



2019-2025 Adopted Capital Investment Program Plan

EXECUTIVE SUMMARY

The 2019-2025 Adopted General Capital Investment Program (CIP) plan prepares and serves as a catalyst for future development within a constrained budget. It builds on the 2017-2023 amended CIP, which included completion of the Downtown Park and Meydenbauer Bay Park Phase 1. It also provided for the implementation of the Transportation Infrastructure Financing and Innovation Act (TIFIA) projects in the BelRed area, as well as neighborhood and other amenities. The Adopted 2019-2025 CIP totals \$690 million, is balanced, and accomplishes the following:

- Advances the Council Priorities above the 2017-2023 amended budget – total of \$30 million
- Ensures debt obligations are met, including new debt service payment beginning in 2024 for the Transportation Infrastructure Financing and Innovation Act (TIFIA) loan
- Maintains existing infrastructure in accordance with the council policy
- Ensures TIFIA projects are completed on schedule and in accordance with federal guidelines – 12 multimodal roadways in the new BelRed neighborhood
- Continues the voter approved levy commitments – Parks (2008), Fire Facilities (2016), and Neighborhood Congestion, Safety, and Connectivity (2016) levies
- Provides other quality of life amenities with new investments in affordable housing, Environmental Stewardship Initiative, and two new neighborhood parks
- Promotes diversity and accessibility to city services through a new Mini City Hall in the south end of the city
- Continues to show progress on big scale, long term projects including West Lake Sammamish Parkway Phase 3, Meydenbauer Bay Park Planning and Design, and Bellevue Way HOV
- Fulfills general government capital responsibilities including construction of Fire Station 10 and major maintenance of city facilities
- Supports neighborhood programs such as the Neighborhood Enhancement Program, Public Art Program, and the new Neighborhood Congestion Management Project Implementation

The Adopted Budget continues to raise concern and awareness on the future impact of minor maintenance and operation (M&O) costs as new infrastructure is completed. While major maintenance and renovation projects are contained within the CIP, minor maintenance is funded through the operating funds. Financial Policy XI.H implemented during the development of the 2011-2017 CIP provides:

“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 City Council for reasonableness and potential adjustment.” (Source: Financial Policy XI.H)

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 Page Intentionally Left Blank



2019-2025 Adopted Capital Investment Program Plan

Overview

Capital Investment Program Purpose

The 2019-2025 Adopted General Capital Investment Program (CIP) plan prepares and serves as a catalyst for future development within a constrained budget. Every 2 years, during the biennial budget process, the city adopts a 7-year CIP plan, which outlines the city’s anticipated capital investment needs over that timeframe.

Capital Prioritization Criteria & Planning Policies

The city uses numerous criteria for ranking and prioritizing capital investment projects. Generally, the city uses a “waterfall” decision framework, which serves to guide the following criteria and policies:

- First and foremost are the city’s debt obligations. All debt service payments are prioritized first when allocating resources to the CIP.
- Secondly, “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 Policy – XI.I)
- After ensuring that debt and maintenance are funded at appropriate levels, the city reviews existing and new projects with the following lenses:
 - 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 each mandate
 - Financial factors
 - Leveraging other funds – extent to which project is funded by external sources
 - Cost versus benefit



2019-2025 Adopted Capital Investment Program Plan

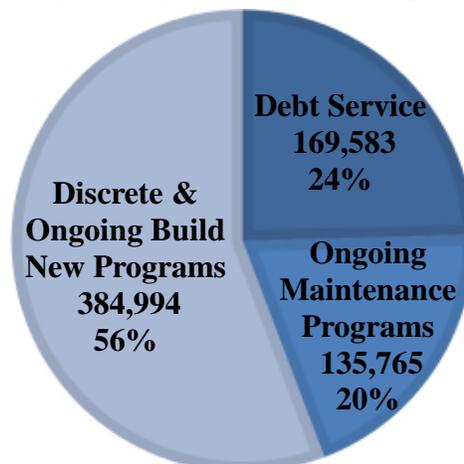
- Sunk costs – extent to which the project expenditures have already been incurred
 - Avoided costs – extent to which the project creates savings/reduces future costs and risks
 - Stewardship – extent to which the project protects and leverages existing investments
- Timing/urgency
 - Project readiness – extent to which the 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)

2019-2025 Adopted General CIP Plan Summary

The Adopted 2019-2025 General CIP totals \$690 million over the seven years and includes 81 projects. These projects fall into one of three major CIP categories – Debt Service, Ongoing Maintenance Programs that maintain current infrastructure, and Discrete and Ongoing programs that build new projects.

- Debt Service makes up 24 percent of the General CIP (\$170 million). Inclusive of the total debt service is \$22 million of short-term cash flow borrowing which includes approximately \$1.1 million of interest. This is consistent with the city’s Comprehensive Finance and Asset Management Policies regarding the use of Debt in the CIP (*Financial Policy – XI.N*). The cash flow borrowing is not anticipated to be issued, and staff will not be asking the council for issuance at this time. If borrowing is needed in the future, staff will return to the council to address. The Debt Service amount starting in 2024 includes the TIFIA loan payback of approximately \$5.3 million annually.
- Ongoing Maintenance Programs that maintain current infrastructure make up approximately \$136 million or 20 percent of the General CIP budget, with major maintenance programs like street overlays and major renovation of parks and fire facilities. Ongoing Maintenance Programs implement the council's long-term policy to “preserve existing capital infrastructure before building new facilities” (*Financial Policy – XI.I*).
- Discrete and Ongoing Programs that build new infrastructure make up approximately \$385 million or 56 percent of the General CIP. Of this \$385 million, \$59 million is related to the 5 projects that are being paid for by the TIFIA loan.

2019-2025 Adopted General CIP Plan Major Expenditure Categories





2019-2025 Adopted Capital Investment Program Plan

Advancing Council Vision Priorities

The adopted 2018-2020 Council Vision Priorities provide foundational policy direction received during development of the 2019-2025 CIP. The Adopted CIP Budget includes previously adopted as well as new funding for projects directly implementing a council priority. The Adopted 2019-2025 CIP advances the established Council Priorities above the 2017-2023 amended budget by a total of \$30 million for programs such as Neighborhood Congestion Management, Environmental Stewardship Initiative, Affordable Housing Contingency, and Smart City Connectivity amongst others. A complete list of these programs is included in the chart below.

Council Vision Priority Projects in Addition to Amended 2017-2023 CIP		
CIP Plan Name by Council Priority	CIP Plan #	2019-2025 Amount (\$000s)
Transportation & Mobility		
150th Avenue SE at SE Newport Way	PW-R-202	2,500
Neighborhood Congestion Management Project	PW-R-200	5,000
Bel-Red Parks & Streams	P-AD-103	2,504
High Quality Built and Natural Environment		
Affordable Housing Contingency	G-109	11,500
Gateway NE Entry DTP	P-AD-100	5,250
Smart City Connectivity	G-38	380
ESI Implementation	CD-46	310
Great Places Where You Want to Be		
Grand Connection – Early Implementation	CD-44	2,500
Achieving Human Potential		
Bellevue College Connection	PW-R-201	400
Grand Total:	9	30,034



2019-2025 Adopted Capital Investment Program Plan

The table below is sorted by the Strategic Target Areas, highlighting the 3-year Priorities and Budget Proposals that most directly address those Priorities. While staff acknowledges that there are many other projects that have ties to the priorities; this list focuses on those with the most direct ties.

Strategic Target Area: Economic Development		
	City Council Priority	CIP Plan Name
1	Support and provide leadership in the Regional Economic Development Alliance to attract international and national business, and investment to the region. Leverage involvement to produce investment in Bellevue’s identified growth corridor and near transit hubs.	<ul style="list-style-type: none"> • G-105 – Competitiveness and Collaboration
2	Actively pursue business retention and growth at the local level, including diverse small, medium and large business with an emphasis on high-tech, tourism and international trade.	

Strategic Target Area: Transportation and Mobility		
	City Council Priority	CIP Plan Name
3	Continue to execute on our transportation capital plans for future growth and mobility of the city. Use the funding provided by the Neighborhood Safety Connectivity and Congestion Levy to improve the safety, transportation and quality of life in neighborhoods.	<ul style="list-style-type: none"> • PW-R-198 – Neighborhood Congestion Management Levy and PW-R-199 – Neighborhood Safety & Connectivity Levy (Transportation) • PW-R-200 Neighborhood Contestation Management Project Implementation (Transportation) • PW-R-202 – 150th Ave SE at SE Newport Way (Transportation)
5	Continue to fund, design and build projects within the Downtown Transportation Plan, Wilburton Connection and BelRed.	<ul style="list-style-type: none"> • Numerous projects associated with the TIFIA loan process and BelRed Development plan (Transportation) • PW-R-182 – Downtown Transpiration Plan/NE 6th Street Station Access (Transportation) • CD-48 Public-Private Partnership – Pilot BelRed TOD (Community Development) • P-AD-103 – BelRed Parks & Streams (Parks and Community Services)
6	Continue the oversight of light rail constructions and ensure that we implement an effective strategy for construction mitigation for neighborhoods, traffic and business.	<ul style="list-style-type: none"> • PW-R-159 – East Link Analysis and Development (Transportation)



2019-2025 Adopted Capital Investment Program Plan

Strategic Target Area: High Quality Built and Natural Environment		
City Council Priority		CIP Plan Name
7	Execute Phase One of the Affordable Housing Strategy Implementation Program.	<ul style="list-style-type: none"> G-109 – Affordable Housing Contingency (Community Development)
8	Complete construction of Phase One of Meydenbauer Bay Park by 2018 and the Downtown Park Gateway by the end of 2019 and synchronize with the Grand Connection as possible. Include celebration of the connection of downtown to the waterfront.	<ul style="list-style-type: none"> P-AD-92 – Meydenbauer Bay Phase 1 Park Development (Parks and Community Services) P-AD-100 – Gateway NE Entry/Downtown Park (Parks and Community Services)
9	Advance implementation of the Smart City Strategy, including advanced transportation technology and autonomous, connected, electric and shared vehicle technologies.	<ul style="list-style-type: none"> PW-R-156 ITS Master Plan Implementation Program (Transportation) G-38 Smart City Connectivity (Information Technology)
10	Strategically implement the neighborhood planning process.	<ul style="list-style-type: none"> CD-37 – Downtown Community/Livability (Community Development)
11	Review the progress of the Environmental Stewardship Initiative and analyze additional steps that the city may wish to take to achieve environmental goals.	<ul style="list-style-type: none"> CD-46 ESI Implementation (Community Development)
12	Update the Parks and Recreation Master Plan to include an analysis of the level of service for a growing population and the creation of a financial strategy for these services.	<ul style="list-style-type: none"> P-AD-27 – Park Planning and Design (Parks and Community Services)

Strategic Target Area: Bellevue: Great Places Where You Want To Be		
City Council Priority		CIP Plan Name
14	Create a civic center plan integrating City Hall, the metro property, convention center expansion and the transit center.	<ul style="list-style-type: none"> CD-41 Civic Center Plan (Finance and Asset Management)
15	Continue to advance the Grand Connection as the signature gathering place. Establish the preferred crossing of I-405 and begin design discussions with the state Department of Transportation; build public support by completing city projects in the early implementation plan; educate key public and private funders on the unique opportunities available; and integrate the vision of the Grand Connection into the Wilburton plan.	<ul style="list-style-type: none"> CD-44 Grand Connection – Early Implementation (Community Development)

Strategic Target Area: Achieving Human Potential		
City Council Priority		CIP Plan Name
18	Leverage the higher education institutions in Bellevue to benefit our residents and businesses.	<ul style="list-style-type: none"> PW-R-201 Bellevue College Connection (Transportation)



2019-2025 Adopted Capital Investment Program Plan

Strategic Target Area: High Performance Government		
	City Council Priority	CIP Plan Name
21	Complete implementation of hearing accessibility within the public meeting areas in the city.	<ul style="list-style-type: none"> • G-04 Hearing Accessibility for Public Spaces (Finance and Asset Management)
23	Identify and implement technologies that improve customer service with the City of Bellevue.	<ul style="list-style-type: none"> • G-59 JDE System Upgrade and Enhancements (Finance and Asset Management) • G-94 Enterprise Application Reserve (Information Technology)



2019-2025 Adopted Capital Investment Program Plan

2019-2025 Adopted General CIP Plan by Department & Outcome

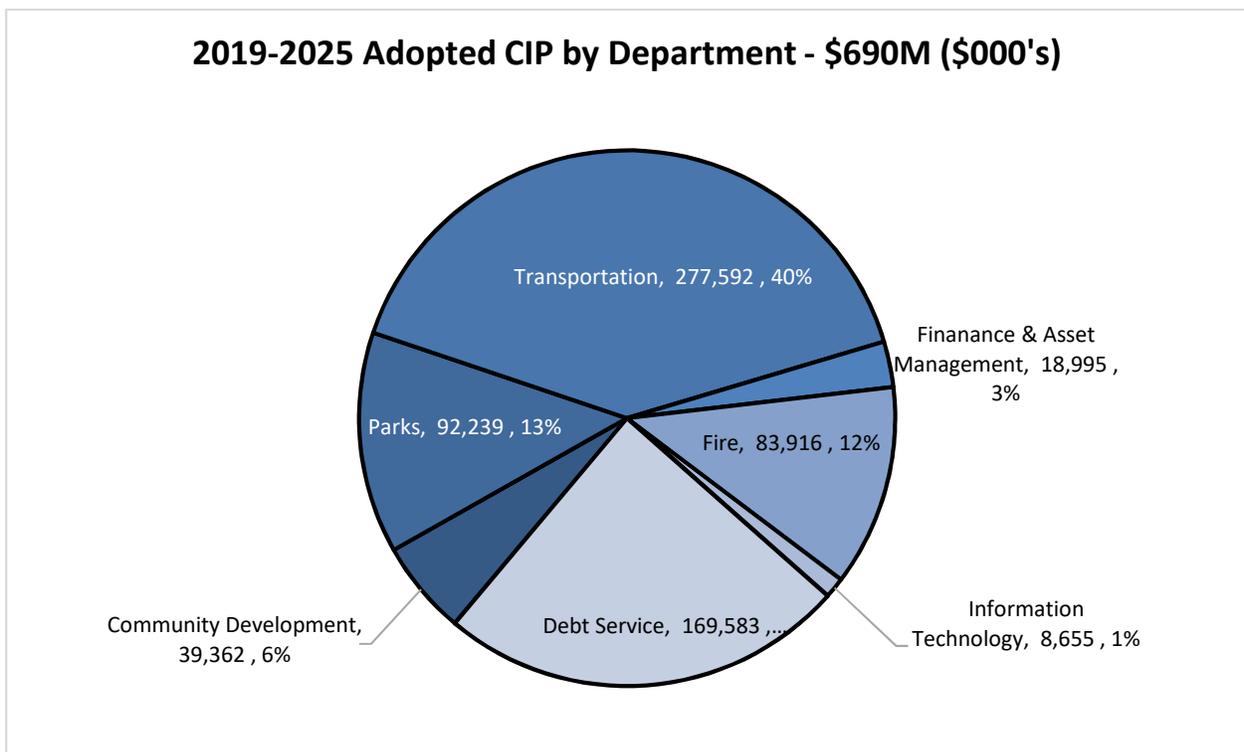
The City of Bellevue Transportation Department has the highest number of projects at 32, totaling \$277.6 million or 40 percent of the total 7-year CIP budget. As shown on the next page, these projects are most directly linked to the city’s Improved Mobility and Connectivity outcome, which totals \$272 million over the seven years.

The Parks and Community Services Department includes 15 projects, totaling \$92.2 million or 13 percent of the total CIP budget. Most of the Parks and Community Services Department projects are directly connected to the city’s Quality Neighborhoods and Innovative, Vibrant, & Caring Community outcome, which totals \$118.8 million.

The remaining Departments (Community Development, Fire, Finance and Asset Management, and Information Technology) account for approximately \$150.9 million, or 22 percent of the 7-year CIP.

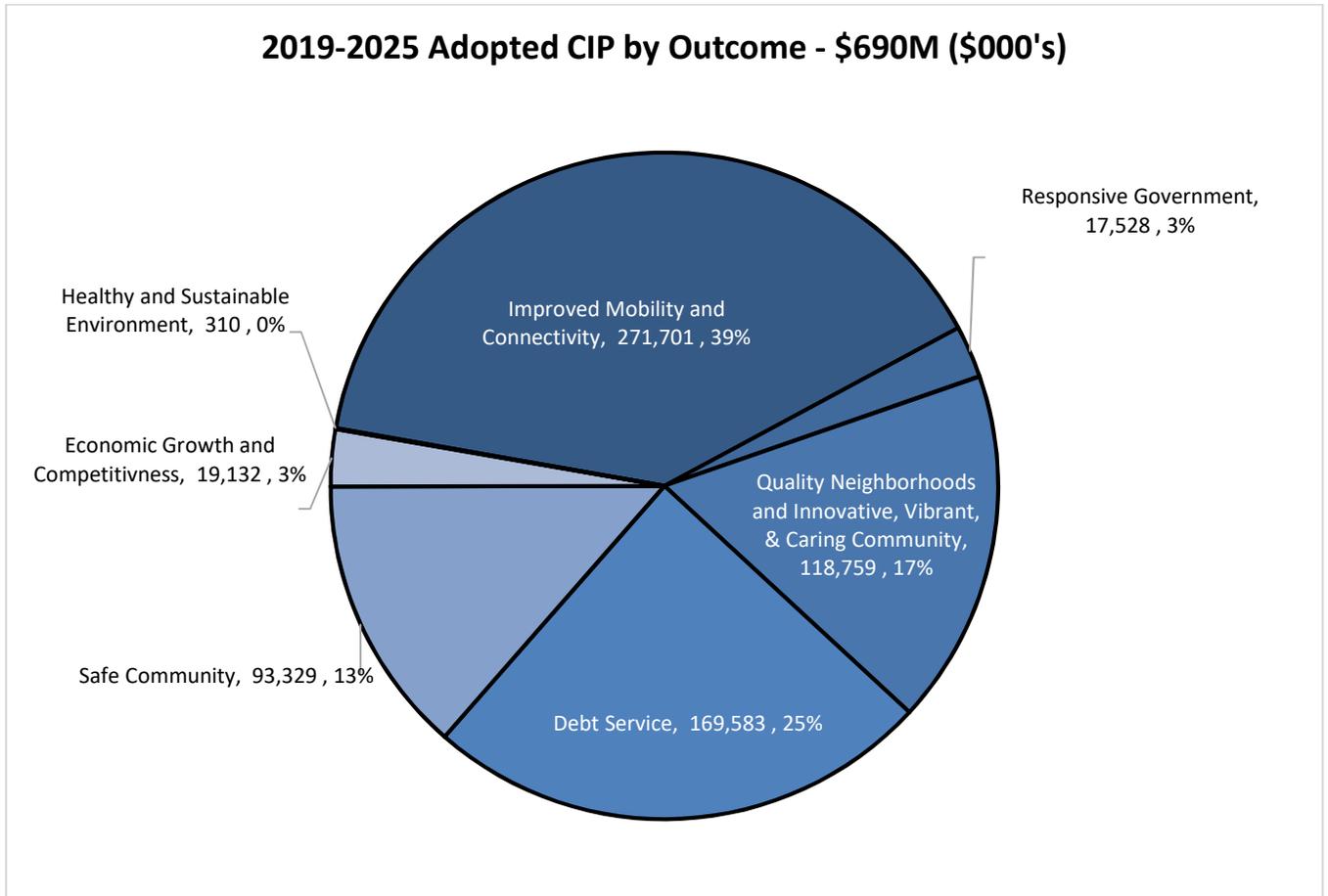
Lastly, Debt Service Payments account for approximately \$169.6 million, or 25 percent of the total CIP. Investments in this area cover the debt service requirements for the city’s debt obligations issued for capital investments such as bonds issued for City Hall, Supplemental CIP, and Mobility & Infrastructure Initiative.

The chart below shows the relative size of the 7-year Adopted CIP by Department:



2019-2025 Adopted Capital Investment Program Plan

The chart below shows the relative size of the 7-year Adopted CIP by Outcome:





2019-2025 Adopted Capital Investment Program Plan

Changes from the 2017-2023 amended CIP

The 2017-2023 amended CIP is the adopted mid-biennium 2017-2023 CIP plus any budget amendments adopted by the council through December 31, 2018. The 2019-2025 Adopted CIP continues all projects in the 2017-2023 amended CIP and it adds the following over the 7-year timeframe:

New Adopted 2019-2025 CIP Projects (\$000s)		
CIP Plan #	CIP Plan Name	Total Cost
CD-45	Mini City Hall Expansion	250
G-113	Facility Services Major Maintenance	9,775
P-AD-101	Bridle Trails/140th Street Park Development	2,600
P-AD-102	Newport Hills Park Development	3,000
P-AD-103	BelRed Parks & Streams	2,504
P-AD-104	Meydenbauer Bay Park Planning and Design	9,167
PW-R-201	Bellevue College Connection	400
CD-46	ESI Implementation	310
PW-R-200	Neighborhood Congestion Management Project Implementation	5,000
PW-R-202	150th Avenue SE at SE Newport Way	2,500
Grand Total:		35,506

Total changes from the 2017-2023 amended CIP include:

- 2 years (2024-2025) of debt service payments totaling \$50 million as well as the modeled cash flow borrowing payback of \$22 million. The Debt Service amount starting in 2024 includes the TIFIA loan payback of approximately \$5.3 million annually.
- In alignment with Council Policy, the Adopted CIP plan adds 2 years (2024-2025) for ongoing programs that maintain what is built before building new, totaling \$38 million. This includes projects such as the Overlay, Parks Refurbishment and Renovation, Major Maintenance, Neighborhood Sidewalks, and other similar programs.
- The Adopted CIP budget also provides for recosting to a current project due to a change in cost with no change in scope, such as increased costs due to construction right of way. Recosting totals \$12 million over the 7-year period.
- The Adopted CIP budget also provides for scope changes to projects that have a cost impact due to an enhancement or change in project scope. Examples include Bellevue Airfield Park Development scope change of \$10 million to complete design, permitting and construction of the park and \$1.6 million scope change to convert more street lighting to Light Emitting Diode (LED), and adding \$11.5 million to implement Bellevue's adopted Affordable Housing Strategy. Total scope cost increase totals \$47 million.
- New projects (noted in the table above) account for \$36 million.
- Lastly, projects that traditionally have been programs that build new infrastructure yet are referred to as continuing programs, such as the Public Art program, Neighborhood Enhancement program, Park Planning and Design, and other similar programs account for \$19 million.



2019-2025 Adopted Capital Investment Program Plan

Parks and Natural Areas Levy Update

The Parks & Natural Area levy was approved by the voters in 2008 to fund the \$40 million parks capital program over 20 years. The capital portion of the measure increased the property tax levy by \$3.4 million and will be collected over a total of 20 years, expiring in 2028. The Adopted CIP adds \$6.8 million in years 2024 and 2025 (\$3.4 million annually) for a total of \$23.7 million over the 7-year CIP. This is in accordance with the voted ballot language.

2008 Parks and Natural Areas Levy Proposed Capital Projects

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

Project Category	Recommended Funding Mix						
	Capital (\$M)	Annual M&O (\$000s)	Voter Initiative		City Match		Leveraging
			Capital (\$M)	Annual M&O (\$000s)	Capital (\$M)	Annual M&O (\$000s)	Capital (\$M)
Property Acquisition (P-AD-82)	\$ 30.0	\$ 50.0	\$ 10.0	\$ 15.0	\$ 10.0	\$ 35.0	\$ 10.0
Development Projects:							
Eastgate Area Properties (P-AD-83)	\$ 12.0	\$ 250.0	\$ 6.0	\$ 125.0	\$ 4.0	\$ 125.0	\$ 2.0
Surrey Downs (P-AD-86)	7.0	150.0	3.5	100.0	3.5	50.0	
Lewis Creek Phase II (P-AD-91)	4.0	50.0	2.0	25.0	2.0	25.0	
Downtown Park (P-AD-87)	10.0	150.0	5.0	75.0	5.0	75.0	
Trails (P-AD-89)	2.0	50.0	2.0	50.0			
Sportsfields (P-AD-84)	3.0	50.0	3.0	50.0			
Neighborhoods Parks (P-AD-88)	5.0	120.0	5.0	120.0			
Bellevue Botanical Garden (P-AD-85)	5.0	150.0	2.0	50.0	2.0	100.0	1.0
Bellevue Youth Theatre (P-AD-90)	5.0	150.0	2.0	50.0	2.0	100.0	1.0
Total:	\$ 83.0	\$ 1,170.0	\$ 40.5	\$ 660.0	\$ 28.5	\$ 510.0	\$ 14.0

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 percent 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 the 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.



2019-2025 Adopted Capital Investment Program Plan

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

Completed projects through 2018 include:

- Sports field Improvements at Newport Hills, Wilburton, and Hidden Valley,
- Lewis Creek Picnic Area,
- Trail Improvements focusing on Coal Creek,
- Bellevue Botanical Garden Visitors Center and Ravine Garden,
- Bellevue Youth Theatre at Crossroads Park,
- Bridle Trails Neighborhood Park,
- “Complete the Circle” and Inspiration Playground at Downtown Park, and
- Surrey Downs Park Development.

2019-2025 CIP projects include:

- Bellevue Airfield Park Development
- Gateway Northeast Entry at Downtown Park, and
- Property Acquisition funds for the next seven years.

2019-2025 Adopted Parks Levy Package (\$000s)

Project		2019-2025 Adopted Budget	Total Project Cost through 2025
P-AD-82	Park & Open Space Acquisition	9,825	19,478
Development Projects:			
P-AD-83	Bellevue Airfield Park Development	10,000	11,520
P-AD-100	Gateway NE Entry Downtown Park	5,250	8,250
Total:		\$ 25,075	\$ 39,248

Post 2025 Commitments include:

- Future development of a Neighborhood Park along Lake Sammamish, plus ongoing property acquisitions through 2028.



2019-2025 Adopted Capital Investment Program Plan

2016 Fire Facilities Levy Update

In 2014, the Fire Department developed a master plan to prioritize its fire facilities projects. As a result, in November of 2016, Bellevue voters passed the Fire Facilities Levy that will raise approximately \$120 million over 20 years to address the needs identified in the master plan including:

- *Seismic retrofits:* Upgrade facilities to ensure that every fire station in Bellevue meets seismic standards to withstand a major earthquake and allow a first response in any emergency;
- *Build a new downtown fire station:* Construct a fire station to serve Bellevue’s fastest-growing neighborhood, taking response pressure off other neighborhood fire stations;
- *Upgrade existing fire stations:* Remodeling, expanding or replacing fire stations in Bellevue and aligning facilities to better serve the community; and
- *Logistics center space:* Obtain warehouse space to consolidate reserve equipment and to provide a central location for the repair of special equipment.

The Adopted CIP adds \$14.2 million in years 2024 and 2025 (\$7.0 million in 2024 and \$7.2 million in 2025) for a total of \$47.6 million over the 7-year CIP.

The chart below lists the projects that will be funded by this Levy over the next 20 years. The first two projects on the list – Fire Station 10 and Fire Station 4 are included in this 2019-2025 Adopted CIP.

Fire Facilities Levy Projects	
Facility	Project Detail
Fire Station 10 - NE Bellevue*	Construct new facility
Fire Station 4 – Factoria*	Land acquisition and construction of new facility for improvement of Ladder and Battalion Chief coverage
Fire Station 6 – Bridle Trails	Remodel to improve Ladder coverage
Logistics Center Warehouse	Consolidation of spare equipment and logistic services
Fire Station 1 – Downtown/West Bellevue	Meet current seismic code and upgrade facility infrastructure
Fire Station 2 – Eastgate	Meet current seismic code and upgrade facility infrastructure
Fire Station 3 – Crossroads	Meet current seismic code and upgrade facility infrastructure
Fire Station 7 – Wilburton	Meet current seismic code and upgrade facility infrastructure
Fire Station 8 – Lakemont	Meet current seismic code and upgrade facility infrastructure
Fire Station 9 – South Bellevue/Newcastle	Meet current seismic code and upgrade facility infrastructure

* - Included in the 2019-2025 Adopted CIP



2019-2025 Adopted Capital Investment Program Plan

Project Sequencing:

Due to growth in downtown and in other parts of NE Bellevue, Fire Station 10 is the plan's first priority, followed by Fire Station 4 in Factoria. Fire Station 6 and a Logistics Center would be the next priorities in an effort to relocate an existing ladder company to that facility and free up space in other facilities. Upgrades of remaining fire facilities would follow in an order of need that has yet to be determined as further study is required to prioritize these projects. Therefore, some flexibility will be needed to determine these project timelines.

Neighborhood, Safety and Connectivity Improvements Levy Update

Approved by voters in November 2016, the 20-year, Neighborhood Safety, Connectivity Improvements levy will help the city address a backlog of neighborhood safety, connectivity, sidewalk, bicycle, technology, congestion relief and maintenance projects. The Levy is projected to raise approximately \$140 million over 20 years. The Adopted CIP adds \$17 million in years 2024 and 2025 (\$8.4 million in 2024 and \$8.6 million in 2025) for a total of \$57 million over the 7-year CIP.

All levy-funded projects originate from already established and ongoing programs, except for neighborhood congestion reduction projects. Council members designated \$2 million per year for the Neighborhood Congestion Reduction Program (CIP Plan No. PW-R-198) with the remaining levy funds dedicated toward safety, sidewalk, maintenance, bicycles and Intelligent Transportation Systems (ITS) projects (CIP Plan No. PW-R-199).

2019-2020 Levy-funded Projects

In the beginning of 2018, staff identified a set of projects for the 2019-2020 budget cycle to be funded by the levy revenue, using the following criteria:

- Project addresses a backlog project need
- Consistent with types of projects described in the levy ballot
- Project scopes preliminarily defined
- Opportunities to package similar projects to realize time and/or cost-savings
- Ability to complete project within approximately two years
- Opportunity to partner with other projects (e.g. Overlay Program, School District partnership, grant to leverage investment)
- Projects distributed throughout neighborhoods



2019-2025 Adopted Capital Investment Program Plan

There are 46 projects scheduled to begin in years 2019 and 2020 as identified in the chart below. As with the first cycle of projects, it is expected that many projects will be scoped, designed and constructed by the end of 2020 and that complex projects will complete construction beyond 2020.

Neighborhood Congestion, Safety and Connectivity Levy Funded Projects (2019-2020)			
Program Category	Number of Projects	2019-2020 Amount (\$M)	Project Detail
Neighborhood Congestion Reduction	4	4.0	Construction of 150th Avenue Southeast southbound right turn lane if CIP proposal is approved, final design of top-ranked project from 2018 traffic studies, and school area traffic management.
Neighborhood Safety	15	3.5	Intersection, crosswalk, and traffic calming improvements. Some projects seek grants, are supported by other levy and non-levy funding, and include partnerships with schools and the Parks and Community Services Department. Projects stem from backlog project lists.
Neighborhood Sidewalk	8	3.0	Some projects seek grants, are supported by base program funding, and combined with levy-funded safety projects. Projects stem from backlog Neighborhood Sidewalk Program project list.
Bike Facilities	10	1.8	Continued enhancements to bike infrastructure downtown and in east Bellevue. Projects stem from Bicycle Rapid Implementation Program (BRIP).
Intelligent Transportation System	5	1.0	Continued upgrade of ITS communication network, traffic operations monitoring software, flashing yellow arrow deployment and private/public partnerships for transportation technology.
Maintenance	4	1.5	Citywide boardwalk repair/replacement, curb ramp repair in Eastgate and sidewalk panel repair on 112th Avenue Northeast and Northeast 24th Street.
Total:	46	\$14.8M	



2019-2025 Adopted Capital Investment Program Plan

Transportation Infrastructure and Innovation (TIFIA) Loan Update

On June 9, 2017 the city and the United States Department of Transportation (USDOT) closed a Transportation Infrastructure and Innovation (TIFIA) loan of up to \$99.6 million to accelerate certain projects in the BelRed area. Annual debt service payment of approximately \$5.3 million is deferred until 2024, and it includes interest rate of 2.86 percent for the life of the bond.

