budget Impacts

### Project Map



### Schedule of Activities

| Project Activities                    | From - To   | Amount      |
|---------------------------------------|-------------|-------------|
| Project Costs                         | 1982 - 2021 | 109,937,885 |
| <b>Total Budgetary Cost Estimate:</b> |             | 109,937,885 |

### Means of Financing

| Funding Source         | Amount      |
|------------------------|-------------|
| Judgements/Settlements | 42,000      |
| Miscellaneous Revenue  | 769,000     |
| Utility Rates/Fees     | 109,126,885 |

**Total Programmed Funding:** 109,937,885  
**Future Funding Requirements:**

### Comments

## W-67 Pressure Reducing Valve (PRV) Rehabilitation

Category: **Water**  
 Department: **Utilities**

Status: **Ongoing**  
 Location: **Various locations throughout Water Utility's service area**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 10,494,971              | 7,639,971            | 433,000        | 384,000        | 392,000        | 399,000        | 407,000        | 416,000        | 424,000        |

### Description and Scope

This ongoing program is to rehabilitate or replace old and deteriorating pressure reducing valves (PRVs) 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 about 3 PRVs per year. Replacement criteria include service requirements, safety, maintenance history, age, and availability of replacement parts.

### Rationale

Bellevue's water system includes 142 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.

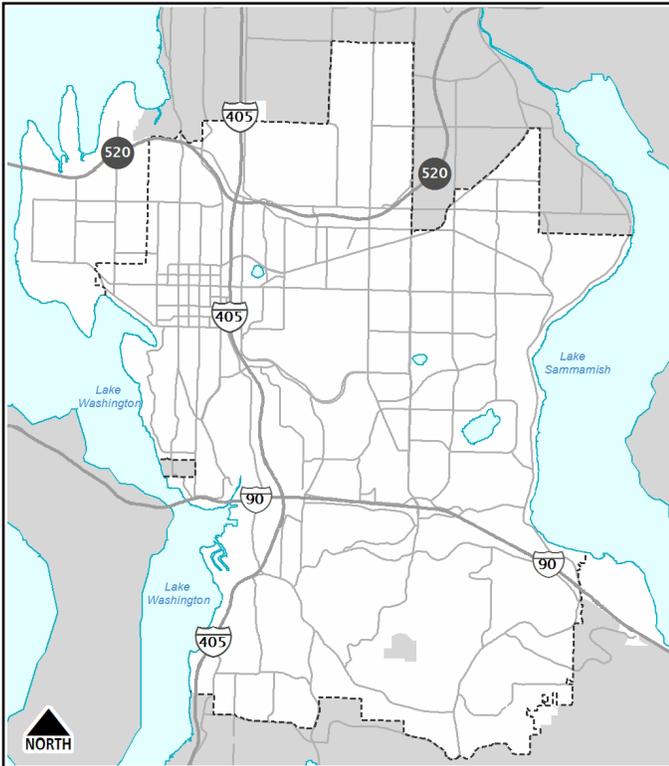
PRVs require rehabilitation or replacement every 35-45 years, as parts become obsolete and mechanical wear leads to unreliable performance. The oldest PRVs are in small, deteriorating vaults that make the increased maintenance and repair work problematic, are too small to accommodate newer valves and fittings, and in some cases raise safety concerns for personnel. The program budget funds replacement of about 3 PRVs/yr; the oldest PRV will be no more than 45 years old at this replacement rate.

### Environmental Impacts

Projects are generally confined to a small area within an existing utility vault, or may involve replacement of the vault, and so generally have little if any environmental impact during construction. Replacing PRVs before failure reduces the chance of erosion or other environmental damage from water leakage.

### Operating Budget Impacts

#### Project Map



#### Schedule of Activities

| Project Activities                    | From - To   | Amount     |
|---------------------------------------|-------------|------------|
| Project Costs                         | 1991 - 2021 | 10,494,971 |
| <b>Total Budgetary Cost Estimate:</b> |             | 10,494,971 |

#### Means of Financing

| Funding Source                      | Amount     |            |
|-------------------------------------|------------|------------|
| Miscellaneous Revenue               | 15,000     |            |
| Utility Rates/Fees                  | 10,479,971 |            |
| <b>Total Programmed Funding:</b>    |            | 10,494,971 |
| <b>Future Funding Requirements:</b> |            |            |

### Comments

## W-69 Minor (Small) Water Capital Improvement Projects

Category: **Water**  
 Department: **Utilities**

Status: **Ongoing**  
 Location: **Various locations throughout Water Utility's service area**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 6,622,619               | 5,017,619            | 269,000        | 212,000        | 216,000        | 220,000        | 225,000        | 229,000        | 234,000        |

### 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.

### Rationale

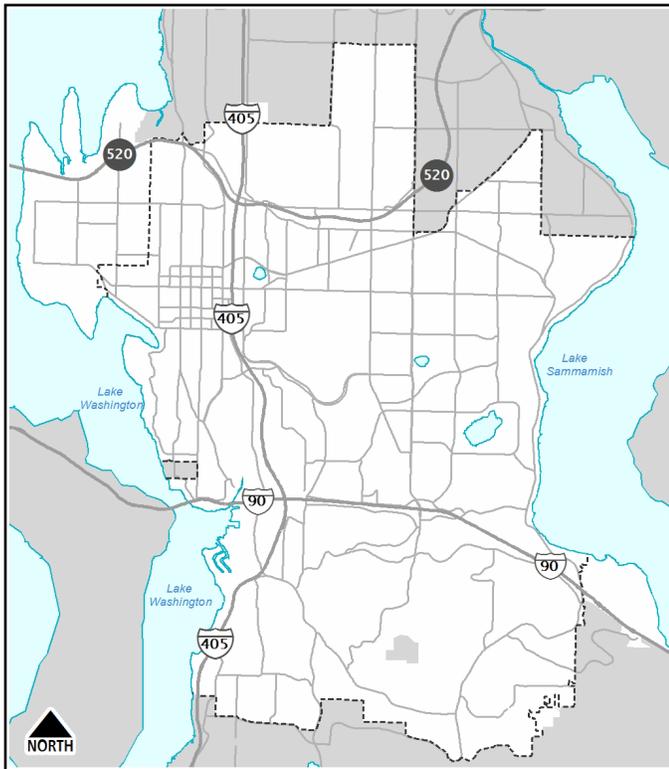
These improvements correct unanticipated minor deficiencies or maintenance problems of the existing system. This program allows the City to efficiently maintain and upgrade its water system by coordinating minor improvements with other City projects and maintenance activities. These projects are too 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 of these small system improvements are generally negligible. Overall the program resolves deficiencies which may avoid a system failure and associated environmental damage due to escaping water.

### Operating Budget Impacts

### Project Map



### Schedule of Activities

| Project Activities                    | From - To   | Amount    |
|---------------------------------------|-------------|-----------|
| Project Costs                         | 1991 - 2021 | 6,622,619 |
| <b>Total Budgetary Cost Estimate:</b> |             | 6,622,619 |

### Means of Financing

| Funding Source        | Amount    |
|-----------------------|-----------|
| Miscellaneous Revenue | 154,000   |
| Utility Rates/Fees    | 6,468,619 |

**Total Programmed Funding:** 6,622,619  
**Future Funding Requirements:**

### Comments

# W-82 Fire Hydrant Standardization

Category: **Water**  
 Department: **Utilities**

Status: **Ongoing**  
 Location: **Various locations throughout Water Utility's service area**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 1,859,965               | 1,238,965            | -              | 58,000         | 309,000        | 254,000        | -              | -              | -              |

**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. Twenty two two-port hydrants are still in service. Based on the proposed budget, these will all be replaced by 2019.

**Rationale**

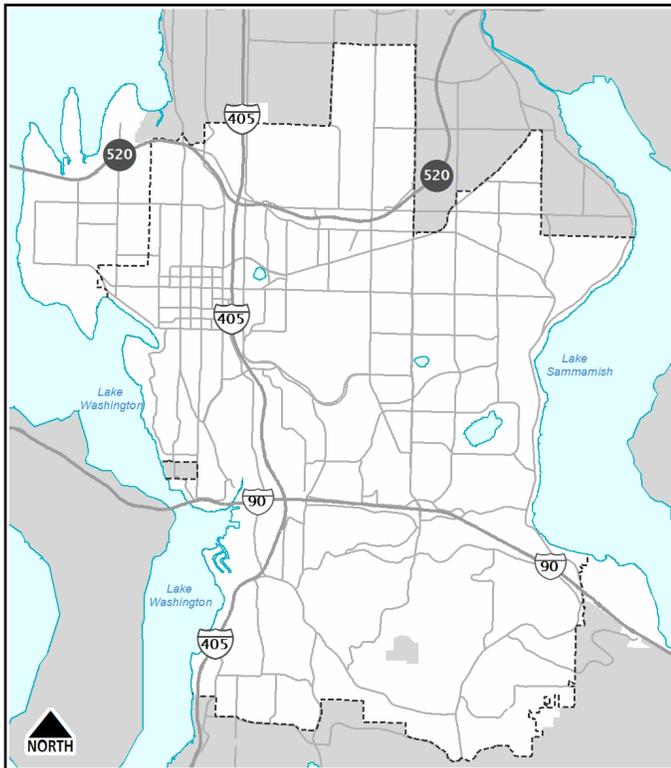
This program was recommended in the 1992 Water Comprehensive Plan and subsequent Plan Updates. Phase 1 of this project improved fire protection within the water service area where hydrant spacing limited fire protection. The current phase (2) of this project replaces non-standard two-port hydrants to improve available fireflow and response time in the event of a fire. Two-port hydrants can provide only 600 gpm. Three-port hydrants (the current standard) have a 1,250 gpm flow capacity.

**Environmental Impacts**

Environmental impacts of hydrant standardization are anticipated to be insignificant. Standard hydrants may improve fire response time, in the event of a fire, reducing the environmental impacts of a fire.

**Operating Budget Impacts**

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount           |
|---------------------------------------|-------------|------------------|
| Project Costs                         | 1993 - 2018 | 1,859,965        |
| <b>Total Budgetary Cost Estimate:</b> |             | <b>1,859,965</b> |

**Means of Financing**

| Funding Source                      | Amount           |
|-------------------------------------|------------------|
| Miscellaneous Revenue               | 107,000          |
| Utility Rates/Fees                  | 1,752,965        |
| <b>Total Programmed Funding:</b>    | <b>1,859,965</b> |
| <b>Future Funding Requirements:</b> |                  |

**Comments**

## W-85 Reservoir Rehabilitation or Replacement

Category: **Water**  
 Department: **Utilities**

Status: **Ongoing**  
 Location: **Reservoir locations throughout Water Utility's service area**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 14,730,705              | 8,781,705            | 1,045,000      | 1,639,000      | 1,057,000      | 1,093,000      | 140,000        | 229,000        | 746,000        |

### Description and Scope

This program funds retrofit or replacement of drinking water reservoirs to avoid or mitigate earthquake damage, and reservoir rehabilitation for age or use related deterioration. Bellevue operates and maintains 25 drinking water reservoirs in the system with a combined capacity of 40.6 million gallons. A 1993 reservoir study evaluated the seismic vulnerability of 21 of the reservoirs and recommended further evaluation and/or upgrade for 12 of these reservoirs. Remaining work at Horizon View #1, Somerset #1, Pikes Peak Reservoir, and Horizon View #2 reservoirs will be completed during this CIP window. A new study of the other reservoirs will determine upcoming needs and priorities for asset rehabilitation and replacement.

### Rationale

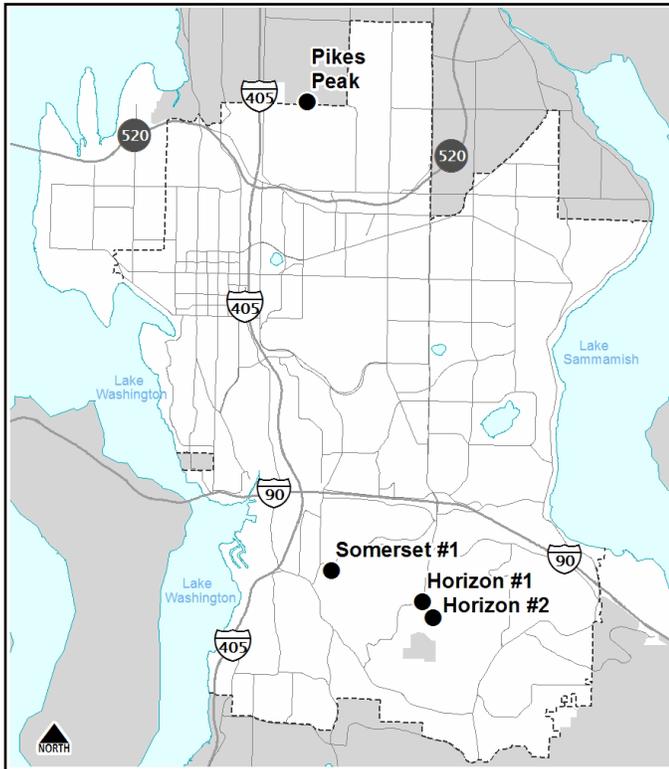
Major upgrades have been completed at seven of the 12 reservoirs identified for upgrade in the 1993 assessment. The improvements reduce life safety risk and reduce economic risk during and following seismic events. The remaining five will be completed by 2021. A study of the other reservoirs will determine upcoming needs and priorities. 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 risk to life safety and economic viability, loss of tank system operation and compromised emergency water storage, loss of use of communications systems, and property damage from water escaping the reservoir. Upgrades range from relatively minor roof repair and corrosion protection to reservoir replacement.

### Environmental Impacts

Structural retrofit of reservoirs reduces the chance of structural failure, and therefore reduces the chance of environmental damage due to stored water escaping the tank or vault. The environmental impacts will be determined during the design of each specific project.

### Operating Budget Impacts

### Project Map



### Schedule of Activities

| Project Activities                    | From - To   | Amount     |
|---------------------------------------|-------------|------------|
| Project Costs                         | 2005 - 2021 | 14,730,705 |
| <b>Total Budgetary Cost Estimate:</b> |             | 14,730,705 |

### Means of Financing

| Funding Source                      | Amount     |            |
|-------------------------------------|------------|------------|
| Miscellaneous Revenue               | 2,779,000  |            |
| Utility Rates/Fees                  | 11,951,705 |            |
| <b>Total Programmed Funding:</b>    |            | 14,730,705 |
| <b>Future Funding Requirements:</b> |            |            |

### Comments

# W-91 Water Pump Station Rehabilitation or Replacement

Category: **Water**  
 Department: **Utilities**

Status: **Ongoing**  
 Location: **Various locations throughout Water Utility's service area**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 17,032,238              | 3,361,238            | 2,477,000      | 2,188,000      | 2,186,000      | 2,010,000      | 634,000        | 1,274,000      | 2,902,000      |

### Description and Scope

This program was established in 2005 to rehabilitate Bellevue's twenty-one 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. In 2015-21 these pump stations will be rehabilitated or replaced: Horizon View #3, Horizon View #1, Cougar Mtn. #3, Pikes Peak, Cougar Mtn. #2, Clyde Hill P.S., Cougar Mtn. #1, and Horizon View #2.

### Rationale

Thirty five percent of all water used in Bellevue passes through one or more of the twenty-one pump stations, amounting to over two billion gallons of water per year. Many stations are approaching 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.

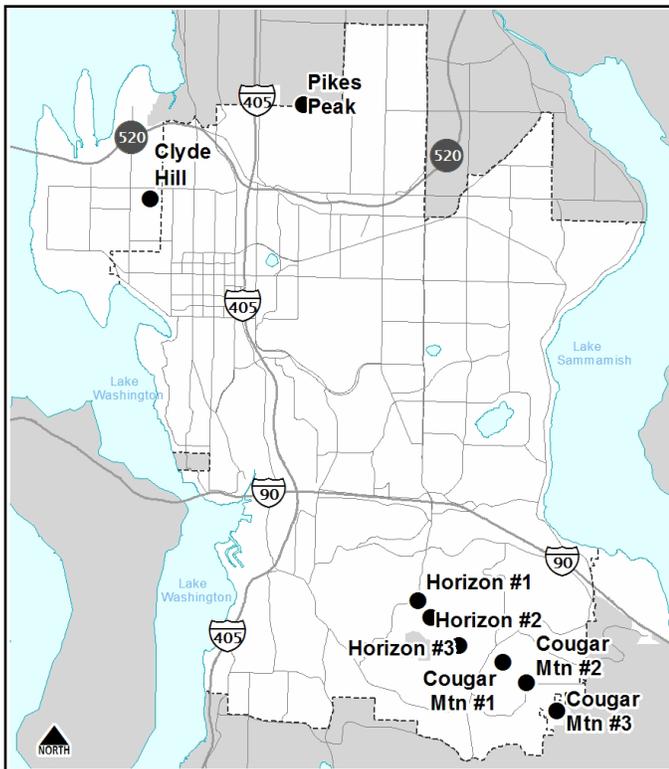
Based on an initial consultant evaluation, the Utility should rehabilitate one pump station per year until the highest priority pump stations have been completed. The proposed budget will accomplish this recommendation. Cost estimates range from \$400,000 to over \$4,000,000 per station.

### Environmental Impacts

Most work will be within the confines of the existing pump station buildings, therefore no impacts are anticipated.