The BelRed Street Network project consists of twelve multimodal roadways to support the new BelRed neighborhood in the heart of the city, as presented in the table below:

TIFIA Project List			
CIP Plan #	Project Title	Total Project Cost (\$M)	TIFIA Loan Amount
PW-R-160	NE 4th St, 116th Ave to 120th Ave NE	35.8	-
PW-R-161	120th Ave NE, NE 4th St to NE 7th St (Stage 1)	8.7	-
PW-R-164	120th Ave NE, NE 7th St to NE 12th St (Stage 2)	45.4	-
PW-R-166	124th Ave NE, NE Spring Blvd to Ichigo Way (NE 18th St)	29.2	-
PW-R-168	120th Ave NE, NE 12th St to NE 16th St (Stage 3)	23.6	-
PW-R-169*	124th Ave NE, NE 12th St to NE Spring Blvd	20.1	16.72
PW-R-170*	130th Ave NE, Bel-Red Road to NE 20th St	22.9	20.09
PW-R-172	NE Spring Blvd, 116th Ave to 120th Ave NE (Zones 1 A/B)	33.4	-
PW-R-173*	NE Spring Blvd, 120th Ave to 124th Ave NE (Zone 2)	26.0	22.62
PW-R-174	NE Spring Blvd, 130th Ave to 132nd Ave NE (WB)	3.4	-
PW-R-174*	NE Spring Blvd, 130th Ave to 132nd Ave NE (EB)	12.6	11.09
PW-R-181	NE Spring Blvd/East Link Property Acquisition (Pine Forest)	29.3	-
PW-R-191*	124th Ave NE, Ichigo Way (NE 18th St) to Northup Way	30.8	29.08
Total:		321.2	99.6

* TIFIA loan supported project



2019-2025 Adopted Capital Investment Program Plan

This network will provide convenient access and short travel times within and outside the corridor for drivers, transit riders, vanpools, access vans, bicyclists, and pedestrians, while minimizing spillover traffic impacts on adjoining neighborhoods. The Sound Transit East Link light rail extension – anticipated to open for service in 2023 – will serve the corridor transit spine, with three stations planned in the heart of the neighborhood. Collectively this project will provide:

- Nearly 10 new lane miles of roadway
- 25,000 linear feet of sidewalk
- 21,000 linear feet of bike lanes
- More than 5.5 acres of water quality treatment facilities
- About 90 new and upgraded curb ramps, and about 90 other pedestrian access improvements, compliant with the Americans with Disabilities Act (ADA)

Four projects have already been completed including:

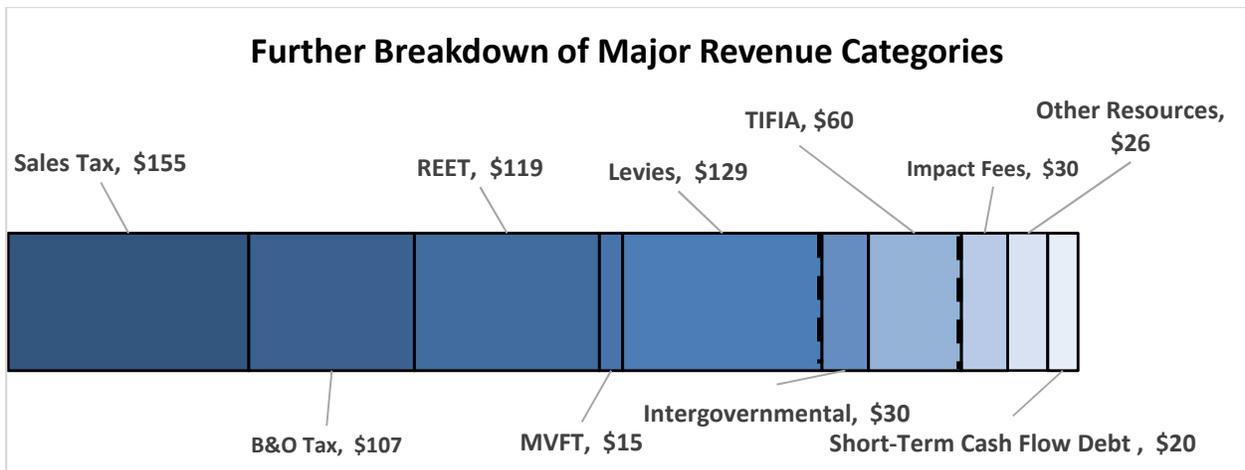
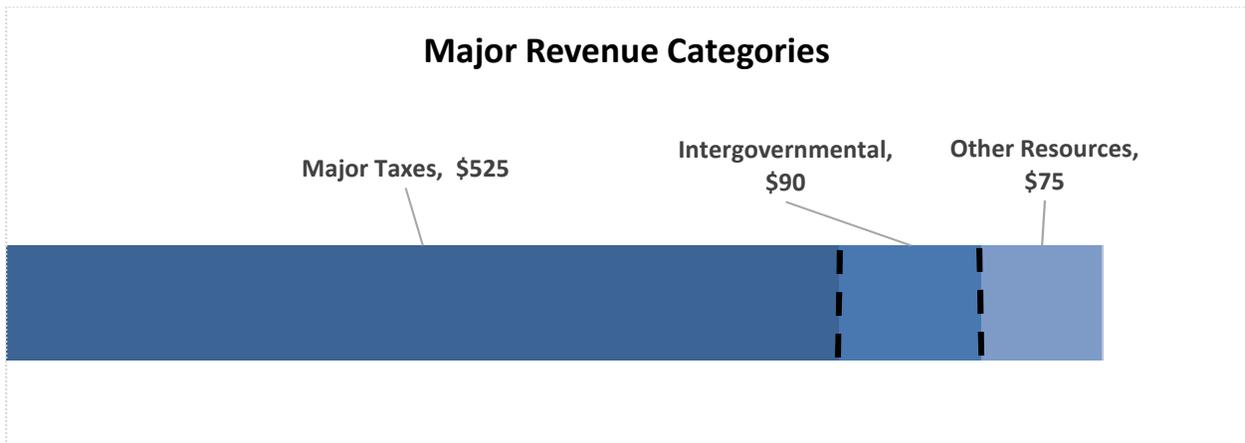
- NE 4th Street project from 116th Avenue to 120th Avenue NE,
- First stage of the 120th Avenue NE corridor from NE 4th Street to NE 7th Street,
- 120th Ave NE, NE 7th St to NE 12th St (Stage 2), and
- 120th Ave NE, NE 12th St to NE 16th (Stage 3).



2019-2025 Adopted Capital Investment Program Plan

Funding Resources

The city relies on a variety of sources to fund capital projects. The 2019-2025 Adopted CIP plan funding sources total \$693 million, split into four main categories – major taxes (including levies), intergovernmental revenues (including TIFIA, state, and federal grants), other resources (including private contributions, impact fees, and transfers from other funds). The following section describes and highlights notable assumptions about these funding sources for the 2019-2025 General CIP Adopted Budget.



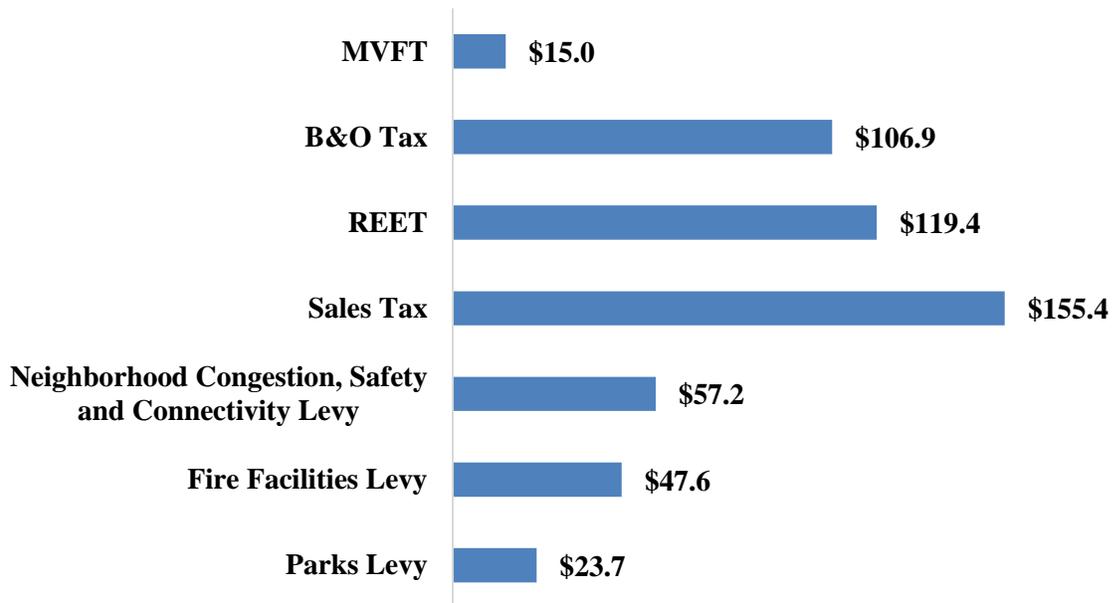


2019-2025 Adopted Capital Investment Program Plan

Major Taxes (Including Levies) – \$525 million

Major taxes comprise 76 percent of the General CIP revenue base. The major taxes are sales tax, business and occupation (B&O) tax, property tax (includes parks levy, fire facilities levy, neighborhood congestion, safety and connectivity levy), real estate excise taxes (REET), and motor vehicle fuel tax (MVFT). The chart below shows the breakdown of major taxes.

Major Taxes Forecast - \$525 million



Both sales and B&O revenue streams are forecasted to grow strong in 2019 and 2020 then slows down to a moderate pace, and property tax is projected to increase by new construction growth, which is assessed by King County and the 1 percent councilmanic increase in 2019 and 2020, then the out years assume new construction growth only starting in 2021. The three voter-approved levies continue to supplement the city and external funds, allowing major parks development projects to be completed in a phased approach where appropriate. More detailed levy information is found in the previous CIP section.

- **Sales Tax** – RCW 82.14 authorizes the city to collect sales tax. Sales tax is imposed on the sale of most goods and some services. This tax is remitted to the state by businesses and in turn, the state provides the city with a portion of this revenue monthly. The total sales tax rate is 10 percent in Bellevue and the city receives 0.85 percent of this rate. The projected sales tax collection in the 2019-2025 Adopted CIP plan is \$155.4M. A detailed explanation of the distribution of sales tax for use in General Fund operations and the CIP can be found in Chapter 8.
- **Real Estate Excise Tax** – RCW 82.46 establishes Real Estate Excise Tax (REET) collection for cities. REET is levied on all sales of real estate. The rate is 0.5 percent of



2019-2025 Adopted Capital Investment Program Plan

the selling price of the property. The first 0.25 percent of local REET must be used to fund capital facilities expenditures that have been identified in the city's comprehensive plan. The second 0.25 percent of local REET revenues must also be used to fund capital facilities. In accordance with city ordinance, REET dollars are divided between Transportation and Parks projects evenly. The 2019-2025 Adopted CIP plan projects REET collections to be \$119.4 over the seven years.

- **Business and Occupation Tax** – RCW 35.21.710 authorizes the city to collect Business and Occupation s (B&O) Tax. B&O Tax is made up of two components: gross receipts tax and square footage tax. The gross receipts B&O Tax is primarily measured on gross proceeds of sales or gross income. The square footage B&O Tax applies to businesses who's in-city activities produce gross revenue indirectly, such as at headquarter locations. In accordance with city code, businesses are charged 0.03 percent to fund CIP projects and 0.0098 percent for Transportation CIP projects. The projected B&O tax collection is \$106.9M in the Adopted CIP plan. A more detailed explanation of the B&O Tax is in Chapter 8.
- **Motor Vehicle Fuel Tax** – RCW 82.38.030 authorizes the Motor Vehicle Fuel Tax (MVFT). The MVFT is assessed on every gallon of gasoline purchased in the State of Washington. The state then distributes the money to counties and municipalities on a per-capita basis. The City of Bellevue's share of MVFT is divided evenly between the General Fund operating budget and the CIP. The Adopted CIP plan forecasts \$15M in MVFT collections over the 7-years.
- **Parks Levy** – Parks & Natural Area levy was approved by the voters in 2008 to fund the \$40 million parks capital program over 20 years. The capital portion of the measure increased the property tax levy by \$3.4 million and will be collected over a total of 20 years, expiring in 2028. The maintenance portion of the levy provides \$660,000 in ongoing funding and does not have a time limitation. The Adopted CIP adds \$6.8 million in years 2024 and 2025 (\$3.4 million annually) for a total of \$23.7 million over the 7-year CIP. This is in accordance with the voted ballot language.
- **Fire Facilities Levy** – In November of 2016, Bellevue voters passed the Fire Facilities Levy that will raise approximately \$120 million (in 2016 dollars) over 20 years to seismically retrofit fire stations, build a new Downtown fire station, realign and upgrade existing fire facilities to better serve the community, and obtain logistics center warehouse space. The Adopted CIP adds \$14.2 million in years 2024 and 2025 (\$7.1 million annually) for a total of \$47.6 million over the 7-year CIP.
- **Neighborhood Congestion, Safety and Connectivity Levy** – Also passed by the voters in November 2016, the Neighborhood Congestion, Safety and Connectivity levy will help the city address a backlog of neighborhood safety, connectivity, sidewalk, bicycle, technology, congestion relief and maintenance projects. The Levy is projected to raise approximately \$140 million (in 2016 dollars) over 20 years. The Adopted CIP adds \$17 million in years 2024 and 2025 (\$8.5 million annually) for a total of \$57 million over the 7-year CIP. This is in accordance with the voted ballot language.

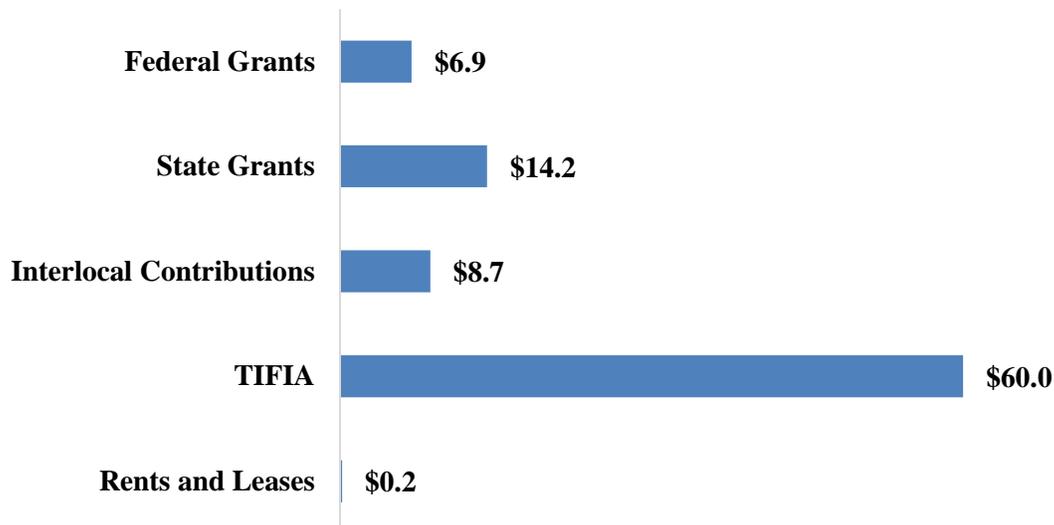


2019-2025 Adopted Capital Investment Program Plan

Intergovernmental Revenue – \$90 million

- Federal and State Grants.** The forecast includes \$21.1 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. The details of the federal and state grants included can be found on the project specific revenue page.
- Interlocal Contributions.** In addition to the above revenues, the forecast includes a variety of intergovernmental sources, including contributions from Sound Transit, King County, Washington State Department of Transportation, City of Redmond, and Points Communities. The Intergovernmental Revenue Forecast also contains revenue from Rents and Leases. More details on the interlocal contributions can be found on the project specific revenue page.
- Transportation Infrastructure and Innovation (TIFIA) loan** – On June 9, 2017, the city closed a TIFIA loan in the amount of \$99.6 million in project proceeds at a closing interest rate of 2.86 percent. Debt service payment of 35 years will begin in 2024. This is 2 years post substantial completion of the BelRed Street Network Project – a combination of 12 multimodal roadways to support the new BelRed neighborhood in the heart of the city. TIFIA is a reimbursement-based loan, where the city will expend costs, and then the United States Department of Transportation will reimburse in the form of a loan. Interest that accrues prior to the first debt service payment will be capitalized. Under the loan agreement, the first debt service payment is in 2024. The Adopted 2019-2025 CIP estimates the annual payment at \$5.3 million. The actual debt service payment will not be known until substantial completion in 2023.

Intergovernmental Revenue Forecast - \$90 million

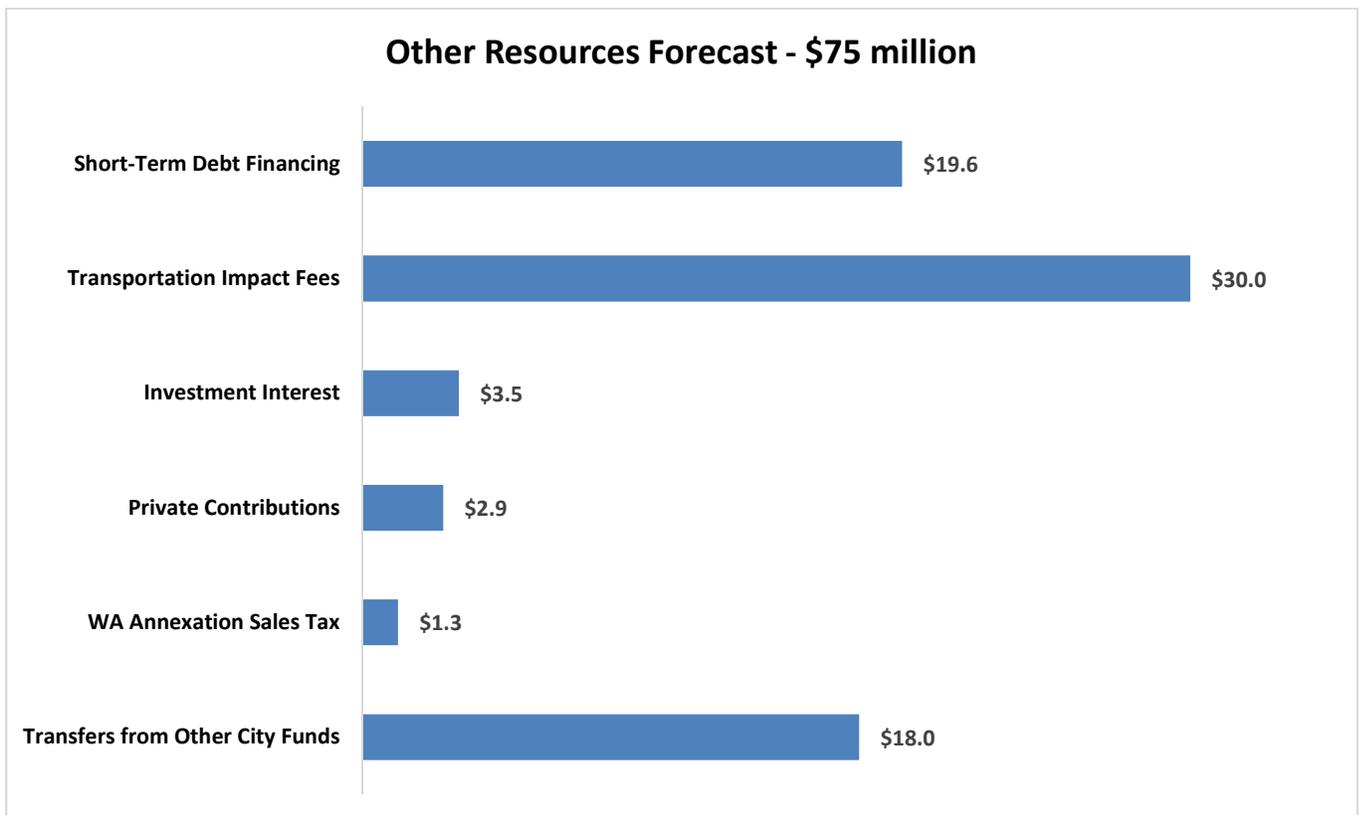




2019-2025 Adopted Capital Investment Program Plan

Other Resources – \$78 million

- Impact Fees.** Impact fees are charged to new development projects to provide revenue to build infrastructure to service the population growth attributed to the new development. The CIP includes funding from impact fees to build transportation related projects. In the 7-year CIP, a total of \$30 million of impact fees are estimated to be collected from development to support projects. Majority of the impact fee collection comes from Spring District and downtown projects.
- Miscellaneous Revenues.** In addition to the above revenue sources, the forecast includes a variety of miscellaneous sources, including private contributions, sale of fixed assets, transfers from other city funds, annexation sales tax, and investment interest. Details of the appropriate project specific revenue contributions can be found on the project specific revenue page.
- Short Term Modeled Debt Financing.** The Adopted CIP Modeled cash flow borrowing totals \$19.6 million. The cash flow borrowing is not anticipated to be issued, and staff will not be asking council for issuance at this time. If it is needed in future, staff will return to council to address. The expenditure for the payback of the cash flow borrowing includes an additional \$1.1 million of interest costs over the 7-year timeframe. This is consistent with the city’s Comprehensive Finance and Asset Management Policies regarding the use of Debt in the CIP (*Financial Policy – XIN*).



**2019-2025
General CIP Cash Flow Modeling**

E

2019-2025 General Capital Investment Program (CIP)	2019 Adopted Budget	2020 Adopted Budget	2021 Budget	2022 Budget	2023 Budget	2024 Budget	2025 Budget	Total 2019-2025 Revenue & Expenditure	Total Project Cost through 2025
REVENUES									
Beginning Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MISCELLANEOUS									
Short-term Cash Flow Borrowing*	11,189	6,308	2,059	-	-	-	-	19,557	
Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan	7,715	11,023	20,673	20,581	-	-	-	59,992	
Subtotal Miscellaneous	\$ 18,905	\$ 17,331	\$ 22,732	\$ 20,581	\$ -	\$ -	\$ -	\$ 79,549	
MAJOR TAXES									
Retail Sales Tax	19,731	19,987	20,798	21,000	21,919	23,012	24,064	150,510	
B&O Tax	13,081	13,854	14,559	15,238	15,938	16,714	17,468	106,852	
Real Estate Excise Tax (REET)	17,500	17,500	16,675	16,390	16,695	17,200	17,400	119,360	
Parks Levy	3,389	3,388	3,390	3,388	3,389	3,389	3,389	23,722	
2015 Levy Revenue (New Sales Tax Contribution)	694	694	694	694	694	694	694	4,855	
Fire Facilities Levy (passed 11/2016)	6,458	6,572	6,686	6,801	6,918	7,038	7,162	47,635	
Neighborhood Congestion, Safety and Connectivity Levy (passed 11/2016)	7,749	7,887	8,023	8,161	8,301	8,446	8,595	57,162	
Motor Vehicle Fuel Tax (MVFT)	1,835	1,857	2,115	2,189	2,261	2,335	2,413	15,005	
Subtotal Major Taxes	\$ 70,437	\$ 71,739	\$ 72,939	\$ 73,860	\$ 76,114	\$ 78,828	\$ 81,184	\$ 525,101	
INTERGOVERNMENTAL									
Federal Grants	1,500	5,418	-	-	-	-	-	6,918	
Grants	14,175	-	-	-	-	-	-	14,175	
Interlocal Contributions	3,812	2,792	896	269	282	297	311	8,660	
Rents and Leases	30	30	30	30	30	30	30	210	
Subtotal Intergovernmental	\$ 19,517	\$ 8,240	\$ 926	\$ 299	\$ 312	\$ 327	\$ 341	\$ 29,962	
OTHER RESOURCES									
Transfers from Other City Funds	5,088	1,882	2,640	2,490	1,265	3,035	1,600	18,000	
WA State Funding - Annexation Sales Tax	1,300	-	-	-	-	-	-	1,300	
Private Contributions	2,662	90	90	29	29	30	-	2,930	
Sale of Fixed Assets	-	-	-	-	-	-	-	-	
Investment Interest	500	500	500	500	500	500	500	3,500	
Transportation Impact Fees	1,000	3,000	6,000	6,000	6,000	4,000	4,000	30,000	
Subtotal Other Resources	\$ 10,549	\$ 5,472	\$ 9,230	\$ 9,019	\$ 7,794	\$ 7,565	\$ 6,100	\$ 55,730	
Grand Total Revenues	\$ 119,408	\$ 102,781	\$ 105,828	\$ 103,759	\$ 84,221	\$ 86,719	\$ 87,626	\$ 690,341	
Total Expenditures	\$ 119,408	\$ 102,781	\$ 105,828	\$ 103,759	\$ 84,221	\$ 86,719	\$ 87,626	\$ 690,341	\$ 1,545,737
Ending Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

**Short-term Cash Flow Borrowing assumes 100% expenditures. Historically, the City spends between 65% and 85% of annual expenditures, therefore the additional cash flow borrowing is not anticipated. Short-term Cash Flow Borrowing is modeled to address near term cash flow. It is for modeling purposes only, and the City will not be issuing any borrowing at this time. If any borrowing is needed in the future, staff must return to Council. Cash flow borrowing has been updated in 2025 from prelim to final. This adjustment had no impact on 2019-2020 Council-adopted fund appropriation.*

Reflects adjustment to G-101, TIFIA Debt Cost Service, due to preliminary budget print error. No impact to Council-adopted budget appropriation. Numbers may not foot due to rounding.

**2019-2025
General CIP Cash Flow Modeling**

EXPENDITURES

CIP Plan #	CIP Plan Name	2019 Adopted Budget	2020 Adopted Budget	2021 Budget	2022 Budget	2023 Budget	2024 Budget	2025 Budget	Total 2019-2025 Revenue & Expenditure	Total Project Cost through 2025
Debt Service										
G-69	Supplemental CIP Debt Funding (2027)	979	986	981	980	982	977	980	6,865	17,853
G-82	City Hall Debt Service (2043)	6,560	6,548	6,546	6,552	6,552	6,551	6,569	45,878	98,743
G-83	M&I LTGO Bond Debt Service (2030)	865	863	865	862	863	863	866	6,047	12,962
G-89	2013 LTGO Bond Debt Service (2032, LRF-2037)	4,834	4,835	4,834	4,836	4,837	4,834	4,834	33,843	61,201
G-98	Cash Flow Borrowing Payback	-	-	-	2,849	9,087	3,553	6,503	21,993	21,993
G-100	2015 20 Year LTGO Bond Debt Service (2034)	6,205	6,206	6,203	6,202	6,203	6,204	6,206	43,428	62,035
G-101	TIFIA Debt Cost Service (2056)	270	100	100	100	100	5,286	5,286	11,243	11,892
PW-R-82	Public Works Trust Fund Loan - Principal (2026)	40	40	40	40	40	40	40	279	1,710
PW-R-83	Public Works Trust Fund Loan - Interest (2026)	1	1	1	1	1	1	0	7	124
Subtotal Debt Service		\$ 19,753	\$ 19,579	\$ 19,571	\$ 22,423	\$ 28,664	\$ 28,309	\$ 31,285	\$ 169,583	\$ 288,513
Economic Growth & Competitiveness										
CD-37	Downtown Community/Livability	191	728	728	528	528	-	-	2,703	4,152
CD-41	Civic Center Plan	-	200	-	-	-	-	-	200	550
CD-44	Grand Connection - Early Implementation	1,000	500	500	1,000	500	500	500	4,500	6,000
CD-48	Public-Private Partnership – Pilot BelRed TOD	458	389	179	124	128	-	-	1,278	3,709
G-38	Smart City Connectivity	250	250	370	315	290	215	165	1,855	2,752
G-105	Competitiveness and Collaboration	50	146	-	-	-	-	-	196	796
G-107	Council Contingency	1,000	1,000	1,000	1,000	1,000	1,000	1,000	7,000	7,250
G-112	Arts and Culture Fund	200	200	200	200	200	200	200	1,400	1,600
Subtotal Economic Growth & Competitiveness		\$ 3,149	\$ 3,413	\$ 2,977	\$ 3,167	\$ 2,646	\$ 1,915	\$ 1,865	\$ 19,132	\$ 26,809
Safe Community										
G-110	Citywide Security Improvements	100	100	-	-	-	-	-	200	450
PS-16	Fire Facility Maintenance	2,403	2,498	2,566	2,390	2,250	2,605	2,418	17,130	33,341
PS-63	Fire Facility Master Plan	7,150	1,000	8,000	3,000	-	-	-	19,150	29,250
PS-64	Fire Station 10 (Levy)	6,150	5,650	-	-	-	-	-	11,800	24,100
PS-65	Fire Station 4 (Levy)	308	922	6,686	6,801	6,919	7,038	7,162	35,836	35,836
PW-M-19	Major Maintenance Program	2,250	1,080	1,109	1,142	1,175	1,210	1,247	9,213	18,674
Subtotal Safe Community		\$ 18,361	\$ 11,250	\$ 18,361	\$ 13,333	\$ 10,344	\$ 10,853	\$ 10,827	\$ 93,329	\$ 141,651

**2019-2025
General CIP Cash Flow Modeling**

CIP Plan #	CIP Plan Name	2019 Adopted Budget	2020 Adopted Budget	2021 Budget	2022 Budget	2023 Budget	2024 Budget	2025 Budget	Total 2019-2025 Revenue & Expenditure	Total Project Cost through 2025
Improved Mobility and Connectivity										
CD-30	Station Area Planning Implementation	500	1,500	1,500	1,000	-	-	-	4,500	5,500
PW-M-1	Overlay Program	5,868	7,679	6,197	7,574	7,797	8,031	8,272	51,418	175,569
PW-M-2	Minor Capital - Traffic Operations	175	180	185	191	196	202	208	1,337	12,447
PW-M-7	Neighborhood Traffic Safety Program	350	360	370	381	392	404	416	2,673	11,470
PW-M-20	Minor Capital - Signals and Lighting	979	811	1,055	433	446	459	473	4,656	7,943
PW-R-46	Traffic Safety Improvements	117	120	124	127	131	135	139	893	4,523
PW-R-156	ITS Master Plan Implementation Program	440	453	465	479	493	508	523	3,361	5,177
PW-R-159	East Link Analysis and Development	247	1,081	1,097	413	426	-	-	3,263	18,324
PW-R-166	124th Ave NE - NE Spring Boulevard to Ichigo Way (18th St)	-	9,258	-	-	-	-	-	9,258	33,239
PW-R-169	124th Ave NE - NE 12th to NE Spring Boulevard (TIFIA)	-	-	9,388	-	-	-	-	9,388	20,085
PW-R-170	130th Ave NE - Bel-Red Rd to NE 20th St (TIFIA)	-	3,738	11,517	3,109	-	-	-	18,364	26,700
PW-R-172	NE Spring Blvd (Zone 1) - 116th to 120th Avenues NE	2,750	3,918	-	-	-	-	-	6,667	33,432
PW-R-173	NE Spring Boulevard (Zone2) - 120th to 124th Aves N (TIFIA)	(3,235)	-	-	-	-	-	-	(3,235)	18,346
PW-R-174	NE Spring Boulevard - 130th to 132nd Ave NE (TIFIA)	5,467	8,991	2,220	-	-	-	-	16,678	21,786
PW-R-182	Downtown Transportation Plan/NE 6th Street Station Access	600	2,000	1,200	1,200	1,300	2,000	2,000	10,300	13,200
PW-R-183	West Lake Sammamish Parkway, Phase 2	5,000	-	-	-	-	-	-	5,000	8,000
PW-R-184	Bellevue Way SE HOV Lane - 112th Ave SE 'Y' to I-90	-	-	-	-	2,500	2,500	-	5,000	9,400
PW-R-186	120th Ave NE Stage 4 Design - NE 16th St to Northup Way	2,200	-	-	-	-	-	-	2,200	3,000
PW-R-190	124th Avenue NE – NE 8th to NE 12th Street	565	-	-	-	-	-	-	565	919
PW-R-191	124th Avenue NE/Ichigo Way (NE 18th St) to Northup Way (TIFIA)	-	-	-	17,472	-	-	-	17,472	30,796
PW-R-194	West Lake Sammamish Parkway Phase 3	-	-	-	-	1,000	3,000	4,000	8,000	8,000
PW-R-198	Neighborhood Congestion Management (Levy)	2,000	2,000	2,000	2,000	2,000	2,000	2,000	14,000	18,000
PW-R-199	Neighborhood Safety & Connectivity (Levy)	5,750	5,887	6,023	6,161	6,301	6,446	6,595	43,162	53,962
PW-R-200*	Neighborhood Congestion Management Project Implementation	500	-	1,000	-	1,500	-	2,000	5,000	5,000
PW-R-201*	Bellevue College Connection	400	-	-	-	-	-	-	400	400
PW-R-202*	150th Avenue SE at SE Newport Way	2,500	-	-	-	-	-	-	2,500	2,500
PW-W/B-56	Pedestrian and Bicycle Access Improvements	467	480	493	508	523	539	555	3,565	13,361
PW-W/B-76	Neighborhood Sidewalks	1,167	1,200	1,232	1,269	1,306	1,345	1,386	8,905	17,427
PW-W/B-78	Mountains to Sound Greenway Trail	355	-	-	-	-	-	-	355	3,561
PW-W/B-83	Mountains to Sound Greenway Trail – I-405 to 132nd Avenue SE	15,055	1,000	-	-	-	-	-	16,055	17,555
Subtotal Improved Mobility and Connectivity		\$ 50,215	\$ 50,655	\$ 46,066	\$ 42,317	\$ 26,311	\$ 27,569	\$ 28,567	\$ 271,701	\$ 599,624
Responsive Government										
G-04	Hearing Assistance for Public Spaces	120	-	-	-	-	-	-	120	480
G-59	JDE System Upgrade and Enhancements	300	50	50	50	50	-	-	500	15,750
G-94	Enterprise Application Replacement Reserve	800	1,000	1,000	1,000	1,000	1,000	1,000	6,800	8,900
G-113*	Facility Services Major Maintenance	2,315	1,230	1,540	1,390	1,165	1,135	1,000	9,775	9,775
PW-M-15	Wetland Monitoring	11	57	58	59	50	51	47	333	557
Subtotal Responsive Government		\$ 3,546	\$ 2,337	\$ 2,648	\$ 2,499	\$ 2,265	\$ 2,186	\$ 2,047	\$ 17,528	\$ 35,462
Healthy & Sustainable Environment										
CD-46*	ESI Implementation	100	70	70	70	-	-	-	310	310
Subtotal Submitted New Projects		\$ 100	\$ 70	\$ 70	\$ 70	\$ -	\$ -	\$ -	\$ 310	\$ 310

Note: CIP Plan #'s marked with an asterisk (*) indicate new CIP projects that do not exist in the current amended 2017-2023 CIP plan.

**2019-2025
General CIP Cash Flow Modeling**

CIP Plan #	CIP Plan Name	2019 Adopted Budget	2020 Adopted Budget	2021 Budget	2022 Budget	2023 Budget	2024 Budget	2025 Budget	Total 2019-2025 Revenue & Expenditure	Total Project Cost through 2025
Quality Neighborhoods and Innovative, Vibrant, & Caring Community										
CD-11	Public Art Program	350	350	350	350	350	350	350	2,450	8,656
CD-22	Enhanced Right of Way and Urban Boulevards (ERUB)	500	500	500	500	500	500	500	3,500	7,399
CD-45*	Mini City Hall Expansion	125	125	-	-	-	-	-	250	250
NEP-2	NEP-2.0 Neighborhood Enhancement Program	725	725	725	725	725	725	725	5,075	7,975
NIS-2	Neighborhood Partnerships	80	80	80	80	80	-	-	400	1,687
G-109	Affordable Housing Contingency	2,000	2,000	2,000	2,000	2,000	2,000	2,000	14,000	15,000
P-AD-27	Park Planning & Design	300	300	300	300	300	300	300	2,100	9,157
P-AD-79	King County Parks Levy	414	-	-	-	-	-	-	414	5,584
P-AD-82	Park & Open Space Acquisition (Levy)	1,275	1,275	1,275	1,500	1,500	1,500	1,500	9,825	19,571
P-AD-83	Bellevue Airfield Park Development (Levy)	(100)	100	2,500	5,000	2,500	-	-	10,000	11,520
P-AD-92	Meydenbauer Bay Phase 1 Park Development	1,500	-	-	-	-	-	-	1,500	19,222
P-AD-95	Surrey Downs Park Development (Levy)	3,574	-	-	-	-	-	-	3,574	6,529
P-AD-96	Mercer Slough East Link Mitigation	100	1,400	640	-	-	-	-	2,140	2,340
P-AD-100	Gateway/NE Entry at Downtown Park (Levy)	5,250	-	-	-	-	-	-	5,250	8,250
P-AD-101*	Bridle Trails/140th Street Park Development	-	-	500	2,100	-	-	-	2,600	2,600
P-AD-102*	Newport Hills Park Development	500	2,500	-	-	-	-	-	3,000	3,000
P-AD-103*	Bel-Red Parks & Streams	2,504	-	-	-	-	-	-	2,504	2,504
P-AD-104*	Meydenbauer Bay Park Phase 2	-	500	1,500	1,500	-	4,334	1,334	9,167	9,167
P-R-02	Enterprise Facility Improvements	100	100	100	100	100	100	100	700	11,853
P-R-11	Parks Renovation & Refurbishment Plan	4,975	5,408	5,548	5,676	5,812	5,951	6,094	39,465	102,663
PW-W/B-49	Pedestrian Facilities Compliance Program	110	114	117	120	124	128	132	845	2,738
Subtotal Quality Neighborhoods and Innovative, Vibrant, & Caring Community		\$ 24,283	\$ 15,477	\$ 16,135	\$ 19,951	\$ 13,991	\$ 15,888	\$ 13,035	\$ 118,759	\$ 257,667
Close Project										
Carry Forward Projects (Approved Prior with Current Period Carry Forward)										
G-01	COB Fuel System Replacement	-	-	-	-	-	-	-	-	645
G-103	Eastside Rail Corridor Project	-	-	-	-	-	-	-	-	2,500
G-108	Supplemental Housing Trust Fund Investment	-	-	-	-	-	-	-	-	80
G-111	Long-Range Property & Facilities Plan	-	-	-	-	-	-	-	-	280
G-114	2019 Aquatic Center Study	-	-	-	-	-	-	-	-	250
CD-33	Grand Connection/Land Use Wilburton Zoning	-	-	-	-	-	-	-	-	1,000
CD-19	Advancing the Vision of the Pedestrian Corridor	-	-	-	-	-	-	-	-	739
PW-R-146	Northrup Way Corridor Improvements	-	-	-	-	-	-	-	-	13,701
PW-R-160	NE 4th Street Extension - 116th to 120th Ave NE	-	-	-	-	-	-	-	-	35,842
PW-R-162	NE 6th Street Extension	-	-	-	-	-	-	-	-	960
PW-R-164	120th Ave NE Stage 2 - NE 8th St to NE 12th St	-	-	-	-	-	-	-	-	45,395
PW-R-168	120th Ave NE (Stage 3) NE 12th St to NE 16th St	-	-	-	-	-	-	-	-	24,024
PW-R-177	Eastgate Subarea Plan Implementation	-	-	-	-	-	-	-	-	500
PW-R-181	East Link MOU Commitments	-	-	-	-	-	-	-	-	54,355
PW-R-185	Newport Way Improvements - Somerset Blvd to 150th Ave	-	-	-	-	-	-	-	-	9,723
PW-R-187	Traffic Signal Controllers and Temporary Bus Stop	-	-	-	-	-	-	-	-	455
PW-R-188	Franchise Utility Relocation	-	-	-	-	-	-	-	-	570
PW-R-192	124th Avenue NE at SR 520	-	-	-	-	-	-	-	-	250
PW-R-193	BelRed Corridor Local Street Network	-	-	-	-	-	-	-	-	432
PW-W/B-81	108th/112th Aves NE - N. City Limit to NE 12th St	-	-	-	-	-	-	-	-	200
P-AD-94	Inspiration Playground at Downtown Park (Levy)	-	-	-	-	-	-	-	-	3,801
P-AD-87	Downtown Park Development	-	-	-	-	-	-	-	-	-
Subtotal Carry Forward Projects		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 195,701

Note: CIP Plan #'s marked with an asterisk (*) indicate new CIP projects that do not exist in the current amended 2017-2023 CIP plan.
Totals may not foot due to rounding.

2019-2025 General Capital Investment Program (CIP) - Project Specific Revenue

Department	CIP Plan #	CIP Plan Name	2019	2020	2021	2022	2023	2024	2025	Total 2019-2025
Federal Grant										
Transportation	PW-M-1	Overlay Program	1,500,000	-	-	-	-	-	-	1,500,000
Transportation	PW-R-172	NE Spring Blvd (Zone 1) - 116th to 120th Avenues NE	-	5,417,500	-	-	-	-	-	5,417,500
	Subtotal Federal Grant		1,500,000	5,417,500	-	-	-	-	-	6,917,500
Grants										
Transportation	PW-M-20	Minor Capital - Signals and Lighting	175,000	-	-	-	-	-	-	175,000
Transportation	PW-W/B-83	Mountains to Sound Greenway Trail - Factoria Crossing	14,000,000	-	-	-	-	-	-	14,000,000
	Subtotal Grants		14,175,000	-	-	-	-	-	-	14,175,000
Interlocal										
Parks	P-AD-79	King County Parks Levy	414,000	-	-	-	-	-	-	414,000
Transportation	PW-M-1	Overlay Program	-	148,200	-	-	-	-	-	148,200
Transportation	PW-W/B-83	Mountains to Sound Greenway Trail - Factoria Crossing	1,055,000	1,000,000	-	-	-	-	-	2,055,000
Fire	PS-16	Fire Facility Maintenance	354,309	244,032	256,234	269,044	282,498	296,623	311,454	2,014,194
Parks	P-AD-82	Park & Open Space Acquisition (Levy)	1,888,500	-	-	-	-	-	-	1,888,500
Parks	P-AD-96	Mercer Slough East Link Mitigation	100,000	1,400,000	640,000	-	-	-	-	2,140,000
	Subtotal Interlocal		3,811,809	2,792,232	896,234	269,044	282,498	296,623	311,454	8,659,894
Rents and Leases										
Parks	P-R-11	Parks Renovation & Refurbishment Plan	30,000	30,000	30,000	30,000	30,000	30,000	30,000	210,000
	Subtotal Rents and Leases		30,000	30,000	30,000	30,000	30,000	30,000	30,000	210,000
Transfers from Other City Funds										
Parks	P-R-02	Enterprise Facility Improvements	100,000	100,000	100,000	100,000	100,000	100,000	100,000	700,000
CS	G-113	Facility Services Major Maintenance	2,314,526	1,230,000	1,540,000	1,390,000	1,165,000	1,135,000	1,000,000	9,774,526
Transportation	PW-M-20	Minor Capital - Signals and Lighting	173,000	52,000	-	-	-	-	-	225,000
Parks	P-AD-104	Meydenbauer Bay Park Phase 2	-	500,000	1,000,000	1,000,000	-	500,000	500,000	3,500,000
Transportation	PW-R-202	150th Ave SE at SE Newport Way	2,500,000	-	-	-	-	-	-	2,500,000
Transportation	PW-R-194	West Lake Sammamish Parkway Phase 3	-	-	-	-	-	1,300,000	-	1,300,000
	Subtotal Transfers from Other City Funds		5,087,526	1,882,000	2,640,000	2,490,000	1,265,000	3,035,000	1,600,000	17,999,526
Annexation Sales Tax										
Transportation	PW-M-19	Major Maintenance Program	1,200,000	-	-	-	-	-	-	1,200,000
Transportation	PW-M-20	Minor Capital - Signals and Lighting	100,000	-	-	-	-	-	-	100,000
	Subtotal Annexation Sales Tax		1,300,000	-	-	-	-	-	-	1,300,000
Private Contributions										
Transportation	PW-M-20	Minor Capital - Signals and Lighting	62,300	62,300	62,400	-	-	-	-	187,000
Parks	P-R-11	Parks Renovation & Refurbishment Plan	26,698	27,365	28,049	28,751	29,469	30,206	-	170,538
Transportation	PW-R-173	NE Spring Boulevard (Zone2) - 120th to 124th Aves N (TIFIA)	1,156,000	-	-	-	-	-	-	1,156,000
Transportation	PW-R-173	NE Spring Boulevard (Zone2) - 120th to 124th Aves N (TIFIA)	600,000	-	-	-	-	-	-	600,000
Parks	P-AD-103	Bel-Red Parks & Streams	816,680	-	-	-	-	-	-	816,680
	Subtotal Private Contributions		2,661,678	89,665	90,449	28,751	29,469	30,206	-	2,930,218
Total Project Specific Revenue:			\$ 28,566,013	\$ 10,211,397	\$ 3,656,683	\$ 2,817,795	\$ 1,606,967	\$ 3,391,829	\$ 1,941,454	\$ 52,192,138



This Page Intentionally Left Blank



2019-2025 Capital Investment Program Plan

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. 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.

Note: In adopting the 2019-2025 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.

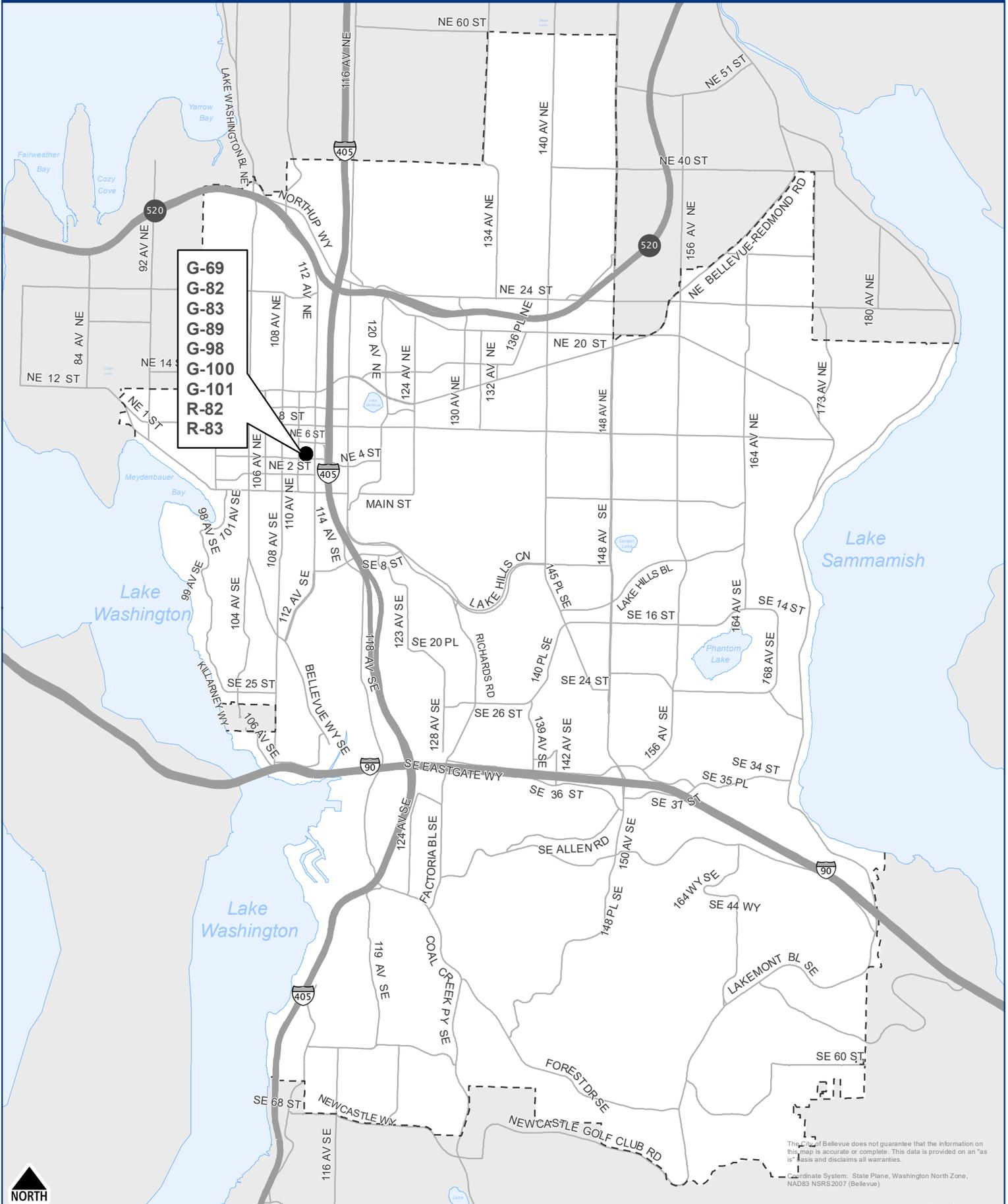
2019-2025 Adopted CIP: Debt

Funded CIP Projects

CIP Plan Number	Project Title	\$ in 000s	
		2019-2025 Project Cost	Total Estimated Cost
G-69	Supplemental CIP Debt Funding (2027)	\$6,865	\$17,853
G-82	City Hall Debt Service (2043)	45,878	98,743
G-83	M&I LTGO Bond Debt Service (2030)	6,047	12,962
G-89	2013 LTGO Bond Debt Service (2032, LRF-2037)	33,843	61,201
G-98	Cash Flow Borrowing Payback	21,993	21,993
G-100	2015 20 Year LTGO Bond Debt Service (2034)	43,428	62,035
G-101	TIFIA Debt Cost Service (2056)	11,243	11,892
PW-R-82	Public Works Trust Fund Loan - Principal (2026)	279	1,710
PW-R-83	Public Works Trust Fund Loan - Interest (2026)	7	124
	Total Debt Service	\$169,583	\$288,513

Debt Service CIP Projects 2019 - 2025

2019 - 2020 City of Bellevue Budget



- G-69**
- G-82**
- G-83**
- G-89**
- G-98**
- G-100**
- G-101**
- R-82**
- R-83**

The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided on an "as is" basis and disclaims all warranties.
 Coordinate System: State Plane, Washington North Zone, NAD83 NSRS 2007 (Bellevue)



G-69 Supplemental CIP Debt Funding

Category: **Debt Service** Status: **Ongoing**
 Department: **Finance and Asset Management** Location: **City Hall**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
17,852,688	10,987,438	978,750	986,000	981,250	980,000	982,000	977,000	980,250

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 and the 2015 LTGO Refunding Bonds issued for \$7.9 million in April, 2015.

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 and the 2015 LTGO Refunding Bonds issued for \$7.9 million in April, 2015. 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

This program will have no significant impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	17,852,688

Total Budgetary Cost Estimate: 17,852,688

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	17,827,762
Miscellaneous Revenue	24,926

Total Programmed Funding: 17,852,688
Future Funding Requirements:

Comments

G-82 City Hall Debt Service

Category: **Debt Service**

Status: **Approved Prior**

Department: **Finance and Asset Management** Location **City Hall**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
98,743,733	52,865,273	6,560,370	6,548,270	6,546,070	6,552,120	6,552,020	6,551,090	6,568,520

Description and Scope

This proposal provides annual debt service funding for the 2012 Limited Tax General Obligation (LTGO) Refunding Bonds issued for \$55.9 million, the 2012B LTGO Refunding Bonds issued for \$43.2 million (both issues refunding the 2004 New City Building Bonds), and the 2015 LTGO Refunding Bonds Proposal for \$3.3 million refunding the 2006 New City Building II Bonds for the purpose of financing the acquisition and development of the current City Hall building.

Rationale

The City Council authorized the issuance of the initial 2004 and 2006 LTGO Bonds issued for \$108.8 million, the 2012 LTGO Refunding Bonds issued for \$55.9 million, 2012B LTGO Refunding Bonds issued for \$43.2 million and the 2015 LTGO Refunding Bonds Proposal for \$3.3 million refunding the 2006 New City Building II Bonds for the City Hall building. The City has a contractual obligation to its bondholders for repayment of the principal borrowed with interest. The full faith and credit of the City is pledged for the levy of taxes and prompt payment of principal and interest.

Environmental Impacts

No environmental impacts for this project.

Operating Budget Impacts

This program will have no significant impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2004 - 2043	98,743,733

Total Budgetary Cost Estimate: 98,743,733

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	98,743,733

Total Programmed Funding: 98,743,733
Future Funding Requirements:

Comments

G-83 M&I LTGO Bond Debt Service

Category: **Debt Service**

Status: **Approved Prior**

Department: **Finance and Asset Management** Location **City Hall**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
12,961,768	6,914,868	864,550	863,150	865,400	862,000	862,800	862,600	866,400

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

This program will have no significant impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2010 - 2030	12,961,768

Total Budgetary Cost Estimate: 12,961,768

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	12,961,768

Total Programmed Funding: 12,961,768

Future Funding Requirements:

Comments

G-89 New Long-term Debt Service

Category: **Debt Service**

Status: **Approved Prior**

Department: **Finance and Asset Management** Location **City Hall**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
61,200,933	27,357,683	4,833,750	4,834,500	4,833,750	4,836,250	4,836,500	4,834,250	4,834,250

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 Plan 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

This program will have no significant impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2013 - 2032	61,200,933

Total Budgetary Cost Estimate: 61,200,933

Means of Financing

Funding Source	Amount
General Taxes & Impact Fees	22,140,500
General Taxes & LTGO Bond Proceeds	39,060,433

Total Programmed Funding: 61,200,933
Future Funding Requirements:

Comments

G-98 Short-Term Cash Flow Borrowing Payback

Category: **Debt Service** Status: **New**
 Department: **Finance and Asset Management** Location: **City Hall**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
21,992,129	-	-	-	-	2,849,000	9,087,000	3,553,000	6,503,129

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 sscheduled 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

No environmental impacts for this project.

Operating Budget Impacts

This program will have no significant impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2019 - 2025	21,992,129

Total Budgetary Cost Estimate: 21,992,129

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	21,992,129

Total Programmed Funding: 21,992,129
Future Funding Requirements:

Comments

G-100 2015 20 Year LTGO Bond Debt Service

Category: **Debt Service** Status: **Approved Prior**
 Department: **Finance and Asset Management** Location: **City Hall**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
62,035,246	18,607,246	6,205,000	6,205,500	6,203,000	6,202,250	6,202,750	6,204,000	6,205,500

Description and Scope

This project provides funding for annual principal and interest payments made by the City for the \$79.1 million LTGO Bonds issued in 2015 for the purpose of financing the construction, improving and equipping a portion of the City's CIP Plan 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

This program will have no significant impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2015 - 2034	62,035,246

Total Budgetary Cost Estimate: 62,035,246

Means of Financing

Funding Source	Amount
General Taxes & Impact Fees	3,858,500
General Taxes & LTGO Bond Proceeds	54,394,746
Real Estate Excise Tax	3,782,000

Total Programmed Funding: 62,035,246
Future Funding Requirements:

Comments

G-101 TIFIA Debt Cost Service

Category: **Debt Service**

Status: **Approved Prior**

Department: **Finance and Asset Management** Location: **City Hall**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
11,892,516	650,000	269,830	100,000	100,000	100,000	100,000	5,286,343	5,286,343

Description and Scope

This proposal provides annual funding for: 1) Transportation Infrastructure Finance and Innovation Act (TIFIA) lender loan servicing fees, 2) credit rating costs, 3) financial advisors fees, and 4) debt service funding commencing in 2024 for the 2017 Limited Tax General Obligation (LTGO) TIFIA bonds issued to assist with the creation of the BelRed Street Network—a total of 12 multimodal roadways planned to support the new BelRed neighborhood.

Rationale

This proposal provides annual funding for: 1) Transportation Infrastructure Finance and Innovation Act (TIFIA) lender loan servicing fees, 2) credit rating costs, 3) financial advisors fees, and 4) debt service funding commencing in 2024 for the 2017 Limited Tax General Obligation (LTGO) TIFIA bonds issued to assist with the creation of the BelRed Street Network—a total of 12 multimodal roadways planned to support the new BelRed neighborhood. 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

This program will have no significant impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2056	11,892,516

Total Budgetary Cost Estimate: 11,892,516

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	11,892,516

Total Programmed Funding: 11,892,516
Future Funding Requirements: 0

Comments

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

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

Status: **Ongoing**
 Location: **City Hall**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
1,710,159	1,431,251	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

There are no environmental impacts associated with this project.

Operating Budget Impacts

This program will have no significant impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	1,710,159

Total Budgetary Cost Estimate: 1,710,159

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	1,167,316
Real Estate Excise Tax	159,376
Transportation Funding	383,467

Total Programmed Funding: 1,710,159

Future Funding Requirements:

Comments

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

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

Status: **Ongoing**
 Location: **City Hall**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
124,426	117,651	1,396	1,395	1,195	996	797	598	398

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 - Northup 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

There are no environmental impacts associated with this project.

Operating Budget Impacts

This program will have no significant impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	124,426

Total Budgetary Cost Estimate: 124,426

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	124,426

Total Programmed Funding: 124,426

Future Funding Requirements:

Comments

2019-2025 Adopted CIP: Debt

Combined, Completed Projects

CIP Plan Number	Project Title	<u>\$ in 000s</u>
		<u>Total Estimated Cost</u>
NONE		
Total Combined, Completed Projects		<u><u>-</u></u>



This Page Intentionally Left Blank



2019-2025 Capital Investment Program Plan

Economic Growth & Competitiveness

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 2019-2025 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.

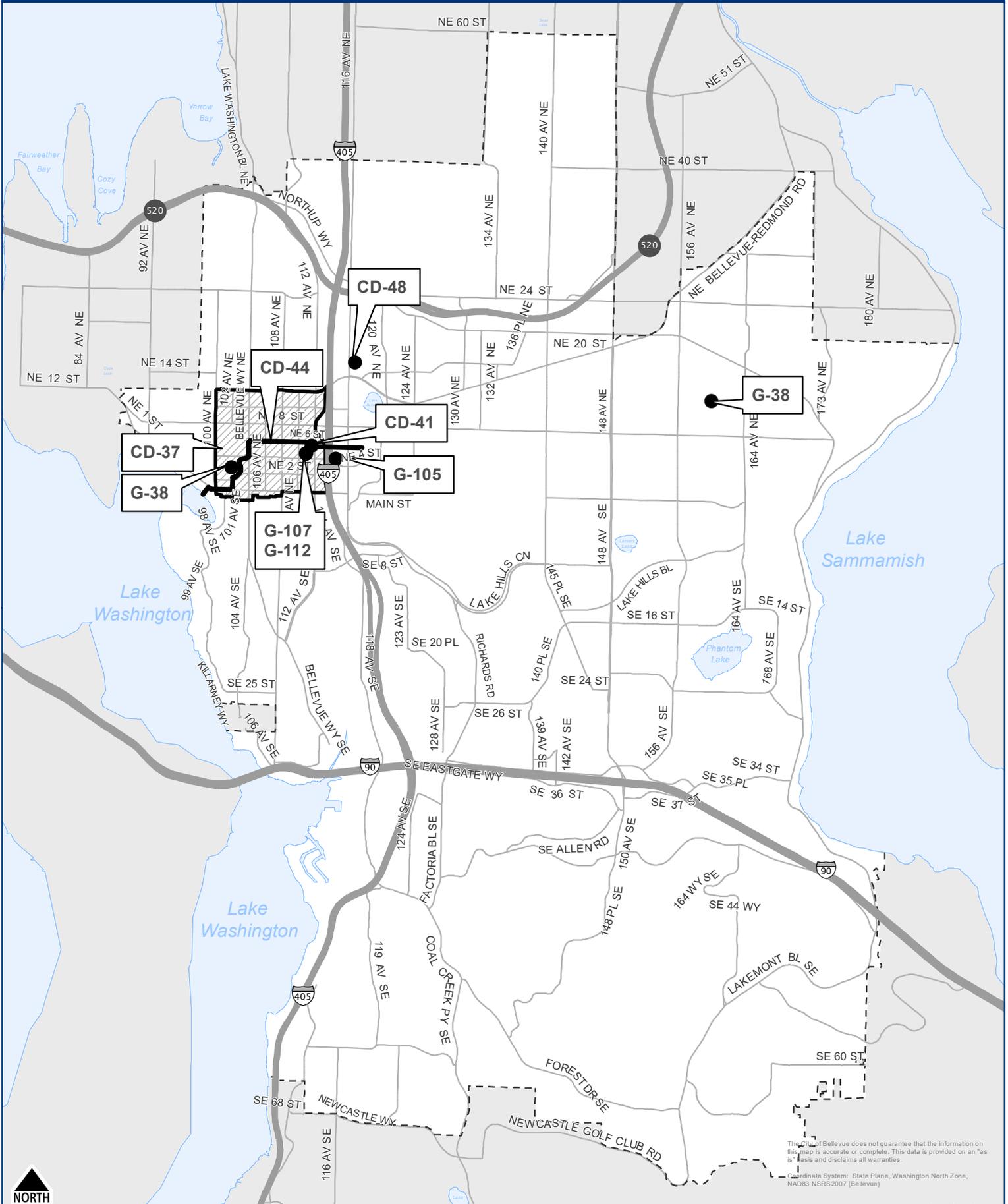
2019-2025 Adopted CIP: Economic Growth & Competiveness

Funded CIP Projects

CIP Plan Number	Project Title	\$ in 000s	
		2019-2025 Project Cost	Total Estimated Cost
CD-37	Downtown Community/Livability	\$2,703	\$4,152
CD-41	Civic Center Plan	200	550
CD-44	Grand Connection - Early Implementation	4,500	6,000
CD-48	Public-Private Partnership – Pilot BelRed TOD	1,278	3,709
G-38	Smart City Connectivity	1,855	2,752
G-105	Competitiveness and Collaboration	196	796
G-107	Council Contingency	7,000	7,250
G-112	Arts and Culture Fund	1,400	1,600
	Total Economic Growth & Competiveness	\$19,132	\$26,809

Economic Growth & Competitiveness CIP Projects 2019 - 2025

2019 - 2020 City of Bellevue Budget



The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided on an "as is" basis and disclaims all warranties.
Coordinate System: State Plane, Washington North Zone, NAD83 NSRS 2007 (Bellevue)

CD-37 Downtown Community Development Implementation

Category: **Econ Growth & Competitiveness** Status: **Existing**
 Department: **CD** Location: **Downtown Subarea**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
4,152,000	1,449,000	191,000	728,000	728,000	528,000	528,000	-	-

Description and Scope

This CIP proposal implements a range of Downtown Community Development initiatives. It is led by Planning & Community Development staff, and include cross-departmental teams. The components of the proposal include:

- 1) **Comprehensive Downtown Parking Study:** Parking policy can be quite controversial, and affects virtually every type of Downtown stakeholder: developers, tenants, employees, residents, and visitors. This study would include consideration of development economics, competitive environment, customer convenience and loyalty, and travel behavior. Funding of \$400,000 is included for a study to begin as early as 2020-2021 based on a Council-approved scope and guiding principles.
- 2) **Downtown Medians Implementation:** Recent city planning efforts and the city's economic development strategy have highlighted the need to improve the appearance and experience of streets in Downtown. New medians enhance the aesthetics of streetscapes, increase tree canopy, look for opportunities to reduce impervious surfaces, and improve the experience of pedestrians, bicyclists and drivers. Medians also provide operational benefits by enforcing turn restrictions and supporting access management to improve multi-modal operational safety. This proposal continues an annual allocation of \$500,000 annually, delivering on average 1.5 new medians per year. Design staffing for this proposal is included in 130.33NA. Staffing will be right-sized based upon the Capital Investment Plan adopted by the City Council. On-going maintenance of the medians would be covered by proposal 100.10NA (Street Trees, Landscaping & Vegetation Management Program).
- 3) **Downtown Sustainability Features:** The Downtown Livability Initiative laid the foundation for transforming downtown Bellevue into a sustainable thriving downtown through changes to the land use code. However, more opportunities exist to enhance the sustainability and livability of downtown through improved urban design and additional sustainability features, such as through improved frontage design to allow for increased tree canopy, improved streetscape design for enhanced walkability/bikeability, along with expanded recycling infrastructure and electric vehicle infrastructure. A portion of this overall work will include a study to identify opportunities to further enhance the livability of Downtown through future capital projects, partnerships, design guidelines, and incentives. As an option, the city may wish to use these proposed funds to undertake an update to the citywide Environmental Sustainability Initiative (ESI) Strategic Plan instead, or in combination with, undertaking the Downtown Sustainability Features study in this time period. The Downtown Sustainability Features study or update to the city ESI Strategic Plan would cost \$75,000 in 2019. An annual fund of \$20,000 from 2019-2025 would allow for the replacement and expansion of the electric vehicle charging station network.
- 4) **Open Space/Through-Block Wayfinding:** There are a number of existing Downtown publicly accessible open spaces and pedestrian connections through superblocks that are in need of wayfinding. These amenities are key assets for Downtown residents, workers and visitors, but are oftentimes hidden because of lack of wayfinding. Staff began implementation in 2018 and will be completed by 2020. Funding of \$7,500 per year in 2019 and 2020 is proposed.

Rationale

This proposal includes focused implementation of Downtown projects that will:

- 1) Create a path for improving Downtown parking through collaboration and strategic investment following a comprehensive study. The \$400,000 being requested in the estimated amount for this work, provided Council will determine the precise scope prior to project initiation.
- 2) Enhance the aesthetics of Downtown streetscapes, increase tree canopy, and opportunities to reduce impervious surfaces, and improve the experience of pedestrians, bicyclists and drivers by installing medians where appropriate. The \$500,000 per year over the course of the CIP will provide funding to implement high priority median locations within Downtown.
- 3) Enhance the sustainability of Downtown by identifying opportunities for improved design and infrastructure, to enhance the tree canopy, recycling, and walkability/bikeability (in collaboration with the Downtown Transportation Plan). Or as an alternative, update the citywide ESI Strategic Plan that includes Downtown.
- 4) Provide improved Downtown wayfinding for publicly accessible open spaces and pedestrian connections through superblocks. The \$15,000 being requested will provide capital dollars to retrofit and enhance existing open spaces and connections to work as a system with newer development.

Environmental Impacts

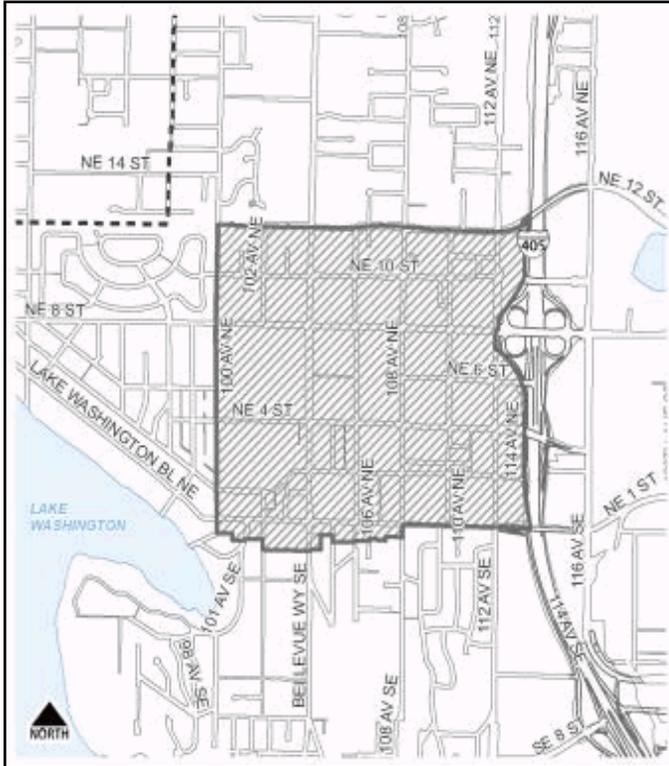
Implementation of these efforts will be done in concurrence with the State Environmental Policy Act (SEPA). It is anticipated that there will be no adverse environmental impacts. Project-specific impacts and benefits will be evaluated as the conceptual design is developed. These capital improvements will make Downtown Bellevue more sustainable. For example, median implementation will have a positive environmental impact through increased pervious surfaces and tree canopy. Expanding the electric vehicle charging network Downtown will have positive environmental impacts, by supporting the adoption and use of emissions free vehicles, and reducing the city's greenhouse gas emissions.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2017 - 2023	4,152,000

Total Budgetary Cost Estimate: 4,152,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	4,152,000

Total Programmed Funding: 4,152,000
Future Funding Requirements:

Comments

CD-41 Civic Center Plan

Category: **Econ Growth & Competitiveness** Status: **Approved Prior**

Department: **CD**

Location: **Eastern portion of Downtown in vicinity of City Hall/**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
550,000	350,000	-	200,000	-	-	-	-	-

Description and Scope

Project will result in a master plan for the Civic Center District that will guide the area's development in the coming decade. The master plan will include the following key elements:

- 1) Development scenarios for the Metro site, including civic uses and public/private partnership opportunities for transit-oriented development;
- 2) Development scenarios for the Convention Center expansion site, including optimal ways to serve the center's expansion needs;
- 3) Integration of open space, including possible expansion of City Hall Plaza and the Grand Connection;
- 4) Exploration of the city-owned Lincoln Center property in Wilburton and its relationship to the Civic Center District by way of an I-405 bridge/lid;
- 5) Pedestrian and bicycle circulation through the study area, with connections to the Downtown Transit Center and light rail station;
- 6) Vehicular access and parking for new uses;
- 7) High level cost estimates;
- 8) A preferred master plan that integrates all the above elements; and
- 9) Funding and implementation guidance.

This effort will be fully underway in 2019, informed by complementary work programs such as Downtown Livability, and the Grand Connection Framework Plan and preferred I-405 crossing alternative. Given the importance of this district to the city center and the Grand Connection, public engagement will be a key component of this initiative. In order to accomplish the project, the proposed CIP budget includes \$475,000 in consulting services in 2019-2020 and support for project management staff as needed.

Rationale

This project implements Council Priority #14, and directly responds to the elements called out by the Council for a plan integrating City Hall, the former Metro property, Convention Center expansion, and the transit center. Background work is being done in 2018, with a formal Council launch anticipated in late 2018 or early 2019. This syncs up with completion of the Grand Connection visioning and a long-range City facility plan (Spring 2018), and in advance of Sound Transit's release of the Metro site from construction staging.

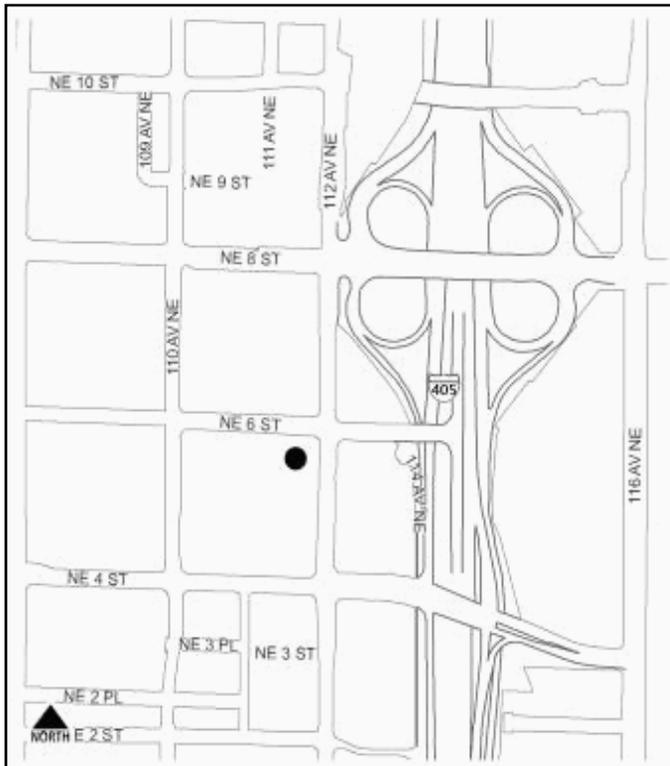
Environmental Impacts

The Civic Center Plan is expected to undergo programmatic review under the State Environmental Policy Act (SEPA). It is not anticipated to require an Environmental Impact Statement.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2018 - 2020	550,000

Total Budgetary Cost Estimate: 550,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	550,000

Total Programmed Funding: 550,000
Future Funding Requirements:

CD-44 Grand Connection Implementation

Category: **Econ Growth & Competitiveness** Status: **Approved Prior**

Department: **CD**

Location **Downtown core - Old Bellevue - Civic Center District**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
6,000,000	1,500,000	1,000,000	500,000	500,000	1,000,000	500,000	500,000	500,000

Description and Scope

The project includes two complementary planning efforts advancing the high level vision for the Grand Connection through implementation strategies and advancing the re-visioning efforts of the Wilburton Commercial Area. The scope of the Grand Connection is to create a signature element that is both memorable and serves as a unique urban experience while establishing connectivity to Downtown and the Wilburton Commercial area. The entire route will function as a place, situated through Bellevue's core commercial district that attracts people, businesses, and tourists. As part of the high level visioning process, the consultant will establish an identity for the route; the signature element that will span across I-405. The process also identified small scale, cohesive design strategies and near term implementation solutions that will allow for claiming of the corridor. Art will be a key element along the Grand Connection and will serve as an essential element and amenity to establishing a sense of place. As a long-range project, the early and easy wins will be essential in advancing the vision of the project. These early wins will consist of early implementation strategies that will create the identity of the route and be the initial improvements that will begin advancing the vision. The visioning process concluded in 2018 with a design team led by Balmori Associates. Staff has now advanced the work by beginning design for raised intersections and the development of design guidelines, in addition to updates to the Comprehensive Plan and Land Use Code. The second phase of the project, the Wilburton Land Use and Transportation analysis, seeks to revision the area based on its context and the multi-modal improvements being made in the area. Several road improvements, the Eastside Rail Corridor, East Link light rail, and Grand Connection will all intersect within the Wilburton Commercial area, establishing it as a vital urban node in Bellevue and the region. Additionally, the area will have new connections to the adjacent high growth areas of Downtown and BelRed. The Citizen Advisory Committee (CAC) process concluded in early 2018, as well as the Draft Environmental Impact Statement. The Final EIS will be released later in 2018 and the CAC vision delivered to Council in the summer of 2018.