### Operating Budget Impacts

### Project Map



### Schedule of Activities

| Project Activities                    | From - To   | Amount     |
|---------------------------------------|-------------|------------|
| Project Costs                         | 2005 - 2021 | 17,032,238 |
| <b>Total Budgetary Cost Estimate:</b> |             | 17,032,238 |

### Means of Financing

| Funding Source                      | Amount     |            |
|-------------------------------------|------------|------------|
| Utility Rates/Fees                  | 17,032,238 |            |
| <b>Total Programmed Funding:</b>    |            | 17,032,238 |
| <b>Future Funding Requirements:</b> |            |            |

### Comments

## W-98 Replacement of Large Commercial Water Meters

Category: **Water**  
 Department: **Utilities**

Status: **Ongoing**  
 Location: **Various locations throughout Water Utility's service area**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 5,720,308               | 1,882,308            | 581,000        | 516,000        | 527,000        | 537,000        | 548,000        | 559,000        | 570,000        |

### Description and Scope

This program systematically replaces older, obsolete high-volume commercial water meters (3" and larger) as they wear out. Due to their location and condition, these meters pose safety and access concerns and are generally beyond the ability of O&M crews to change out. Improved performance accuracy is a secondary benefit of the program. This ongoing program replaces approximately 4 commercial meters (and meter vaults, if required) each year.

### Rationale

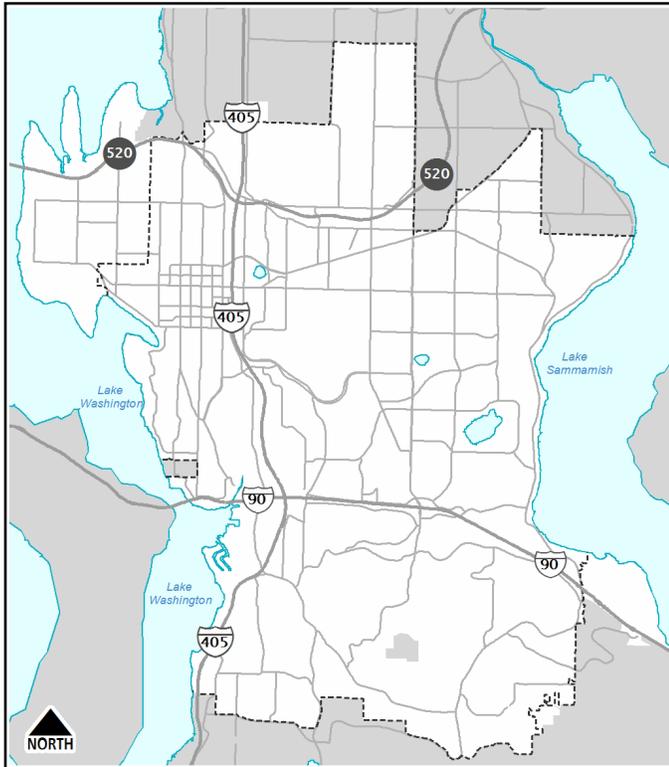
A 2003 Water Loss Study identified that older commercial meters 3-inches and larger may significantly under-register flows passing through them, and become less accurate over time. There are 279 of these meters in our system out of over 35,000 total meters. These 3-inch and larger meters account for nearly 30% of the total volume of water sold. Water meters typically begin to under-record usage when they reach 10-20 years old. Of Bellevue's 279 commercial meters, less than 100 were installed in the past 10 years; more than 40 are older than 25 years. 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 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 reduces 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 the 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

### Project Map



### Schedule of Activities

| Project Activities                    | From - To   | Amount    |
|---------------------------------------|-------------|-----------|
| Project Costs                         | 2005 - 2021 | 5,720,308 |
| <b>Total Budgetary Cost Estimate:</b> |             | 5,720,308 |

### Means of Financing

| Funding Source                      | Amount    |           |
|-------------------------------------|-----------|-----------|
| Utility Rates/Fees                  | 5,720,308 |           |
| <b>Total Programmed Funding:</b>    |           | 5,720,308 |
| <b>Future Funding Requirements:</b> |           |           |

### Comments

# 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 Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 3,707,932               | 1,936,932            | 237,000        | 243,000        | 248,000        | 253,000        | 258,000        | 263,000        | 269,000        |

**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), most commonly in advance of planned street improvements. Annual expenditures can vary widely depending on the condition of saddles and service lines where street improvement projects are planned. Due to these uncertainties, level funding based on replacement of 100 service/saddles is proposed for each year in the CIP window, recognizing that some years will be over or under spent.

**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).

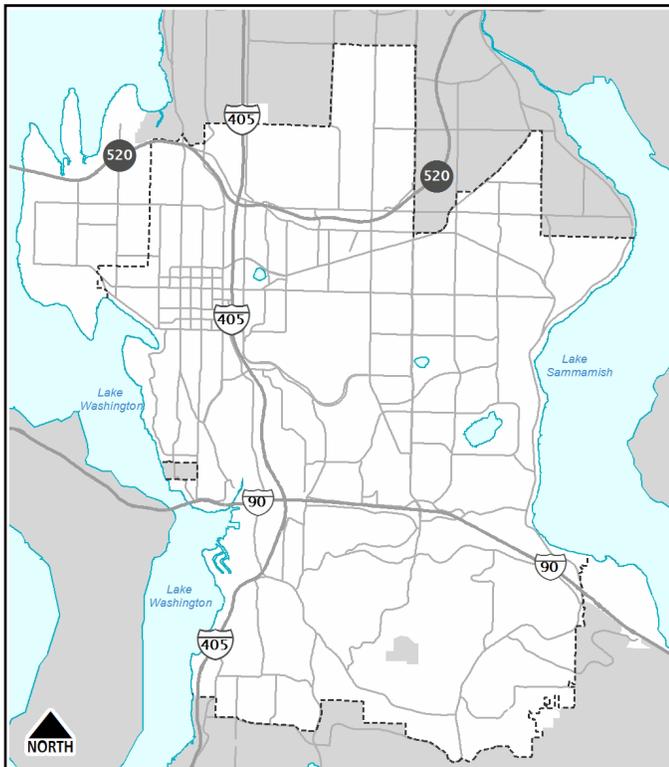
The program provides the means for a more proactive approach towards maintaining the function of water service saddles and service lines. It supports consistent long term customer service levels by reducing the number of service saddle failures and resulting service interruptions. The result will be 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**

There is generally no environmental impact associated with replacement of water service lines and saddles.

**Operating Budget Impacts**

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount    |
|---------------------------------------|-------------|-----------|
| Project Costs                         | 2005 - 2021 | 3,707,932 |
| <b>Total Budgetary Cost Estimate:</b> |             | 3,707,932 |

**Means of Financing**

| Funding Source     | Amount    |
|--------------------|-----------|
| Utility Rates/Fees | 3,707,932 |

**Total Programmed Funding:** 3,707,932  
**Future Funding Requirements:**

**Comments**

# W-103 Increase Drinking Water Storage Availability for West Operating Area

Category: **Water**  
 Department: **Utilities**

Status: **Approved and Begun**  
 Location: **Not yet determined**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 3,321,547               | 328,547              | 134,000        | 317,000        | 755,000        | 440,000        | 1,347,000      | -              | -              |

**Description and Scope**

This project is for design and construction of facilities to increase the drinking water storage available for anticipated population growth in Downtown, Bel-Red, and Wilburton areas. System improvements will be made in this CIP window to allow transfer of surplus water stored in East Bellevue to the growth areas, assuring emergency storage is available for near-term growth. These improvements include upgrades to transmission mains in NE 8th Street and at SE 7th and 140th Ave SE, and upgrades to system Pressure Reducing Valves.

The project also includes analysis of emergency well capacity to supplement regional supply in case of an outage, which may offset or reduce the need for added storage. The 2015 Water System Plan update will analyze required timing and volume as well as siting considerations for storage to meet the needs of planned growth. Since construction of storage has been deferred until beyond this CIP window, costs shown are significantly reduced from the last CIP budget.

**Rationale**

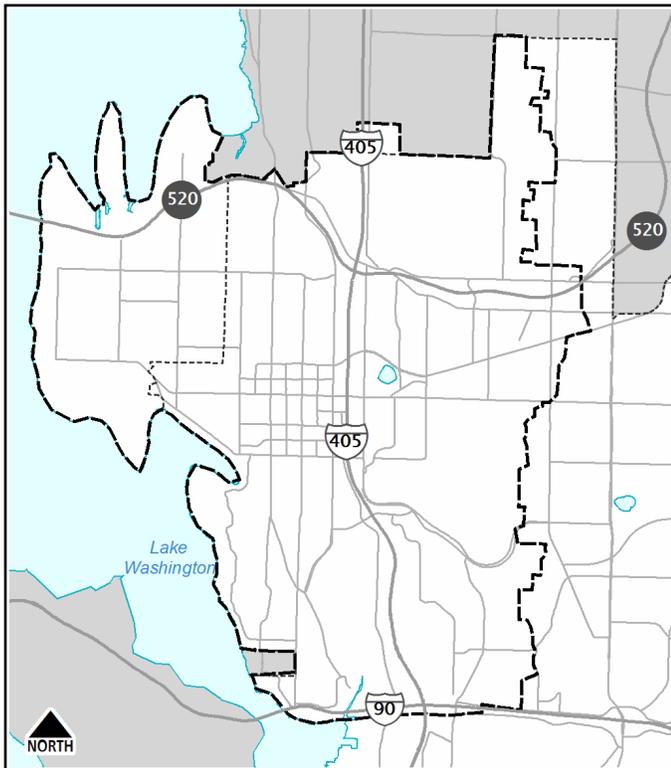
Bellevue's 2006 Water Comprehensive Plan identified the need for additional drinking water storage by 2015 for emergencies, fire protection, and equalization (daily usage) to serve anticipated population growth in Downtown, Bel-Red, and Wilburton areas. State regulations establish the required volume of water storage. If such storage is not provided, mandatory water use restrictions would be required. Subsequent analysis identified system improvements to allow movement of water from east to west Bellevue, which can provide the mandated emergency storage for anticipated population growth in this CIP window. Additional storage will likely still be needed beyond this CIP window.

**Environmental Impacts**

Environmental impacts will be evaluated as part of the design for each project. Any impacts are expected to be minimal and limited to the period of construction.

**Operating Budget Impacts**

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount    |
|---------------------------------------|-------------|-----------|
| Project Costs                         | 2012 - 2019 | 3,321,547 |
| <b>Total Budgetary Cost Estimate:</b> |             | 3,321,547 |
| <b>Means of Financing</b>             |             |           |
| Funding Source                        | Amount      |           |
| Utility Rates/Fees                    | 3,321,547   |           |

**Total Programmed Funding:** 3,321,547  
**Future Funding Requirements:**

**Comments**

## W-104 New Water Inlet Station

Category: **Water**  
 Department: **Utilities**

Status: **Approved and Begun**  
 Location: **Not yet determined**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 5,229,000               | -                    | -              | -              | -              | 637,000        | 2,273,000      | 2,319,000      | -              |

### Description and Scope

This project will construct a new inlet station from the regional water supply system to provide sufficient drinking water for growth in downtown, Bel-Red, and Wilburton areas. It will also improve drinking water supply reliability (redundancy) to the 200,000 people who will ultimately live and work in these areas. The transmission main improvements of W-103 will improve reliability of water supply in the near term, deferring the need to add inlet station capacity until ~2019-20.

### Rationale

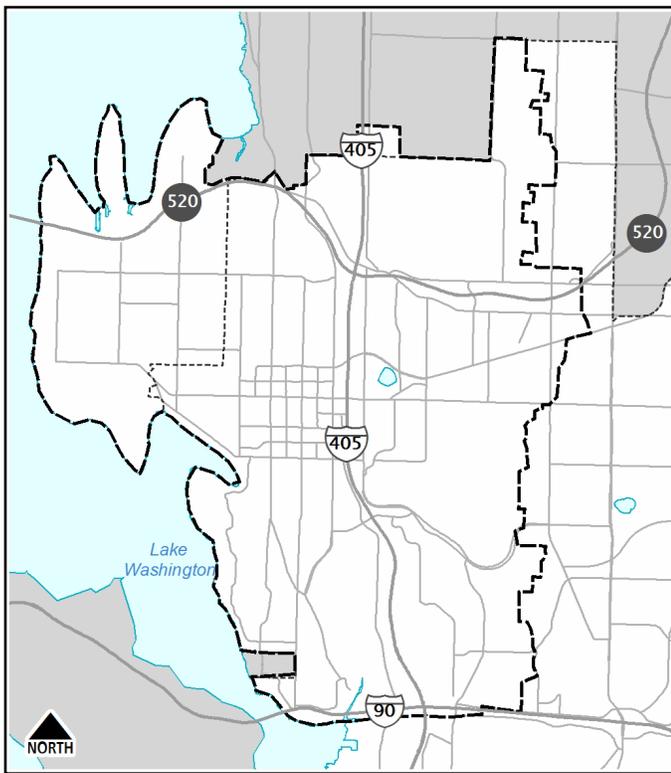
Bellevue's drinking water comes from regional water supply lines that run through Bellevue. Water can be accessed only through inlet stations, which house the pipes, valves and meters that feed drinking water into Bellevue's water system. Bellevue's 2006 Water Comprehensive Plan forecasted the need for additional water supply to serve these areas. The 2015 Water System Plan update will evaluate the optimal location and confirm the required timing for construction of the new inlet. The 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

### Project Map



### Schedule of Activities

| Project Activities                    | From - To   | Amount    |
|---------------------------------------|-------------|-----------|
| Project Costs                         | 2015 - 2020 | 5,229,000 |
| <b>Total Budgetary Cost Estimate:</b> |             | 5,229,000 |

### Means of Financing

| Funding Source     | Amount    |
|--------------------|-----------|
| Utility Rates/Fees | 5,229,000 |

**Total Programmed Funding:** 5,229,000  
**Future Funding Requirements:**

### Comments

# W-105 Water Facilities for NE Spring Blvd Multi-Modal Corridor

Category: **Water**  
 Department: **Utilities**

Status: **Approved and Begun**  
 Location: **NE 15th St from 116th Ave NE to 136th PI NE**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 2,687,937               | 1,039,937            | 220,000        | 226,000        | 231,000        | 236,000        | 240,000        | 245,000        | 250,000        |

**Description and Scope**

This project provides funds for the design and construction of new water facilities concurrent with the design and construction 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 2 miles of 12 and 16 inch water main. Absent better data, costs are shown spread throughout the CIP window, and are presumed to extend well beyond 2030. The project schedule will be revised when better information is available about road improvement schedules.

**Rationale**

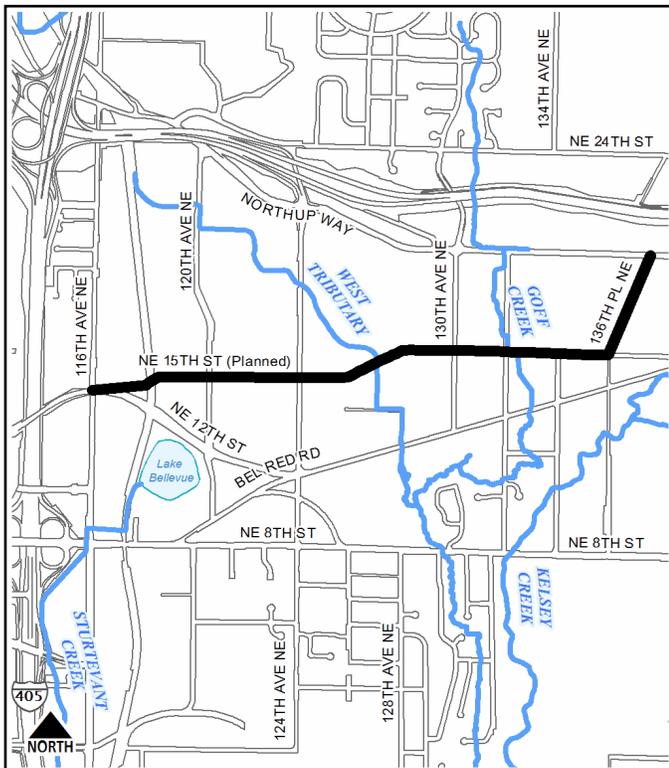
Water pipes will be needed to provide utility services to properties adjacent to the new NE 15th Multi Modal Corridor. Collaboration with the Transportation Department will occur to ensure the design is completed in coordination with the street design. This project will ensure water facilities are ready 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, but are expected to be minimal and incidental to construction of the corridor.

**Operating Budget Impacts**

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount    |
|---------------------------------------|-------------|-----------|
| Project Costs                         | 2011 - 2021 | 2,687,937 |
| <b>Total Budgetary Cost Estimate:</b> |             | 2,687,937 |

**Means of Financing**

| Funding Source     | Amount    |
|--------------------|-----------|
| Utility Rates/Fees | 2,687,937 |

**Total Programmed Funding:** 2,687,937  
**Future Funding Requirements:**

**Comments**

## W-106 Water Facilities for NE 4th Street Extension

Category: **Water**  
 Department: **Utilities**

Status: **Approved and Begun**  
 Location: **NE 4th St Extension from 116th Ave NE to 120th Ave NE**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 493,723                 | 198,723              | 206,000        | 89,000         | -              | -              | -              | -              | -              |

### Description and Scope

This project will design and construct approximately 1,400 feet of new 16 inch watermain within the new NE 4th Street right-of-way.