Rationale

Establishing the identity of the route will be essential to building momentum that will provide support to the larger improvements that would be made in the future, including the connection across I-405. Furthermore, this work would improve the quality of life and livability for residents and users of the route, creating new opportunities for social engagement, commercial activity, and vibrancy within the Bellevue core. The original scope identified early wins as essential to demonstrate that the project could create change early in the process despite being a long range project. These early wins could also work to advance the original goals of the Pedestrian Corridor, while creating new opportunities for public space. The funds would be allocated to the recommended and identified changes proposed as part of the Grand Connection Framework Plan. In addition to creating early physical changes that advance the vision of the Grand Connection, these changes will serve as a demonstration to stakeholders and the public that the City is committed to the project in the near and long term. The funds allocated would also pursue additional refinement to the original high level visioning, including public space improvements and of a selected preferred I-405 crossing alternative. This would allow the City to better assess the full cost of the project as well as detail some of the high level visioning elements as deemed necessary based upon priority of implementation. This would be a necessary and logical step in continuing to advance the vision of the entire project from the visioning stage to implementation.

Environmental Impacts

The environmental impacts of the project were studied in a joint Environmental Impact Statement that would be part of the Wilburton Land Use and Transportation analysis.

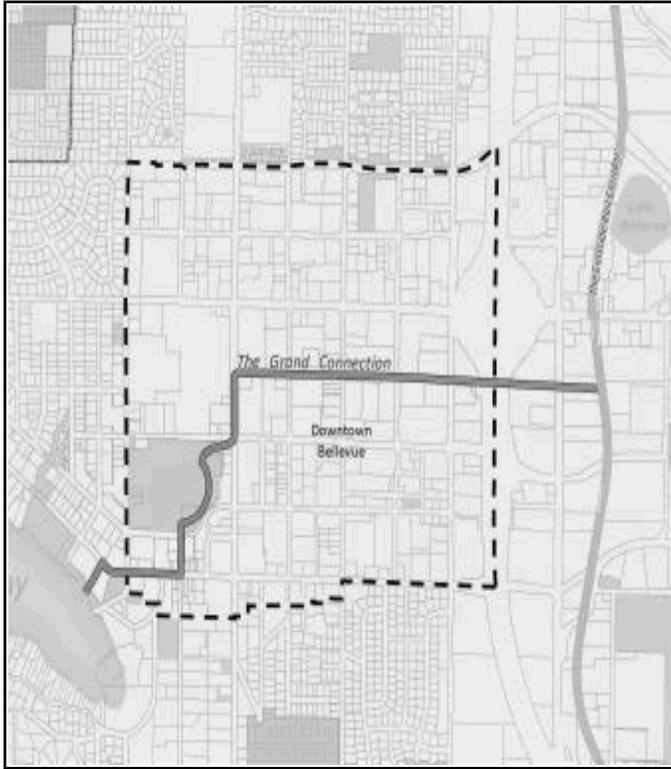
Operating Budget Impacts

This program will have no impact on operating expenditures.

FY2019-2025 Capital Investment Program

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2019 - 2025	6,000,000

Total Budgetary Cost Estimate: 6,000,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	6,000,000

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

Comments

CD-48 Public-Private Partnership – Pilot BelRed TOD

Category: **Econ Growth & Competitiveness** Status: **Approved Prior**

Department: **CD**

Location **3 parcels north of Spring Blvd & BelRed/130 East Li**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
3,708,388	2,430,268	458,479	388,641	179,000	124,000	128,000	-	-

Description and Scope

Reallocation of existing East Link funding in G-106 and R-189 to pilot this program allows the city to be more responsible for and directly shape the economic development at TOD nodes in the BelRed area.

G-106 was a placeholder CIP funding for allocation to the East Link Light Rail Public Relations Plan/Engagement Process. The start date was 2016 and end date was 2021. The East Link Light Rail Public Engagement Process approved by Council in February 2017 allocated only a portion of the funds set aside in G-106 to amend the East Link Analysis and Development Funding (PW-R-159), leaving a balance remaining of \$1,018,000.

R-189 is a TOD, Station Area, and Land Use Planning CIP project to utilize in-house and consultant resources for the South Bellevue, East Main and BelRed station areas. The start date was 2015 and end date was 2022. General station area planning has been completed to date under this work plan for future light rail stations at South Bellevue, East Main, Downtown, Wilburton, Spring/120th and BelRed/130th. Advancement and implementation is included in CD-30 and CD-44.

Reallocating the funding from G-106 and R-189 into CD-48 more closely aligns with how the remaining work program will be completed. Work under CD-48 will include hiring a Public-Private Partnership Manager to assist in large-scale acquisition of property assets for the City of Bellevue to drive catalytic place making in Bellevue's employment centers. This will include marketing and active engagement of the development community and other potential partners. In addition, the manager will oversee budgets, contracts; manage city's property assets, provide policy analysis and support for investment decisions; provide complex technical real property support; facilitate resolution of issues with other city staff, consultants, contractors, businesses, other agencies and citizens.

Rationale

This pilot program asserts the city's interests are met in the redevelopment of the two TOD nodes in the BelRed subarea. Reallocation of funding into a new CIP project under Economic Development and the addition of a LTE provides for more efficient use of resources, expedites development responsiveness, maintains city influence over the development and enhances coordination.

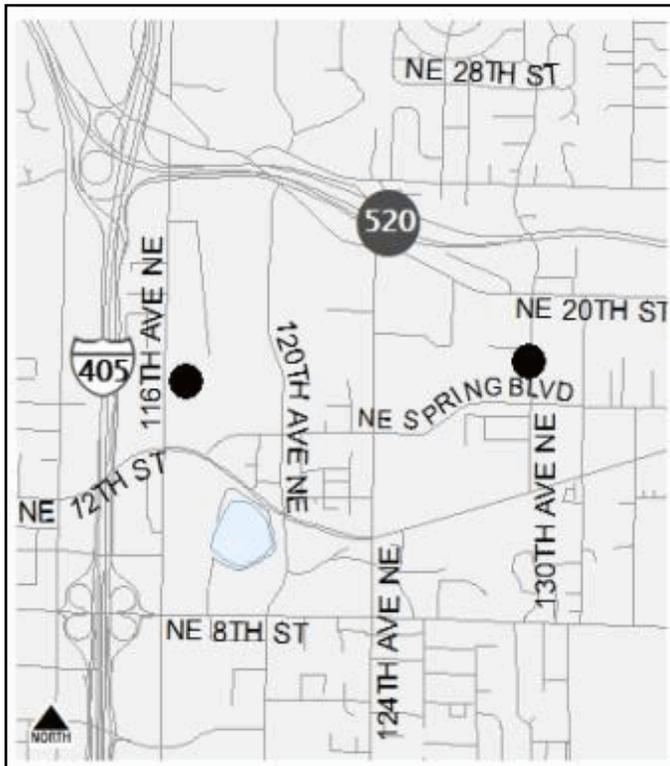
Environmental Impacts

SEPA, including related technical analysis, will be done as needed for individual TOD projects.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2023	3,708,388

Total Budgetary Cost Estimate: 3,708,388

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	3,708,388

Total Programmed Funding: 3,708,388
Future Funding Requirements:

G-38 Smart City Connectivity

Category: **Econ Growth & Competitiveness** Status: **Ongoing**

Department: **Information Technology**

Location: **Various locations throughout the City of Bellevue**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
2,752,000	897,000	250,000	250,000	370,000	315,000	290,000	215,000	165,000

Description and Scope

This proposal responds to Council Priority “Advance implementation of the Smart City Strategy, including advanced transportation technology and autonomous, connected, electric and shared vehicle technologies..” under the High Quality Built and Natural Environment target area. The fundamentals of this proposal were identified in the BellevueSmart Plan: Planning for a Smarter City, which Council approved in 2017.

This proposal consolidates the former 090.16NA Community Network Connectivity CIP proposal with 090.19NA, with a revised title of Smart City Connectivity. The previously adopted proposal includes two major areas to support the vision on Smart City that supports to Bellevue’s economic competitiveness brand:

- 090.19NA (G-38): Expand public Wi-Fi in parks, community centers, housing properties and business districts, which directly responds to Council’s vision, “Bellevue is a “smart city” with a clean, high-quality environment and excellent and reliable infrastructure that supports our vibrant and growing city, including high-tech connectivity.”
- 090.16NA (G-93): Provide resources to maintain the existing fiber optic infrastructure and address gaps and bottlenecks as opportunities arise while modestly funding replacement of the fiber network. The fiber optic network is used to connect City facilities, the Intelligent Transportation System and street light system and is a major component of the Connectivity and Transportation elements in the Smart City plan.

Rationale

Encouraging reliable, secure and robust communications infrastructure is the focus of this proposal.

Infrastructure Development: The 2017 Business Survey shows that 91% of businesses in Bellevue have internet access, with 80% of those reporting their current speeds meet their needs today, but only 64% believing it will meet their needs in the next 2-3 years. Robust infrastructure can strengthen community institutions, such hospitals and schools, that contribute to the city’s brand as a smart, connected community and can be leveraged for public private partnerships when opportunities arise.

Community Development: Access to the internet, and the information and services it enables, is essential for the economic growth, job creation, education attainment, and better quality of life for Bellevue citizens. A Community Broadband Assessment conducted in December 2015 shows that 10% of the population does not have easy access to the internet, with this “digital divide” most pronounced along income and age demographics. Expanding public Wi-Fi in more locations throughout the City is a way to provide a connectivity safety net for students and low-income older adults. In partnership with King County Housing Authority and Bellevue School District, Wi-Fi can be added to KCHA housing properties to serve students and families. Wi-Fi can also enhance economic development in select business corridors and enrich community gathering spaces in parks, community centers and sports fields.

Regional collaboration and innovation are enabled through this proposal. Joint fiber projects through the Community Connectivity Consortium organization serving 26 public institutions, including Bellevue College, Bellevue School District and University of Washington, enables high speed connectivity to the internet and cloud providers. This supports Council vision on Economic Development, “We are a growing center for a broad range of technologies – including software, mobile communications, and medical devices and services.” The existing IT Security Program is leveraged to address the emerging security risks of smart systems, including physical infrastructure risk assessments for these critical systems.

Environmental Impacts

None

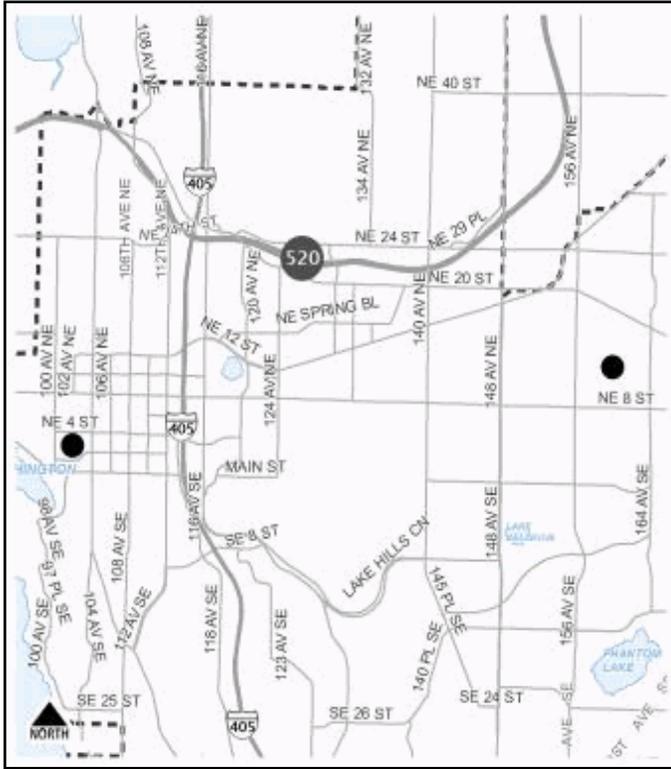
Operating Budget Impacts

This program will have no significant impact on operating expenditures.

FY2019-2025 Capital Investment Program

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	Ongoing	2,752,000
Total Budgetary Cost Estimate:		2,752,000
Means of Financing		
Funding Source	Amount	
General Taxes & LTGO Bond Proceeds	2,752,000	
Total Programmed Funding:		2,752,000
Future Funding Requirements:		

Comments

G-105 Competitiveness and Collaboration

Category: **Econ Growth & Competitiveness** Status: **Approved Prior**
 Department: **CD** Location: **N/A**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
796,000	600,000	50,000	146,000	-	-	-	-	-

Description and Scope

Discover Bellevue; a place-making program that blends business retention and expansion program with the Creative Edge Strategy to elevate the quality of Bellevue's built environment through private-public participation in the creation of a more beautiful and functional city. Implementation of the place-making initiative will come from existing funds in the propopsal 115.97NA. These funds will be used to focus on the development and implementation of public-private partnerships as well as support place-making initiatives. This program will initially support place-making at identified transit oriented developments in BelRed and Bellevue's employment centers

Rationale

The scope directly supports the following Council priorities:

Economic Development 1—Support and provide leadership in the new Regional Economic Development Alliance to attract international and national business and investment to the region. Leverage involvement to produce investment in Bellevue's identified growth corridor and near transit hubs.

Economic Development 2—Actively pursue business retention and growth at the local level, including diverse small, medium and large business with an emphasis on high-tech, tourism and international trade.

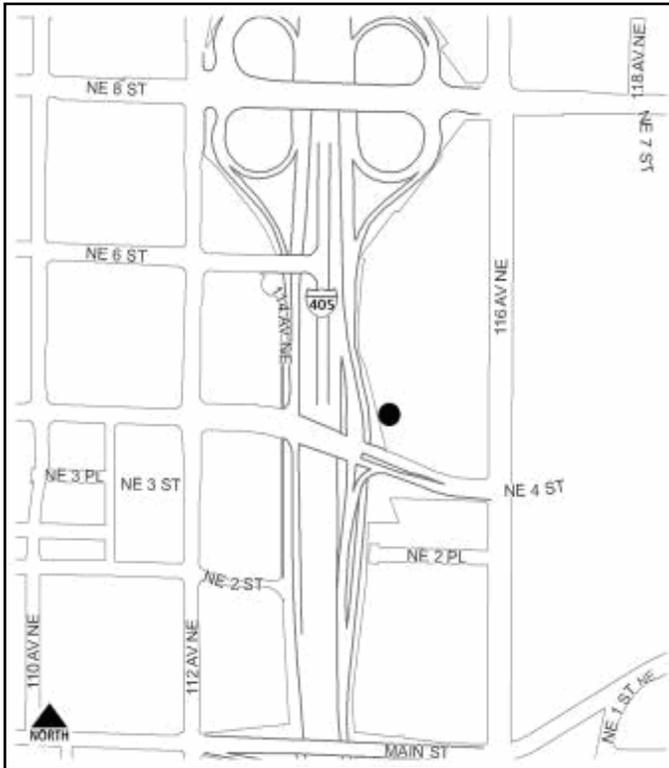
Environmental Impacts

N/A

Operating Budget Impacts

This program will have no significant impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2015 - 2020	796,000

Total Budgetary Cost Estimate: 796,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	796,000

Total Programmed Funding: 796,000
Future Funding Requirements:

Comments

G-107 Council Contingency

Category: **Econ Growth & Competitiveness** Status: **Ongoing**
 Department: **Finance and Asset Management** Location: **Citywide**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
7,250,000	250,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000

Description and Scope

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

Rationale

N/A

Environmental Impacts

Environmental Impacts will be determined when funds are programmed.

Operating Budget Impacts

This program will have no significant impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	7,250,000

Total Budgetary Cost Estimate: 7,250,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	7,250,000

Total Programmed Funding: 7,250,000

Future Funding Requirements:

Comments

G-112 Arts and Culture Fund

Category: **Econ Growth & Competitiveness** Status: **Ongoing**
 Department: **City Manager's Office** Location: **Not Specified**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
1,600,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000

Description and Scope

This CIP project creates an Arts and Culture Fund governed by the guiding principles adopted by Council in 2006 for the City's investments in cultural arts. The funding principles were adopted as follows to guide investments:

- o Must have a sustainable long-term financial model, including strong private sector financial commitment.
- o Must clearly define public benefit to be received in exchange for investment (for example, ownership interest in an asset, scholarships, public access to the facility at low or no cost to low income and disabled persons).
- o Should provide for City involvement in financial oversight.
- o Must be an investment in a facility, or for support of the operation of the facility; cannot fund fund-raising activities.

Council directed staff to work with the requesters of KidsQuest, Pacific Northwest Ballet, and the Bellevue Arts Museum to evaluate the requests and to ensure the requests will be in alignment with the adopted principles.

Rationale

Environmental Impacts

Operating Budget Impacts

This program will have no significant impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	1,600,000

Total Budgetary Cost Estimate: 1,600,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	1,600,000

Total Programmed Funding: 1,600,000
Future Funding Requirements:

Comments

2019-2025 Adopted CIP: Economic Growth & Competiveness

Combined, Completed Projects

CIP Plan Number	Project Title	<u>\$ in 000s</u> Total Estimated Cost
NONE		
	Total Combined, Completed Projects	<u><u>-</u></u>



This Page Intentionally Left Blank



2019-2025 Capital Investment Program Plan

Healthy & Sustainable Environment

The Healthy and Sustainable Environments outcome contains investments focused on preserving nature spaces and providing a healthy environment, which supports healthy living for current and future generations.

Projects funded in the 2019-2025 CIP plan are focused on mitigating environmental impacts in the city primarily by implementing a tree canopy preservation and restoration plan.

Note: In adopting the 2019-2025 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.

2019-2025 Adopted CIP: Healthy & Sustainable Environment

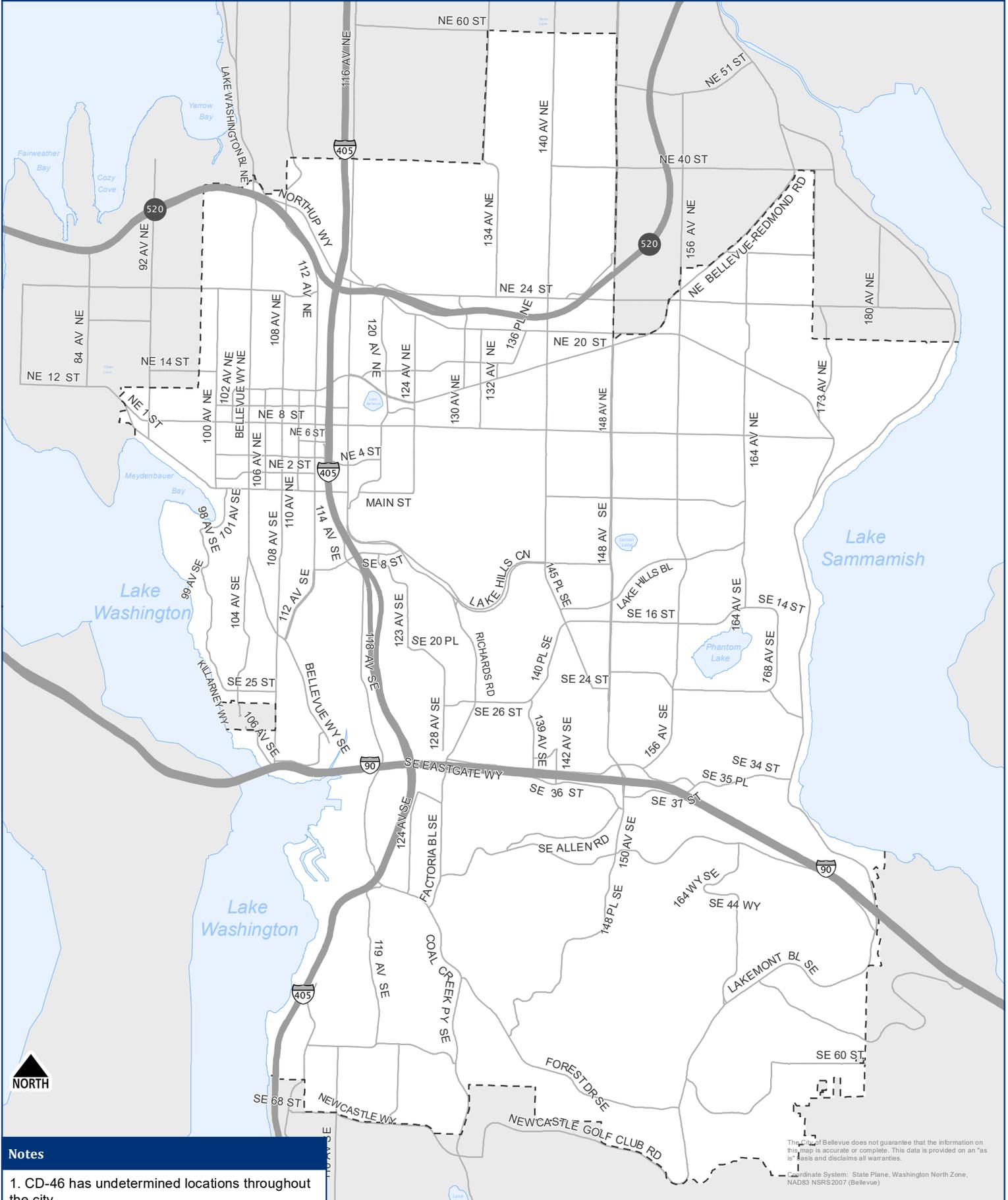
Funded CIP Projects

CIP Plan Number	Project Title	\$ in 000s	
		2019-2025 Project Cost	Total Estimated Cost
CD-46*	ESI Implementation	\$310	\$310
	Total Healthy & Sustainable Environment	\$310	\$310

*New CIP Plan for 2019-2025

Healthy & Sustainable Environment CIP Projects 2019-2025

2019 - 2020 City of Bellevue Budget



Notes

- 1. CD-46 has undetermined locations throughout the city.

The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided on an "as is" basis and disclaims all warranties.
 Coordinate System: State Plane, Washington North Zone, NAD83 NSRS 2007 (Bellevue)

CD-46 ESI Implementation

Category: **Healthy & Sustainable Environm** Status: **New**

Department: **CD**

Location **The implementation strategies and locations will be**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
310,000	-	100,000	70,000	70,000	70,000	-	-	-

Description and Scope

TREE CANOPY PLAN

The funding for the Tree Canopy Plan (\$100k) will be used for urban forestry management consulting services. This will include a quantitative analysis of trends and forecasted changes to the tree canopy, review best practices, and recommendations for strategies to achieve the tree canopy goal. This plan will include estimates for the number of trees needed to plant each year, priority planting areas, possible funding sources, and a timeline for achieving the 40% tree canopy goal. This task responds directly to the performance metric and associated Comprehensive Plan goal of increasing the tree canopy percentage.

The Tree Canopy Plan will also include public outreach, to engage with the community around the challenges and opportunities related to Bellevue's tree canopy. Public outreach and education around the plan will increase awareness around the value of trees and the importance of trees to the character of Bellevue's neighborhoods. The planning process will also include discussions with key City partners and stakeholders to identify possible opportunities for additional funding for implementing the Tree Canopy Plan.

TREE CANOPY PLAN IMPLEMENTATION

Implementing the Tree Canopy Plan will involve a coordinated effort of City departments, residents, and the private sector to achieve the 40% tree canopy goal. The Tree Canopy Plan will include strategies for maintaining and growing the tree canopy, which are likely to include recommendations for tree planting on both public and private property. This proposal includes funding for pilot implementation strategies, which could include tree planting or tree restoration and maintenance. The requested funding for piloting the Tree Canopy Plan implementation strategies is \$70k per year (\$210k total) for three years. The pilot implementation funds could be scalable based on available budget and could be used as a match for possible grant funds.

Rationale

This proposed program is critical for achieving the performance measure of a 40% tree canopy. Without a plan and implementation funds, achieving this goal is not feasible. Bellevue residents are concerned about the pressures on our tree canopy and want to have a discussion and plan about how we will achieve our tree canopy goal. It is an urban forestry best practice to have a Tree Canopy Plan, which Bellevue currently lacks, and this planning effort will allow the City to perform an analysis of trends and opportunities, engage with the public, and form partnerships to ensure Bellevue's legacy as a City in a Park.

Environmental Impacts

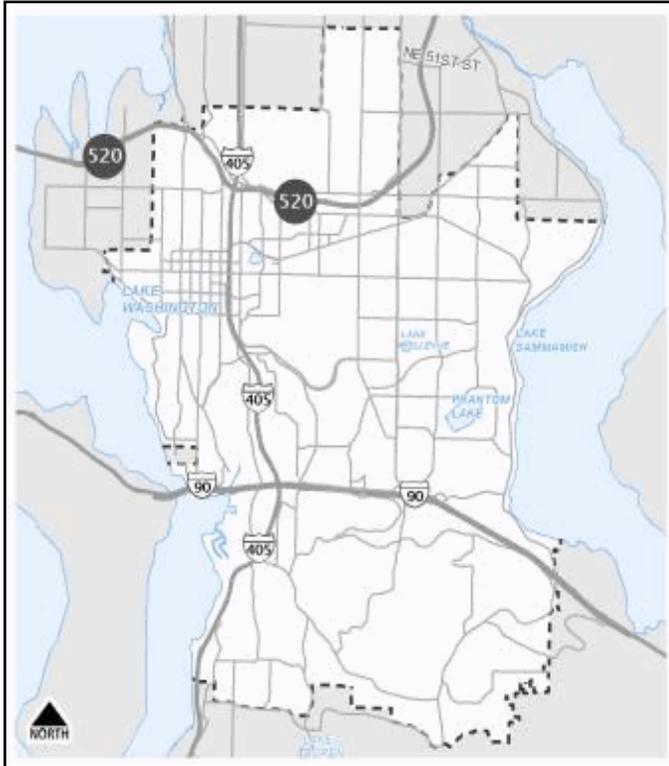
This proposal will help to preserve the current tree canopy in Bellevue and plant additional trees, which will result in significant environmental benefits related to stormwater retention, improved air quality, reduced greenhouse gas emissions, and improved neighborhood amenities. This proposal will also help mitigate the loss of tree canopy the city has experienced over the past several decades, as the tree canopy decreased from 45% in the 1990's to 36% as of the last assessment in 2007.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2019 - 2022	310,000

Total Budgetary Cost Estimate: 310,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	310,000

Total Programmed Funding: 310,000
Future Funding Requirements:

Comments

2019-2025 Adopted CIP: Healthy & Sustainable Environment

Combined, Completed Projects

CIP Plan Number	Project Title	<u>\$ in 000s</u> Total Estimated Cost
NONE		
	Total Combined, Completed Projects	<u><u>-</u></u>



2019-2025 Capital Investment Program Plan

Improved Mobility and Connectivity

Projects in the Improved Mobility and Connectivity 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 2019-2025 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.

2019-2025 Adopted CIP: Improved Mobility and Connectivity

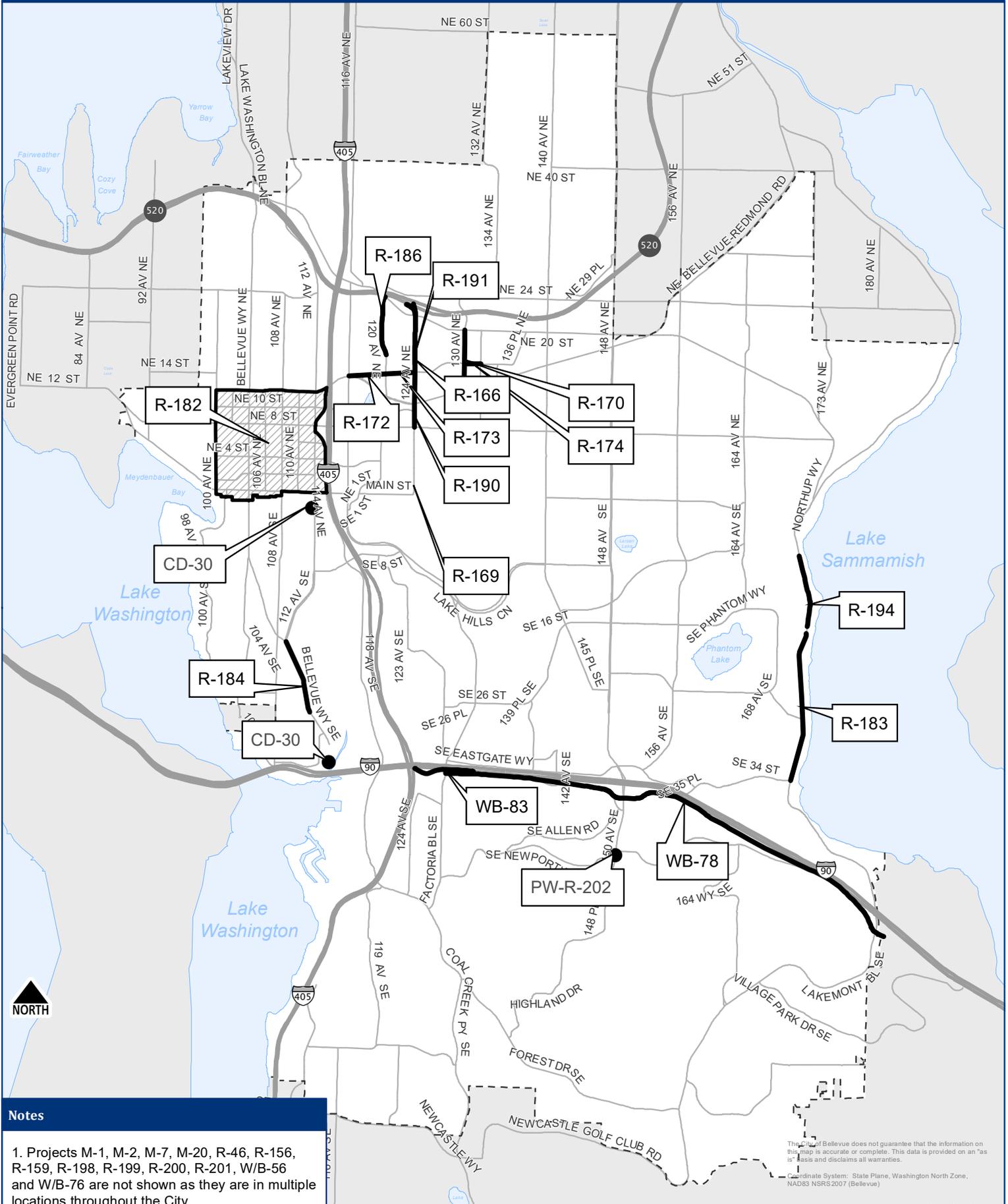
Funded CIP Projects

CIP Plan Number	Project Title	\$ in 000s	
		2019-2025 Project Cost	Total Estimated Cost
CD-30	Station Area Planning Implementation	\$4,500	\$5,500
PW-M-1	Overlay Program	51,418	175,569
PW-M-2	Minor Capital - Traffic Operations	1,337	12,447
PW-M-7	Neighborhood Traffic Safety Program	2,673	11,470
PW-M-20	Minor Capital - Signals and Lighting	4,656	7,943
PW-R-46	Traffic Safety Improvements	893	4,523
PW-R-156	ITS Master Plan Implementation Program	3,361	5,177
PW-R-159	East Link Analysis and Development	3,263	18,324
PW-R-166	124th Ave NE - NE Spring Boulevard to Ichigo Way (18th St)	9,258	33,239
PW-R-169	124th Ave NE - NE 12th to NE Spring Boulevard (TIFIA)	9,388	20,085
PW-R-170	130th Ave NE - Bel-Red Rd to NE 20th St (TIFIA)	18,364	26,700
PW-R-172	NE Spring Blvd (Zone 1) - 116th to 120th Avenues NE	6,667	33,432
PW-R-173	NE Spring Boulevard (Zone2) - 120th to 124th Aves N (TIFIA)	(3,235)	18,346
PW-R-174	NE Spring Boulevard - 130th to 132nd Ave NE (TIFIA)	16,678	21,786
PW-R-182	Downtown Transportation Plan/NE 6th Street Station Access	10,300	13,200
PW-R-183	West Lake Sammamish Parkway, Phase 2	5,000	8,000
PW-R-184	Bellevue Way SE HOV Lane - 112th Ave SE 'Y' to I-90	5,000	9,400
PW-R-186	120th Ave NE Stage 4 Design - NE 16th St to Northup Way	2,200	3,000
PW-R-190	124th Avenue NE – NE 8th to NE 12th Street	565	919
PW-R-191	124th Avenue NE/Ichigo Way (NE 18th St) to Northup Way (TIFIA)	17,472	30,796
PW-R-194	West Lake Sammamish Parkway Phase 3	8,000	8,000
PW-R-198	Neighborhood Congestion Management (Levy)	14,000	18,000
PW-R-199	Neighborhood Safety & Connectivity (Levy)	43,162	53,962
PW-R-200*	Neighborhood Congestion Management Project Implementation	5,000	5,000
PW-R-201*	Bellevue College Connection	400	400
PW-R-202*	150th Avenue SE at SE Newport Way	2,500	2,500
PW-W/B-56	Pedestrian and Bicycle Access Improvements	3,565	13,361
PW-W/B-76	Neighborhood Sidewalks	8,905	17,427
PW-W/B-78	Mountains to Sound Greenway Trail	355	3,561
PW-W/B-83	Mountains to Sound Greenway Trail – I-405 to 132nd Avenue SE	16,055	17,555
Total Improved Mobility and Connectivity		\$271,701	\$599,624

*New CIP Plan for 2019-2025

Improved Mobility and Connectivity CIP Projects 2019 - 2025

2019 - 2020 City of Bellevue Budget



Notes

1. Projects M-1, M-2, M-7, M-20, R-46, R-156, R-159, R-198, R-199, R-200, R-201, W/B-56 and W/B-76 are not shown as they are in multiple locations throughout the City.