### Rationale

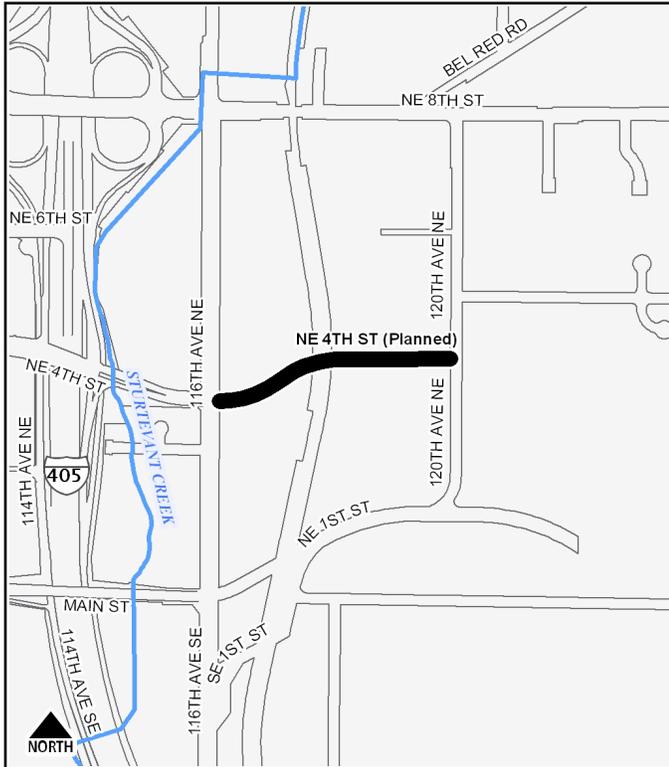
This project provides a rare opportunity to strengthen the capability of the water system, by installing a new water main crossing through the BNRR right-of-way in conjunction with the new road. This project will strengthen water system links so that water can be delivered more easily to downtown Bellevue 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, but are expected to be minimal and incidental to construction of the new road.

### Operating Budget Impacts

### Project Map



### Schedule of Activities

| Project Activities | From - To   | Amount  |
|--------------------|-------------|---------|
| Project Costs      | 2011 - 2016 | 493,723 |

**Total Budgetary Cost Estimate:** 493,723

### Means of Financing

| Funding Source     | Amount  |
|--------------------|---------|
| Utility Rates/Fees | 493,723 |

**Total Programmed Funding:** 493,723

**Future Funding Requirements:**

### Comments

# W-107 Sound Transit East Link Corridor within Bellevue City Limits

Category: **Water**  
 Department: **Utilities**

Status: **New**  
 Location: **East Link Corridor**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 2,630,000               | -                    | 2,630,000      | -              | -              | -              | -              | -              | -              |

**Description and Scope**

This proposal is for funding to pay the depreciated value of aging infrastructure replaced by new facilities as a result of the need to relocate water, wastewater, and stormwater pipelines to accommodate Sound Transit's (ST) East Link light rail project.

**Rationale**

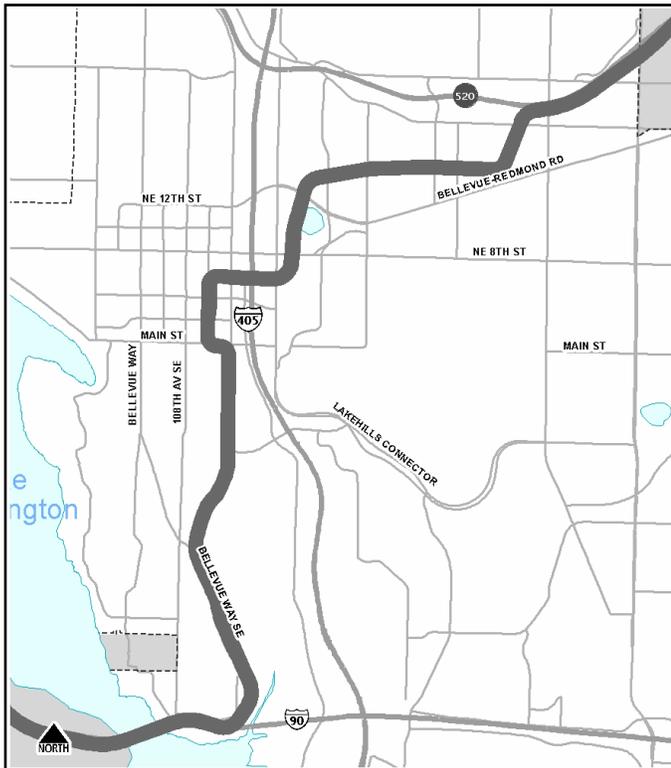
East Link is a voter approved \$2.5 billion extension of light rail transit that will connect Bellevue with Overlake, Mercer Island, and Seattle. This proposal is for the Utility Fund cost associated with relocating water, wastewater, and stormwater pipelines that will conflict with the East Link rail system construction.

**Environmental Impacts**

This proposal supports a Healthy and Sustainable Environment by designing facilities that will ensure a continued supply of clean drinking water; reliable, safe wastewater removal; and that surface water run-off from rain and storms is controlled to minimize the impacts of high flows and flooding on people, property, and the environment. (Water and Natural Environment). Well-designed utility facilities minimize the opportunities for wastewater and stormwater pipe failures, protecting streams, wetlands, and lakes from pollution and erosion. (Natural Environment).

**Operating Budget Impacts**

**Project Map**



**Schedule of Activities**

| Project Activities | From - To   | Amount    |
|--------------------|-------------|-----------|
| Project Costs      | 2015 - 2015 | 2,630,000 |

**Total Budgetary Cost Estimate:** 2,630,000

**Means of Financing**

| Funding Source     | Amount    |
|--------------------|-----------|
| Utility Rates/Fees | 2,630,000 |

**Total Programmed Funding:** 2,630,000

**Future Funding Requirements:**

**Comments**



## 2015-2021 Capital Investment Program Plan

### Sewer

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The Sewer Utility owns and operates 526 miles of sewer trunk and collector lines, 130 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 South Treatment Plant in Renton. The Sewer Utility serves all of Bellevue as well as the Points Communities, Beaux Arts, and some areas of unincorporated King County.

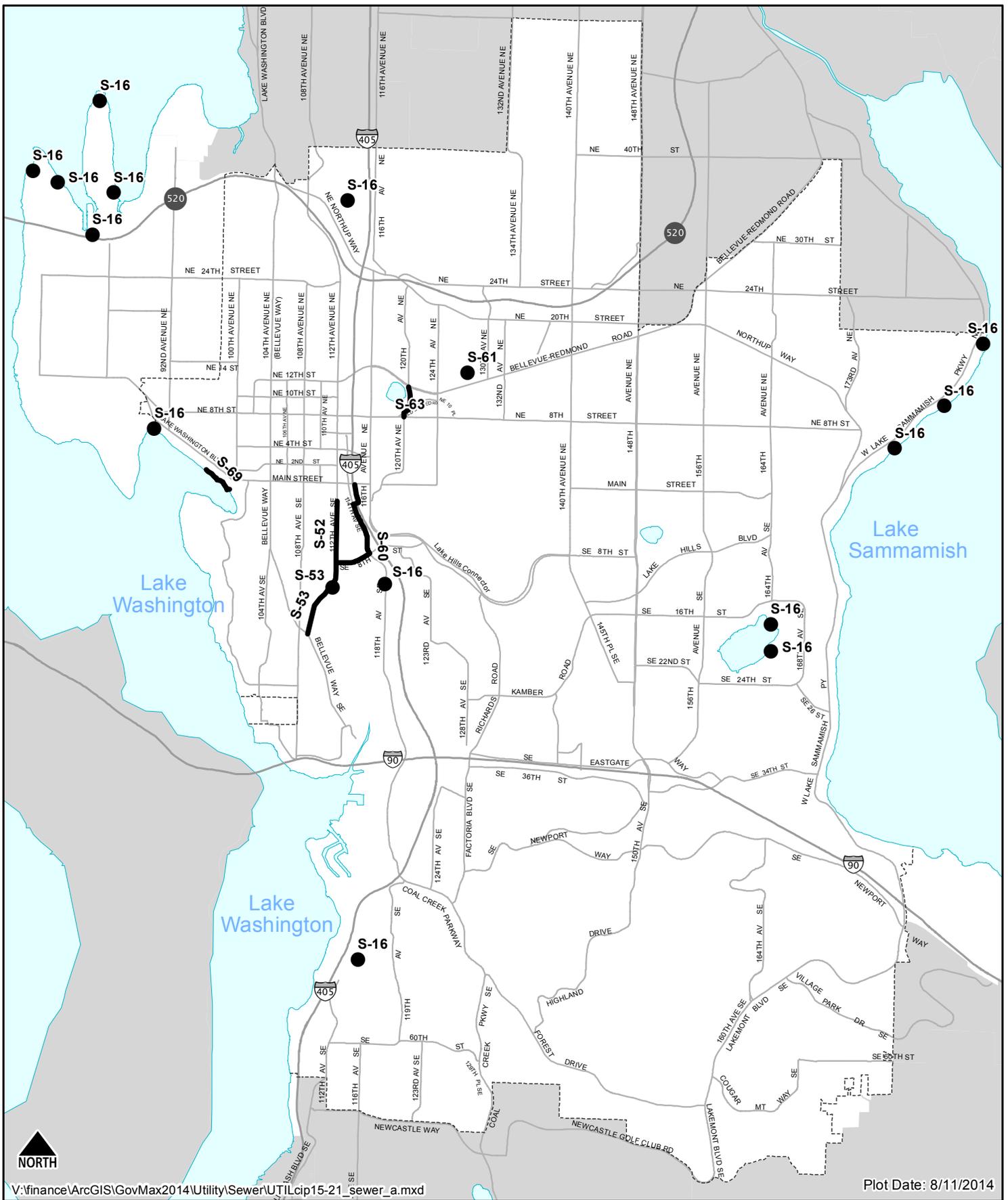
Capital improvements for the Sewer Utility are generally based on the 2014 Wastewater System Plan. The Plan provides a guide for orderly system expansion to undeveloped areas and to those areas served by septic systems, and recommends improvements which increase or maintain system reliability, efficiency, and level of service. The Sewer Utility's capital improvements are consistent with the Plan's recommendations.

As part of the Wastewater System 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.

The 2015-2021 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.

**2015-2021 Adopted CIP: Sewer****Funded CIP Projects**

| <b>CIP Plan<br/>Number</b> | <b>Project Name</b>                                | <b>\$ in 000s</b>                 |                                 |
|----------------------------|--|-----------------------------------|---------------------------------|
|                            |  | <b>2015-2021<br/>Project Cost</b> | <b>Total Estimated<br/>Cost</b> |
| S-16                       | Sewage Pump Station Improvements                   | 8,419                             | 20,600                          |
| S-24                       | Sewer System Pipeline Major Repairs                | 12,816                            | 30,763                          |
| S-32                       | Minor (Small) Sewer Capital Improvement Projects   | 771                               | 2,926                           |
| S-52                       | East CBD Sewer Trunkline Improvement               | 2,224                             | 3,359                           |
| S-53                       | Bellefield Pump Station Capacity Improvement       | 8,556                             | 10,116                          |
| S-58                       | Lake Washington Sewer Lake Line Assessment Program | 492                               | 1,801                           |
| S-59                       | Add on-site Power at Sewer Pump Station            | 1,169                             | 1,244                           |
| S-60                       | Wilburton Sewer Capacity Upgrade                   | 6,205                             | 7,983                           |
| S-61                       | Midlakes Pump Station Capacity Improvements        | 3,414                             | 4,070                           |
| S-63                       | Utility Facilities for 120th Ave NE Improv (Seg 2) | 902                               | 1,199                           |
| S-66                       | Sewer System Pipeline Replacement                  | 8,242                             | 9,412                           |
| S-67                       | I&I Investigations and Flow Monitoring             | 1,228                             | 1,228                           |
| S-68                       | Sewer Force Main Condition Assessment              | 1,348                             | 1,348                           |
| S-69                       | Meydenbauer Bay Park Sewer Line Replacement        | 2,501                             | 2,501                           |
| S-70                       | East Link Utility Relocations                      | 1,925                             | 1,925                           |
|                            | <b>TOTAL SEWER</b>                                 | <b>\$ 60,212</b>                  | <b>\$ 100,475</b>               |



# 2015-2021 Sewer CIP Projects

**Note:** Projects S-24, S-32, S-58, S-59, S-66, S-67, and S-68 are not shown as they will be located throughout the service area. S-70 located throughout the East Link corridor.

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.

## S-16 Sewer Pump Station Improvements

Category: **Sewer**  
 Department: **Utilities**

Status: **Ongoing**  
 Location: **Pump stations throughout the Sewer Utility's service area**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 20,600,491              | 12,181,491           | 512,000        | 1,340,000      | 2,310,000      | 1,075,000      | 1,097,000      | 1,090,000      | 995,000        |

### Description and Scope

This ongoing program funds rehabilitation of the 36 pump and 10 flush stations in Bellevue's wastewater system. Stations are prioritized based on the risk and consequence of failure, maintenance and operations experience, pump station age, and coordination with other projects. Stations scheduled for work in 2015-21 include: Lake Heights, Wilburton, Cedar Terrace, Lake Hills #17, Cozy Cove, Parkers, Evergreen East, Evergreen West, Fairweather, Hunt's Point, Lake Hills #6, and Lake Hills #7. Historically this program funded rehabilitation of one station per year. Two stations/year are planned beyond 2017 since the electrical and mechanical equipment in them will have reached their 25-30 year useful life. Analysis of 25 stations is currently underway to improve the forecast needs for schedule and cost, and could result in reprioritization of scheduled stations.

### 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.) Although some flush station components may last longer than 25 years, pumps and electrical system replacement is needed every 25 years. Complete station replacement is needed every 75 to 100 years. Beyond service life, components fail more frequently, technology becomes obsolete, and parts replacement becomes difficult or impossible. Bellevue's commitment to a healthy environment, as well as 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.

### 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

#### Project Map



#### Schedule of Activities

| Project Activities                    | From - To   | Amount     |
|---------------------------------------|-------------|------------|
| Project Costs                         | 1985 - 2021 | 20,600,491 |
| <b>Total Budgetary Cost Estimate:</b> |             | 20,600,491 |

#### Means of Financing

| Funding Source                      | Amount     |            |
|-------------------------------------|------------|------------|
| Utility Rates/Fees                  | 20,600,491 |            |
| <b>Total Programmed Funding:</b>    |            | 20,600,491 |
| <b>Future Funding Requirements:</b> |            |            |

### Comments

## S-24 Sewer System Pipeline Major Repairs

Category: **Sewer**  
 Department: **Utilities**

Status: **Ongoing**  
 Location: **Throughout Sewer Utility's Service area**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 30,762,785              | 17,946,785           | 1,232,000      | 1,836,000      | 1,873,000      | 1,911,000      | 1,949,000      | 1,988,000      | 2,027,000      |

**Description and Scope**

This program funds major repairs to sewer pipes where there is a cost-effective solution to extend the pipe's service life. Most defects are identified from the Utility's infrastructure condition assessment (video) program. Pipes are prioritized for repair based on risk of failure (likelihood and consequence), failure history, and to coordinate with other construction such as planned street overlays, which reduces restoration costs.

**Rationale**

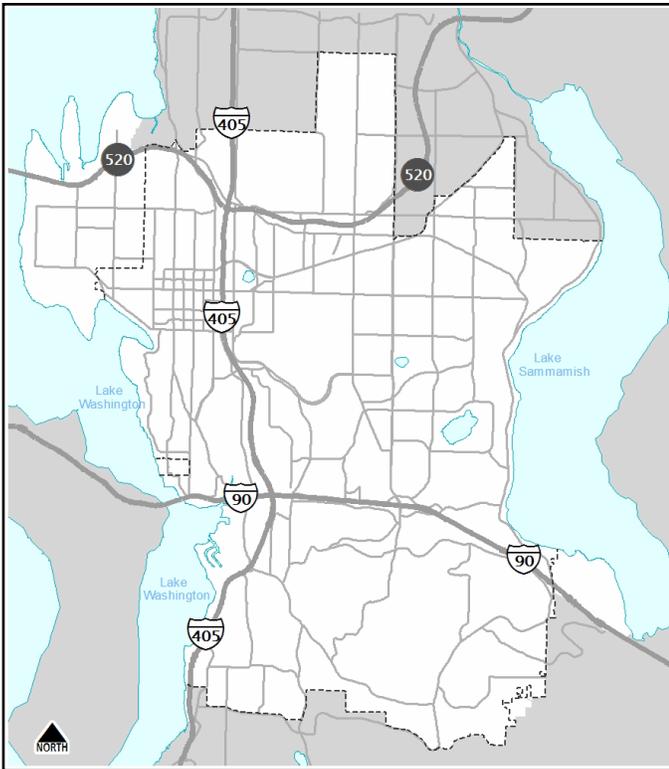
Bellevue's 650+ miles of sewer mains and the stubs that carry wastewater from homes and businesses to the mains are rapidly deteriorating. Most are 35-60 years old, and more than halfway through their expected functional life. As pipes age, cracks become wider and joints between pipes loosen, increasing the likelihood of blockages that cause sewer backups. Repairing these defects 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 and overflowing sewage into surface waters. In many cases, localized 'spot' repairs are the most cost effective choice and assure maximum total pipe life. Video observations and condition data indicates whether full pipe replacement or relining would be more cost effective.

**Environmental Impacts**

Point repairs to sewer pipes generally disrupt only a small area, and have minimal environmental impacts. The repair may prevent sewage from escaping the piped system, preventing environmental pollution. 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**

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount     |
|---------------------------------------|-------------|------------|
| Project Costs                         | 1990 - 2021 | 30,762,785 |
| <b>Total Budgetary Cost Estimate:</b> |             | 30,762,785 |

**Means of Financing**

| Funding Source         | Amount     |
|------------------------|------------|
| Judgements/Settlements | 84,000     |
| Miscellaneous Revenue  | 1,537,000  |
| Utility Rates/Fees     | 29,141,785 |

**Total Programmed Funding:** 30,762,785  
**Future Funding Requirements:**

**Comments**

## S-32 Minor (Small) Sewer Capital Improvement Projects

Category: **Sewer**  
 Department: **Utilities**

Status: **Ongoing**  
 Location: **Various locations throughout Sewer Utility's service area**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 2,926,323               | 2,155,323            | 103,000        | 106,000        | 108,000        | 110,000        | 112,000        | 115,000        | 117,000        |

### Description and Scope

This ongoing program pays for minor 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. The program also investigates the feasibility of possible sewer extensions. 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.

### Rationale

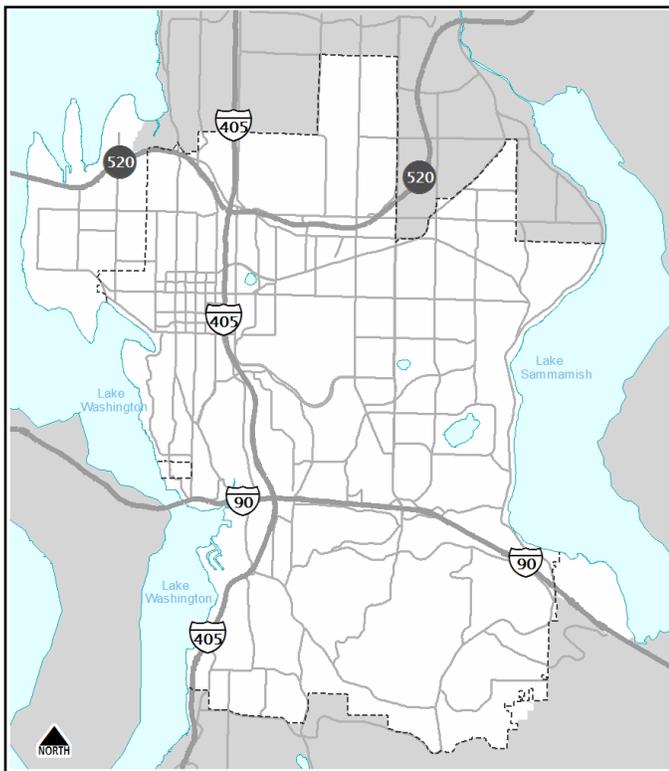
These improvements correct unanticipated minor deficiencies or maintenance problems of the existing system. This program allows the City to efficiently maintain and upgrade its sewer system by coordinating minor improvements with other City projects and maintenance activities. These projects are too small to justify their own CIP projects, don't fit within the scope of other sewer CIP programs, and sometimes cannot be anticipated. The annual program budget for 2015 and beyond has been reduced to align with historical need.

### Environmental Impacts

The minor improvements completed under this program generally have little to no environmental impact. In some cases they resolve deficiencies that could otherwise have led to environmental damage as a result of sewage spills.

### Operating Budget Impacts

### Project Map



### Schedule of Activities

| Project Activities                    | From - To   | Amount    |
|---------------------------------------|-------------|-----------|
| Project Costs                         | 1990 - 2021 | 2,926,323 |
| <b>Total Budgetary Cost Estimate:</b> |             | 2,926,323 |

### Means of Financing

| Funding Source     | Amount    |
|--------------------|-----------|
| Utility Rates/Fees | 2,926,323 |

**Total Programmed Funding:** 2,926,323  
**Future Funding Requirements:**

### Comments

## 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 Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 3,359,045               | 1,135,045            | 2,203,000      | 21,000         | -              | -              | -              | -              | -              |

### 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 east part of downtown Bellevue, generally east of 110th Ave NE. This project schedule and alignment has been adjusted to accommodate the Sound Transit EastLink Light Rail project. Project costs were increased based on 30% design plan engineering estimates.

### 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.

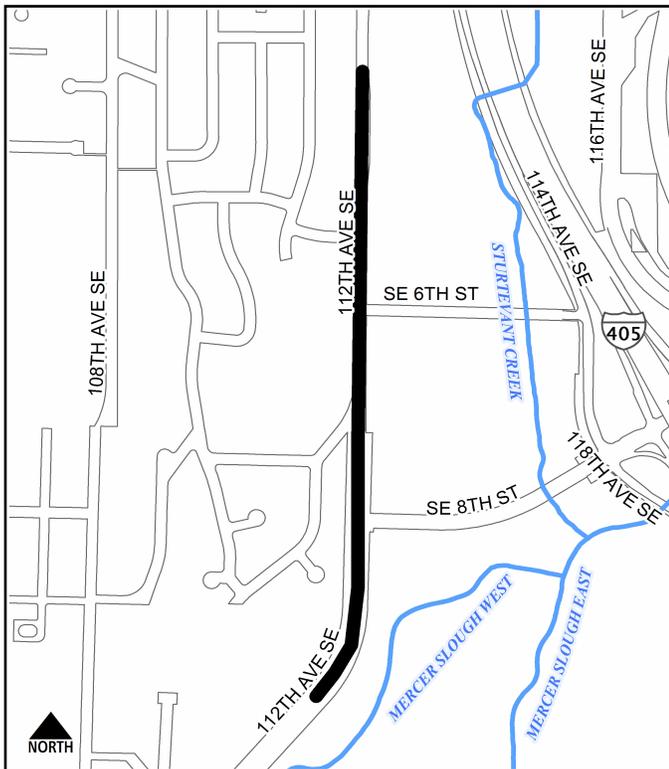
The project is consistent with City Comprehensive Plan Policy UT-5, which indicates utility system capacity should not determine land use. The current wastewater system capacity would limit downtown redevelopment.

### 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

### Project Map



### Schedule of Activities

| Project Activities | From - To   | Amount    |
|--------------------|-------------|-----------|
| Project Costs      | 2009 - 2016 | 3,359,045 |

**Total Budgetary Cost Estimate:** 3,359,045

### Means of Financing

| Funding Source     | Amount    |
|--------------------|-----------|
| Utility Rates/Fees | 3,359,045 |

**Total Programmed Funding:** 3,359,045

**Future Funding Requirements:**

### Comments

## 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 Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 10,115,681              | 1,559,681            | 7,488,000      | 1,068,000      | -              | -              | -              | -              | -              |

**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) and the Wilburton area. Station design capacity is approximately 8000gpm. The project schedule has been adjusted to accommodate the construction schedule of the Sound Transit EastLink Light Rail.

**Rationale**

The project is needed to provide sufficient sewer capacity to allow planned development in the eastern part of downtown and Wilburton. Sufficient capacity will reduce the likelihood and occurrence of sewer overflows which pollute surface waters and create potential health and safety hazards. The 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 2015. The current station capacity of 2800 gpm was sufficient for 30 years of early downtown growth. The required ultimate capacity of 8000 gpm is needed to serve approximately 40,000 people who will live and work downtown and in Wilburton areas. 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**

The additional capacity provided by the new station will reduce the potential for sewer overflow and consequent negative environmental impacts. Construction impacts will be mitigated during construction.

**Operating Budget Impacts**

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount     |
|---------------------------------------|-------------|------------|
| Project Costs                         | 2014 - 2016 | 10,115,681 |
| <b>Total Budgetary Cost Estimate:</b> |             | 10,115,681 |

**Means of Financing**

| Funding Source     | Amount     |
|--------------------|------------|
| Utility Rates/Fees | 10,115,681 |

**Total Programmed Funding:** 10,115,681  
**Future Funding Requirements:**

**Comments**

# S-58 Lake Washington Sewer Lake Line Assessment Program

Category: **Sewer**  
 Department: **Utilities**

Status: **Approved and Begun**  
 Location: **Along Lake Washington & Lake Sammamish shorelines**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 1,801,400               | 1,309,400            | 360,000        | 132,000        | -              | -              | -              | -              | -              |

**Description and Scope**

This program is focused on assessing the 14.5 miles of sewer pipe along the Lake Washington shoreline; predicting its remaining life, and developing a strategy for its replacement. It includes condition assessment to collect pipe samples of asbestos cement and cast iron pipes in and analysis of viable alternatives for replacement of logical pipe reaches. Replacement of some of the sewer lake lines will likely be required just beyond this CIP Window.

Replacement of the Meydenbauer Bay Park sewer lake line was formerly included in this project; it has been moved to its own project, S-69. Assessment of sewer lines along the Lake Sammamish shoreline is not included, since those pipes are newer and likely to last longer.

**Rationale**

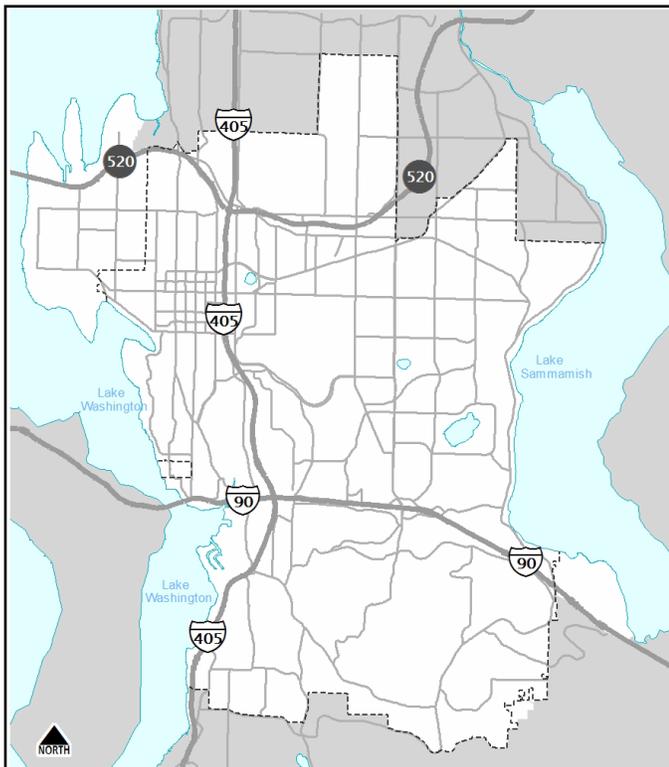
Bellevue has 19+ miles of sewer pipes buried under water near the shorelines of Lakes Washington and Sammamish, known as "lakelines." The pipes were built in the 1950s and 1960s to convey sewage primarily from lakefront properties. Their underwater location makes them difficult to access and maintain, 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. The 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 of pipe replacement in various reaches have not been determined. However, failure of a pipe line in Lake Washington could result in sewage spills and significant environmental damage. Proactive replacement of pipelines as they approach the end of their useful life will avoid that damage. The environmental impacts of construction will be evaluated and mitigated as each project is recommended.

**Operating Budget Impacts**

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount    |
|---------------------------------------|-------------|-----------|
| Project Costs                         | 2009 - 2016 | 1,801,400 |
| <b>Total Budgetary Cost Estimate:</b> |             | 1,801,400 |

**Means of Financing**

| Funding Source                      | Amount    |
|-------------------------------------|-----------|
| Utility Rates/Fees                  | 1,801,400 |
| <b>Total Programmed Funding:</b>    | 1,801,400 |
| <b>Future Funding Requirements:</b> |           |

**Comments**

## S-59 Add On-site Power at Sewer Pump Stations

Category: **Sewer**  
 Department: **Utilities**

Status: **Approved and Begun**  
 Location: **Three Wastewater Pumping Stations to be determined**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 1,243,981               | 74,981               | 74,000         | 76,000         | 312,000        | 417,000        | 290,000        | -              | -              |

### 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.

### 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.

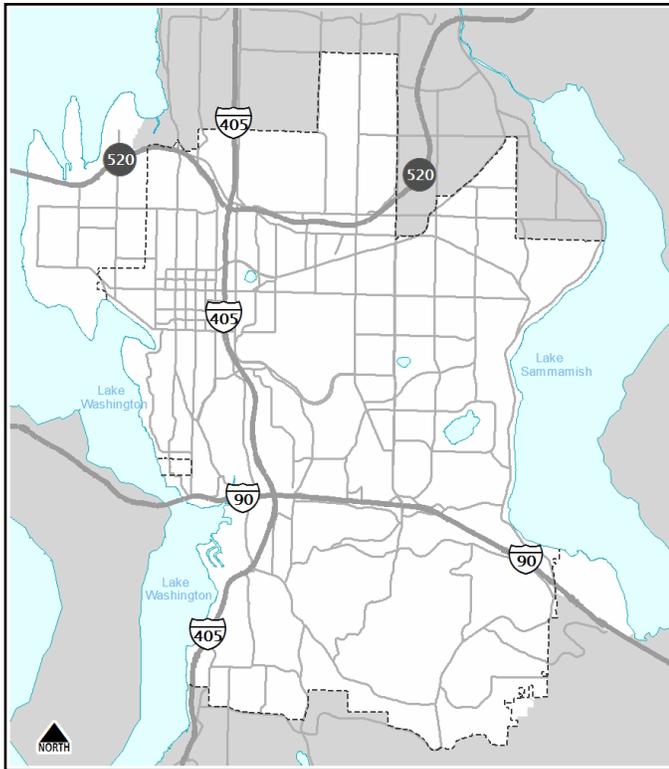
On-site generation would more easily prevent sewage overflows, comply with DOE and DOH regulations, protect the City from violations of the NPDES Municipal Stormwater Permit, minimize closures of public and private beaches, minimize public health and safety risks, and free up staff for other storm response.

### Environmental Impacts

Equipment will be installed within existing facilities, so no environmental impacts are anticipated. The on-site generation will reduce the likelihood of sewage overflows, and reducing pollution of surface waters.

### Operating Budget Impacts

### Project Map



### Schedule of Activities

| Project Activities                    | From - To   | Amount    |
|---------------------------------------|-------------|-----------|
| Project Costs                         | 2014 - 2019 | 1,243,981 |
| <b>Total Budgetary Cost Estimate:</b> |             | 1,243,981 |

### Means of Financing

| Funding Source                      | Amount    |           |
|-------------------------------------|-----------|-----------|
| Utility Rates/Fees                  | 1,243,981 |           |
| <b>Total Programmed Funding:</b>    |           | 1,243,981 |
| <b>Future Funding Requirements:</b> |           |           |

### Comments

## S-60 Wilburton Sewer Capacity Upgrade

Category: **Sewer**  
 Department: **Utilities**

Status: **Approved and Begun**  
 Location: **North & West of intersection at 114th Ave SE & SE 8th**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 7,982,599               | 1,777,599            | 5,253,000      | 952,000        | -              | -              | -              | -              | -              |

**Description and Scope**

This project will replace approximately 4,300 feet of 10", 12" and 16" diameter pipe with larger diameter pipe to provide sufficient capacity for anticipated upstream development. During predesign alternatives assessment, the project scope changed to accommodate increased anticipated density in the Wilburton area, which required increasing the size and length of the sewer line, and requires a larger sewer pipe crossing under I-405. Record drawings suggest that an existing casing pipe under I-405 is sufficiently large to accommodate the new freeway crossing. The new system capacity will meet design criteria and anticipated needs based on proposed zoning changes.

**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 of the area is dependent on increased sewer capacity. Project expansion costs will be recovered from benefiting properties as redevelopment occurs.

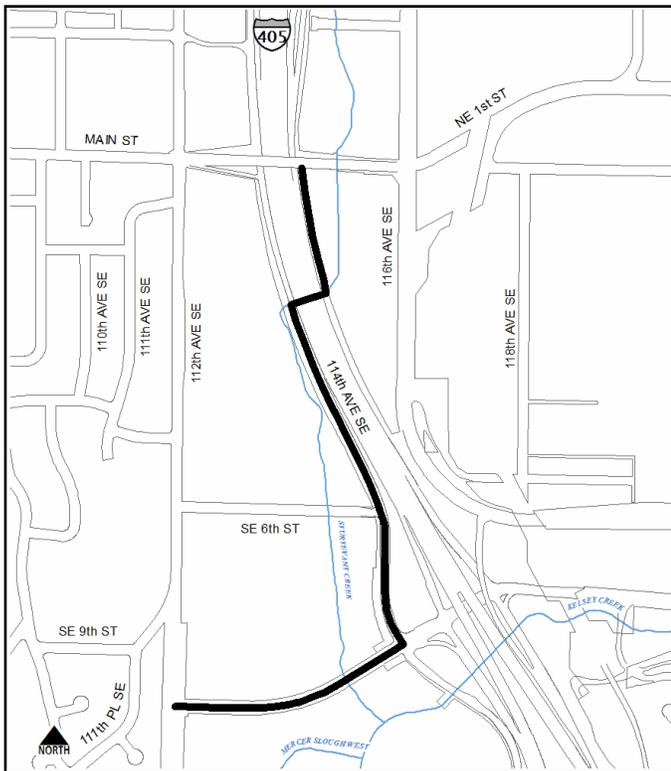
The project is consistent with City Comprehensive Plan Policy UT-5, which indicates utility system capacity should not determine land use. The current wastewater system capacity would limit Wilburton redevelopment.

**Environmental Impacts**

Environmental impacts would be evaluated during SEPA review of the project, but are not expected to be significant.

**Operating Budget Impacts**

**Project Map**



**Schedule of Activities**

| Project Activities | From - To   | Amount    |
|--------------------|-------------|-----------|
| Project Costs      | 2013 - 2016 | 7,982,599 |

**Total Budgetary Cost Estimate:** 7,982,599

**Means of Financing**

| Funding Source     | Amount    |
|--------------------|-----------|
| Utility Rates/Fees | 7,982,599 |

**Total Programmed Funding:** 7,982,599  
**Future Funding Requirements:**

**Comments**

## S-61 Midlakes Pump Station Capacity Improvements

Category: **Sewer**  
 Department: **Utilities**

Status: **Approved and Begun**  
 Location: **North of Bel-Red Rd and west of 130th Ave NE**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 4,069,715               | 655,715              | 1,684,000      | 1,730,000      | -              | -              | -              | -              | -              |

### 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.

### Rationale

The existing station can pump 800 gallons of sewage/minute (gpm), 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.