The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided on an "as is" basis and disclaims all warranties.
 Coordinate System: State Plane, Washington North Zone, NAD83 NSRS 2007 (Bellevue)

CD-30 Station Area Planning Implementation(East Main/South Bellevue)

Category: **Improved Mobility/Connectivity** Status: **Ongoing**
 Department: **CD** Location: **S. Bellevue & E. Main light rail stations & designated routes**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
5,500,000	1,000,000	500,000	1,500,000	1,500,000	1,000,000	-	-	-

Description and Scope

The South Bellevue Station Area Plan was approved by City Council in 2016. Approved implementation strategies include:
 *Design and installation of walkways and wayfinding on designated routes to the station, including 106th Ave SE, SE 34th, 113th Ave SE, SE 28th, SE 30th, 112th Ave SE
 *Install improved pedestrian lighting for safety along designated walk routes and on stairs;
 *Conduct a feasibility study and possible construction of a pedestrian overpass at 112th Ave SE and Bellevue Way;
 *Conduct a study to recommend traffic flow improvements at the two neighborhood entrances off Bellevue Way; and
 *Design and construct enhanced art, landscaping and other aesthetic treatments on the west side of Bellevue Way between I-90 and the “Y”
 The East Main Station Area Plan was also approved by the City Council in 2016. Approved implementation strategies include:
 *Design, construct and improve walkways, bike lanes/routes and wayfinding on designated routes to the station, including along portions of Main St, Lake Hills Connector, 114th Ave SE, SE 8th St, SE 16th St, 110th Ave NE, 110th Ave SE, 109th Ave SE, 111th Ave SE, SE 2nd St, SE 4th St, SE 6th St and SE 10th St
 *Install improved pedestrian lighting for safety along designated walk routes
 *Conduct a feasibility study and possible construction of a pedestrian overpass at Surrey Downs Park and 112th Ave SE;
 *Design and install enhanced sidewalks, planting strips, art, trees and other landscaping and amenities to reinforce an attractive pedestrian environment along Main Street and 112th Ave SE; and
 *Design and install pedestrian and bicycle safety improvements on Main Street between Bellevue Way and 116th Ave SE.

Rationale

The proposed station area implementation projects focus on maximizing pedestrian and bicycle convenience, promoting access and safety in reaching the station, preserving and reinforcing neighborhood character and addressing the potential impacts of increased traffic in the station area. The proposed projects would implement high capacity transit policies in the Transportation Element of the Comprehensive Plan and the Light Rail Best Practices Final Report action plan, both of which support installation of enhanced pedestrian crossings, traffic calming technologies, improved sidewalk connectivity, bicycle infrastructure and wayfinding signage in areas within a ten-minute walk to stations. The Light Rail Best Practices Final Report identifies station area planning and early implementation of capital investments as actions that could be taken to “...reduce costs and minimize disruption.” Implementing some of these capital investments may reduce some costs, limit disruption to the same time period and ensure improved access and connectivity is in place when light rail service begins in 2023.

Environmental Impacts

Most projects will occur in existing public right-of-way. Environmental review will be conducted as determined on a project specific basis.

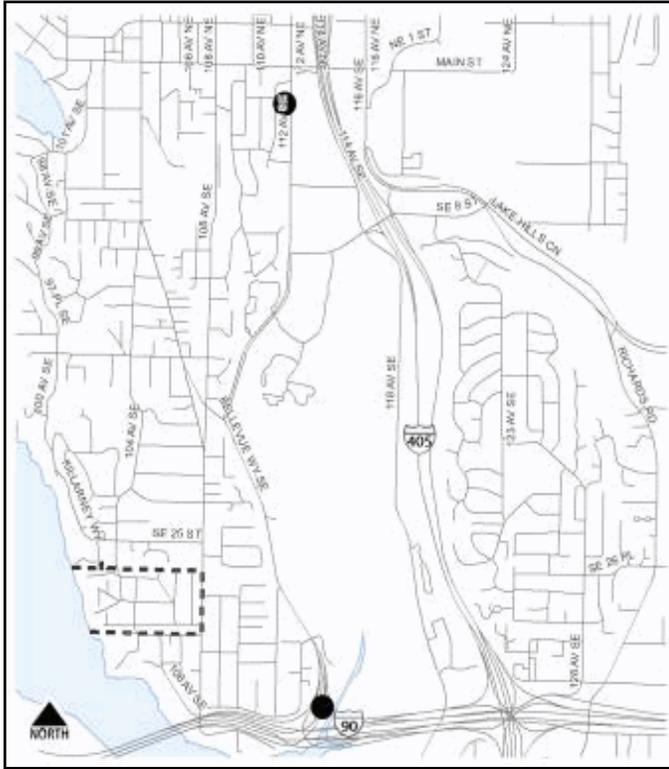
Operating Budget Impacts

This program will have no impact on operating expenditures.

FY2019-2025 Capital Investment Program

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2017 - 2022	5,500,000
Total Budgetary Cost Estimate:		5,500,000
Means of Financing		
Funding Source	Amount	
General Taxes & LTGO Bond Proceeds	5,500,000	
Total Programmed Funding:		5,500,000
Future Funding Requirements:		

Comments

PW-M-1 Overlay Program

Category: **Improved Mobility/Connectivity** Status: **Ongoing**
 Department: **Transportation** Location: **Citywide**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
175,569,209	124,151,009	5,868,000	7,679,200	6,197,000	7,574,000	7,797,000	8,031,000	8,272,000

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.

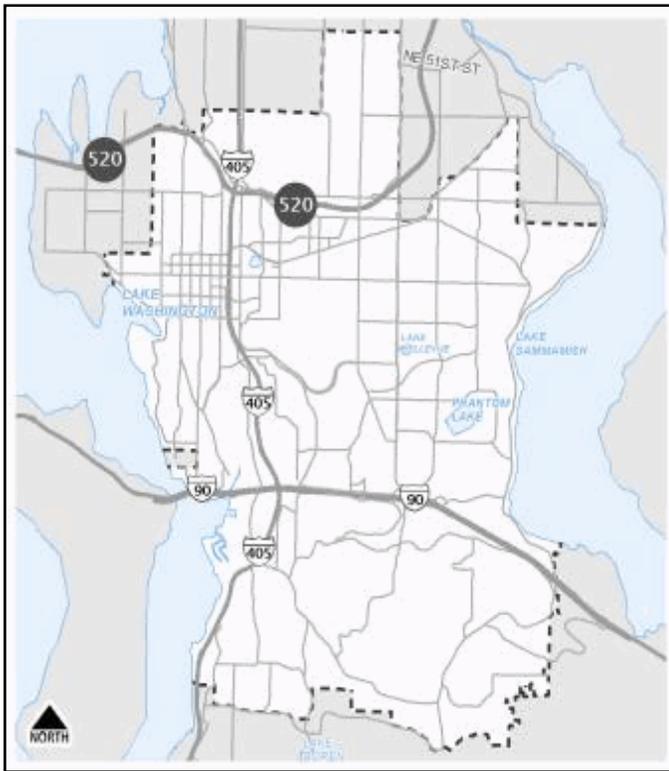
Environmental Impacts

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

Operating costs for this program will be determined on a project specific basis as required.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	175,569,209

Total Budgetary Cost Estimate: 175,569,209

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	6,216,672
General Taxes & LTGO Bond Proceeds	33,037,951
Interlocal Contributions	898,729
Local Improvement District	101,971
Private Contributions	63,405
Real Estate Excise Tax	127,677,891
Transportation Funding	5,908,429

Total Programmed Funding: 175,569,209

Future Funding Requirements:

Comments

PW-M-2 Minor Capital - Traffic Operations

Category: **Improved Mobility/Connectivity** Status: **Ongoing**
 Department: **Transportation** Location: **Citywide**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
12,447,186	11,110,186	175,000	180,000	185,000	191,000	196,000	202,000	208,000

Description and Scope

This program funds minor capital transportation improvements throughout the City to address traffic operation issues and concerns. This program helps fill a need in the City to address projects that are important to safety and mobility but are too small to compete as individual Capital Investment Program (CIP) projects. Typical projects include new crosswalk installations, sign upgrades, channelization improvements, access management improvements, new bike lanes, bicycle route signing, and sidewalk and new curb ramp installations. 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 and bicycle mobility while observing ADA requirements.

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 projects and safety related requests, unfunded mandates, changes to standards, partnership opportunities with other capital or private development projects, and other emergent needs. Annually, this program can complete 5-7 standalone projects that directly address safety, mobility and connectivity in Bellevue. This includes support of the crosswalk improvement program. The needs for crosswalk improvements in Bellevue far exceed the budget available through small on-going CIP proposals, but this program consistently helps address some of the most critical locations. This program has also been leveraged to support grant applications through providing matching money.

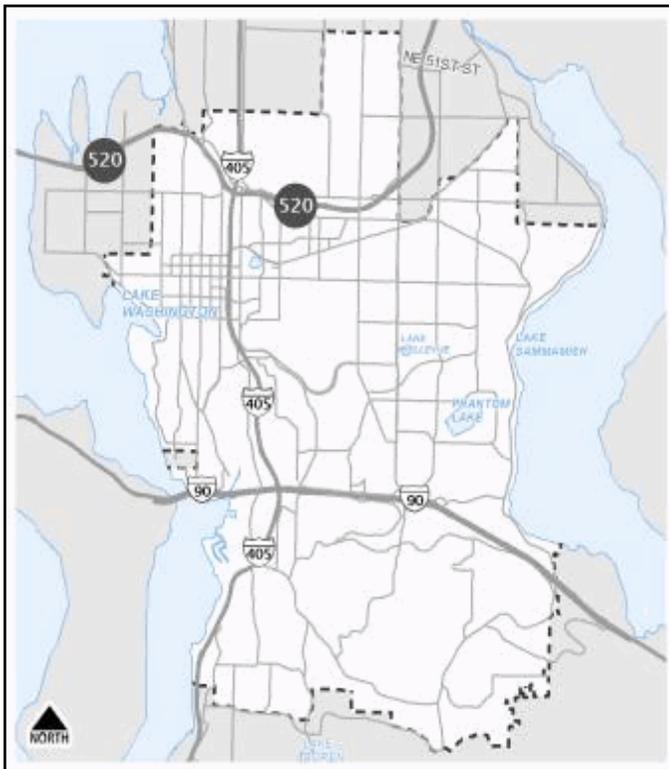
Environmental Impacts

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 this program will be determined on a project specific basis as required.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	12,447,186

Total Budgetary Cost Estimate: 12,447,186

Means of Financing

Funding Source	Amount
Charges for Services	2,390
Contributions from Other City Funds	10,290
Developer Contributions	47,821
Federal Grants	1,560,549
General Taxes & LTGO Bond Proceeds	3,285,573
Interlocal Contributions	668,465
Miscellaneous Revenue	3,721,790
Real Estate Excise Tax	1,370,006
State Grants	730,191
Transportation Funding	1,050,111

Total Programmed Funding: 12,447,186

Future Funding Requirements:

Comments

PW-M-7 Neighborhood Traffic Safety Program

Category: **Improved Mobility/Connectivity** Status: **Ongoing**
 Department: **Transportation** Location: **Citywide**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
11,469,636	8,796,636	350,000	360,000	370,000	381,000	392,000	404,000	416,000

Description and Scope

This program funds minor capital improvements for neighborhood traffic calming/safety projects throughout the City. These projects may include the use of physical measures such as speed humps, raised crosswalks, traffic circles, medians, curb extensions and time of day turn restrictions, in an effort to reduce vehicle speeds and commuter cut-through traffic. Projects to improve safe routes to school and walking/bicycling safely in neighborhoods are also implemented and include the addition of school zone speed limits and walking facilities in areas where narrowing the roadway to address vehicle speed occurs.

Rationale

The primary benefits of this investment are improved safety and protection of quality of life for neighborhoods. Requests for traffic mitigation continue to be high and with 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 calming/safety plans to slow and/or divert traffic, improve non-motorized safety, enhance school zone and recommended walk routes and protect neighborhood quality of life.

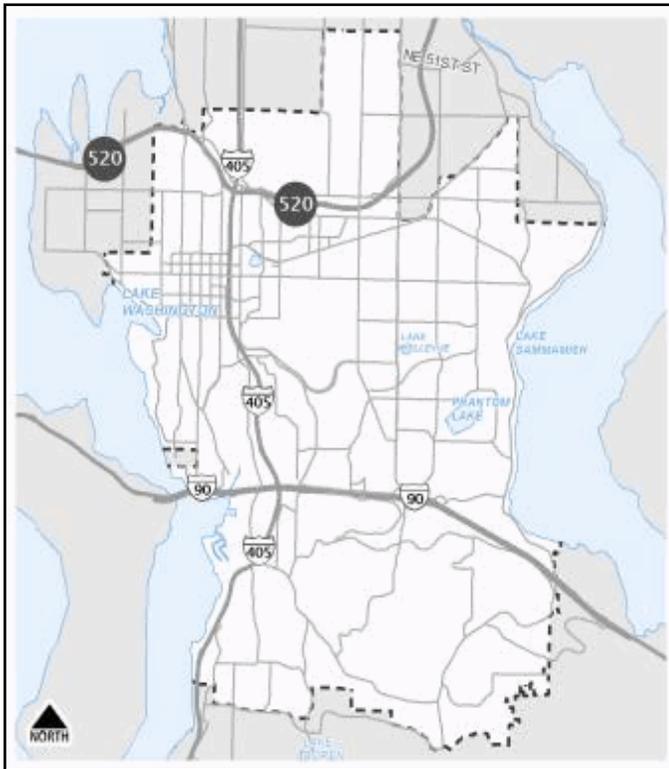
Environmental Impacts

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 for this program will be determined on a project specific basis as required.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	11,469,636

Total Budgetary Cost Estimate: 11,469,636

Means of Financing

Funding Source	Amount
Charges for Services	1,307
Federal Grants	345,348
General Taxes & LTGO Bond Proceeds	6,867,974
Miscellaneous Revenue	159,795
Private Contributions	20,000
Real Estate Excise Tax	2,709,926
State Grants	48,970
Transportation Funding	1,316,316

Total Programmed Funding: 11,469,636

Future Funding Requirements:

Comments

PW-M-20 Minor Capital - Signals and Lighting

Category: **Improved Mobility/Connectivity** Status: **Ongoing**
 Department: **Transportation** Location: **Citywide**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
7,943,079	3,287,079	979,000	811,000	1,055,000	433,000	446,000	459,000	473,000

Description and Scope

This program funds traffic signal and street lighting related projects that are beyond the scope of the operating budget but too small for individual CIP projects. Typical projects funded include new traffic signals; traffic signal upgrades including new signal phases and displays for increased efficiency and safety; pedestrian signal upgrades at traffic signals; roadway signage and channelization upgrades near traffic signals; new or revised street lighting, including the systematic upgrade to Light Emitting Diode (LED) street lights; upgrade of Emergency Vehicle Preemption technology to a Global Positioning System (GPS) technology base; and, communication upgrades including fiber optic cables for broadband communications.

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 a timely basis to citizen projects and safety related requests; address unfunded mandates and changes to standards; support partnership opportunities with other capital or private development projects; and address other emergent needs. Projects under this program, such as the LED street lighting conversion and Emergency Vehicle Preemption upgrade to GPS support the Council's priority toward making Bellevue a "Smart City", as well as Environmental Stewardship and ITS efforts.

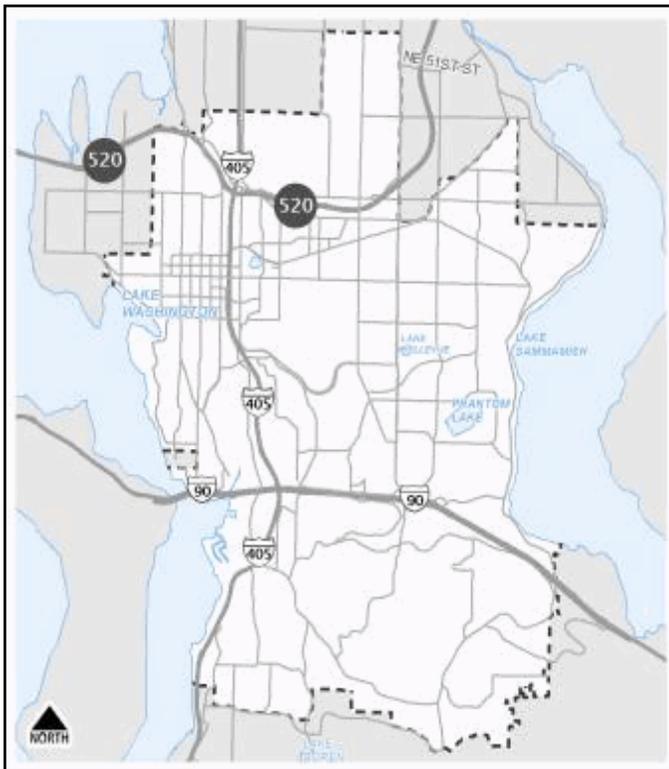
Environmental Impacts

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. Environmental improvements are anticipated through the reduction in energy consumption realized through the deployment of LED street lighting.

Operating Budget Impacts

Operating costs for this program will be determined on a project specific basis as required.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	7,943,079

Total Budgetary Cost Estimate: 7,943,079

Means of Financing

Funding Source	Amount
Contributions from Other City Funds	571,000
Federal Grants	464,258
General Taxes & LTGO Bond Proceeds	4,046,813
Private Contributions	446,548
Real Estate Excise Tax	2,408,419
Transportation Funding	6,041

Total Programmed Funding: 7,943,079

Future Funding Requirements:

Comments

PW-R-46 Traffic Safety Improvements

Category: **Improved Mobility/Connectivity** Status: **Ongoing**
 Department: **Transportation** Location: **Various**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
4,523,131	3,630,131	117,000	120,000	124,000	127,000	131,000	135,000	139,000

Description and Scope

This program will implement various roadway safety-related capital improvements citywide as identified through the Collision Reduction Program, deficiency analysis, and community input. Projects include road rechannelization and access revisions to reduce traffic collisions, guardrail installation, roadside hazard removal, pedestrian crossing enhancements, improved roadway lighting, and other safety improvements. This program will also support Vision Zero through the proactive advancement of safety improvement throughout the City.

Rationale

This program is the main funding source for the City's Collision Reduction Program and it serves as a catalyst in achieving Vision Zero. The Collision Reduction Program is a dedicated, proactive, and consistently applied program to reduce public collision costs to those that travel in Bellevue. Between the program's inception in 1990 and 2017, 78 individual projects have been implemented at intersections and within corridors, resulting in a public cost savings of \$5.1 million annually through 2017. This program also funds safety improvements that are not included in the Collision Reduction Program, typically at locations that exhibit high collision potential, risk, or severity, through a Vision Zero approach to creating a transportation system that is safe for all users.

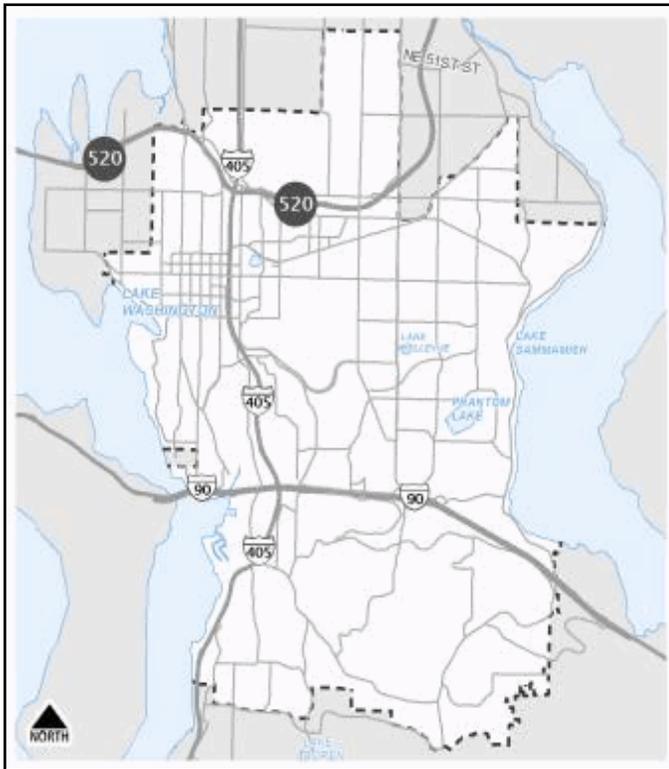
Environmental Impacts

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 this program will be determined on a project specific basis as required.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	4,523,131

Total Budgetary Cost Estimate: 4,523,131

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 & LTGO Bond Proceeds	429,150
Interlocal Contributions	13,399
Miscellaneous Revenue	502,252
Real Estate Excise Tax	1,632,320
Transportation Funding	1,562,095

Total Programmed Funding: 4,523,131

Future Funding Requirements:

Comments

PW-R-156 ITS Master Plan Implementation Program

Category: **Improved Mobility/Connectivity** Status: **Ongoing**
 Department: **Transportation** Location: **Citywide**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
5,177,002	1,816,002	440,000	453,000	465,000	479,000	493,000	508,000	523,000

Description and Scope

This program will systematically implement the recommendations of the City's Intelligent Transportation System (ITS) Master Plan completed in 2005 and provide the funding need to update the plan in 2017. The plan update will be a catalyst toward providing the direction needed to support many of the emerging technologies in the transportation industry such as Connected Vehicles, Smart Cities and Autonomous Vehicles. ITS projects will be selected to provide cost effective measures to reduce traffic congestion, improve safety, and increase the availability of real time traffic information to users of the transportation system. Possible projects include, but are not limited to, additional traffic cameras for motorist information and investigation of collisions; flood location monitoring; real-time traveler information enhancements; installation of dynamic message signs at key locations; variable lane controls that adjust to changing traffic conditions; WiFi system expansion; roadway weather stations; 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 providing 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. With the completion of the SCAT adaptive signal control system deployment, this program is crucial for funding on-going expenditures for support, system maintenance and software licensing.

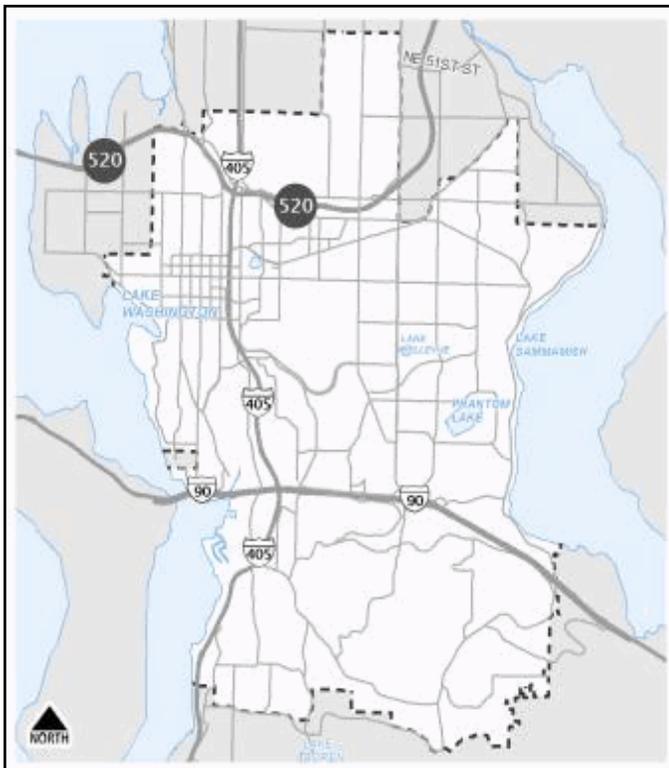
Environmental Impacts

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 this program will be determined on a project specific basis as required.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	5,177,002

Total Budgetary Cost Estimate: 5,177,002

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	1,520,224
Real Estate Excise Tax	3,656,778

Total Programmed Funding: 5,177,002
Future Funding Requirements:

Comments

PW-R-159 East Link Analysis and Development

Category: **Improved Mobility/Connectivity** Status: **Approved Prior**
 Department: **Transportation** Location: **Citywide**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
18,324,335	15,061,058	246,740	1,080,537	1,097,000	413,000	426,000	-	-

Description and Scope

Utilize in-house and consultant resources to participate with Sound Transit and other potential project partners to advance the construction of the East Link light rail project. Work tasks will include, but are not limited to, activities that relate to the East Link project, including City-sponsored projects and programs. Key tasks include 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; construction management; 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 BelRed corridor with six stations. The City and Sound Transit (ST) have executed a MOU which commits the City to a financial contribution of up to \$100 million. Additionally, both parties endorsed an ongoing Collaborative Design Process (CDP) to advance project design and address project mitigation issues. Also, in April 2015, Parties amended and restated the Memorandum of Understanding to reflect updated project information. The Amended MOU commits the City and ST to project delivery elements to advance design and construction of the East Link Light Rail and Operations and Maintenance Facility East (OMFE). In addition to the CDP, both parties endorsed a Collaborative Construction Program to advance the project through construction. During the construction phase (which commenced in 2016), the City will focus on investigating and resolving design variations; construction management; 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, and other project elements. 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.

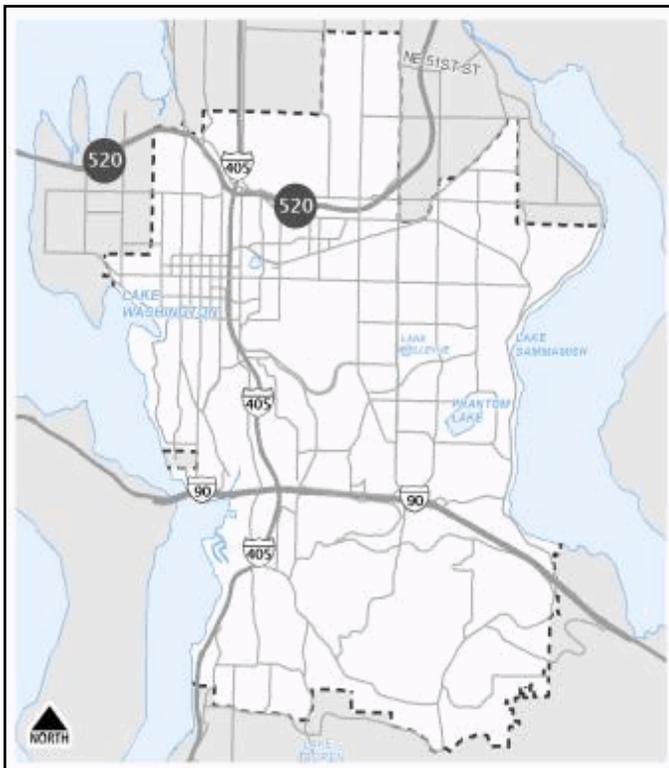
Environmental Impacts

An Environmental Impact Statement was prepared by Sound Transit for the overall East Link Project.

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 - 2023	18,324,335

Total Budgetary Cost Estimate: 18,324,335

Means of Financing

Funding Source	Amount
Contributions from Other City Funds	60,000
General Taxes & Impact Fees	1,000,000
General Taxes & LTGO Bond Proceeds	17,040,334
Interlocal Contributions	150,001
Miscellaneous Revenue	74,000

Total Programmed Funding: 18,324,335
Future Funding Requirements:

Comments

PW-R-166 124th Ave NE - Spring Blvd to Ichigo Way (NE 18th)

Category: **Improved Mobility/Connectivity**
 Department: **Transportation**

Status: **Approved Prior**
 Location: **124th Ave NE - NE Spring Blvd to Ichigo Way**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
33,239,235	23,981,235	-	9,258,000	-	-	-	-	-

Description and Scope

This project completes the final design, right of way acquisition, and construction of 124th Avenue NE from NE Spring Blvd. to Ichigo Way (NE 18th Street). This project will widen and raise 124th Avenue NE roadway from NE Spring Blvd. to Ichigo Way (formerly NE 18th Street) to accommodate the Sound Transit East Link light rail line (LRT) crossing under 124th Avenue NE. The widened roadway cross-section will consist of five lanes, two travel lanes in each direction with turn pockets or a center turn lane, curb, gutter and sidewalks on the eastside for the entire project, and on the west side from NE Spring Boulevard to NE 16th Street. The project will also include planter areas, 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 reflect BelRed urban design criteria and include new and/or relocation of utility infrastructure. Implementation will be coordinated with private development in the vicinity and the development of 124th Avenue NE - NE 12th Street to NE Spring Blvd. (PW-R-169); 124th Avenue NE - Ichigo Way to Northup Way (PW-R-191); and, the NE Spring Blvd. Zone 2, 120th Avenue NE to 124th Avenue NE projects.

Rationale

This 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 BelRed transit-oriented development nodes, and the larger City and region. In coordination with the extension of NE 4th Street, a widened and realigned 120th Avenue 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 BelRed Plan. The package of projects was formed to address growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design and implementation with the ST East Link project.

Environmental Impacts

Consistent with state and federal environmental requirements, this project has obtained SEPA and NEPA environmental approvals for the full 124th Avenue 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 (TFP) update. Programmatic impact and mitigation documentation is included in the TFP Final Environmental Impact Statement (July 2013).

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2011 - 2020	33,239,235

Total Budgetary Cost Estimate: 33,239,235

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	7,563,109
Private Contributions	9,490,760
Real Estate Excise Tax	8,197,557
State Grants	3,725,000
Transportation Funding	50,000
Transportation Impact Fees	4,212,809

Total Programmed Funding: 33,239,235
Future Funding Requirements:

Comments

PW-R-169 124th Avenue NE - NE 12th Street to NE Spring Boulevard

Category: **Improved Mobility/Connectivity**
 Department: **Transportation**

Status: **Approved Prior**
 Location: **124th Ave NE between NE 12th St & NE Spring Blvd**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
20,085,000	10,697,000	-	-	9,388,000	-	-	-	-

Description and Scope

This project completes the design, property acquisition and construction of 124th Avenue NE from NE 12th Street (Bel-Red Rd) to NE Spring Blvd. The roadway cross-section of this segment consists 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; retaining walls; and illumination, landscaping, irrigation, storm drainage and water quality treatment, intersections and signal system improvements. The project will be designed and constructed to reflect BelRed urban design criteria and to accommodate any new and/or relocation of existing utility infrastructure and will be coordinated with the design and construction of 124th Avenue NE Improvements – NE Spring Blvd. to Ichigo Way (CIP Plan PW-R-166). Prior to 2016, this project also completed conceptual design of non-motorized improvements between NE 8th and NE 12th Streets.

Rationale

The 124th Avenue NE corridor improvements are 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 between Downtown Bellevue, Wilburton, the new BelRed 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, and the new NE Spring Blvd. multi-modal corridor, are associated with and advanced as part of the BelRed Plan.

Environmental Impacts

Consistent with state and federal environmental requirements, this project has obtained SEPA and NEPA environmental approvals for the full 124th Avenue NE corridor between NE 8th Street and Northup Way. A SEPA determination of non-significance was issued for the implementation of the streetscape improvements between Main and NE 8th Streets.

Operating Budget Impacts

Operating costs will increase due to added street lighting/signal (electricity) and the maintenance of the roadway and landscaping. An estimated \$15,000 will be required to fund these costs adjusted for inflation annually.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2013 - 2021	20,085,000

Total Budgetary Cost Estimate: 20,085,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	1,392,785
Real Estate Excise Tax	108,273
TIFIA Loan	18,248,084
Transportation Funding	335,858

Total Programmed Funding: 20,085,000
Future Funding Requirements:

Comments

PW-R-170 130th Avenue NE - Bel-Red Road to NE 20th Street

Category: **Improved Mobility/Connectivity**
 Department: **Transportation**

Status: **Approved Prior**
 Location: **130th Avenue NE – Bel-Red Road to NE 20th Street**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
26,700,000	8,335,601	-	3,738,148	11,517,451	3,108,800	-	-	-

Description and Scope

This project provides multi-modal improvements along 130th Avenue NE between BelRed Road and NE 20th Street. The improvements include curb, gutter, sidewalk, landscaping, illumination, drainage, water quality treatment, bicycle facilities on both sides of the street, on-street parking at select locations, potential mid-block crossings, intersection improvements including turn lanes at NE Spring Blvd. (formally NE 16th Street), potential traffic signal and intersection modifications at NE 20th Street and at BelRed Road, and accommodation for a Sound Transit East Link light rail crossing at the NE Spring Blvd. alignment. The project will be designed in coordination with the Sound Transit East Link light rail line project crossing 130th Avenue NE at the NE Spring Blvd. alignment, the planned light rail station and park & ride facility between 130th and 132nd Avenues NE, private development in the vicinity, and the development of NE Spring Blvd. - 130th to 132nd Avenues NE (CIP Plan No. PW-R-174) project. The project will be designed to reflect BelRed urban design criteria.

Rationale

The 130th 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 BelRed 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, the planned extensions and improvements to Spring Blvd., and with other new amenities, will support the area's redevelopment, attracting private investment in commercial and residential uses to create entirely new neighborhoods.