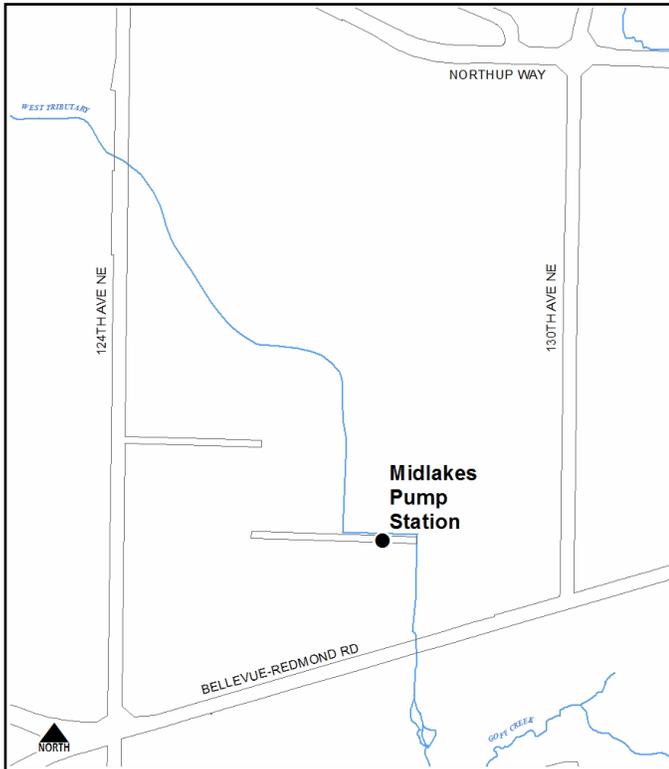
This project will increase the station capacity to ~1,700 gpm. Construction is proposed for 2015 and 2016 to accommodate Sound Transit construction. Costs for the added capacity would be recovered through connection charges. Costs for replacing the existing capacity would not be collected from connection charges to re-developing properties, since the station would require significant retrofit to replace old facilities and equipment even without expansion.

### Environmental Impacts

Constructing sufficient capacity will reduce the opportunity of sewage overflows, which pollute surface waters. The environmental impacts of construction will be evaluated during SEPA review of the project, but are not expected to be significant.

### Operating Budget Impacts

### Project Map



### Schedule of Activities

| Project Activities | From - To   | Amount    |
|--------------------|-------------|-----------|
| Project Costs      | 2011 - 2016 | 4,069,715 |

**Total Budgetary Cost Estimate:** 4,069,715

### Means of Financing

| Funding Source     | Amount    |
|--------------------|-----------|
| Utility Rates/Fees | 4,069,715 |

**Total Programmed Funding:** 4,069,715  
**Future Funding Requirements:**

### Comments

## S-63 Sewer Facilities for 120th Ave NE Improvements (Segment 2)

Category: **Sewer**  
 Department: **Utilities**

Status: **Approved and Begun**  
 Location: **120th Ave NE: NE 8th St to NE 12th Street**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 1,198,914               | 296,914              | 751,000        | 151,000        | -              | -              | -              | -              | -              |

**Description and Scope**

This project will design and 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 construct approximately 1000 feet of new 15-inch pipe, and 580 feet of 18-inch pipe which requires relocation and upsizing to accommodate the new street design.

**Rationale**

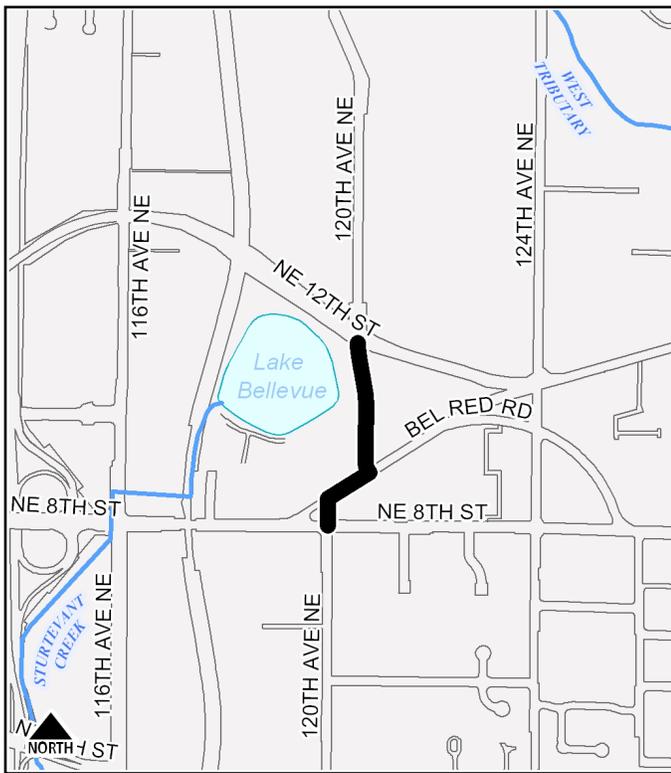
Much of 120th Avenue NE is currently without sewer facilities. Commercial and residential development along the street will require sewer facilities be constructed in the street, to obtain sewer service. Collaboration with the Transportation Department will occur to ensure the design is completed in 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. Costs associated with expanded capacity of the sewer system will be recovered from benefited properties.

**Environmental Impacts**

The environmental impacts and State Environmental Protection Act (SEPA) requirements will be determined during the design process with the Transportation Department, but are expected to be minimal and incidental to the street improvement project.

**Operating Budget Impacts**

**Project Map**



**Schedule of Activities**

| Project Activities | From - To   | Amount    |
|--------------------|-------------|-----------|
| Project Costs      | 2011 - 2016 | 1,198,914 |

**Total Budgetary Cost Estimate:** 1,198,914

**Means of Financing**

| Funding Source     | Amount    |
|--------------------|-----------|
| Utility Rates/Fees | 1,198,914 |

**Total Programmed Funding:** 1,198,914

**Future Funding Requirements:**

**Comments**

# S-66 Sewer System Pipeline Replacement

Category: **Sewer**  
 Department: **Utilities**

Status: **Ongoing**  
 Location: **Various locations throughout Sewer Utility's service area**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 9,412,100               | 1,170,100            | 1,102,000      | 1,132,000      | 1,154,000      | 1,178,000      | 1,201,000      | 1,225,000      | 1,250,000      |

**Description and Scope**

This program replaces poor condition sewer pipe throughout the service area. The current budget is estimated to replace sewer pipe at a rate of 0.5 to 0.75 miles per year. Pipes are replaced when life cycle cost analysis indicates replacement is more economical than continuing to make point repairs. Replacement methods may include trenchless rehabilitation techniques such as cured-in-place pipe, and pipe bursting, and/or open trench replacement. This program compliments S-24, Sewer System Pipeline Repair, which repairs pipes to extend their service life. This program implements Bellevue's asset management program strategy to meet expected and required customer service levels at the lowest life cycle cost.

**Rationale**

Many sewer pipes are over 60 years old, approaching their useful life. Many have required multiple repairs to prevent new and/or respond to reported sewage overflows. The cost to repair and maintain aged, cracked pipes and keep them free of roots and other debris eventually exceeds the cost to replace the pipeline. Several miles of sewer pipe have been identified as candidates for rehabilitation/replacement. As the system ages more will be identified. The program helps manage the number of sewer failures, reduce damage claims and emergency repairs (reactive repairs generally cost at least 50% more than proactive replacement), and allows improved coordination with planned street work.

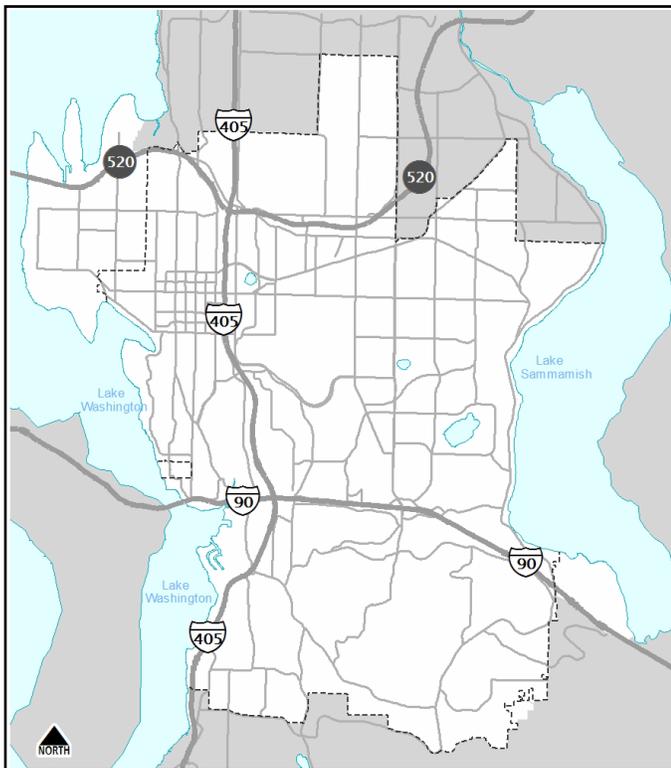
Although this program's funding levels do not provide the resources for a long term sustainable level of pipeline replacement, it allows Bellevue Utilities to replace some pipelines that have clearly reached the end of their useful economic life. The proposed replacement rate of up to 0.75 miles of pipe per year implies that sewer pipe system-wide would need to last an average of more than 650 years, much longer than the EPA's recommendation of 100 years. While sufficient for now, the annual program budget will need to increase as the system ages, to continue to meet asset management program goals.

**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. Replacing pipe that is in poor condition will reduce the likelihood of sewage escaping the piped system, and the associated harmful environmental impacts.

**Operating Budget Impacts**

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount    |
|---------------------------------------|-------------|-----------|
| Project Costs                         | 2013 - 2021 | 9,412,100 |
| <b>Total Budgetary Cost Estimate:</b> |             | 9,412,100 |

**Means of Financing**

| Funding Source     | Amount    |
|--------------------|-----------|
| Utility Rates/Fees | 9,412,100 |

**Total Programmed Funding:** 9,412,100  
**Future Funding Requirements:**

**Comments**

## S-67 I&I Investigations and Flow Monitoring

Category: **Sewer**  
 Department: **Utilities**

Status: **New**  
 Location: **Various locations throughout Sewer Utility's service area**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 1,228,000               | -                    | 211,000        | 259,000        | 313,000        | 220,000        | 225,000        | -              | -              |

### Description and Scope

This program will investigate the source and magnitude of inflow and infiltration (I&I) of storm and groundwater into the wastewater system at locations where suspected high I&I is currently or is forecast to exceed conveyance and/or pump station capacity. The 2014 (Draft) Wastewater System Plan recommends this work with a goal of identifying and removing non-sewage flow where that would reduce surcharging such that costly capacity improvements might be avoided. Flow monitoring in five sewer basins is planned for 2015 and 2016. I&I investigation of eight basins is planned, in priority order: Newport, Fairweather and Cozy Cove, Wilburton, Lake Heights, Eastgate, Somerset, and Factoria.

### Rationale

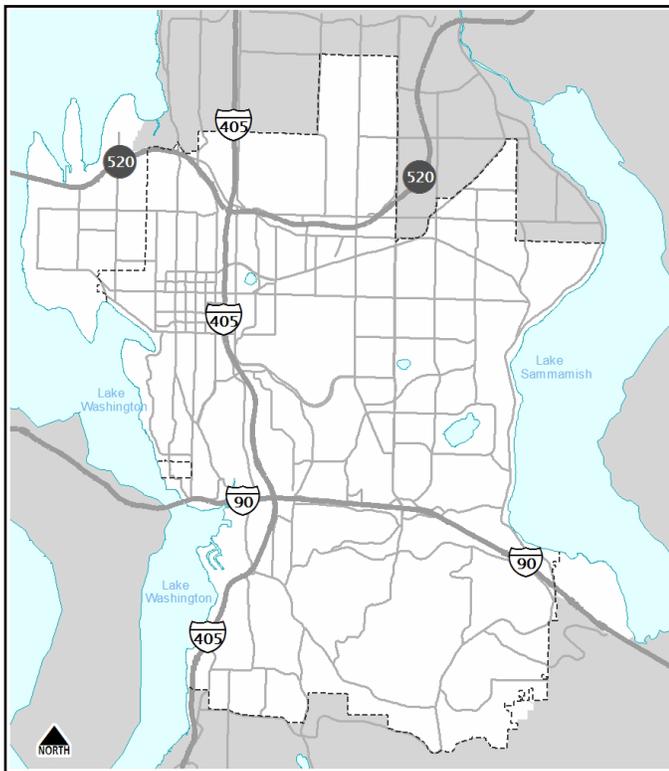
If unaddressed, I&I results in wet weather sewage overflows to surface water and land, including private property, leading to damage claims, public health hazards, and pollution. Overflows into Lake Washington from Yarrow Pt, Cozy Cove, Evergreen East Pump Stations and Newport Lift Station were documented during or following major storm or snowmelt events in 2006, 2007, and 2010. Operations staff note sharp increases in flow rates during and after rain events at other dates as well, exceeding pump station capacity. If I&I can be reduced, cost savings will be realized by reducing the scope of required capacity improvements. Per Wastewater System Plan policy, I&I reduction is required where it is a cost effective means of resolving a capacity problem. The effectiveness of investigative approach would be evaluated after each basin before proceeding to the next.

### Environmental Impacts

The environmental impacts associated with I&I analysis and flow monitoring are minimal; the work is exempt from SEPA.

### Operating Budget Impacts

### Project Map



### Schedule of Activities

| Project Activities                    | From - To   | Amount    |
|---------------------------------------|-------------|-----------|
| Project Costs                         | 2015 - 2019 | 1,228,000 |
| <b>Total Budgetary Cost Estimate:</b> |             | 1,228,000 |

### Means of Financing

| Funding Source     | Amount    |
|--------------------|-----------|
| Utility Rates/Fees | 1,228,000 |

**Total Programmed Funding:** 1,228,000  
**Future Funding Requirements:**

### Comments

# S-68 Sewer Force Main Condition Assessment

Category: **Sewer**  
 Department: **Utilities**

Status: **New**  
 Location: **Various locations throughout Sewer Utility's service area**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 1,348,000               | -                    | 258,000        | 264,000        | 270,000        | 275,000        | 281,000        | -              | -              |

**Description and Scope**

This project will assess the structural condition of pressurized sewer mains (known as 'force mains') that are more than 30 years old, and use that information to develop a force main renewal and replacement plan. Representative pipe samples will be collected from asbestos cement (AC) force mains; specialized pipe assessment equipment will be used for cast iron force mains. Condition will be evaluated and remaining useful life estimated. Force mains comprise 5.8 miles of the 526 total miles of public sewer pipe.

**Rationale**

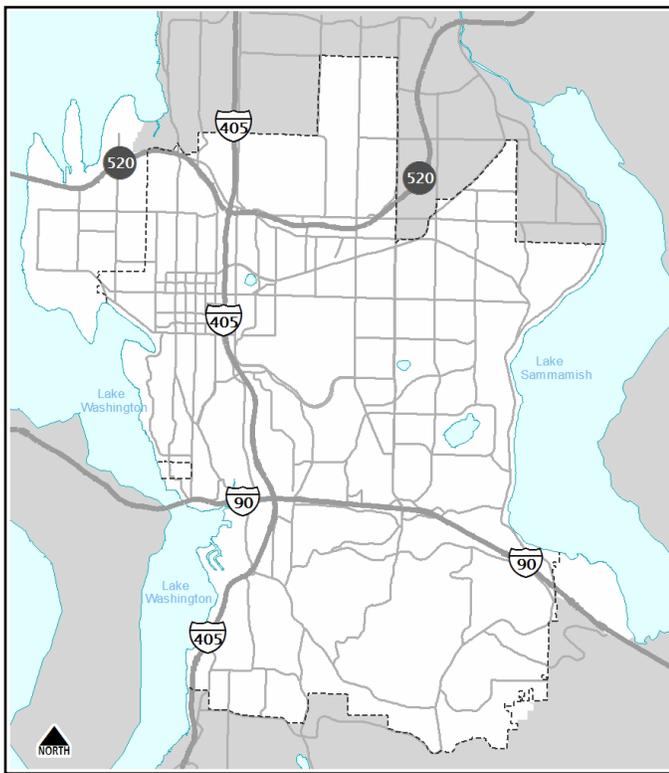
In areas that cannot be served by gravity flow, pump stations pump sewage through pressurized pipes called force mains. As with any pipe, deterioration occurs over time. Because the sewage is pressurized, failure consequences can be severe. Most force mains in Bellevue were installed in the 1960s and 1970s; some are even older. Asbestos cement (AC) pipes can fail in as little as 30-40 years; cast iron generally lasts longer. Both often fail catastrophically. Consequences are typically more severe than for gravity sewer main breaks, and include damage and disruption to neighborhoods, transportation routes, and the environment. This project is recommended in the 2014 (Draft) Wastewater System Plan.

**Environmental Impacts**

The environmental impacts associated with pipe condition assessment are minimal; the work is exempt from SEPA.