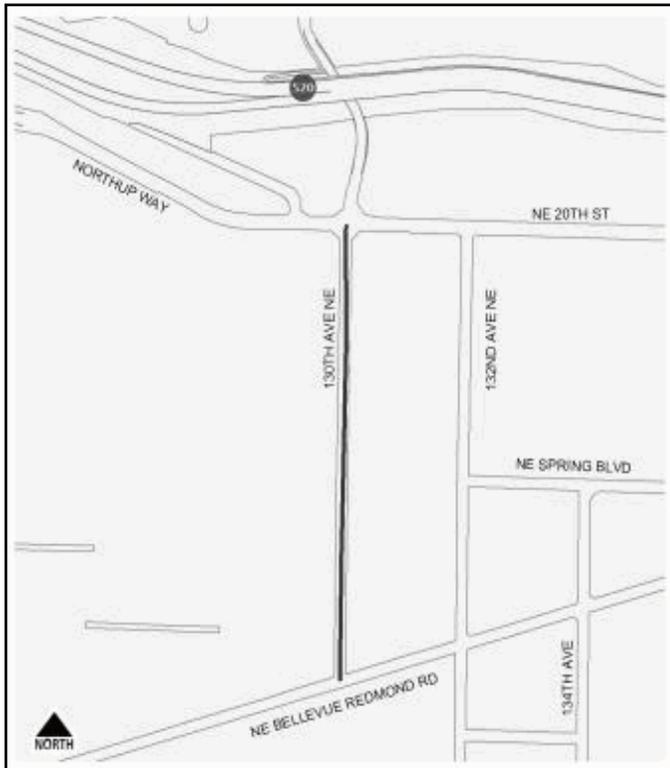
Environmental Impacts

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

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2013 - 2022	26,700,000

Total Budgetary Cost Estimate: 26,700,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	-131,000
Miscellaneous Revenue	131,000
Real Estate Excise Tax	249,736
TIFIA Loan	25,538,456
Transportation Funding	911,808

Total Programmed Funding: 26,700,000
Future Funding Requirements:

Comments

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

Category: **Improved Mobility/Connectivity** Status: **Approved Prior**
 Department: **Transportation** Location: **NE Spring Blvd (Zone 1) 116th to 120th Avenues NE**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
33,432,137	26,765,137	2,749,500	3,917,500	-	-	-	-	-

Description and Scope

This project will complete design and construction of a new multi-modal arterial street connection between NE 12th Street/116th Avenue NE and 120th Avenue NE. The existing NE 12th Street/116th Avenue NE intersection will be modified and NE 12th Street will be widened between 116th Avenue NE and a new signalized intersection with NE Spring Blvd west of the Eastside Rail Corridor. The planned roadway cross-section for NE Spring Blvd between NE 12th Street and 120th Avenue NE will include two travel lanes in each direction with turn pockets, a separated multi-purpose path along the north side and a sidewalk on the south side, two bridges and retaining walls, landscaping and irrigation, urban design elements, 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 BelRed urban design criteria and coordinated with other private development in the vicinity, NE Spring Boulevard - 120th to 124th Avenues NE (Zone 2; CIP Plan No. PW-R-173), and the 120th Avenue NE Improvements – NE 12th Street to NE 16th Street (Stage 3; CIP Plan No. PW-R-168). The construction phase may be implemented in stages.

Rationale

The NE Spring Blvd 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 BelRed 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 has been completed.

Operating Budget Impacts

Operating costs will increase due to added street lighting/signal (electricity) and the maintenance of the roadway and landscaping. An estimated \$170,000 will be required to fund these costs adjusted for inflation annually.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2013 - 2020	33,432,137
Total Budgetary Cost Estimate:		33,432,137

Means of Financing

Funding Source	Amount
Federal Grants	7,217,500
General Taxes & LTGO Bond Proceeds	9,447,397
Interlocal Contributions	1,133,000
Transportation Funding	6,354,240
Transportation Impact Fees	9,280,000

Total Programmed Funding: 33,432,137
Future Funding Requirements:

Comments

PW-R-173 NE Spring Boulevard (Zone2) - 120th to 124th Avenues North

Category: **Improved Mobility/Connectivity** Status: **Approved Prior**
 Department: **Transportation** Location: **NE Spring Blvd (Zone 2) 120th to 124th Avenues NE**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
18,346,160	21,581,568	-3,235,408	-	-	-	-	-	-

Description and Scope

This project will complete design and construction of a new multi-modal 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 turn pockets or center medians, sidewalks with buffered bicycle paths on both sides, landscaping and irrigation, urban design elements, illumination, storm drainage improvements and water quality treatment, and other underground utilities. On-street parking will be provided along the north side of the roadway. The project will be designed to reflect BelRed urban design criteria and coordinated with the Spring District private development and Sound Transit East Link light rail station, 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 Ichigo Way (CIP Plan No. PW-R-166). The construction phase 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 BelRed 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.

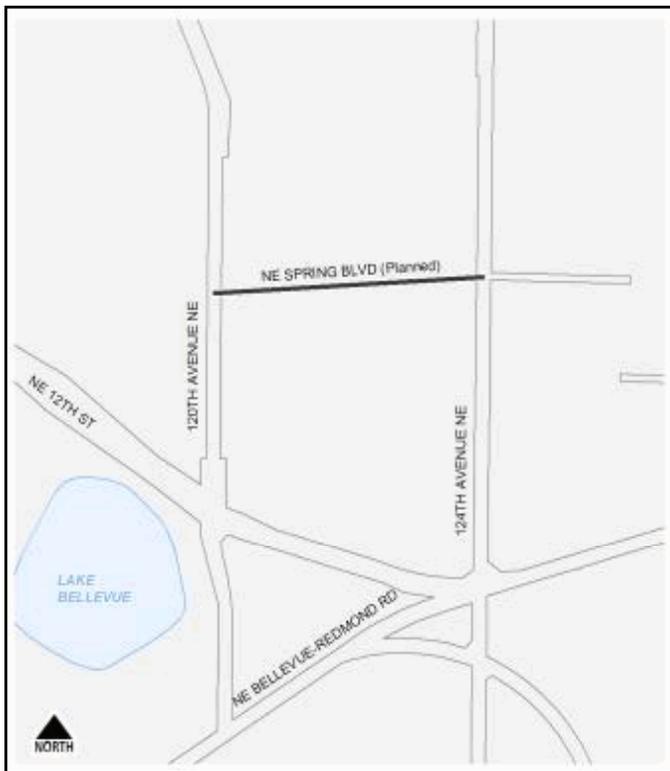
Environmental Impacts

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 has been completed.

Operating Budget Impacts

Operating costs will increase due to added street lighting/signal (electricity) and the maintenance of the roadway and landscaping. An estimated \$170,000 will be required to fund these costs adjusted for inflation annually.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2013 - 2019	18,346,160

Total Budgetary Cost Estimate: 18,346,160

Means of Financing

Funding Source	Amount
Federal Grants	1,200,000
General Taxes & LTGO Bond Proceeds	497,671
Miscellaneous Revenue	477,298
Private Contributions	1,756,000
State Grants	5,950,200
TIFIA Loan	7,804,373
Transportation Funding	43,618
Transportation Impact Fees	617,000

Total Programmed Funding: 18,346,160

Future Funding Requirements:

Comments

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

Category: **Improved Mobility/Connectivity**
 Department: **Transportation**

Status: **Approved Prior**
 Location: **NE Spring Blvd - 130th to 132nd Avenues NE**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
21,786,000	5,107,963	5,467,011	8,991,026	2,220,000	-	-	-	-

Description and Scope

This project will complete the design of the full roadway cross-section and construct transportation system improvements of a new arterial roadway connection between 130th Avenue NE and 132nd Avenue NE. The project includes a new traffic signal at the 130th Avenue NE and modifies a signal at 132nd Avenue NE (to be built by Sound Transit) and will integrate vehicular traffic, pedestrian, and bicycle movements with the Sound Transit East Link Light Rail Transit (LRT) project. The roadway cross-section will include single westbound and eastbound travel lanes, outside the LRT alignment and the 130th Avenue NE LRT station. Other improvements include sidewalks, bicycle facilities, 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, potential future private development, possible transit-oriented development to the immediate north, and the 130th Avenue NE – BelRed Road to NE 20th Street (CIP Plan No. PW-R-170) project. The project will be designed to reflect BelRed urban design criteria. This project may be implemented in two stages. The improvements south of the LRT station would be implemented first, while Sound Transit occupies the property north of the LRT station.

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 BelRed 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, along with other amenities, will support the area's redevelopment, attracting private investment in commercial and residential uses to create entirely new neighborhoods.

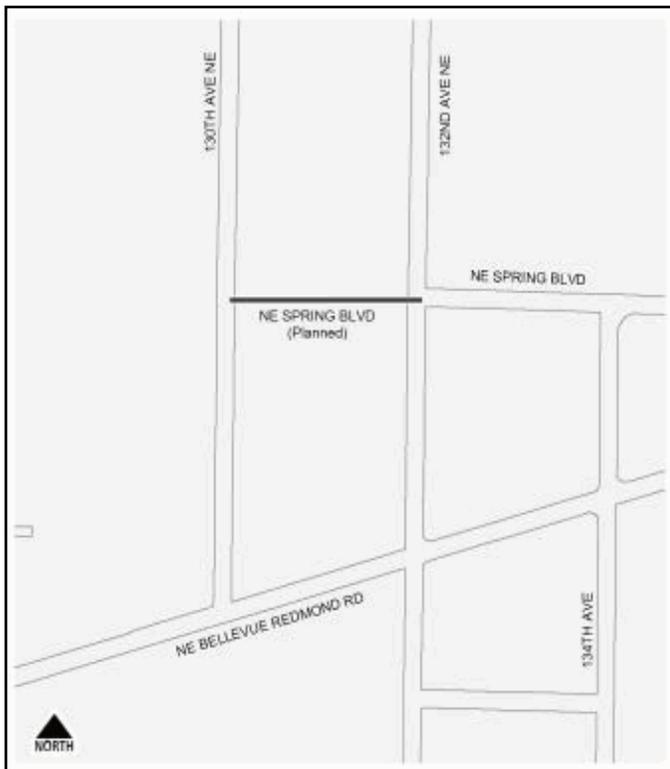
Environmental Impacts

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

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2013 - 2021	21,786,000

Total Budgetary Cost Estimate: 21,786,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	2,452,574
Miscellaneous Revenue	185,000
TIFIA Loan	17,336,463
Transportation Funding	211,962
Transportation Impact Fees	1,600,001

Total Programmed Funding: 21,786,000
Future Funding Requirements:

Comments

PW-R-182 DTP/Exceptional Light Rail Station Access

Category: **Improved Mobility/Connectivity** Status: **Approved Prior**
 Department: **Transportation** Location: **Downtown Subarea and vicinity**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
13,200,000	2,900,000	600,000	2,000,000	1,200,000	1,200,000	1,300,000	2,000,000	2,000,000

Description and Scope

This project implements the Downtown Transportation Plan (DTP) to improve mobility options for people traveling to/from and within Downtown Bellevue. Significant emphasis is given to improvements that provide exceptional pedestrian and bicycle access to the Downtown light rail stations, in Old Bellevue, and along the Grand Connection. DTP identified intersections that merit "Enhanced" or "Exceptional" treatment to safely accommodate pedestrians. Also, DTP identified and established locations and near-term priorities for new mid-block crossings. To implement the Comprehensive Plan vision for the character of three Downtown roadway corridors – 106th Avenue NE, 108th Avenue NE and Main Street – analysis and community engagement will determine the design of travel lanes, intersections, mid-block crossings, sidewalks, transit and bicycle facilities.

Rationale

Significant growth in the number of people who live and work in Downtown will increase the number of daily trips for all purposes – for many of these trips people will choose to walk, bicycle and ride transit because these are easy ways to get around. Against this backdrop of growth, the average number of vehicle trips is expected to maintain the stability observed through several growth cycles dating to 1990. Light rail stations and RapidRide B serving Downtown Bellevue will attract pedestrians who will use transit for access to jobs, shopping and recreation. Along the Grand Connection, in Old Bellevue and in other Downtown neighborhoods, people are choosing to walk or bicycle for short trips. As a consequence of more people choosing to get around without a car, enhanced infrastructure to accommodate pedestrians, bicyclists and transit riders is needed.

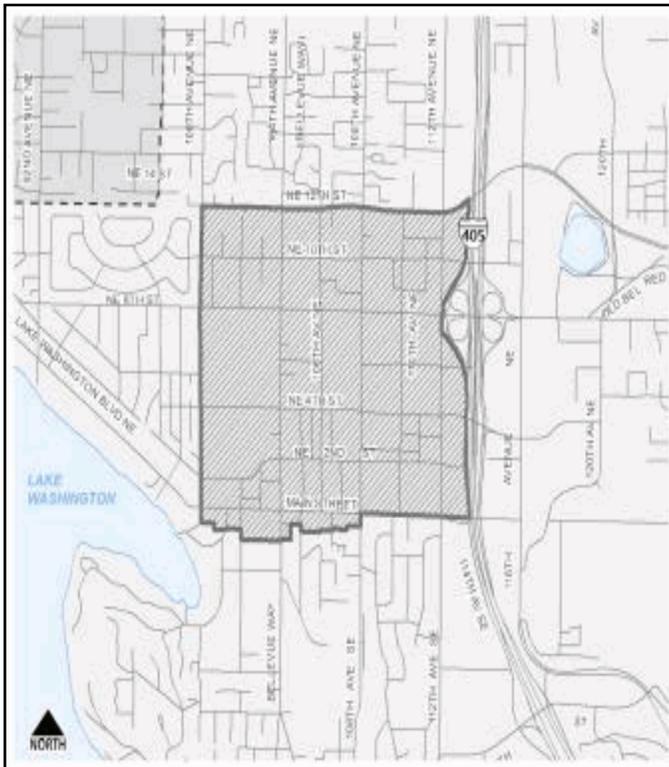
Environmental Impacts

Program funds build projects that are intended primarily to improve mobility, access and safety for pedestrians and bicyclists, with emphasis on access to transit. Projects are implemented on existing improved rights-of-way/easements. Adverse environmental impacts are not expected. Programmatic State Environmental Policy Act (SEPA) documentation is being developed collaboratively through the Downtown Transportation Plan/Downtown Livability Initiative in a SEPA Report for amendments to the Downtown Land Use Code and Subarea Plan.

Operating Budget Impacts

Operating costs for this program will be determined on a project specific basis as required.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2015 - 2025	13,200,000
Total Budgetary Cost Estimate:		13,200,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	12,558,129
Private Contributions	114,910
Real Estate Excise Tax	26,961
State Grants	500,000

Total Programmed Funding: 13,200,000
Future Funding Requirements:

Comments

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

Category: **Improved Mobility/Connectivity**
 Department: **Transportation**

Status: **Approved Prior**
 Location: **West Lake Samm Pkwy - SE 200 Blk to NE 800 Blk**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
8,000,000	3,000,000	5,000,000	-	-	-	-	-	-

Description and Scope

This project will conduct a design alternatives analysis in coordination with the community and other stakeholders, complete design and construct roadway improvements on West Lake Sammamish Parkway generally between the SE 200 Block and the NE 800 Block. Full width improvements will be limited to this segment of West Lake Sammamish Parkway and include from east to west: a minimum 4-foot shoulder; two, 10-foot wide travel lanes; 0-5 foot wide buffer; and, 8-10 foot wide multiuse path. The project will also make storm drainage, water quality and fish passage improvements as needed throughout the corridor. In addition, the project will be coordinated with improvements from the Utilities Department Small Diameter Water Main Replacement program (CIP Plan No. W-16) for the reconstruction of a water main between SE 1900 and NE 800 Block.

Due to the length and cost of needed improvements to the overall 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 CIP Plan No. PW-R-141.

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 and Bellevue's annexation of the long, southern segment of this road provided the impetus for reevaluating the roadway and potential improvements. A new analysis of possible treatments to the Parkway between I-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

Operating costs will increase due to the maintenance of the roadway. An estimated \$15,000 will be required to fund these costs adjusted for inflation annually.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2018 - 2019	8,000,000

Total Budgetary Cost Estimate: 8,000,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	7,001,653
Real Estate Excise Tax	998,347

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

Comments

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

Category: **Improved Mobility/Connectivity**
 Department: **Transportation**

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
9,400,000	4,400,000	-	-	-	-	2,500,000	2,500,000	-

Description and Scope

This project funds the design and acquisition of right of way for phase one of Bellevue Way SE, which will construct a new inside southbound HOV lane and a planter at the base of a retaining wall from the Winter's House to the future South Bellevue light rail station. It would connect to the section of Bellevue Way, including an HOV lane that extends to I-90, which will be built by Sound Transit. 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 as well as completion of environmental documentation. Future project implementation includes construction of phase one and design, right of way acquisition and construction of phase two, which extends the southbound HOV lane from the Winter's House to 108th Avenue SE and approximately 400 feet along 112th Avenue SE to the north.

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 and 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

Operating costs will increase due to the maintenance of the roadway and landscaping. An estimated \$25,000 will be required to fund these costs adjusted for inflation annually.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2015 - 2024	9,400,000

Total Budgetary Cost Estimate: 9,400,000

Means of Financing

Funding Source	Amount
General Taxes & Impact Fees	2,170,000
General Taxes & LTGO Bond Proceeds	5,441,497
Real Estate Excise Tax	1,788,503

Total Programmed Funding: 9,400,000
Future Funding Requirements:

Comments

PW-R-186 120th Avenue NE Stage 4, NE 16th Street to Northrup Way

Category: **Improved Mobility/Connectivity** Status: **Approved Prior**

Department: **Transportation**

Location: **120th Ave NE - NE 16th Street to Northrup Way**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
3,000,000	800,000	2,200,000	-	-	-	-	-	-

Description and Scope

This project funds the engineering design and coordination work of an interagency partnership between the City of Bellevue, King County and Sound Transit to develop preliminary plans, cost estimates, and update environmental documentation needed to evaluate the feasibility and impacts of the widening and realignment of 120th Avenue NE between NE 16th Street and Northrup Way. The project will evaluate how the roadway alignment may accommodate the planned Sound Transit Operations and Maintenance Facility East (OMFE) and potential Transit Oriented Development on the west side of the roadway corridor. The project will also include evaluation of the NE 16th Street intersection, both sides of 120th Avenue NE, with particular focus on the west side (the south end of the planned OMFE); evaluating the approach alignment and the feasibility of potential extension of NE 16th Street west to 116th Avenue NE.

Rationale

This project builds upon the previously completed initial design concept of 120th Avenue NE between NE 12th Street and Northrup Way, which maintained the roadway generally within its current alignment (CIP Project PW-R-168). That project was segmented in order to coordinate with Sound Transit and complete the section of roadway between NE 12th Street and Spring Boulevard by raising the road over the light rail alignment and building a new bridge. This project is in response to a three-party interagency agreement between the City, King County and Sound Transit, executed in May 2015, that stipulates that the City will be the lead design agency for developing roadway design and alignment alternatives.

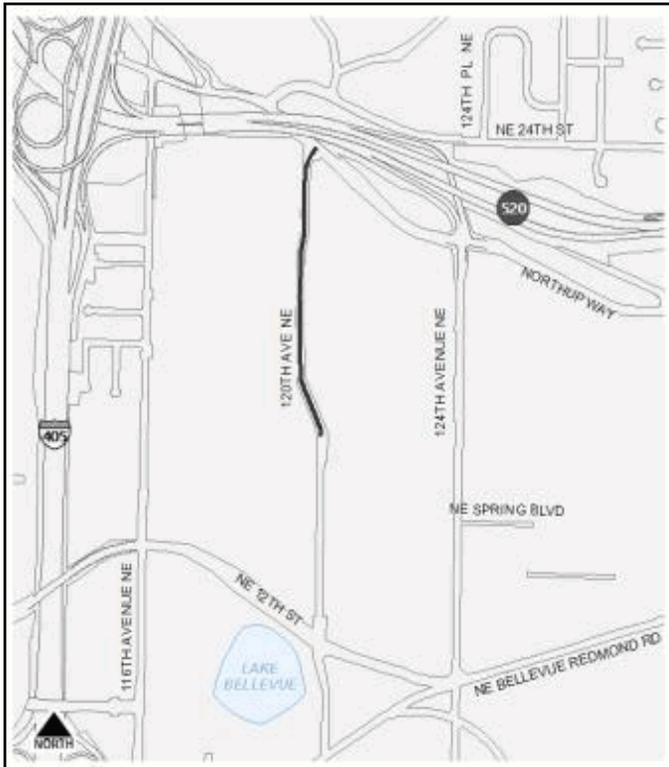
Environmental Impacts

Consistent with federal and state environmental requirements, this project obtained NEPA and SEPA environmental approval for the 120th Avenue NE corridor, and will obtain the required City, state and federal permits prior to construction.

Operating Budget Impacts

Operating costs for this project will be determined during the project's design phase.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2019	3,000,000
Total Budgetary Cost Estimate:		3,000,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	1,437,892
Transportation Funding	1,562,108

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

Comments

PW-R-190 124th Avenue NE – NE 8th to NE 12th St

Category: **Improved Mobility/Connectivity**
 Department: **Transportation**

Status: **Approved Prior**
 Location: **124th Avenue NE - NE 8th Street to NE 12th Street**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
919,000	354,000	565,000	-	-	-	-	-	-

Description and Scope

This project advances the design, property acquisition and construction of non-motorized improvements on 124th Avenue NE from NE 8th Street to NE 12th St (BelRed Rd). Funding may initially provide for implementation of an interim solution to address safety issues along this segment of the corridor, until the City is able to acquire the Post Office site which is currently under a 10-year lease. The ultimate scope envisioned is to construct separated multi-use paths on both sides, illumination, landscaping, irrigation, storm drainage and water quality treatment. This project will be designed and constructed to reflect BelRed urban design criteria and to accommodate any new and/or relocation of existing utility infrastructure and will be coordinated with the design and construction of other 124th Avenue NE Improvements – NE Spring Blvd. to NE 18th Street (CIP Plan PW-R-166), NE 12th Street to Spring Blvd. (CIP Plan PW-R-169), and Ichigo Way to Northup Way (CIP Plan PW-R-191).

Rationale

The 124th Avenue NE corridor improvements are 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 BelRed transit-oriented-development nodes, and the larger City and region. This project will complete the non-motorized connection between the Wilburton neighborhood and Bel-Red area.

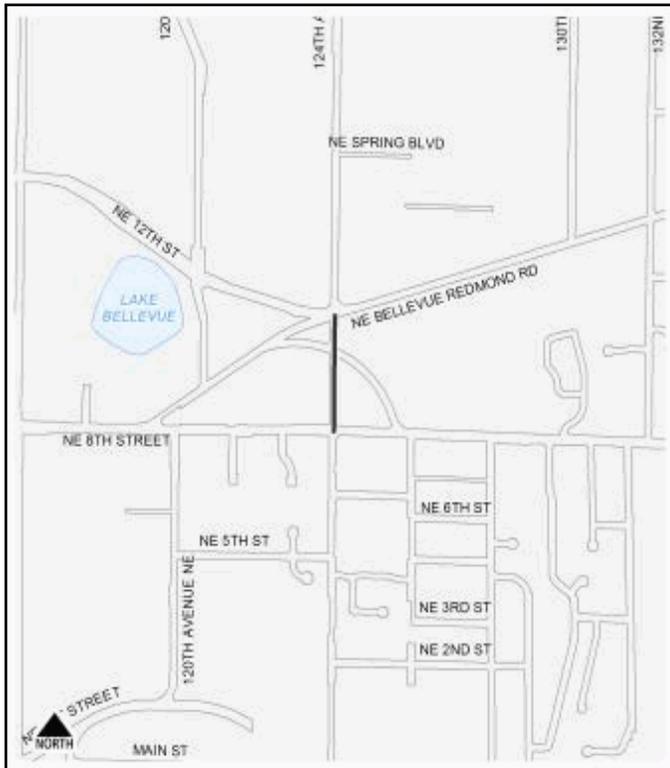
Environmental Impacts

Consistent with state and federal environmental requirements, this project has obtained SEPA and NEPA environmental approvals for the full 124th Avenue 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 for this project will be determined during the project's design phase.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2016 - 2019	919,000
Total Budgetary Cost Estimate:		919,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	676,889
Transportation Funding	242,111

Total Programmed Funding: 919,000
Future Funding Requirements:

Comments

PW-R-191 124th Ave NE - Ichigo Way to Northup Way

Category: **Improved Mobility/Connectivity**
 Department: **Transportation**

Status: **Approved Prior**
 Location: **124th Avenue NE - Ichigo Way to Northup Way**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
30,796,000	13,324,000	-	-	-	17,472,000	-	-	-

Description and Scope

This project advances the design, property acquisition and construction of 124th Avenue NE from Ichigo Way (NE 18th Street) to Northup Way. This project will widen and raise the profile for 124th Avenue NE between Ichigo Way (NE 18th Street) and Northup Way. 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 on both sides, install a new signal at Ichigo Way, and illumination, landscaping, irrigation, storm drainage and water quality treatment, retaining walls, culvert replacement, wetland buffer and critical area mitigation, landscaping, underground utilities, urban design treatments, and provisions for gateways. This project also provides funding to complete design, property acquisition and construction of a multipurpose pathway on the west side between NE 16th Street and Ichigo Way and replaces existing City of Seattle transmission towers with mono-tube towers. The project will also support evaluating environmental and open-space enhancements/trail connections along the West Tributary regional detention facilities.

Rationale

The 124th 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 BelRed 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 the new 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, implementation, and appropriate cost sharing with the Sound Transit East Link light rail project. Ultimately, the scope of improvements will increase roadway capacity by adding north/south travel lanes to address the projected 2,100 vehicle p.m. peak trips, further reducing delay and congestion to the south and east. The improvements reflect the approximate 3,000,000 to 4,000,000 square feet of new office development and 1,000 multi-family dwelling units within a 36-acre area identified as the "Spring District" and improve access to/from SR 520.

Environmental Impacts

Consistent with state and federal environmental requirements, this project has obtained SEPA and NEPA environmental approvals for the full 124th Avenue NE corridor between NE 8th Street and Northup Way. A citywide programmatic environmental review, including this project, was conducted as part of the Transportation Facilities Plan update.

Operating Budget Impacts

Operating costs will increase due to added street lighting/signal (electricity) and the maintenance of the roadway and landscaping. An estimated \$15,000 will be required to fund these costs adjusted for inflation annually.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2016 - 2022	30,796,000

Total Budgetary Cost Estimate: 30,796,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	123,376
TIFIA Loan	30,672,624

Total Programmed Funding: 30,796,000
Future Funding Requirements:

PW-R-194 West Lake Sammamish Parkway Phase 3

Category: **Improved Mobility/Connectivity** Status: **Approved Prior**
 Department: **Transportation** Location: **West Lake Sammamish Parkway TBD**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
8,000,000	-	-	-	-	-	1,000,000	3,000,000	4,000,000

Description and Scope

The project will conduct a design alternatives analysis in coordination with the community and other stakeholders, select a preferred design alternative, and develop preliminary engineering of the third phase of the West Lake Sammamish Parkway corridor improvements (of five anticipated phases.) The design analysis process will confirm Phase 3 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. Due to the length and cost of needed improvements to the overall 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 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 five other locations along the Parkway. The second phase of West Lake Sammamish Parkway between the SE 200 Block and the NE 800 Block is under design and is funded by CIP Plan No. PW-R-183. The project will include pavement repair, storm drainage, water quality and fish passage improvements as warranted throughout the corridor.

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 and Bellevue's annexation of the long, southern segment of this road provided the impetus for reevaluating the roadway and potential improvements. A new analysis of possible treatments to the Parkway between I-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 City of Bellevue Pedestrian and Bicycle Transportation Plan identifies improvements to this corridor as a high priority.

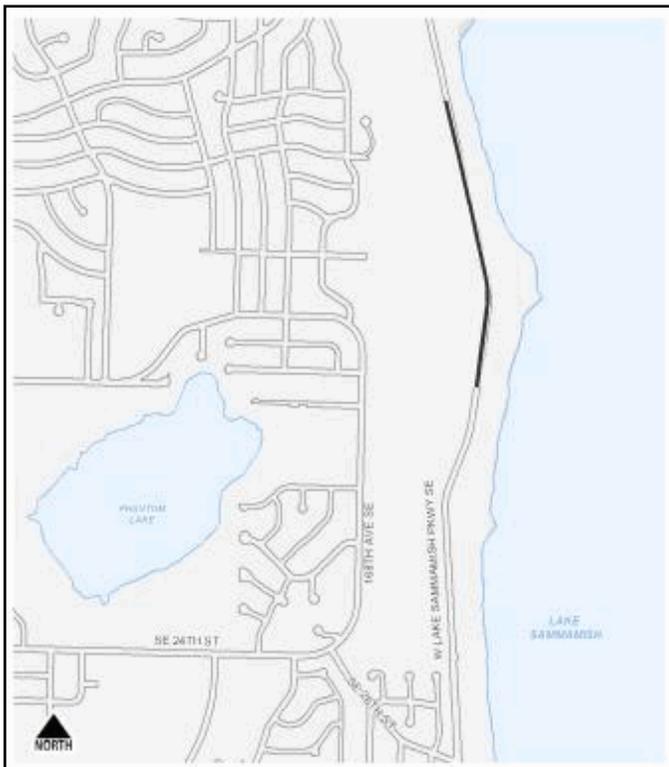
Environmental Impacts

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

Operating Budget Impacts

Operating costs for this project will be determined during the project's design phase.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2023 - 2025	8,000,000

Total Budgetary Cost Estimate: 8,000,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	5,449,274
Real Estate Excise Tax	1,250,726
Sale of Fixed Assets	1,300,000

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

Comments

PW-R-198 Neighborhood Congestion Management (Levy)

Category: **Improved Mobility/Connectivity** Status: **Approved Prior**
 Department: **Transportation** Location: **Citywide**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
18,000,000	4,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000

Description and Scope

This project will complete design and fund construction of neighborhood congestion projects that address and ease congestion for motor vehicles within, near and/or connecting neighborhoods to services to improve access and mobility.

Rationale

In November 2016, the residents of Bellevue approved Proposition 2 which assessed a \$0.15 per \$1,000 levy to fund Neighborhood Safety, Connectivity and Congestion Management projects. This project addresses Council's desire to provide approximately \$2 million per year for design analysis work on intersection and roadway projects that would improve neighborhood access/egress. At Council direction, funds may be used to leverage other funding sources, or as contribution to levy-backed construction.

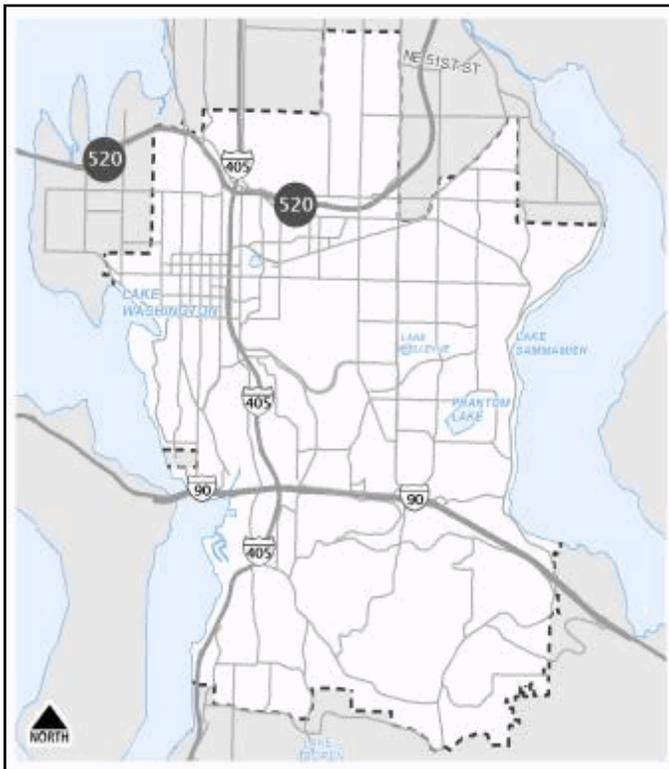
Environmental Impacts

There are no environmental impacts associated with this project fund. Should Council elect to fund project construction utilizing levy funds then a project-specific environmental study may be required.

Operating Budget Impacts

Operating costs for this program will be determined on a project specific basis as required.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2025	18,000,000

Total Budgetary Cost Estimate: 18,000,000

Means of Financing

Funding Source	Amount
Transportation Levy Revenue	18,000,000

Total Programmed Funding: 18,000,000
Future Funding Requirements:

Comments

PW-R-199 Neighborhood Safety and Connectivity (Levy)

Category: **Improved Mobility/Connectivity** Status: **Approved Prior**
 Department: **Transportation** Location: **Citywide**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
53,962,353	10,800,000	5,749,560	5,886,961	6,022,966	6,160,834	6,301,228	6,445,804	6,595,000

Description and Scope

The Transportation Department has a backlog of neighborhood safety, connectivity, sidewalk, bicycle, technology, and maintenance needs. Examples include: a backlog of neighborhood sidewalk projects identified by community members that would take more than 30 years to complete at current funding levels; backlogs of pedestrian crossing projects, traffic calming projects in neighborhoods all over the City, school traffic improvement projects, and a funding shortfall for new and upgraded bicycle facilities citywide. During the first two years, over 35 projects were identified for delivery

This fund will help address the backlog projects and prioritized new projects in the following categories:

- Neighborhood safety projects: Provide traffic calming, reduce speed and non-local traffic, reduce potential for collisions in neighborhoods and around schools, add mid-block crossings and other crosswalks with enhanced safety features such as flashing lights, and other projects.
- New sidewalks/trails/paths: Add sidewalks and paths to provide walking access to connect neighborhoods and provide safe walks to schools, parks, shopping and other destinations.
- Technology for safety and traffic management: Improve City's capability to implement technology that improves safety, traffic flow, traveler information and other emerging technology, such as autonomous vehicles.
- Enhance maintenance: Repairs and improvements to existing transportation facilities with outstanding maintenance needs such as sidewalks, trails, slopes, walls, poles, lighting, wiring and street cleaning.
- New bike facilities: Add facilities to create a safe and connected bike network for commuting, recreation and family activities.

Rationale

In November 2016, the residents of Bellevue approved Proposition 2 which assessed a \$0.15 per \$1,000 levy to fund Neighborhood Safety, Connectivity and Congestion Reduction projects. This project addresses Council's desire to address the backlog of projects and the potential to prioritize new projects in the project categories above. Projects are either funded wholly by the Levy, leverage other existing Transportation Department programs, or utilize other City funding sources, grants, and/or private development opportunities to stretch the Levy Program investment. Levy Program funding pays for related project costs such as planning, design and public outreach, and supports an increase in staff levels to deliver projects, in accordance with the ballot measure.

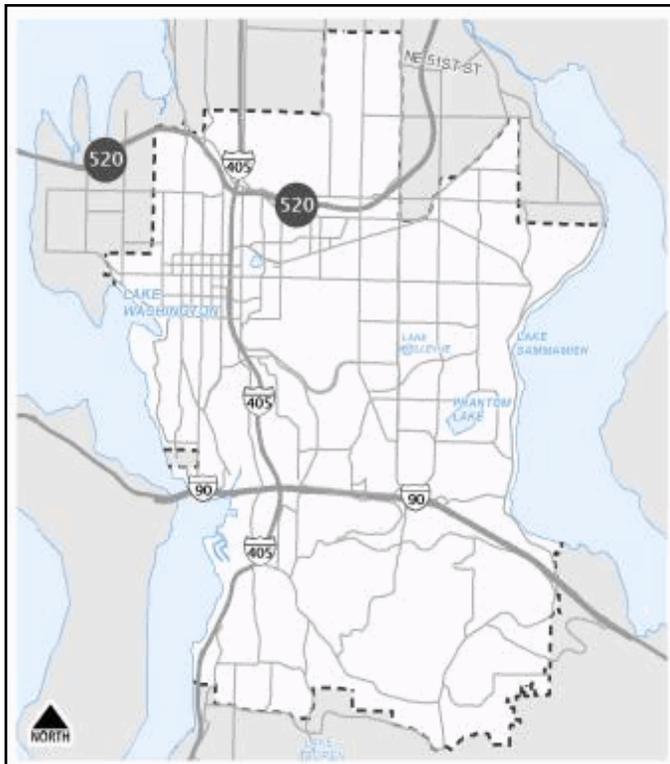
Environmental Impacts

Project-specific environmental studies may be required and will be addressed on a per-project basis

Operating Budget Impacts

Operating costs for this program will be determined on a project specific basis as required.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2025	53,962,353

Total Budgetary Cost Estimate: 53,962,353

Means of Financing

Funding Source	Amount
Transportation Levy Revenue	53,962,353

Total Programmed Funding: 53,962,353
Future Funding Requirements:

PW-R-200 Nighborhood Congestion Mngmt Project Implementation

Category: **Improved Mobility/Connectivity** Status: **New**

Department: **Transportation** Location: **Various locations throughout the City**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
5,000,000	-	500,000	-	1,000,000	-	1,500,000	-	2,000,000

Description and Scope

This project will complete design and fund construction of neighborhood congestion projects that address and ease congestion for motor vehicles within, near and/or connecting neighborhoods to services to improve access and mobility.

Rationale

One of the stated intentions for the \$2 million established for congestion management projects out of the levy funding was to begin the pre-design/designing process that would lead to a budget proposal for construction as/if needed. Design processes have identified that projects costs would greatly limit the number of projects built under the levy if additional capital funds are not available to implement.

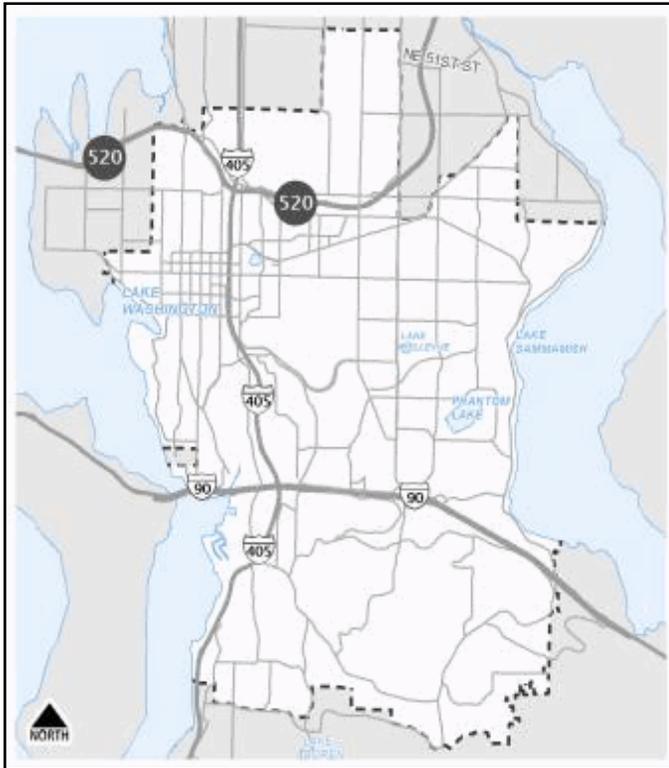
Environmental Impacts

Project-specific environmental studies may be required.

Operating Budget Impacts

Operating costs for this program will be determined on a project specific basis as required.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2025	5,000,000

Total Budgetary Cost Estimate: 5,000,000

Means of Financing

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

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

Comments

PW-R-201 Bellevue College Connection

Category: **Improved Mobility/Connectivity** Status: **New**

Department: **Transportation**

Location: **SE 34th St/162nd Pl SE to W Lake Sammamish Pkwy**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
400,000	-	400,000	-	-	-	-	-	-

Description and Scope

This project is a partnership between King County Metro (Metro), Bellevue College (BC) and the City, and will reconstruct BC campus roadways to support frequent transit bus service, construct sidewalks and accessible bus stops and modify the 142nd Place SE/SE 32nd Street intersection. It will include a separated multi-use paved path connecting 145th Place SE to the Mountains to Sound Greenway Trail. It will provide weather protection on 142nd Place SE for transit users, pedestrians and cyclists. A Bellevue College Transit Center is envisioned to be developed along the corridor. This current funding request will advance design in partnership with KC Metro and BC.

Rationale

This project provides an east-west connection to businesses, parks, shopping and the I-90 trail. Residents want to use multiple modes of travel but there are no pedestrian and cycle facilities along this stretch of roadway. The project responds to one of the City's primary responsibilities: public safety and the need to minimize the City's liability by preserving the transportation infrastructure. This project helps to accomplish the department's mission to provide a safe and efficient transportation system that supports livable neighborhoods and a vital economy in partnership with the community.

Environmental Impacts

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

Operating Budget Impacts

Operating costs for this project will be determined during the project's design phase.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2019	400,000

Total Budgetary Cost Estimate: 400,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	400,000

Total Programmed Funding: 400,000
Future Funding Requirements:

Comments

PW-R-202 150th Avenue SE at SE Newport Way

Category: **Improved Mobility/Connectivity** Status: **New**

Department: **Transportation** Location: **150th Avenue SE at SE Newport Way**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
2,500,000	-	2,500,000	-	-	-	-	-	-

Description and Scope

This project funds the completion of design and construction of a 600' southbound right turn pocket at the intersection of 150th Avenue SE and SE Newport Way, with sidewalk the length of the pocket to serve the six properties on the west side of 150th Avenue SE.

Rationale

This project was identified as a high priority neighborhood congestion reduction project needed to alleviate the ongoing congestion that occurs during peak traffic hours in the Eastgate area. Initial design funding is provided by the Neighborhood Safety, Connectivity and Congestion Levy.

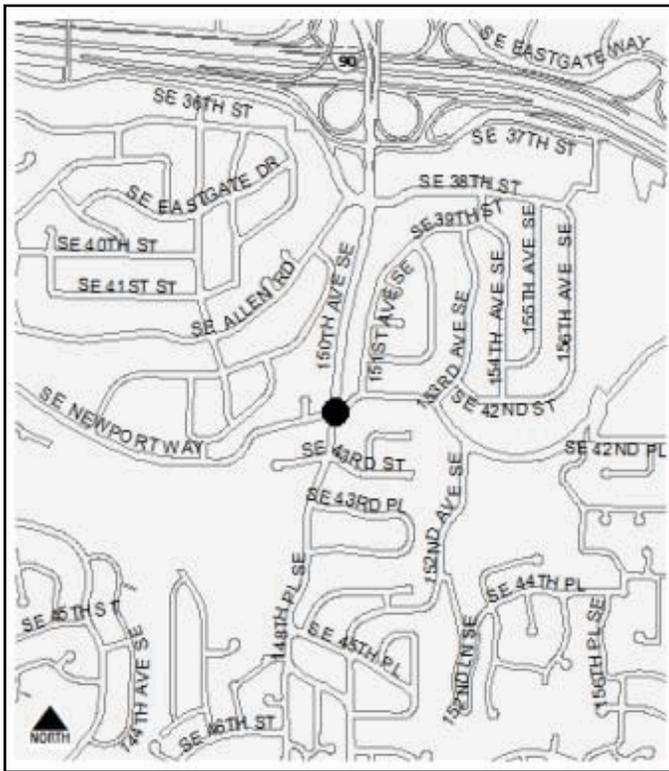
Environmental Impacts

A SEPA determination of non-significance was issued for this project.

Operating Budget Impacts

Operating costs will increase due to the maintenance of the roadway. An estimated \$20,000 will be required to fund these costs adjusted for inflation annually.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2019 - 2019	2,500,000

Total Budgetary Cost Estimate: 2,500,000

Means of Financing

Funding Source	Amount
Sale of Fixed Assets	2,500,000

Total Programmed Funding: 2,500,000
Future Funding Requirements:

Comments

PW-W/B-56 Pedestrian and Bicycle Access and Connections

Category: **Improved Mobility/Connectivity** Status: **Approved Prior**
 Department: **Transportation** Location: **Various**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
13,361,286	9,796,286	467,000	480,000	493,000	508,000	523,000	539,000	555,000

Description and Scope

This program improves access and connections for people walking and bicycling. Projects funded through this program enhance mobility for everyone and simultaneously promote community health and foster environmental sustainability. Program funds build discrete small projects and may be used to leverage grants, and to enable partnerships with other City programs, agencies, or the private sector to construct larger-scale projects.

Rationale

Through this program the City responds to citizen requests, emerging needs and partnering opportunities to construct small-scale non-motorized transportation projects. Program priorities – derived from policy support in the Transportation Element of the Comprehensive Plan – are to provide access and to enhance connections for people walking and bicycling to schools, shopping, jobs, transit, parks and other destinations.

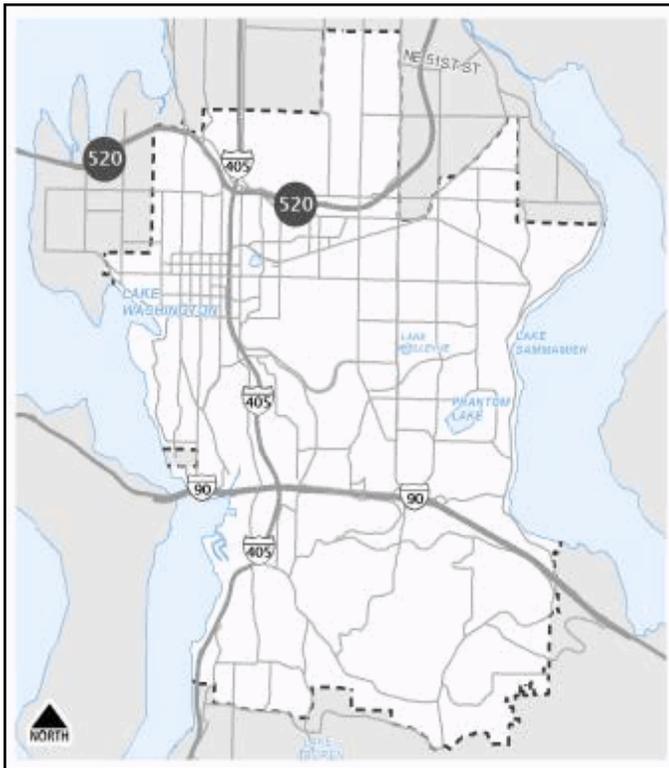
Environmental Impacts

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

Operating Budget Impacts

Operating costs for this program will be determined on a project specific basis as required.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2000 - 2025	13,361,286

Total Budgetary Cost Estimate: 13,361,286

Means of Financing

Funding Source	Amount
Charges for Services	1,646
Developer Contributions	30,000
Federal Grants	1,692,679
General Taxes & LTGO Bond Proceeds	4,423,857
Interlocal Contributions	603,829
State Grants	92,092
Transportation Funding	6,517,183

Total Programmed Funding: 13,361,286
Future Funding Requirements:

Comments

PW-W/B-76 Neighborhood Sidewalks

Category: **Improved Mobility/Connectivity** Status: **Ongoing**
 Department: **Transportation** Location: **Various**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
17,427,309	8,522,309	1,167,000	1,200,000	1,232,000	1,269,000	1,306,000	1,345,000	1,386,000

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 \$2,000,000, exceed the financial capacity of ongoing minor capital programs like Pedestrian and Bicycle Access and Connections (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.

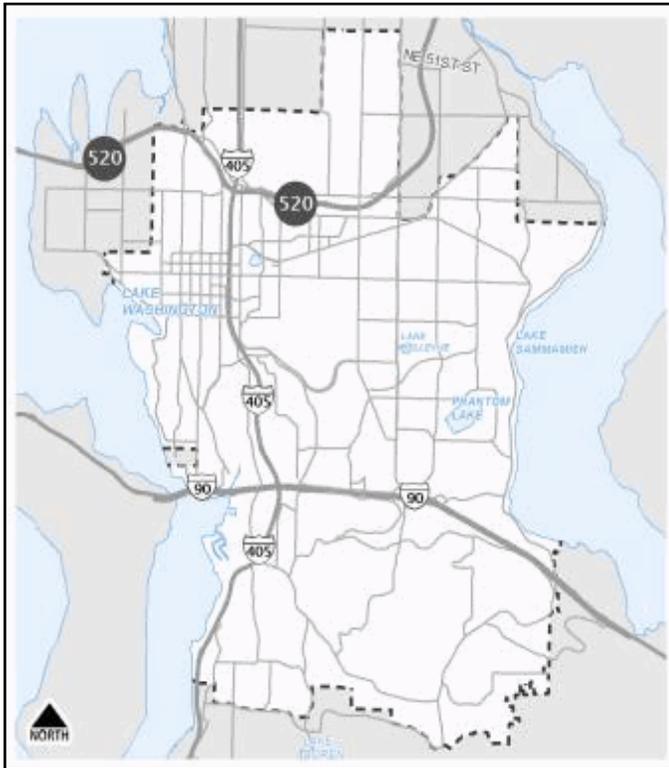
Environmental Impacts

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

Operating Budget Impacts

Operating costs for this program will be determined on a project specific basis as required.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	17,427,309

Total Budgetary Cost Estimate: 17,427,309

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	2,568,616
General Taxes & LTGO Bond Proceeds	6,605,528
Interlocal Contributions	515,165
Transportation Funding	7,738,000

Total Programmed Funding: 17,427,309
Future Funding Requirements:

Comments

PW-W/B-78 Mountains to Sound Greenway

Category: **Improved Mobility/Connectivity** Status: **Approved Prior**
 Department: **Transportation** Location: **I-90 Corridor – I-405 to Lakemont Blvd**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
3,561,173	3,206,173	355,000	-	-	-	-	-	-

Description and Scope

This project will advance the design of priority segments of the Mountains to Sound Greenway Trail between I-405 and Lakemont Blvd. SE. This project will continue work initiated by the Mountains to Sound Greenway Trail Design Study. 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 where feasible. The current project budget is intended to fully fund the design phase for all at-grade segments between I-405 and 150th Avenue SE and vicinity of 156th Avenue SE and Lakemont Blvd. SE. 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. This project is a continuation of the first phase of the Mountains to Sound Greenway Trail, from I-405 to 132nd Avenue SE, scheduled for construction in 2018 and 2019.

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 I-405 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.

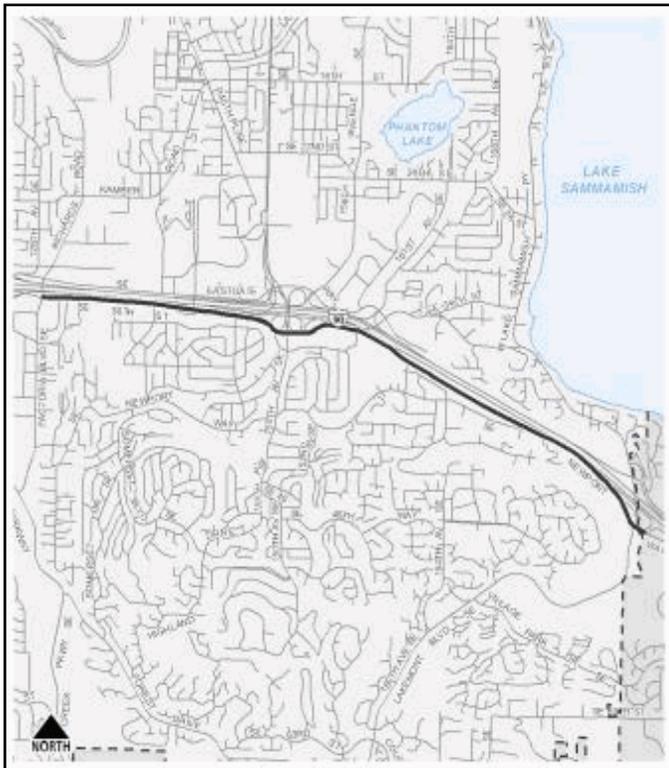
Environmental Impacts

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

Operating costs for this project will be determined during the project’s design phase.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2013 - 2019	3,561,173

Total Budgetary Cost Estimate: 3,561,173

Means of Financing

Funding Source	Amount
Federal Grants	1,660,000
General Taxes & LTGO Bond Proceeds	621,343
Real Estate Excise Tax	220,104
Transportation Funding	1,059,726

Total Programmed Funding: 3,561,173
Future Funding Requirements:

Comments

PW-W/B-83 Mnt to Sound Greenway Trail - Factoria Xing

Category: **Improved Mobility/Connectivity** Status: **New**
 Department: **Transportation** Location: **I-90 Corridor – I-405 to 132nd Avenue SE**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
17,555,000	1,500,000	15,055,000	1,000,000	-	-	-	-	-

Description and Scope

This project will construct the first phase of the Mountains to Sound Greenway Trail from I-405 to 132nd Avenue SE. The trail design includes a 12-foot wide paved trail, a grade separated crossing over Factoria Blvd. SE, a tunnel under the I-405/I-90 ramps, walls, storm system improvements, natural storm drainage practices where feasible, landscaping, street lighting, street furniture and wayfinding. The project will also add storage capacity to the Eastbound I-90 Offramp at Factoria Blvd. SE by relocating the existing trail and adding one additional storage lane. The project also will partner with WSDOT I-405 Renton to Bellevue Widening project to construct a single wall for the benefit for both projects. This project is funded by \$14 million in State Connecting Washington Funds and approximately \$2 million from WSDOT's I-405 Renton to Bellevue for the joint wall work.

Rationale

This project will construct the first 2,900 feet of the missing gap in the Mountains to Sound Greenway Trail. 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. The relocation of the trail from the eastbound I-90 off-ramp will address traffic safety concerns associated with the off-ramp backing up onto I-90 during peak hours. Constructing a joint wall with WSDOT's I-405 Renton to Bellevue project is a more efficient construction method for both projects and helps minimize construction impacts by doing the work all at once.

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 the maintenance of the trail, street lighting, landscaping, and other similar costs. An estimated \$15,000 of annual maintenance (adjusted for inflation) will be required to fund operating costs associated with this project.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2018 - 2020	17,555,000

Total Budgetary Cost Estimate: 17,555,000

Means of Financing

Funding Source	Amount
General Taxes	142,977
Interlocal Contributions	2,055,000
Real Estate Excise Tax	721,512
State Grants	14,000,000
Transportation Funding	635,511

Total Programmed Funding: 17,555,000
Future Funding Requirements:

Comments

2019-2025 Adopted CIP: Improved Mobility and Connectivity

Combined, Completed Projects

		<u>\$ in 000s</u>
CIP Plan Number	Project Title	Total Estimated Cost
PW-R-146	Northup Way Corridor Improvements	13,701
PW-R-162	NE 6th Street Extension	960
	Total Combined, Completed Projects	<u>\$14,661</u>



This Page Intentionally Left Blank



2019-2025 Capital Investment Program Plan

Quality Neighborhoods and Innovative, Vibrant & Caring Community

The goal of the Quality Neighborhoods and Innovative, Vibrant and Caring Community outcome is to maintain the high level of citizen satisfaction with Bellevue as an excellent place to live, and to continually improve access to the services and outreach programs that create a caring, vibrant, and diverse community. Its selection as an outcome in the Budget One process reflect the importance placed on achieving key Council Vision benchmarks such as; Transportation and Mobility, High Quality Built and Natural Environment, Bellevue: Great Places Where You Want to Be, and Achieving Human Potential.

There are four key elements that shape neighborhood quality: Neighborhood Core Needs, Social Connectivity, Adaptability and Neighborhood Character. Fulfilling these four elements supports the City of Bellevue in achieving its goal to maintain and enhance the high quality of life in Bellevue's distinctive neighborhoods.

Surveys of Bellevue citizens conducted annually show that the vast majority of residents (95%) rate their neighborhood as a Good or Excellent place to live. Citizens also strongly agree that their neighborhoods are safe and provide convenient access to day-to-day activities. There is, however, only average citizen agreement that Bellevue provides welcoming and supportive communities that care about residents.

Note: In adopting the 2019-2025 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.

2019-2025 Adopted CIP: Quality Neighborhoods and Innovative, Vibrant, & Caring Community

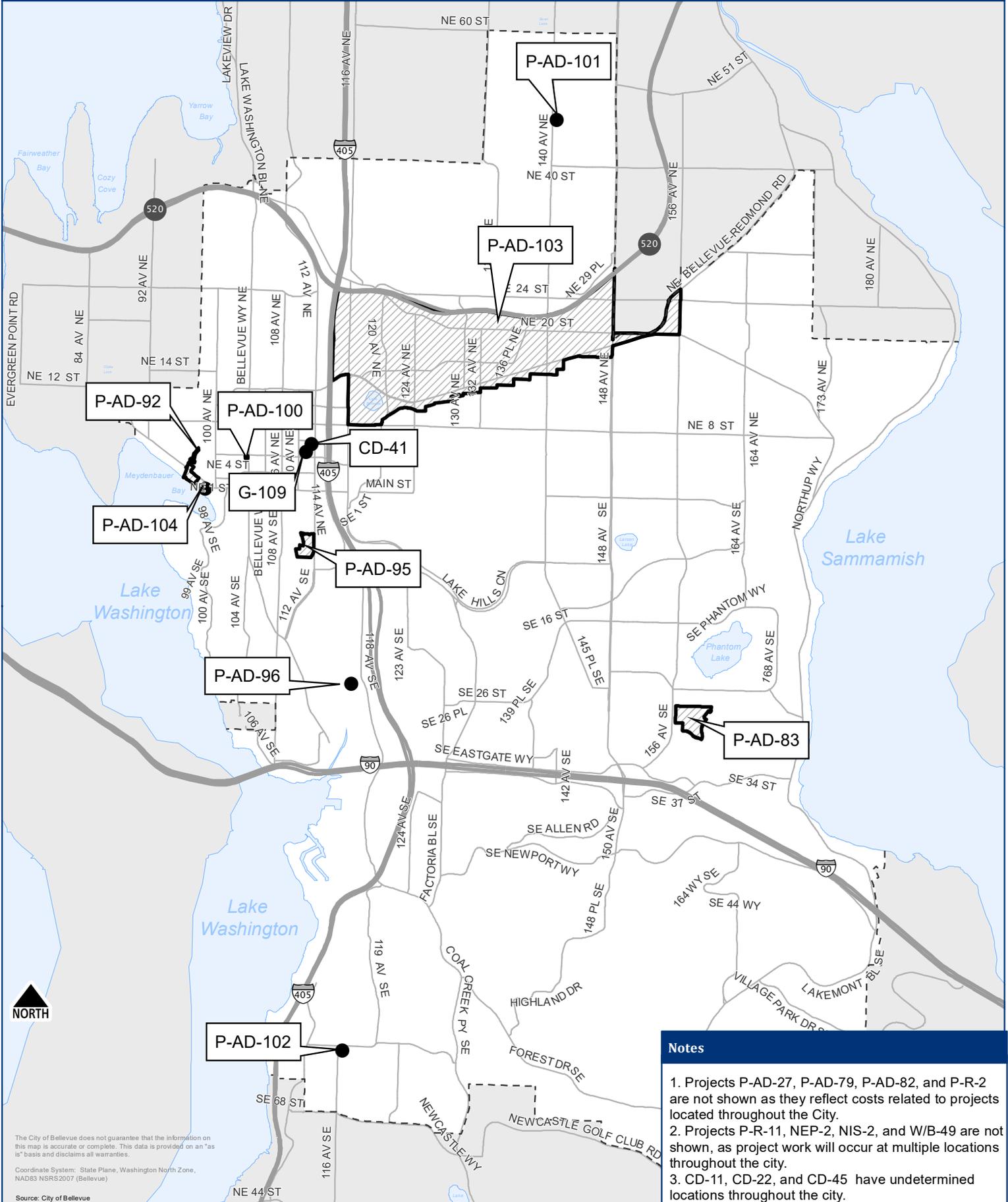
Funded CIP Projects

CIP Plan Number	Project Title	\$ in 000s	
		2019-2025 Project Cost	Total Estimated Cost
CD-11	Public Art Program	\$2,450	\$8,656
CD-22	Enhanced Right of Way and Urban Boulevards (ERUB)	3,500	7,399
CD-45*	Mini City Hall Expansion	250	250
NEP-2	NEP-2.0 Neighborhood Enhancement Program	5,075	7,975
NIS-2	Neighborhood Partnerships	400	1,687
G-109	Affordable Housing Contingency	14,000	15,000
P-AD-27	Park Planning & Design	2,100	9,157
P-AD-79	King County Parks Levy	414	5,584
P-AD-82	Park & Open Space Acquisition (Levy)	9,825	19,478
P-AD-83	Bellevue Airfield Park Development (Levy)	10,000	11,520
P-AD-92	Meydenbauer Bay Phase 1 Park Development	1,500	19,222
P-AD-95	Surrey Downs Park Development (Levy)	3,574	6,529
P-AD-96	Mercer Slough East Link Mitigation	2,140	2,340
P-AD-100	Gateway/NE Entry at Downtown Park (Levy)	5,250	8,250
P-AD-101*	Bridle Trails/140th Street Park Development	2,600	2,600
P-AD-102*	Newport Hills Park Development	3,000	3,000
P-AD-103*	Bel-Red Parks & Streams	2,504	2,504
P-AD-104*	Meydenbauer Bay Park Phase 2	9,167	9,167
P-R-02	Enterprise Facility Improvements	700	11,853
P-R-11	Parks Renovation & Refurbishment Plan	39,465	102,586
PW-W/B-49	Pedestrian Facilities Compliance Program	845	2,738
Total Quality Neighborhoods and Innovative, Vibrant, & Caring Community		\$118,759	\$257,497

Quality Neighborhoods and Innovative, Vibrant & Caring Communities

CIP Projects 2019 - 2025

2019 - 2020 City of Bellevue Budget



- Notes**
1. Projects P-AD-27, P-AD-79, P-AD-82, and P-R-2 are not shown as they reflect costs related to projects located throughout the City.
 2. Projects P-R-11, NEP-2, NIS-2, and W/B-49 are not shown, as project work will occur at multiple locations throughout the city.
 3. CD-11, CD-22, and CD-45 have undetermined locations throughout the city.

The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided on an "as is" basis and disclaims all warranties.

Coordinate System: State Plane, Washington North Zone, NAD83 NRSR2007 (Bellevue)

Source: City of Bellevue

CD-11 Public Art Program

Category: **Quality Neighborhoods/IVCC** Status: **Ongoing**
 Department: **CD** Location: **Various**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
8,655,875	6,205,875	350,000	350,000	350,000	350,000	350,000	350,000	350,000

Description and Scope

Public Art Program funds will maintain 71 public art assets and create three new permanent assets in the 2019-2020 biennium. Between 2019 and 2025 the scope includes:
 Annual maintenance of 54 permanently sited or integrated artworks outdoors: 54 +new commissions
 New site specific commissions: 14
 Artwork conservation and major restorations: 3
 Public art programs: 4
 Neighborhood areas to receive public art: 9

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.

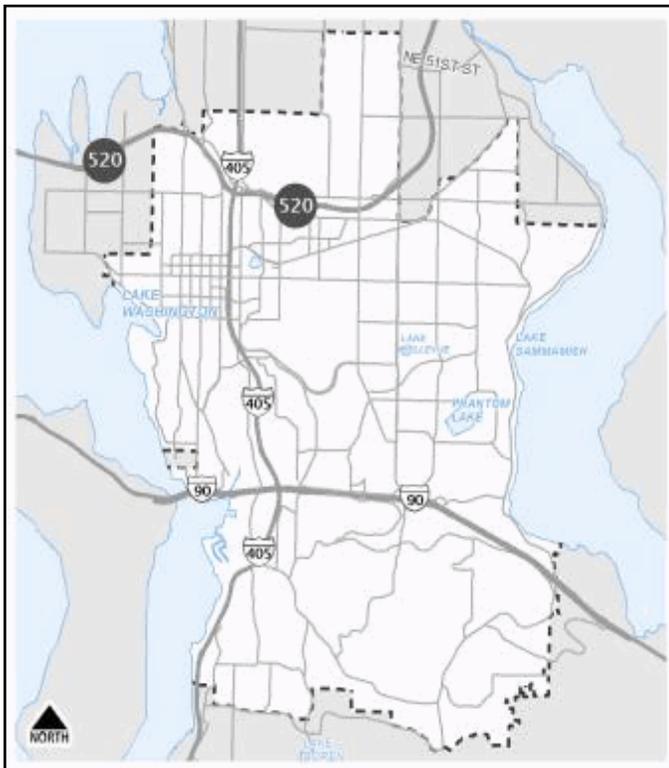
Environmental Impacts

Reviewed on a per project basis.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	8,655,875

Total Budgetary Cost Estimate: 8,655,875

Means of Financing

Funding Source	Amount
Charges for Services	31,834
Contributions from Other City Funds	427,509
General Taxes & LTGO Bond Proceeds	7,771,826
Judgements/Settlements	600
Miscellaneous Revenue	420,495
Operating Transfers In	2,005
Private Contributions	1,606

Total Programmed Funding: 8,655,875
Future Funding Requirements:

Comments

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

Category: **Quality Neighborhoods/IVCC** Status: **Ongoing**
 Department: **CD** Location: **Various**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
7,399,180	3,899,180	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 cohesive yet distinct system of greenways and boulevards that provide multiple benefits and functions for our community. Funding is for consultant expertise in the fields of urban design, landscape architecture, public art and for implementation and installation. 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 City Council's vision. Work will include restoring inadequate or failed roadside vegetation with suitable landscaping, improving the environmental performance and user safety of key neighborhood and city connections, improving the overall experience of the city and supporting neighborhood character by incorporating enhanced design and art features that improve the overall appearance and promote multimodal use throughout Bellevue. Examples of possible design elements and features include: greenways that support connectivity and multimodal use, innovative designs that increase on-site runoff infiltration, medians and other streetscape infrastructure that improves safety and reduces long term costs, enhanced landscaping, special lighting and sidewalk design, urban design elements, and public art.

Rationale

This will work to enhance the city's largest asset, rights-of-way and boulevards, through collaborative long term and short term cost saving measures. Maintenance and enhancements to streetscapes, as Bellevue's most used public space, is critical in shaping the experience of residents and workers, and attracting new businesses to Bellevue. With the tremendous growth and change Bellevue is experiencing, this planning and implementation effort capitalizes on opportunities soon lost to affect the livability, safety, and aesthetics of Bellevue's most distinctive asset. Projects work to harness technological innovation in Bellevue's infrastructure, and to promote a sense of civic pride while providing enhanced mobility options and environments.

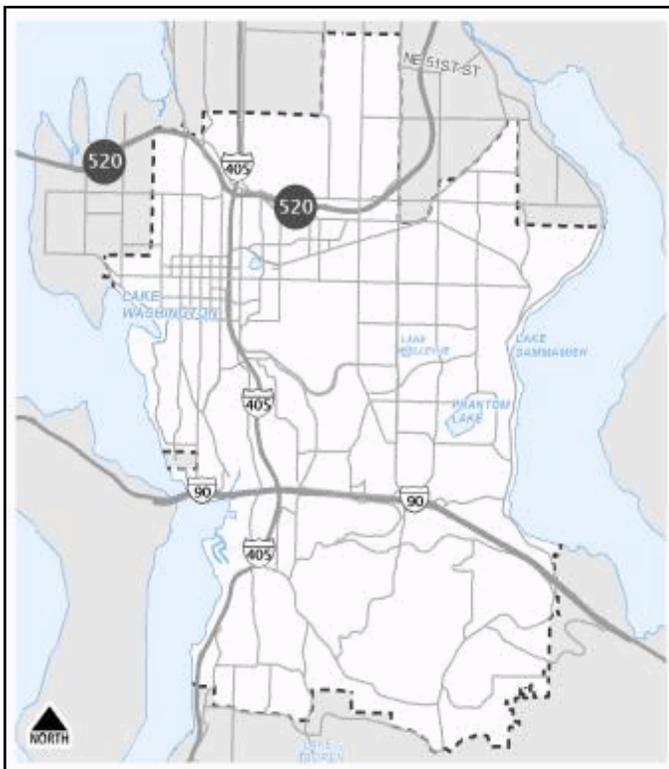
Environmental Impacts

Each project typically reduces the amount of impervious surface and/or on-site infiltration.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	7,399,180

Total Budgetary Cost Estimate: 7,399,180

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	6,791,177
Miscellaneous Revenue	608,003

Total Programmed Funding: 7,399,180
Future Funding Requirements:

Comments

CD-45 Mini City Hall Expansion

Category: **Quality Neighborhoods/IVCC**
 Department: **CD**

Status: **New**
 Location: **South Bellevue**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
250,000	-	125,000	125,000	-	-	-	-	-

Description and Scope

This proposal would fund a pilot Mini City Hall facility location in south Bellevue by the end of 2019. The facility would provide culturally appropriate and linguistically inclusive information and referral services for the community. The cost includes 175K per year to support staffing and facility operating costs.

Rationale

Mini City Hall in Crossroads Shopping Center has demonstrated the power of having a local connection for residents to obtain information and connection to needed city services. Building on the success and adopting best practices of the Crossroads location, the proposed service center in Factoria will provide meaningful connections with city staff and decision makers, as well as improving access to city services. South Bellevue Mini City Hall will offer a welcoming and safe place for our residents to gather, connect and have their voices heard. The development of community partnerships will be based on the interest and demand of the community.

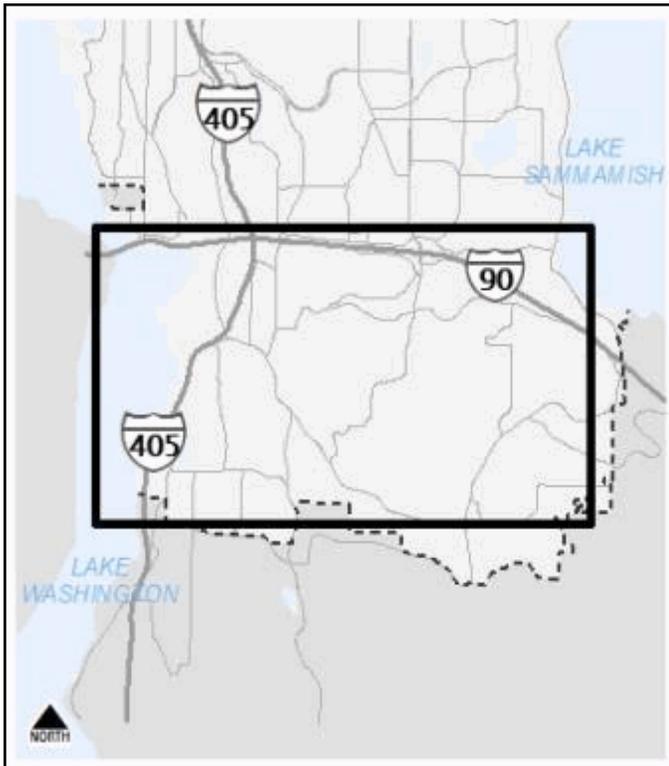
Environmental Impacts

Environmental impacts will be determine based on location

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2019 - 2020	250,000

Total Budgetary Cost Estimate: 250,000

Means of Financing

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

Total Programmed Funding: 250,000
Future Funding Requirements:

Comments

NEP-2 Neighborhood Enhancement Program

Category: **Quality Neighborhoods/IVCC**
 Department: **CD**

Status: **Approved Prior**
 Location: **Citywide - All 14 NEP Neighborhood Areas**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
7,975,000	2,900,000	725,000	725,000	725,000	725,000	725,000	725,000	725,000

Description and Scope

NEP provides a process and strategy for executing community-driven projects in neighborhoods. An allocation of \$725,000 per-year, from 2019 to 2026 (\$5.075M total), covers the project costs and program management. NEP will continue its 7-year rotation cycle through the 14 NEP Neighborhood Areas, reaching Downtown/BelRed and Lake Hills in 2019; Crossroads and Wilburton in 2020; West Bellevue and Woodridge in 2021; and Newport and Somerset in 2022. The rotation citywide has been approved by Council and is available on the city website.