**Operating Budget Impacts**

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount    |
|---------------------------------------|-------------|-----------|
| Project Costs                         | 2015 - 2019 | 1,348,000 |
| <b>Total Budgetary Cost Estimate:</b> |             | 1,348,000 |

**Means of Financing**

| Funding Source     | Amount    |
|--------------------|-----------|
| Utility Rates/Fees | 1,348,000 |

**Total Programmed Funding:** 1,348,000  
**Future Funding Requirements:**

**Comments**

# S-69 Meydenbauer Bay Park Sewer Line Replacement

Category: **Sewer**  
 Department: **Utilities**

Status: **New**  
 Location: **Meydenbauer Beach Park**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 2,501,000               | -                    | 62,000         | 286,000        | 1,888,000      | 265,000        | -              | -              | -              |

**Description and Scope**

This project will replace the poor condition sewer line currently under Meydenbauer Bay with a new pipe located on land through the Meydenbauer Bay Park. This project was previously included in the scope of S-58; it has been separated for improved transparency and accountability. The project schedule has been delayed until 2017 to better coordinate with Meydenbauer Bay Park development. The project cost has been revised based on improved engineering estimates.

**Rationale**

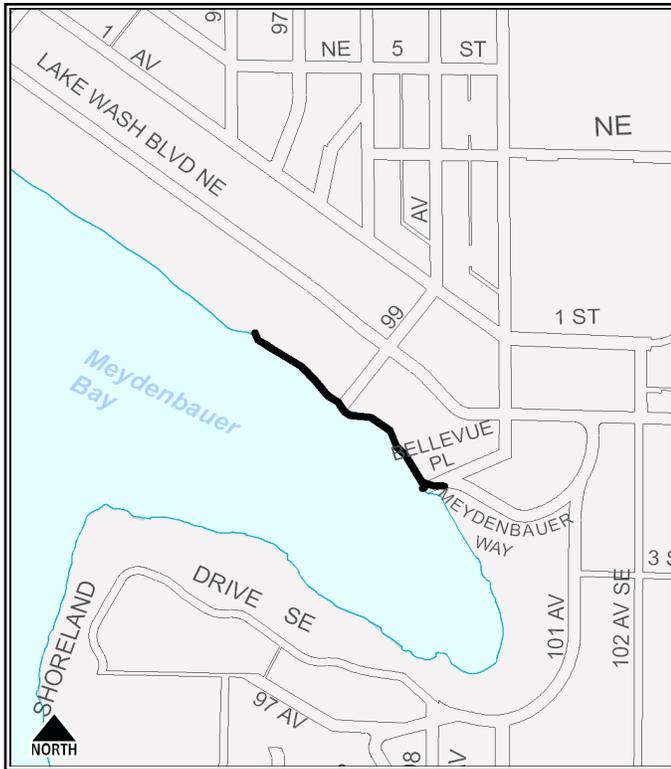
The Meydenbauer Bay sewer pipe is some of Bellevue's oldest sewer lake-line, and is constructed primarily of Asbestos Cement (AC) pipe, which is known to deteriorate more rapidly than cast iron pipe, which comprises the bulk of in-lake pipe. Video inspection in 2007 of an on-shore portion near Meydenbauer Bay revealed a large hole in the crown of the pipe, and showed 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 minimized environmental impacts and simplifies construction.

**Environmental Impacts**

This project will replace a pipe under Meydenbauer Bay that is in poor condition. If the pipe failed, sewage would spill into the lake. The new pipe will have a much lower likelihood of failure, and less likelihood of harming lake water quality. This project requires SEPA determination (received a DNS), together with Shoreline Substantial Development permit, Corp permit, and Hydraulic Project Approval, a Washington State cultural resources review, in addition to local permits.

**Operating Budget Impacts**

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount           |
|---------------------------------------|-------------|------------------|
| Project Costs                         | 2015 - 2018 | 2,501,000        |
| <b>Total Budgetary Cost Estimate:</b> |             | <b>2,501,000</b> |

**Means of Financing**

| Funding Source     | Amount    |
|--------------------|-----------|
| Utility Rates/Fees | 2,501,000 |

**Total Programmed Funding:** 2,501,000  
**Future Funding Requirements:**

**Comments**

# S-70 Sound Transit East Link Corridor within Bellevue City Limits

Category: Sewer  
 Department: Utilities

Status: New  
 Location: East Link Corridor

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 1,925,000               | -                    | 1,925,000      | -              | -              | -              | -              | -              | -              |

**Description and Scope**

This proposal is for funding to pay the depreciated value of aging infrastructure replaced by new facilities as a result of the need to relocate water, wastewater, and stormwater pipelines to accommodate Sound Transit's (ST) East Link light rail project.

**Rationale**

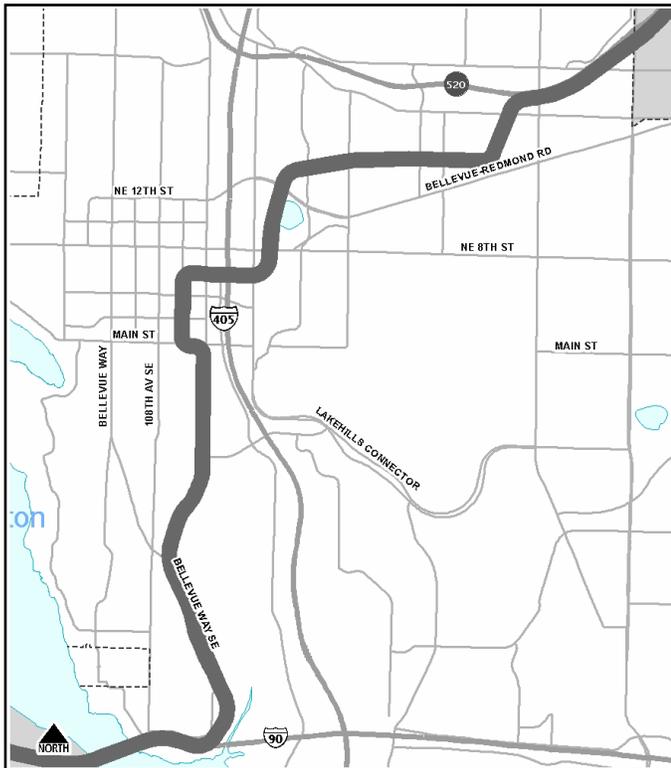
East Link is a voter approved \$2.5 billion extension of light rail transit that will connect Bellevue with Overlake, Mercer Island, and Seattle. This proposal is for the Utility Fund cost associated with relocating water, wastewater, and stormwater pipelines that will conflict with the East Link rail system construction.

**Environmental Impacts**

This proposal supports a Healthy and Sustainable Environment by designing facilities that will ensure a continued supply of clean drinking water; reliable, safe wastewater removal; and that surface water run-off from rain and storms is controlled to minimize the impacts of high flows and flooding on people, property, and the environment. (Water and Natural Environment). Well-designed utility facilities minimize the opportunities for wastewater and stormwater pipe failures, protecting streams, wetlands, and lakes from pollution and erosion. (Natural Environment).

**Operating Budget Impacts**

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount    |
|---------------------------------------|-------------|-----------|
| Project Costs                         | 2015 - 2015 | 1,925,000 |
| <b>Total Budgetary Cost Estimate:</b> |             | 1,925,000 |

**Means of Financing**

| Funding Source     | Amount    |
|--------------------|-----------|
| Utility Rates/Fees | 1,925,000 |

**Total Programmed Funding:** 1,925,000  
**Future Funding Requirements:**

**Comments**



## 2015-2021 Capital Investment Program Plan

### Storm & Surface Water

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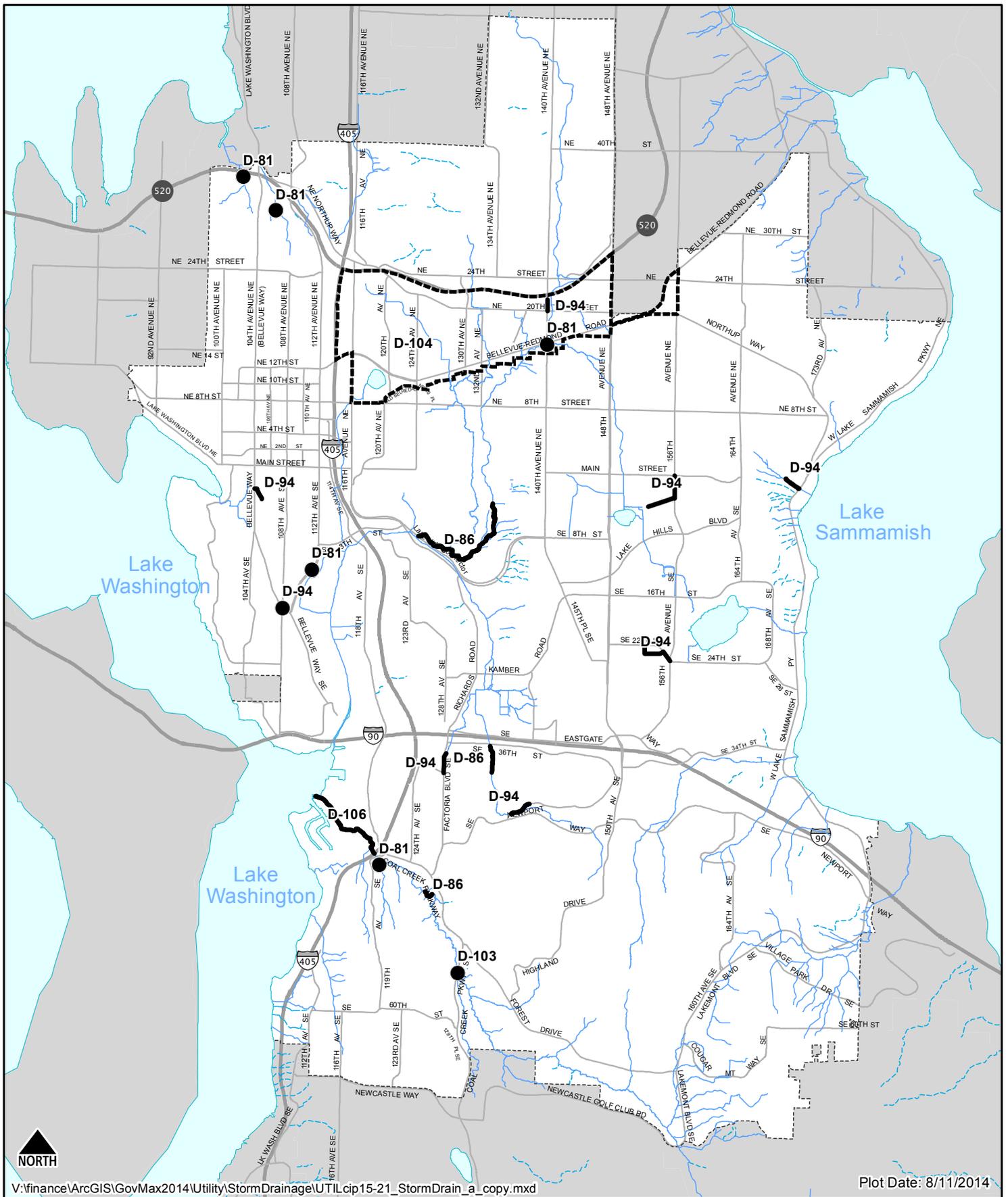
Bellevue's Storm & Surface Water system includes networks of streams, lakes, pipelines, storm water runoff control, and water quality facilities. Ongoing Utility objectives for the system include managing stream flows and flooding; limiting stream bank erosion; replacing undersized and/or deteriorating 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, 340 neighborhood detention facilities, and monitors nearly 1,000 commercial detention facilities. Storm water is conveyed via 410 miles of pipelines, 86 miles of open ditch, and nearly 79 miles of open streams. The system includes over 22,000 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). 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 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 2015-2021 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 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. The plan also includes a program to restore streams in the Bel-Red Corridor as that area redevelops.

**2015-2021 Adopted CIP: Storm Drainage****Funded CIP Projects**

| <b>CIP Plan<br/>Number</b> | <b>Project Name</b>  | <b>\$ in 000s</b>                 |                                 |
|----------------------------|--|-----------------------------------|---------------------------------|
|                            |  | <b>2015-2021<br/>Project Cost</b> | <b>Total Estimated<br/>Cost</b> |
| D-59                       | Minor (Small) Storm Capital Improvement Projects           | 1,217                             | 3,227                           |
| D-64                       | Storm System Conveyance Repairs and Replacement            | 7,841                             | 19,862                          |
| D-81                       | Fish Passage Improvement Program                           | 2,372                             | 5,963                           |
| D-86                       | Stream Channel Modification Program                        | 2,320                             | 6,691                           |
| D-94                       | Flood Control Program                                      | 8,109                             | 13,863                          |
| D-103                      | Replace Coal Creek Pkwy Culvert at Coal Creek              | 44                                | 5,504                           |
| D-104                      | Stream Restoration for Mobility & Infrastructure Imitative | 8,333                             | 14,372                          |
| D-105                      | Replace NE 8th St Culvert at Kelsey Creek                  | 3,547                             | 3,547                           |
| D-106                      | Lower Coal Creek Flood Hazard Reduction Phase I            | 7,629                             | 8,096                           |
| D-107                      | Storm Water Video Inspection Enhancement                   | 2,503                             | 2,503                           |
| D-108                      | East Link Utility Relocations                              | 3,145                             | 3,145                           |
|                            | <b>TOTAL STORM DRAINAGE</b>                                | <b>\$ 47,060</b>                  | <b>\$ 86,773</b>                |



## 2015-2021 Storm Drainage CIP Projects

**Note:** Projects D-59, D-64, and D-107 are not shown as they will be located throughout the service area. D-108 located throughout the East Link corridor.

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.

## D-59 Minor (Small) Storm Capital Improvement Projects

Category: **Storm Drainage**  
 Department: **Utilities**

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

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>3,226,677</b>        | <b>2,009,677</b>     | <b>163,000</b> | <b>167,000</b> | <b>170,000</b> | <b>174,000</b> | <b>177,000</b> | <b>181,000</b> | <b>185,000</b> |

**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.

**Rationale**

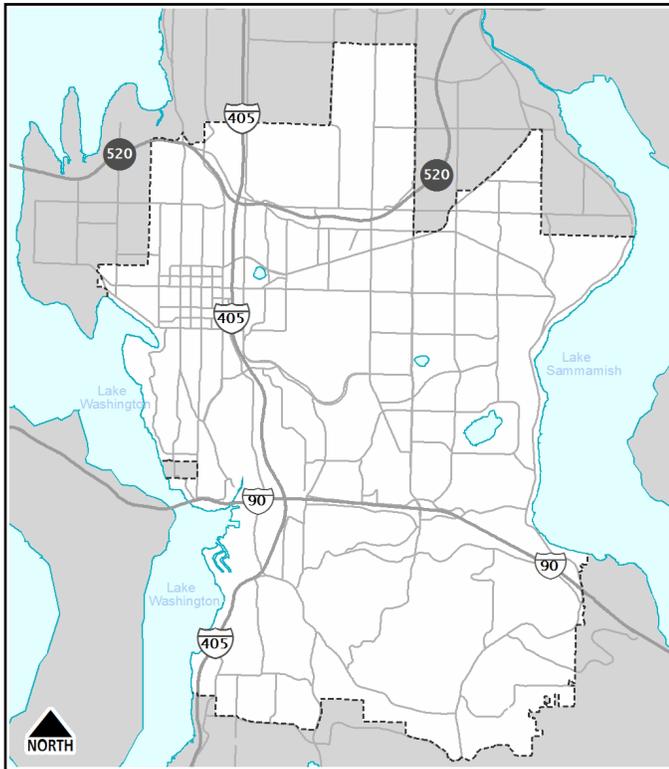
These improvements correct unanticipated small deficiencies or maintenance problems in the storm utility system. Projects reduce maintenance costs and potentially alleviate flooding, erosion, and water quality problems throughout the city. The program allows the City to efficiently maintain and upgrade 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. The program provides the ability to respond to unanticipated system problems, adds flexibility to resolve problems cost effectively when discovered during the course of other city projects, often reduces maintenance requirements and extends component service life.

**Environmental Impacts**

The environmental impacts will be determined for specific projects when they are identified, but are usually not significant.

**Operating Budget Impacts**

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount           |
|---------------------------------------|-------------|------------------|
| Project Costs                         | 1995 - 2021 | 3,226,677        |
| <b>Total Budgetary Cost Estimate:</b> |             | <b>3,226,677</b> |

**Means of Financing**

| Funding Source        | Amount    |
|-----------------------|-----------|
| Miscellaneous Revenue | 1,000     |
| Utility Rates/Fees    | 3,225,677 |

**Total Programmed Funding:** 3,226,677  
**Future Funding Requirements:**

**Comments**

# D-64 Storm System Conveyance Repairs and Replacement

Category: **Storm Drainage**  
 Department: **Utilities**

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

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 19,862,231              | 12,021,231           | 937,000        | 963,000        | 1,031,000      | 1,104,000      | 1,184,000      | 1,266,000      | 1,356,000      |

**Description and Scope**

This ongoing program repairs defective storm drainage pipelines, culverts 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.

**Rationale**

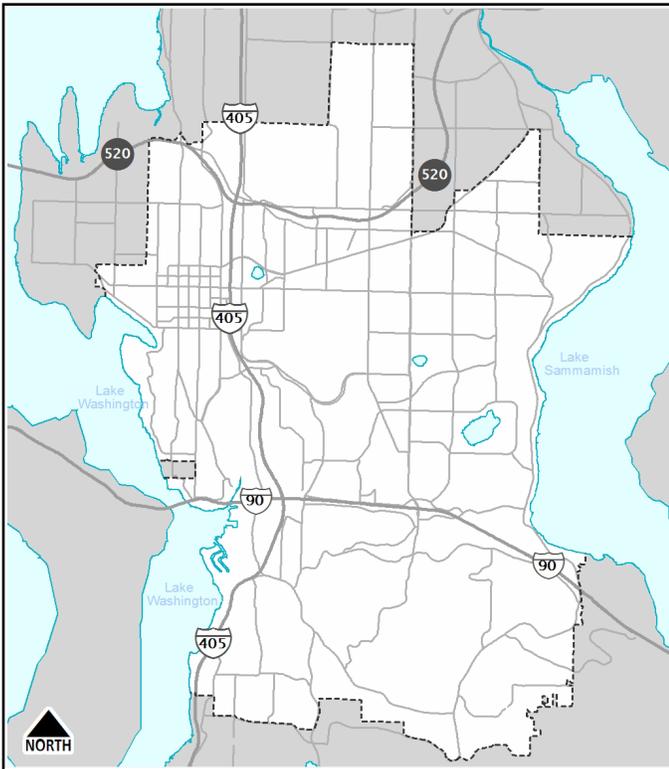
Much of the storm pipe network was built before pipe material and construction standards were in place, so there is only limited information about when pipes were installed, their size and composition. Bellevue owns almost 400 miles of stormwater conveyance pipe, with limited information available to predict how long it will last. Of particular concern is corrugated metal pipe, which can completely corrode away in as little as 20 years. 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. Funding is proposed to increase by 5% per year (over inflation) starting in 2017, to accommodate anticipated increase in defects discovered after the video inspection program (D-107) increases.

**Environmental Impacts**

The environmental impacts will be determined for each specific project, but are usually minor.

**Operating Budget Impacts**

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount     |
|---------------------------------------|-------------|------------|
| Project Costs                         | 1995 - 2021 | 19,862,231 |
| <b>Total Budgetary Cost Estimate:</b> |             | 19,862,231 |

**Means of Financing**

| Funding Source         | Amount     |
|------------------------|------------|
| Judgements/Settlements | 33,000     |
| Miscellaneous Revenue  | 680,000    |
| Utility Rates/Fees     | 19,149,231 |

**Total Programmed Funding:** 19,862,231  
**Future Funding Requirements:**

**Comments**

## D-81 Fish Passage Improvement Program

Category: **Storm Drainage**  
 Department: **Utilities**

Status: **Ongoing**  
 Location: **Various fish production streams throughout the City**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>5,962,895</b>        | <b>3,590,895</b>     | <b>752,000</b> | <b>201,000</b> | <b>421,000</b> | <b>413,000</b> | <b>196,000</b> | <b>366,000</b> | <b>23,000</b>  |

### Description and Scope

This ongoing program provides funding to remove fish passage barriers such as impassable culverts, debris jams, or accumulated sediment, allowing access to critical spawning and rearing habitat for salmon populations. Typical projects include culvert replacement or modification, debris removal, or installation of logs and boulders to improve access at low stream flows. Grant money is pursued to supplement Bellevue's investment whenever possible. Projects planned for this CIP window are on Kelsey Creek at 140th Ave NE; on Yarrow West Tributary; on Newport Creek; at Mercer/Alcove Creek, and on Yarrow East Tributary.

### Rationale

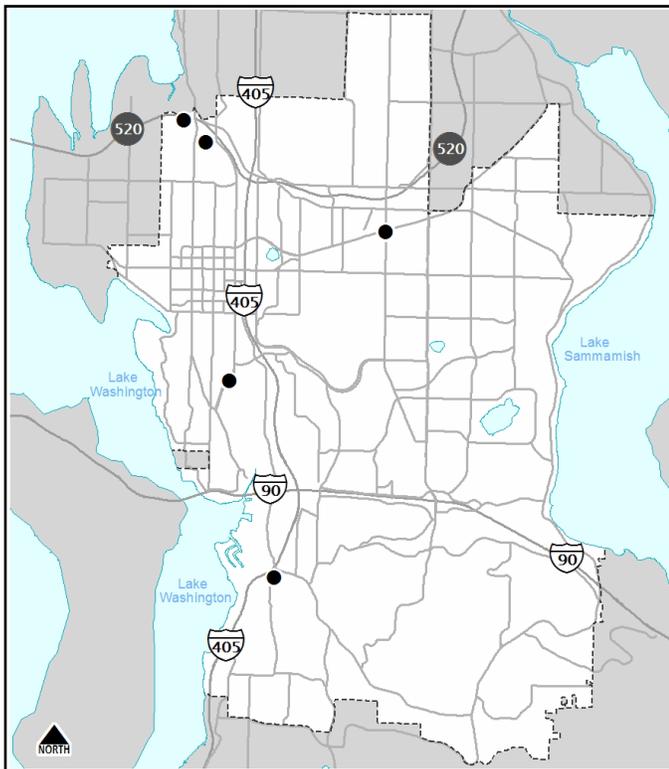
State standards for culvert replacement are becoming increasingly stringent. This program allows salmon access to existing functional habitat, one of the quickest methods to increase salmon populations. It supports the community's vision for fishable waters, and regional efforts to protect and enhance salmon populations. Bellevue is obliged by state law to provide fish passage at all road crossings. Historically, enforcement of the regulations has occurred primarily when modifications were needed at road culverts.

### Environmental Impacts

Projects in this ongoing program will increase the potential for erosion and siltation during construction. An environmental checklist (SEPA) and Critical Areas permit, a Hydraulic Project Approval from the Washington Department of Fish and Wildlife, and US army corp permits are typically required. Riparian vegetation will be removed and replaced in order to construct the improvements. New fish passage designs allow stream processes, such as movement of wood and sediment, to occur more naturally.

### Operating Budget Impacts

#### Project Map



#### Schedule of Activities

| Project Activities                    | From - To   | Amount           |
|---------------------------------------|-------------|------------------|
| Project Costs                         | 2000 - 2021 | 5,962,895        |
| <b>Total Budgetary Cost Estimate:</b> |             | <b>5,962,895</b> |

#### Means of Financing

| Funding Source                      | Amount    |                  |
|-------------------------------------|-----------|------------------|
| Federal Grants                      | 50,000    |                  |
| Interlocal Contributions            | 50,000    |                  |
| Judgements/Settlements              | 135,000   |                  |
| Miscellaneous Revenue               | 1,000     |                  |
| Utility Rates/Fees                  | 5,726,895 |                  |
| <b>Total Programmed Funding:</b>    |           | <b>5,962,895</b> |
| <b>Future Funding Requirements:</b> |           |                  |

### Comments

## D-86 Stream Channel Modification Program

Category: **Storm Drainage**  
 Department: **Utilities**

Status: **Ongoing**  
 Location: **Various - Identified by habitat assessment program**

### Programmed Expenditures

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>6,690,568</b>        | <b>4,370,568</b>     | <b>85,000</b>  | <b>231,000</b> | <b>338,000</b> | <b>675,000</b> | <b>531,000</b> | <b>427,000</b> | <b>33,000</b>  |

### Description and Scope

This ongoing program resolves unstable stream sections that reduce salmon spawning or rearing habitat or increase Bellevue Utilities maintenance requirements. Stream stability problems include stream sections with excessive erosion or sediment deposition. This program also improves habitat complexity by planting coniferous trees to reduce willow mono-culture or invasive weed species. Stabilizing the stream channel consists primarily of placing large woody debris and boulders in the stream channel, and re-vegetating stream banks, commonly called bioengineering. Projects planned in this CIP window include projects on Lower Kelsey Creek, at the Coal Creek Channel, and erosion control in the Sunset Creek ravine.

### Rationale

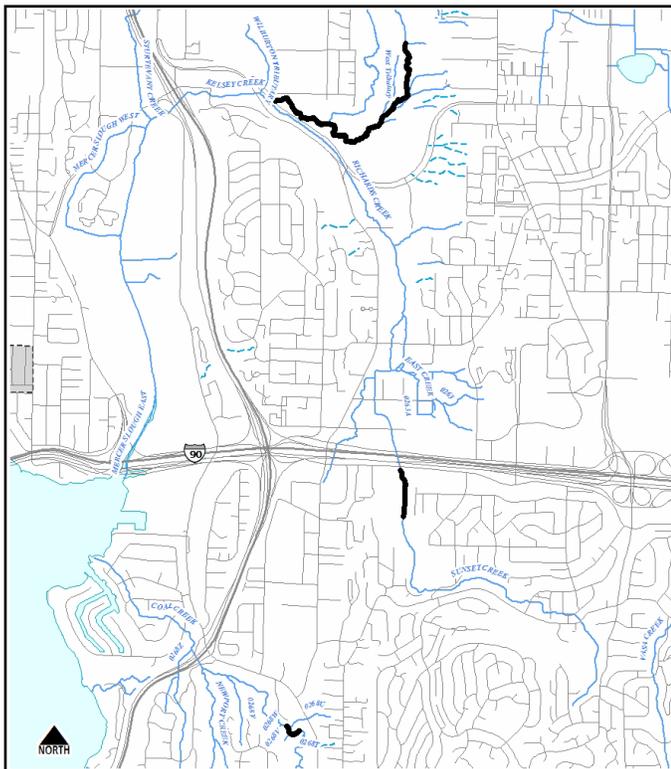
This ongoing program helps stabilize streams and improve habitat consistent with the Council-approved Lake Washington/Cedar/Sammamish Chinook Salmon Recovery Plan. Stream projects are prioritized based on habitat potential, degree of channel instability, stream environmental diversity, and are only constructed 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. Once constructed, the projects would improve the riparian and stream environments by reducing sedimentation and erosion.

### Operating Budget Impacts

### Project Map



### Schedule of Activities

| Project Activities                    | From - To   | Amount           |
|---------------------------------------|-------------|------------------|
| Project Costs                         | 1999 - 2021 | 6,690,568        |
| <b>Total Budgetary Cost Estimate:</b> |             | <b>6,690,568</b> |

### Means of Financing

| Funding Source                      | Amount    |                  |
|-------------------------------------|-----------|------------------|
| Interlocal Contributions            | 65,000    |                  |
| Judgements/Settlements              | 40,000    |                  |
| Miscellaneous Revenue               | 1,000     |                  |
| Utility Rates/Fees                  | 6,584,568 |                  |
| <b>Total Programmed Funding:</b>    |           | <b>6,690,568</b> |
| <b>Future Funding Requirements:</b> |           |                  |

### Comments

# D-94 Flood Control Program

Category: **Storm Drainage**  
 Department: **Utilities**

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

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 13,862,973              | 5,753,973            | 1,113,000      | 725,000        | 1,248,000      | 1,519,000      | 1,914,000      | 939,000        | 651,000        |

**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. The following sites have projects in progress or have been identified for future improvements, and are presented in priority order. They will be prioritized for implementation with any others that become apparent as a result of storm or system analysis:

1. Valley Creek / NE 21st Flood control (in progress)
2. Post construction monitoring on Coal Creek Upper Reach, Lower Coal Creek Sed. Pond, Sunset / SE 30th St Flood Control
3. Factoria Boulevard Conveyance Improvements
4. Meydenbauer Basin / CBD Conveyance Improvements
5. Wolverine Drive Flood Control Project
6. North Sammamish Flood Improvements
7. Overlake Overflow / NE 20th Street Improvements
8. Sunset Creek / Garden Brook
9. 156th Ave SE & SE 4th St. Storm Drainage Improvements
10. Phantom / Larson Lake Channel Regrade

The SE Newport Way Culvert Replacement Project previously on this list has been deleted. King County completed repairs at the site prior to Bellevue's annexation of the area. Kelsey Creek/SE 7th Street Flood Control was also removed from the list. Field investigation suggests that enhanced maintenance at that site may result in significant improvement. If further channel or culvert work is needed, it will be considered for addition to the project list during a future CIP update.

**Rationale**

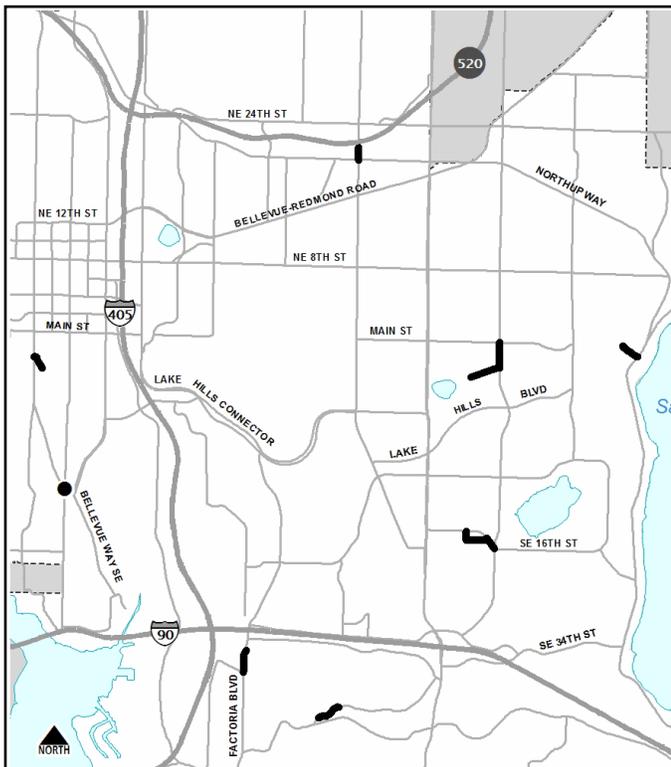
Established level-of-service targets for protection from flooding are intended to prevent flooding of structures, flooding which restricts access to residences or businesses, or street flooding, particularly on primary emergency. Such flooding impacts public safety and causes property damage. Proposed 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 rate revenue to fund this project.

**Environmental Impacts**

An environmental determination will be made in conjunction with preliminary design of each project within this program. Reduced flooding will result in less environmental damage associated with erosion and sedimentation, and other flood-related damage.

**Operating Budget Impacts**

**Project Map**



**Schedule of Activities**

| Project Activities | From - To   | Amount     |
|--------------------|-------------|------------|
| Project Costs      | 2005 - 2021 | 13,862,973 |

**Total Budgetary Cost Estimate:** 13,862,973

**Means of Financing**

| Funding Source           | Amount    |
|--------------------------|-----------|
| Interlocal Contributions | 6,970,198 |
| Utility Rates/Fees       | 6,892,775 |

**Total Programmed Funding:** 13,862,973

**Future Funding Requirements:**

**Comments**

## D-103 Replace Coal Creek Pkwy Culvert at Coal Creek

Category: **Storm Drainage**  
 Department: **Utilities**

Status: **Ongoing**  
 Location: **Coal Creek, at Coal Creek Parkway**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 5,504,250               | 5,460,250            | 10,000         | 5,000          | 5,000          | 6,000          | 6,000          | 6,000          | 6,000          |

**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. The metal pipe will be replaced with a 39' wide box culvert that will also accommodate a new walking path under the roadway adjacent to the stream. Site monitoring for ten years after the project completion is included in the budget.

**Rationale**

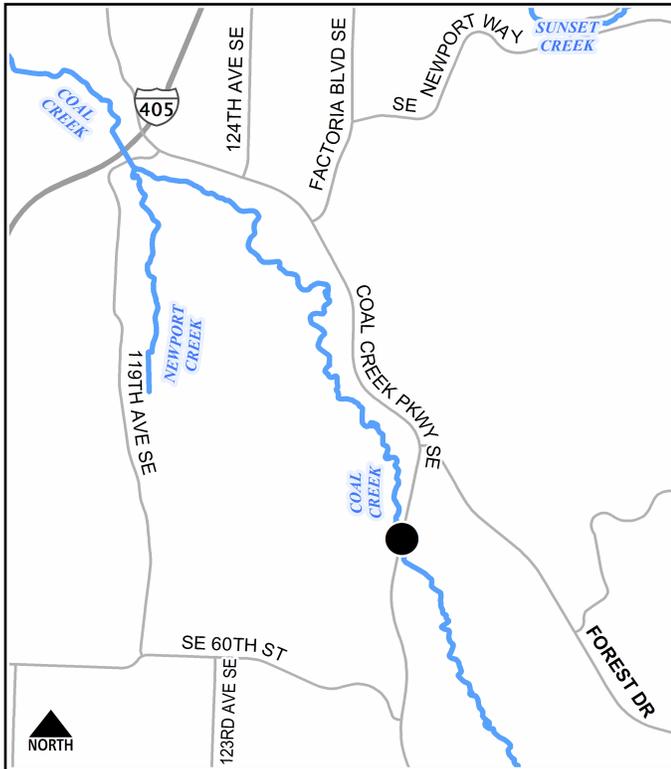
Inspections revealed the pipe was heavily corroded, with limited remaining structural integrity. Holes in the bottom of the culvert allowed water to leak through, threatening the integrity of Coal Creek Parkway and the two high pressure fuel pipelines that pass near the pipe. Rehabilitation of the existing culvert was not feasible; engineers estimated the remaining culvert life at less than 5 years. This project prevented eventual culvert collapse, which would have had 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 required SEPA review to identify environmental impacts and appropriate mitigation during construction. Following construction, the new box culvert improves fish passage and stream habitat. The new culvert has a much lower chance of failure, which could damage the sensitive area in and around Coal Creek.

**Operating Budget Impacts**

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount    |
|---------------------------------------|-------------|-----------|
| Project Costs                         | 2009 - 2021 | 5,504,250 |
| <b>Total Budgetary Cost Estimate:</b> |             | 5,504,250 |

**Means of Financing**

| Funding Source                      | Amount    |           |
|-------------------------------------|-----------|-----------|
| Utility Rates/Fees                  | 5,504,250 |           |
| <b>Total Programmed Funding:</b>    |           | 5,504,250 |
| <b>Future Funding Requirements:</b> |           |           |

**Comments**

# D-104 Stream Restoration for Mobility & Infrastructure Initiative

Category: **Storm Drainage**  
 Department: **Utilities**

Status: **Ongoing**  
 Location: **Bel-Red Corridor**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 14,372,287              | 6,039,015            | 1,613,103      | 1,854,702      | 2,231,300      | 2,634,167      | -              | -              | -              |

**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. Two projects are proposed for implementation in 2014-2016: Channel Restoration pre-design studies on the West Tributary downstream of the West Trib. Regional Pond, and Native Plant Restoration at the West Tributary Regional Pond. The projects will need to be constructed to coordinate with Sound Transit wetland and stream mitigation, and 124th Phase 1 project, respectively.

**Rationale**

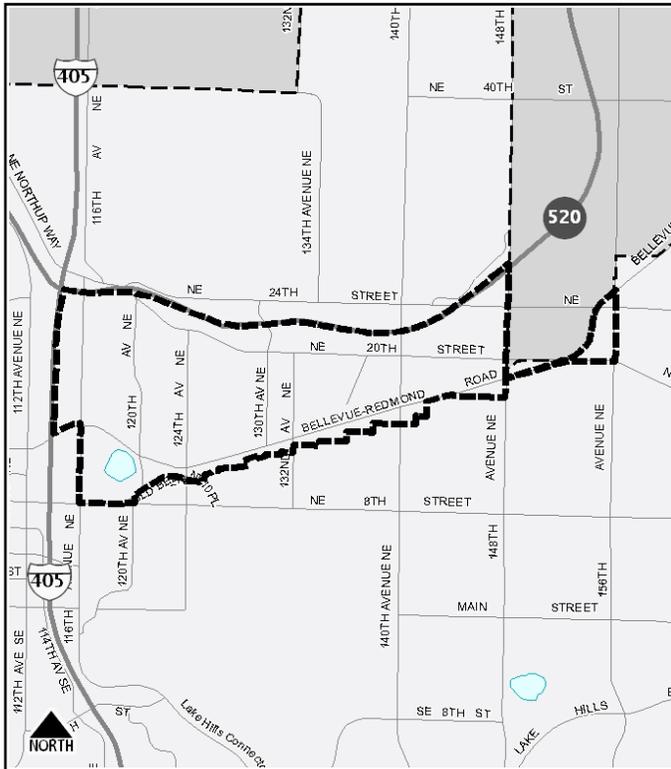
New urban residential neighborhoods planned for Bel-Red require investments in stream restoration and open spaces that support high quality, livable places. Public investment in these improvements will pave the way for pioneer housing development in the transitioning area. Most streams in this historically 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 be assessed for environmental impact. Projects funded by this proposal are intended to improve stream health and habitat restoration, resulting in positive environmental impact.

**Operating Budget Impacts**

**Project Map**



**Schedule of Activities**

| Project Activities                                      | From - To   | Amount            |
|---|-------------|-------------------|
| Project Costs   | 2009 - 2018 | 14,372,287        |
| <b>Total Budgetary Cost Estimate:</b>                   |             | <b>14,372,287</b> |
| <b>Means of Financing</b>                               |             |                   |
| <b>Funding Source</b>                                   |             | <b>Amount</b>     |
| Mobility & Infrastructure Initiative - Utility Rate/Fee |             | 14,372,287        |
| <b>Total Programmed Funding:</b>                        |             | <b>14,372,287</b> |
| <b>Future Funding Requirements:</b>                     |             |                   |

**Comments**

## D-105 Replace NE 8th St Culvert at Kelsey Creek

Category: **Storm Drainage**  
 Department: **Utilities**

Status: **Approved and Begun**  
 Location: **Kelsey Creek, at NE 8th St**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget   | FY 2019 Budget   | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|------------------|------------------|----------------|----------------|
| <b>3,547,000</b>        | -                    | <b>110,000</b> | <b>226,000</b> | <b>231,000</b> | <b>1,178,000</b> | <b>1,785,000</b> | <b>11,000</b>  | <b>6,000</b>   |

**Description and Scope**

This project will replace the existing 10' wide by 7' tall, 110-foot long corrugated metal culvert built in the early 1980s that carries Kelsey Creek beneath NE 8th Street. To meet flood and fish passage requirements, the culvert will be replaced with a bridge which spans the creek channel, or a three-sided concrete box culvert with an approximate 15 foot span. The design will be determined by permit requirements.

**Rationale**

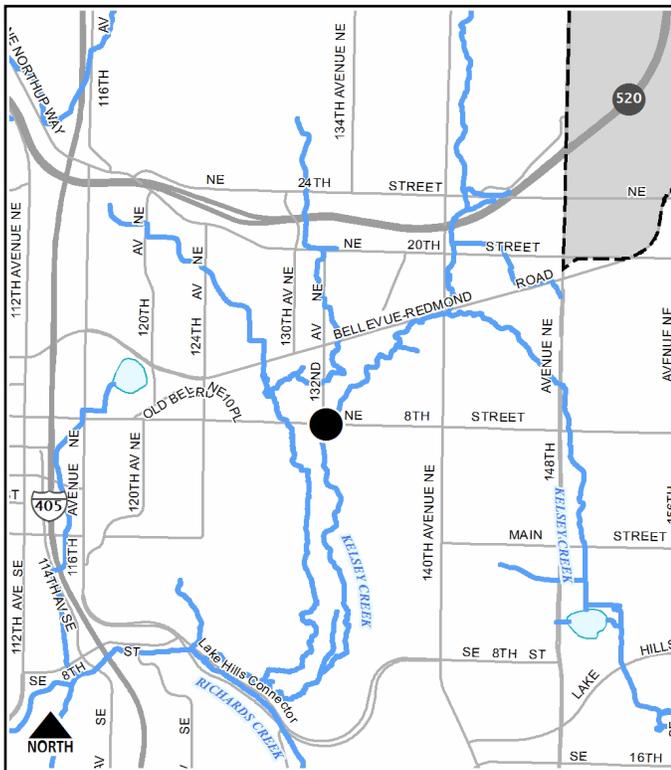
Investigation in the summer of 2011 revealed much of the culvert bottom to be corroded, including some areas where the metal bottom was completely gone. Temporary repairs were made in 2011 to stabilize the culvert by adding a layer of reinforced concrete at the base of the arch. This provided protection against further corrosion and added some structural support. The culvert is still in need of replacement to prevent failure from continued deterioration. Culvert failure at this location could damage adjacent utilities, degrade stream water habitat, and ultimately cause damage to the roadway. The project schedule has been adjusted to reflect anticipated permit-monitoring requirements following construction. Construction schedule will be coordinated with water main replacement work in NE 8th (W-103).

**Environmental Impacts**

The project will require SEPA review to identify environmental impacts and appropriate mitigation. When completed, the new culvert will improve fish access and riparian habitat; reduce the opportunity of structural failure with associated erosive damage; and reduce the opportunity for flooding.

**Operating Budget Impacts**

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount           |
|---------------------------------------|-------------|------------------|
| Project Costs                         | 2015 - 2021 | 3,547,000        |
| <b>Total Budgetary Cost Estimate:</b> |             | <b>3,547,000</b> |

**Means of Financing**

| Funding Source                      | Amount    |                  |
|-------------------------------------|-----------|------------------|
| Utility Rates/Fees                  | 3,547,000 |                  |
| <b>Total Programmed Funding:</b>    |           | <b>3,547,000</b> |
| <b>Future Funding Requirements:</b> |           |                  |

**Comments**

# D-106 Lower Coal Creek Flood Hazard Reduction Phase 1

Category: **Storm Drainage**  
 Department: **Utilities**

Status: **Ongoing**  
 Location: **Newport Shores Neighborhood**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 8,095,889               | 466,889              | 300,000        | 600,000        | 200,000        | 2,177,000      | 2,176,000      | 2,176,000      | -              |

**Description and Scope**

This project will design and construct project(s) to reduce flooding from the Newport Shores reach of Coal Creek, located between I-405 and Lake Washington. A preliminary engineering study to identify and assess alternatives is underway, to establish how best to reduce flooding during storm events. The project budget includes one or more of the following: increased storage capacity at the I-405 regional pond, replacement of the five existing culverts downstream of the pond, targeted stream bank erosion protection, and improvements to the local storm drainage network. The schedule has been revised to reflect design in 2015-16; permitting in 2016-17, and construction of improvements between 2018 and 2020.

**Rationale**

The project, recognized as a regional need by the King County Flood Control Zone District (KCFZD), is intended to improve flood protection to the Newport Shores neighborhood. Coal Creek becomes a flooding hazard when flood waters overtop the embankments along the stream, or when existing culverts cannot convey the stream flow during major storm events. Flood hazard threat is greatest when upstream detention facilities are completely full, and begin to overflow.

Flooding is usually associated with major winter storms, is widespread, and even affects homes that are not adjacent to the stream. City records include 65 flooding instances in Newport Shores, dating back to 1994, at 25 separate addresses.

This project is included in the KCFZD's capital program, which will provide full funding for this project. Bellevue will implement the project. A later phase may include increasing in-stream conveyance capacity of Coal Creek. That work is not yet scheduled or funded in the KCFZD capital improvements plan.

**Environmental Impacts**

The project will require SEPA review to identify environmental impacts and appropriate mitigation. Once constructed, the project will improve environmental impacts by reducing flood-caused damage to streams and nearby properties. The riparian habitat will be improved.

**Operating Budget Impacts**

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount    |
|---------------------------------------|-------------|-----------|
| Project Costs                         | 2013 - 2020 | 8,095,889 |
| <b>Total Budgetary Cost Estimate:</b> |             | 8,095,889 |

**Means of Financing**

| Funding Source           | Amount    |
|--------------------------|-----------|
| Interlocal Contributions | 7,846,692 |
| Utility Rates/Fees       | 249,197   |

**Total Programmed Funding:** 8,095,889  
**Future Funding Requirements:**

**Comments**

## D-107 Storm Water Video Inspection Enhancement

Category: **Storm Drainage**  
 Department: **Utilities**

Status: **New**  
 Location: **Various locations throughout the City**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 2,503,000               | -                    | 299,000        | 614,000        | 626,000        | 638,000        | 326,000        | -              | -              |

**Description and Scope**

This project will video-inspect the most critical 20% of stormwater pipes to assess their condition over a five year period. Pipes to be inspected will be selected based on their likelihood and consequence of failure (risk). The video condition assessment results will be used to help evaluate the overall stormwater pipeline condition so that short- and long-term renewal and replacement needs can be more accurately estimated. The project will also be used to evaluate how much of the stormwater system should be video-inspected each year on an ongoing basis. The project funds four years of contracted services, plus start up time in the first year. It will video-inspect 10-15 miles in 2015, 25 miles each in 2016, 2017, and 2018, and 10-15 miles in the first half of 2019.

**Rationale**

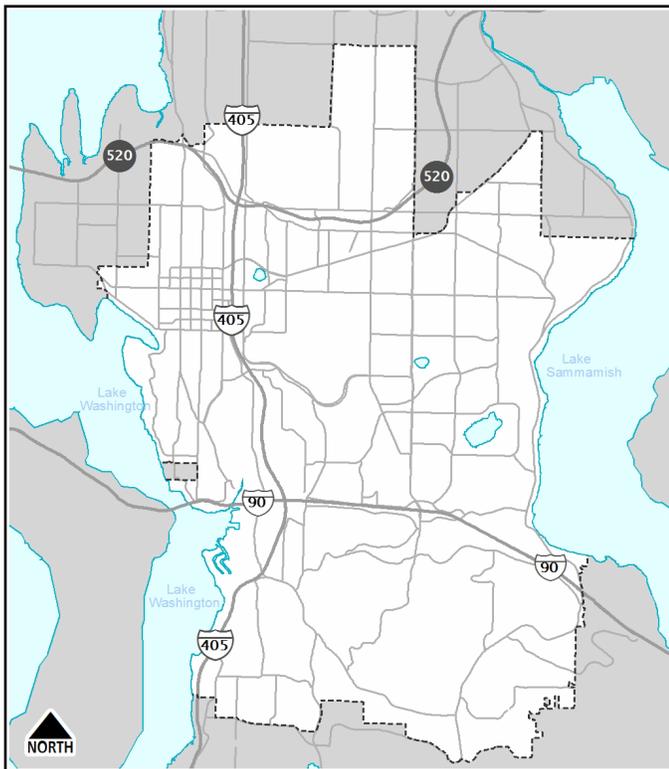
Bellevue's public storm system has 410 miles of pipes and culverts, made of many different materials and installed over several decades. Less than 15% of the system has ever been video-inspected; consequently, the overall condition of the stormwater system is unknown. Historically, only 1-2% of the system was inspected each year. This video inspection enhancement will afford a better understanding of the overall system condition, so that long term replacement resources and timing as well as maintenance requirements can be estimated; it will identify pipeline defects that are likely to lead to failure (repaired via D-64); and it will help determine the appropriate stormwater pipe video inspection rate consistent with maintaining an understanding of overall system condition and preventing pipe failures that would reduce system performance below acceptable service levels.

**Environmental Impacts**

The video inspection program has minimal environmental impact. Standard industry practices to clean the pipes prior to inspection will manage appropriately any water and debris.

**Operating Budget Impacts**

**Project Map**



**Schedule of Activities**

| Project Activities                    | From - To   | Amount    |
|---------------------------------------|-------------|-----------|
| Project Costs                         | 2015 - 2019 | 2,503,000 |
| <b>Total Budgetary Cost Estimate:</b> |             | 2,503,000 |

**Means of Financing**

| Funding Source                      | Amount    |           |
|-------------------------------------|-----------|-----------|
| Utility Rates/Fees                  | 2,503,000 |           |
| <b>Total Programmed Funding:</b>    |           | 2,503,000 |
| <b>Future Funding Requirements:</b> |           |           |

**Comments**

# D-108 Sound Transit East Link Corridor within Bellevue City Limits

Category: **Storm Drainage**  
 Department: **Utilities**

Status: **New**  
 Location: **East Link Corridor**

**Programmed Expenditures**

| Programmed Expenditures | Appropriated To Date | FY 2015 Budget | FY 2016 Budget | FY 2017 Budget | FY 2018 Budget | FY 2019 Budget | FY 2020 Budget | FY 2021 Budget |
|-------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 3,145,000               | -                    | 3,145,000      | -              | -              | -              | -              | -              | -              |

**Description and Scope**

This proposal is for funding to pay the depreciated value of aging infrastructure replaced by new facilities as a result of the need to relocate water, wastewater, and stormwater pipelines to accommodate Sound Transit's (ST) East Link light rail project.

**Rationale**

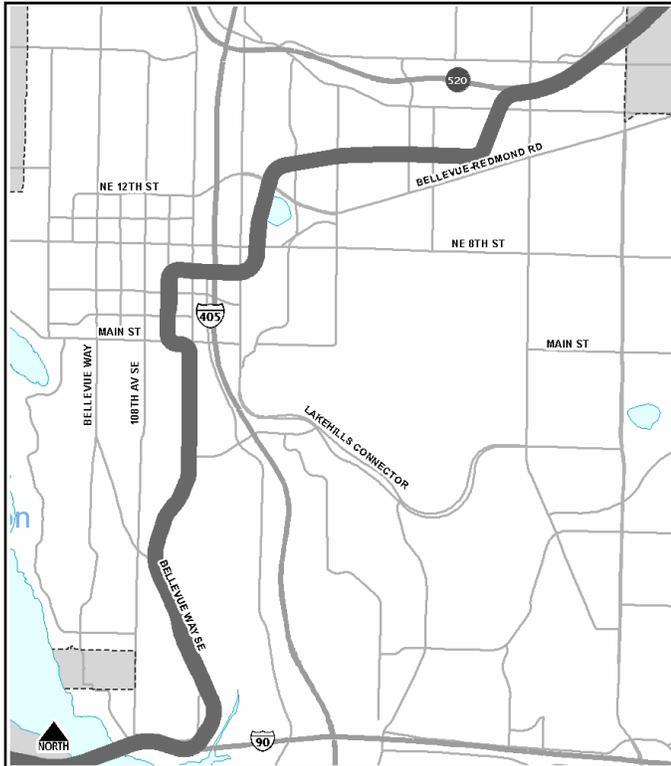
East Link is a voter approved \$2.5 billion extension of light rail transit that will connect Bellevue with Overlake, Mercer Island, and Seattle. This proposal is for the Utility Fund cost associated with relocating water, wastewater, and stormwater pipelines that will conflict with the East Link rail system construction.

**Environmental Impacts**

This proposal supports a Healthy and Sustainable Environment by designing facilities that will ensure a continued supply of clean drinking water; reliable, safe wastewater removal; and that surface water run-off from rain and storms is controlled to minimize the impacts of high flows and flooding on people, property, and the environment. (Water and Natural Environment). Well-designed utility facilities minimize the opportunities for wastewater and stormwater pipe failures, protecting streams, wetlands, and lakes from pollution and erosion. (Natural Environment).

**Operating Budget Impacts**

**Project Map**



**Schedule of Activities**

| Project Activities | From - To   | Amount    |
|--------------------|-------------|-----------|
| Project Costs      | 2015 - 2015 | 3,145,000 |

**Total Budgetary Cost Estimate:** 3,145,000

**Means of Financing**

| Funding Source     | Amount    |
|--------------------|-----------|
| Utility Rates/Fees | 3,145,000 |

**Total Programmed Funding:** 3,145,000

**Future Funding Requirements:**

**Comments**