Rationale

NEP would ensure that projects meet critical needs, provide maximum public benefit and align with city planning efforts. NEP would provide a method for funding smaller-scale, physical 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.

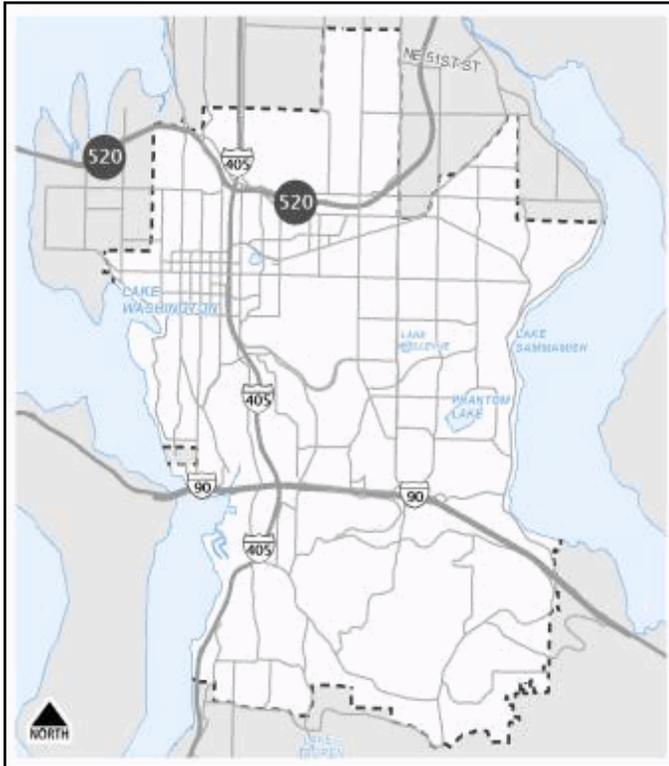
Environmental Impacts

Environmental impacts will be determined on a project by project basis

Operating Budget Impacts

This program will have no significant impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2015 - 2025	7,975,000

Total Budgetary Cost Estimate: 7,975,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	7,975,000

Total Programmed Funding: 7,975,000
Future Funding Requirements:

Comments

NIS-2 Neighborhood Partnerships

Category: **Quality Neighborhoods/IVCC**
 Department: **CD**

Status: **Approved Prior**
 Location: **Various Locations**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
1,687,218	1,287,218	80,000	80,000	80,000	80,000	80,000	-	-

Description and Scope

The Neighborhood Partnerships 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 and specific site opportunity 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. Partnership projects and events are 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

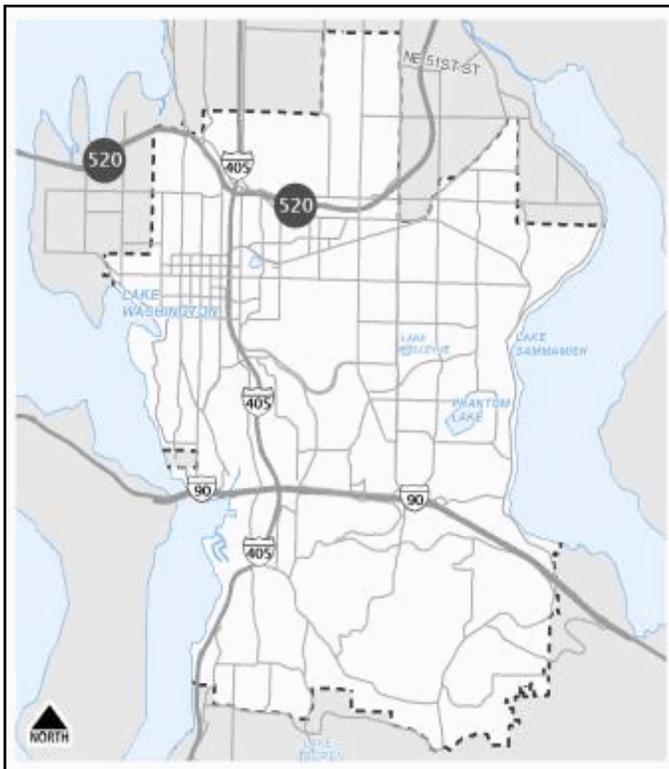
Environmental Impacts

Environmental impacts will be determined on a project by project basis

Operating Budget Impacts

This program will have no significant impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2006 - 2023	1,687,218

Total Budgetary Cost Estimate: 1,687,218

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	1,487,218
Miscellaneous Revenue	200,000

Total Programmed Funding: 1,687,218
Future Funding Requirements:

Comments

G-109 Affordable Housing Contingency

Category: **Quality Neighborhoods**
 Department: **CD**

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
15,000,000	1,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000

Description and Scope

This CIP project provides funding to be held in contingency until further direction from the City Council. New or preserved affordable housing would be funded only after Council review and approval of project proposals.

Rationale

This project provides additional resources to implement Bellevue's adopted Affordable Housing Strategy. Affordable housing funding beyond current levels is necessary to achieve a greater outcome in new or preserved housing, especially in units that serve households earning less than 60% of area median income where Bellevue has the greatest housing need.

Environmental Impacts

N/A

Operating Budget Impacts

This program will have no significant impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	15,000,000

Total Budgetary Cost Estimate: 15,000,000

Means of Financing

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

Total Programmed Funding: 15,000,000
Future Funding Requirements:

Comments

P-AD-27 Park Planning & Design

Category: **Quality Neighborhoods/IVCC** Status: **Ongoing**
 Department: **Parks & Community Services** Location: **Citywide**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
9,157,471	7,057,471	300,000	300,000	300,000	300,000	300,000	300,000	300,000

Description and Scope

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. Past work has resulted in successful partnerships with the Bellevue Rotary (Inspiration Playground), Seattle University (Bannerwood Park), Bellevue West Little League (Hidden Valley ballfields), and the Bellevue Boys & Girls Club (Hidden Valley Gymnasium). Funds have also been used to study light rail impacts, complete Bel-Red park research, complete the Aquatic Feasibility Study and complete surveys to support the Parks and Open Space System Plan Update. The Ashwood Park Master Plan update is currently funded with these monies.

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.

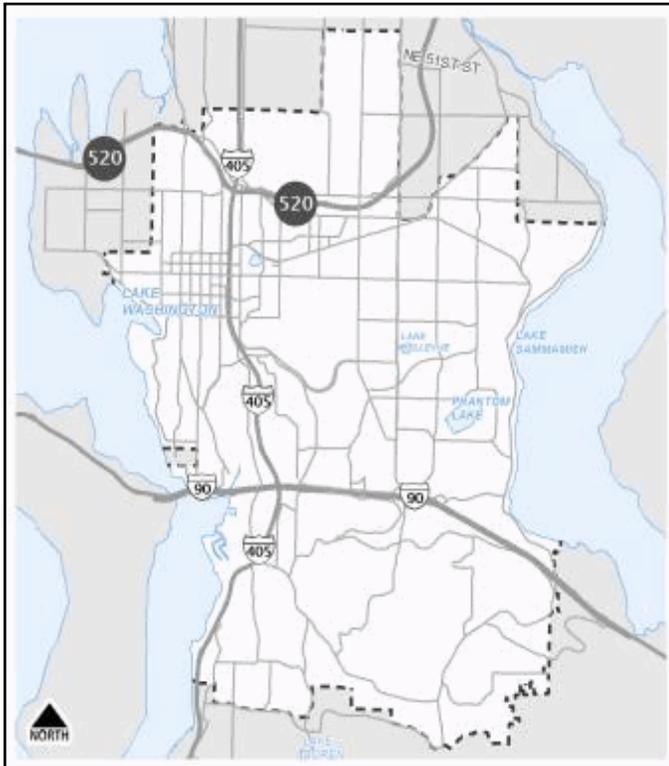
Environmental Impacts

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

Operating Budget Impacts

This program will have no significant impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	9,157,471

Total Budgetary Cost Estimate: 9,157,471

Means of Financing

Funding Source	Amount
Charges for Services	988
Contributions from Other City Funds	50,000
General Taxes & LTGO Bond Proceeds	600,346
Miscellaneous Revenue	1,589
Private Contributions	312,440
Real Estate Excise Tax	7,057,032
Rents and Leases	3,589
Sale of Fixed Assets	1,130,537
Utility Rates/Fees	950

Total Programmed Funding: 9,157,471

Future Funding Requirements:

Comments

P-AD-79 King County Parks Levy

Category: **Quality Neighborhoods/IVCC** Status: **Approved Prior**
 Department: **Parks & Community Services** Location: **Various**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
5,583,581	5,169,581	414,000	-	-	-	-	-	-

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 will continue to receive funds 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.

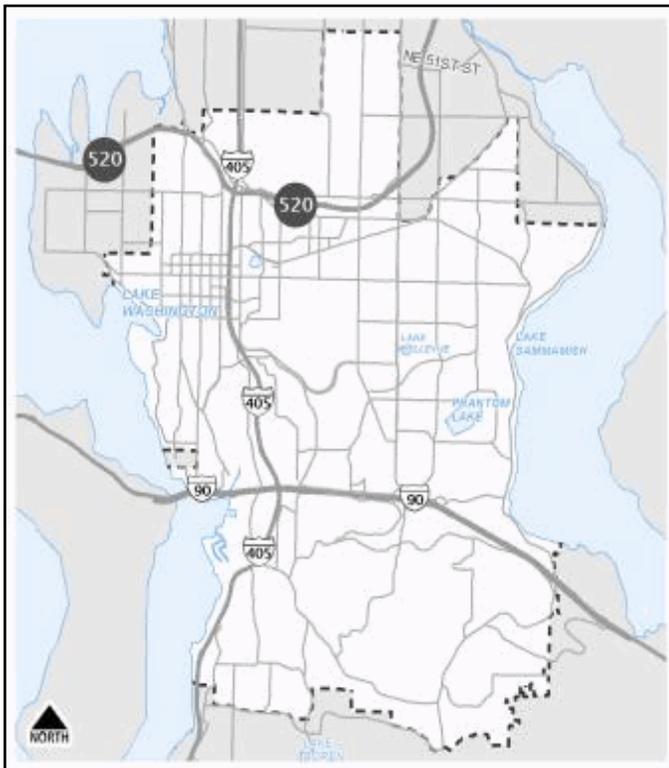
Environmental Impacts

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

This program will have no significant impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2014 - 2019	5,583,581

Total Budgetary Cost Estimate: 5,583,581

Means of Financing

Funding Source	Amount
Interlocal Contributions	5,262,362
Operating Transfers In	317,590
Other Taxes	3,629

Total Programmed Funding: 5,583,581
Future Funding Requirements:

Comments

P-AD-82 Park & Open Space Acquisition

Category: **Quality Neighborhoods/IVCC** Status: **Ongoing**
 Department: **Parks & Community Services** Location: **Various**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
	19,571,019	9,746,019	1,275,000	1,275,000	1,275,000	1,500,000	1,500,000	1,500,000

Description and Scope

This project provides resources to acquire park and open space property throughout the City. The overall goal is to acquire land that complements the existing park system, to increase public access to the waterfront, preserve open space and natural areas, protect water quality, increase trail connectivity and create opportunities for new neighborhood parks. The 2016 Parks & Open Space System Plan identifies needs throughout Bellevue to provide additional parks and open space. Specific acquisition targets include the Eastgate neighborhood, Eastside Rail Corridor and Lake-to-Lake Trail connections, downtown Bellevue, the BelRed Corridor, along Lake Sammamish, and in support of the Grand Connection. We are also exploring the extension of the long-term agreement with WSDOT for the continued use of portions of Enatai Beach Park.

Rationale

Available open space is disappearing as land in Bellevue is developed for other uses. Where increases in population are occurring due to development or redevelopment, there is increased demand for additional parkland. It is incumbent upon the City to identify and satisfy this demand before available parkland disappears. This project is a high priority to meet the needs identified in the adopted 2016 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.

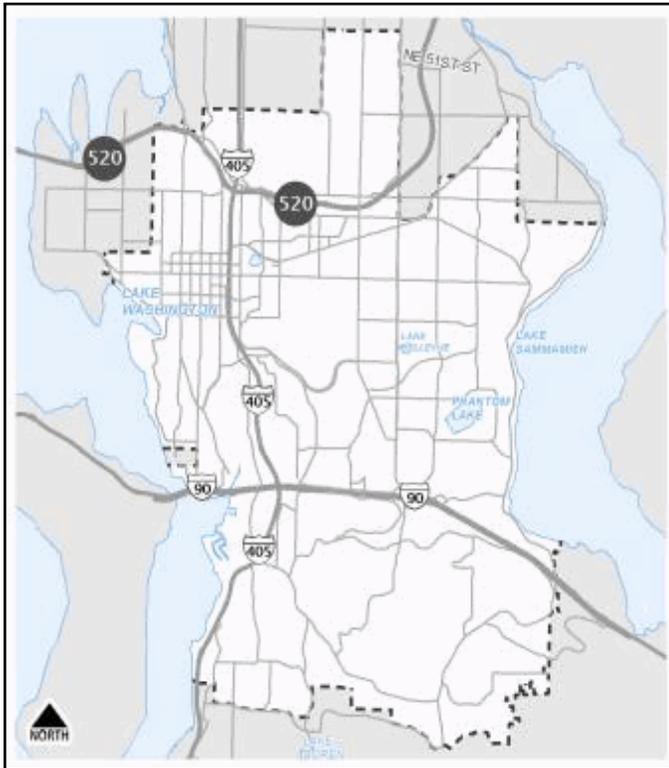
Environmental Impacts

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

Operating Budget Impacts

Operating costs for this program will be determined on an as needed basis.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	19,571,019

Total Budgetary Cost Estimate: 19,571,019

Means of Financing

Funding Source	Amount
2008 Parks Levy - Property Tax	10,828,798
Interlocal Contributions	7,972,104
Rents and Leases	686,600
Sale of Fixed Assets	1,116
State Grants	82,401

Total Programmed Funding: 19,571,019
Future Funding Requirements:

Comments

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

Category: **Quality Neighborhoods/IVCC** Status: **Approved Prior**
 Department: **Parks & Community Services** Location: **160th Ave SE & SE 30th PI**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
11,519,654	1,519,654	-100,000	100,000	2,500,000	5,000,000	2,500,000	-	-

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. The remainder 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 Phase 1 development 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, an aging landfill gas migration system, ground water monitoring wells, storm water systems, and a major sewer line. The remaining site is predominantly natural wooded area with a storm water collection system. This project will convert this site from a potential public liability into a highly useable, state-of-the-art environmental and recreational asset.

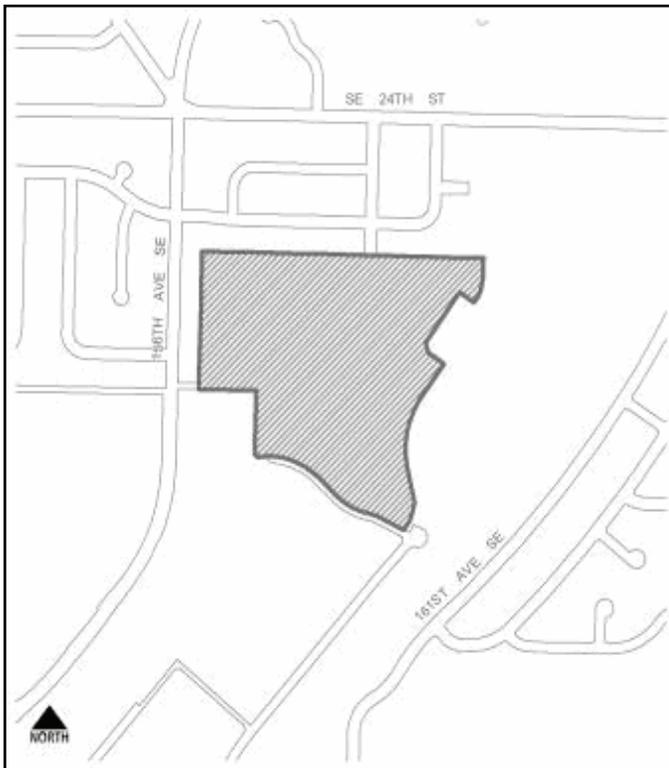
Environmental Impacts

Environmental review will be conducted in conjunction with plan development.

Operating Budget Impacts

Annual M&O costs will be determined during the project's design phase.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2011 - 2023	11,519,654

Total Budgetary Cost Estimate: 11,519,654

Means of Financing

Funding Source	Amount
2008 Parks Levy - Property Tax	11,364,654
Real Estate Excise Tax	155,000

Total Programmed Funding: 11,519,654
Future Funding Requirements:

Comments

P-AD-92 Meydenbauer Bay Phase 1 Park Development

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

Status: **Approved Prior**
 Location: **Lake Washington Blvd NE & 98th PI NE**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
19,222,001	17,722,001	1,500,000	-	-	-	-	-	-

Description and Scope

This proposal funds design, permitting and construction of Phase 1 improvements to Meydenbauer Bay Park mainly west of 99th Avenue. The project will extend the existing Meydenbauer Beach Park to the east along the waterfront. The scope of work includes stream daylighting, beach expansion, beach house construction with a pedestrian overlook, shoreline restoration, canoe and kayak launch, a pedestrian promenade, pathways, playground equipment, retaining walls, landscaping, parking overlook, and an over-water pedestrian pier. Construction started in May of 2017 and is expected to be completed in early 2019.

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 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 was completed prior to initiating construction.

Operating Budget Impacts

Annual M&O costs estimated at \$400k in 2019 and (includes startup equipment) and \$300k/year beginning in 2020.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2013 - 2019	19,222,001

Total Budgetary Cost Estimate: 19,222,001

Means of Financing

Funding Source	Amount
Federal Grants	2,950,000
General Taxes & LTGO Bond Proceeds	4,152,589
Miscellaneous Revenue	48,914
Real Estate Excise Tax	10,570,498
State Grants	1,500,000

Total Programmed Funding: 19,222,001
Future Funding Requirements:

Comments

P-AD-95 Surrey Downs Park Development (Levy)

Category: **Quality Neighborhoods/IVCC** Status: **Approved Prior**
 Department: **Parks & Community Services** Location: **SE 9th St & 112th Ave SE**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
6,529,408	2,955,408	3,574,000	-	-	-	-	-	-

Description and Scope

This scope of work will be consistent with the updated Master Plan. 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. Per the MOU, Sound Transit has provided \$412,000 to fund the design and construction of a new entry drive and parking lot required because of the light rail alignment. Project timing assumes that construction would start in 2018. Timing is dependant on light rail construction progress.

Rationale

The City has maintained a portion of this former elementary school 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. The City acquired the site from King County in 2005 as a public park. The redevelopment of Surrey Downs Park was part of the 2008 voter-approved Parks 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 was updated to reflect the impacts of the light rail alignment.

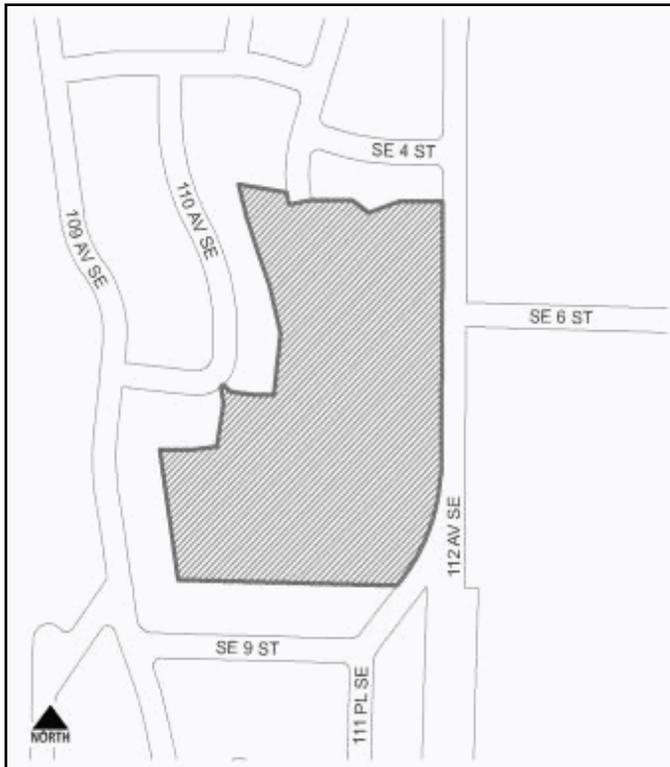
Environmental Impacts

An environmental determination will be made during project design.

Operating Budget Impacts

Annual M&O costs (funded by Levy LID lift) estimated at \$200k/year beginning in 2019.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2015 - 2019	6,529,408

Total Budgetary Cost Estimate: 6,529,408

Means of Financing

Funding Source	Amount
2008 Parks Levy - Property Tax	6,063,408
Real Estate Excise Tax	466,000

Total Programmed Funding: 6,529,408
Future Funding Requirements:

Comments

P-AD-96 Mercer Slough East Link Mitigation

Category: **Quality Neighborhoods/IVCC** Status: **Approved Prior**
 Department: **Parks & Community Services** Location: **Mercer Slough**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
2,340,000	200,000	100,000	1,400,000	640,000	-	-	-	-

Description and Scope

The scope of work includes the design and construction of trails, trail connections, boardwalks, and the construction of the farmstand building to replace the existing structure that will no longer be accessible to the public. Work will take place following light rail construction (design in 2019, construction in 2020-2021).

Rationale

The City agreed to design and construct elements of Sound Transit's park mitigation commitments within Mercer Slough, as provided in the approved MOU. This funding is intended to pay the cost to restore the public park functions at Mercer Slough Nature Park displaced or modified by the light rail facility.

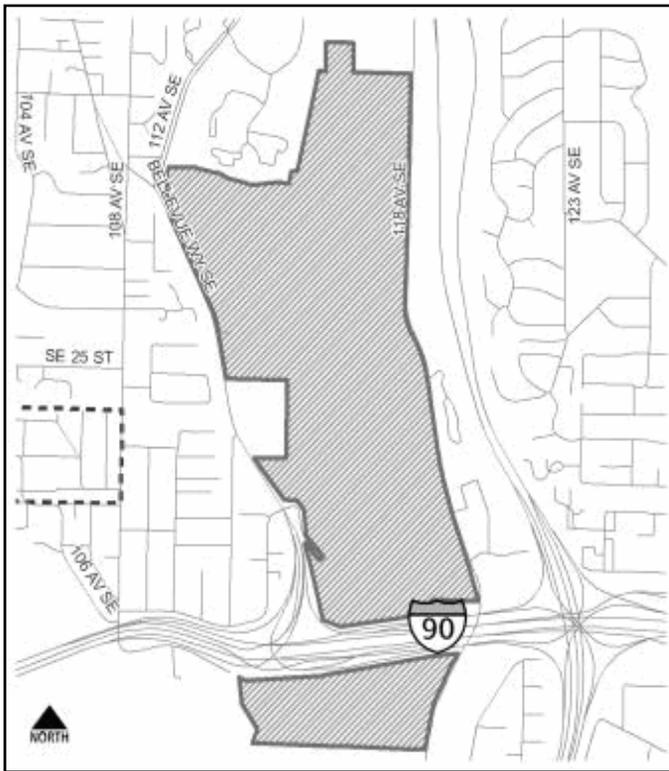
Environmental Impacts

Environmental review for this project was conducted as part of the Sound Transit East Link project design and permitting.

Operating Budget Impacts

Annual M&O costs will be determined during the project's design phase.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2021	2,340,000

Total Budgetary Cost Estimate: 2,340,000

Means of Financing

Funding Source	Amount
Interlocal Contributions	2,340,000

Total Programmed Funding: 2,340,000
Future Funding Requirements:

Comments

P-AD-100 Gateway NE Entry at Downtown Park

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

Status: **Approved Prior**
 Location: **SW corner of Bellevue Way & NE 4th Street.**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
8,250,000	3,000,000	5,250,000	-	-	-	-	-	-

Description and Scope

The scope of the project includes design, permitting and construction of the improvements at the corner of Bellevue Way and NE 4th Street. Improvements will provide a critical connection to downtown Bellevue, and create an identity within downtown Bellevue that the park currently lacks. It also occupies a strategic location of the Grand Connection, and will provide a key feature and early implementation item for that vision. Planned elements include a water feature, significant art element and pedestrian connections to the central promenade and formal gardens along the park's eastern edge. The final design and project timeline may be influenced by the final vision approved for the Grand Connection.

Rationale

Development goals for for this portion of the Downtown Park have been recognized in Bellevue's Comprehensive Plan, Parks & Open Space System Plan, Downtown Subarea Plan and more recently in the vision of the Grand Connection. 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 provide the visual and functional connection to downtown Bellevue.

Environmental Impacts

Environmental review will take place during project design.

Operating Budget Impacts

Annual M&O costs will be determined during the project's design phase.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2019	8,250,000

Total Budgetary Cost Estimate: 8,250,000

Means of Financing

Funding Source	Amount
2008 Parks Levy - Property Tax	5,396,000
Real Estate Excise Tax	2,854,000

Total Programmed Funding: 8,250,000
Future Funding Requirements:

Comments

P-AD-101 Bridle Trails/140th Street Park Development

Category: **Quality Neighborhoods/IVCC** Status: **New**
 Department: **Parks & Community Services** Location: **4432 140th Avenue NE**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
2,600,000	-	-	-	500,000	2,100,000	-	-	-

Description and Scope

The scope of work includes the design and construction of neighborhood park elements such as a picnic shelter, children's play area, walkways, landscaping and a parking lot.

Rationale

The property was acquired as a neighborhood park in 2014 using funds approved in the 2008 Parks & Open Space Levy. The staff worked closely with the Bridle Trails neighborhood to identify this acquisition opportunity, and then during the development of the park planning efforts. Development of this park would satisfy the need for a park in this area and satisfy a strong neighborhood interest.

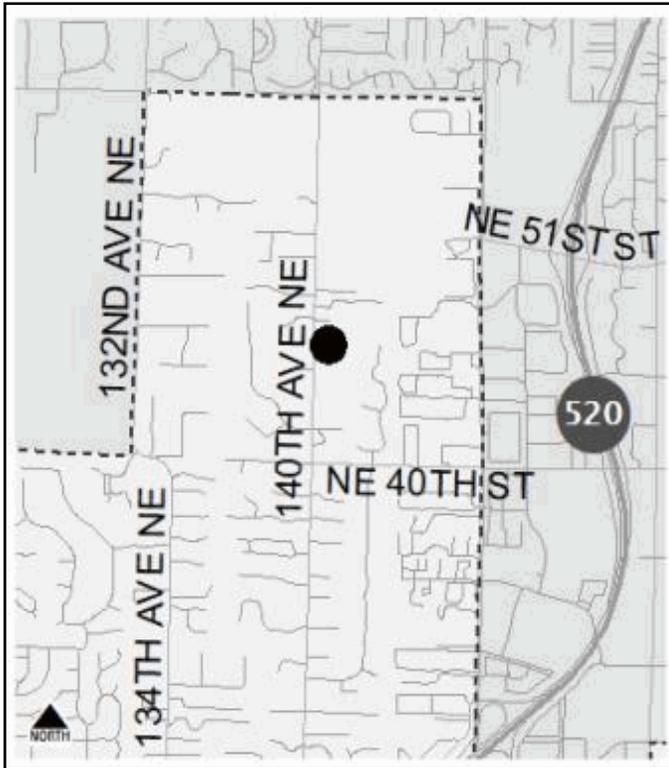
Environmental Impacts

An environmental review will be conducted during park design.

Operating Budget Impacts

Annual M&O costs will be determined during the project's design phase.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2019 - 2022	2,600,000

Total Budgetary Cost Estimate: 2,600,000

Means of Financing

Funding Source	Amount
Real Estate Excise Tax	2,600,000

Total Programmed Funding: 2,600,000
Future Funding Requirements:

Comments

P-AD-102 Newport Hills Park Development

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

Status: **New**
 Location: **SE 60th St. and 116th Avenue SE**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
3,000,000	-	500,000	2,500,000	-	-	-	-	-

Description and Scope

The scope of work would include completion of the park planning efforts, followed by the design and construction of neighborhood park elements consistent with that plan.

Rationale

With strong support from the neighborhood, the City acquired a total of 10-acres beginning with the acquisition of the 5-acre Tyler Property in 2010, followed by the purchase of the 5-acre Patterson open space in 2015. The staff worked closely with the neighborhood to develop concept plans for the park, but have been unable to develop park improvements due to the lack of funding. The Newport Hills neighborhood has consistently been identified as being deficient in park space in the past several Park & Open Space System Plans. Development of a neighborhood park would help satisfy that deficiency.

Environmental Impacts

An environmental review will be conducted during the park design.

Operating Budget Impacts

Annual M&O costs will be determined during the project's design phase.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2019 - 2020	3,000,000
Total Budgetary Cost Estimate:		3,000,000

Means of Financing

Funding Source	Amount
Real Estate Excise Tax	3,000,000

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

Comments

P-AD-103 Bel-Red Parks & Streams

Category: **Quality Neighborhoods/IVCC** Status: **New**
 Department: **Parks & Community Services** Location: **BelRed Subarea**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
2,504,335	-	2,504,335	-	-	-	-	-	-

Description and Scope

The scope of work would include acquisition, planning, design and/or construction leading to the creation of park, open space and trail amenities identified in the BelRed Subarea Plan. Potential targets include the "Safeway Site," the West Tributary corridor, Goff Creek Corridor and Civic Plaza, Eastside Rail Corridor trailhead, and/or supplemental funding to acquire key park and open space along stream corridors.

Rationale

The BelRed Subarea plan projects the creation of 5,000 new housing units and 10,000 new jobs by 2030. Development activity consistent with that plan has been strong. Over 2,000 housing units are already completed or are under construction. The Children's Hospital, the Global Innovation Exchange, office buildings and REI headquarters are among the commercial endeavors. Early implementation of public infrastructure in support of this growth is also well underway, including road improvements, light rail construction and a new elementary school site. Yet public parks and stream corridors approved in the plan lag far behind. The 8-acre "Safeway" site now hosts initially unplanned utility infrastructure and wetland mitigation, narrowing the space available for a future park and restored stream. To date, the Spring District has provided only a 1-acre private park (with approximately one additional acre planned). The amenity incentive system has generated funds to implement some improvements or contribute to acquisition efforts to create needed park and open space amenities.

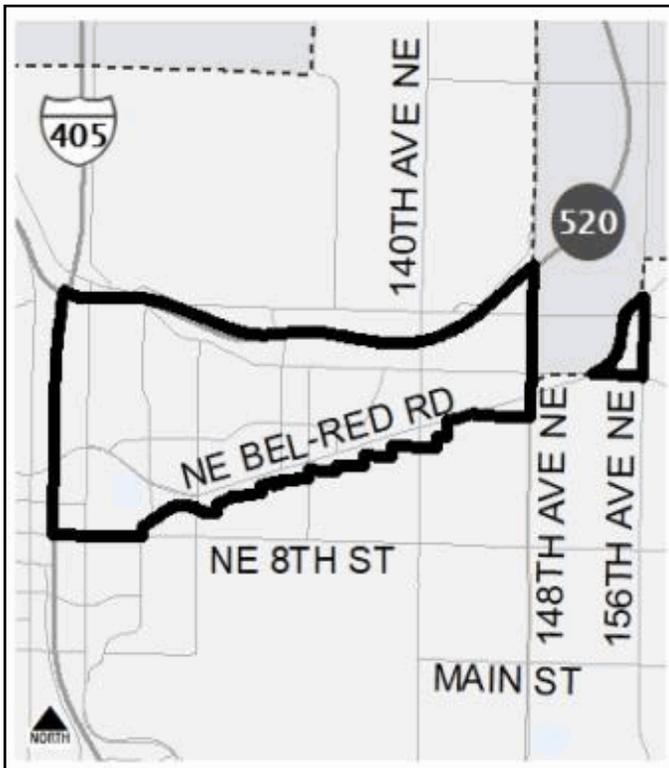
Environmental Impacts

Environmental review will occur during the design phase of a construction project.

Operating Budget Impacts

Annual M&O costs will be determined during the project's design phase.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2019 - 2019	2,504,335

Total Budgetary Cost Estimate: 2,504,335

Means of Financing

Funding Source	Amount
Developer Contributions	2,504,335

Total Programmed Funding: 2,504,335
Future Funding Requirements:

Comments

P-AD-104 Meydenbauer Bay Park Planning and Design

Category: **Quality Neighborhoods/IVCC** Status: **New**
 Department: **Parks & Community Services** Location: **South of Lake Washington Blvd, between 99th & 100th**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
9,167,000	-	-	500,000	1,500,000	1,500,000	-	4,333,500	1,333,500

Description and Scope

The initial scope of work will include special studies needed to evaluate the improvements adopted in the master plan and implementation principles, and to design and permit those improvements. Future development envisions marina reconfiguration, extension of the pedestrian promenade, parking structures, shoreline restoration, floating boardwalk, elevated viewing platform, park activity building and a gateway/pedestrian connection to downtown Bellevue. The scope of work for the next phase of construction will depend on the results of the planning conducted and available funds. This project includes \$5.6 million in funds to leverage additional grant opportunities.

Rationale

Public access to the waterfront is consistently identified as a top priority in resident surveys, and connecting downtown Bellevue 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, including a 14-member Citizen Steering Committee. This park will improve waterfront access and recreation opportunities for the entire community, will preserve historic waterfront buildings, restore ecological functions, and strengthen the visual, cultural and physical connections of the downtown to Lake Washington. Phase 1 of this waterfront park, which occurred largely west of 99th Avenue, is expected to be completed in early 2019.

Environmental Impacts

Environmental review will occur in conjunction with project design.

Operating Budget Impacts

Annual M&O costs will be determined during the project's design phase.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2019 - 2025	9,167,000

Total Budgetary Cost Estimate: 9,167,000

Means of Financing

Funding Source	Amount
Contributions from Other City Funds	3,500,000
Real Estate Excise Tax	5,667,000

Total Programmed Funding: 9,167,000
Future Funding Requirements:

Comments

P-R-02 Enterprise Facility Improvements

Category: **Quality Neighborhoods/IVCC** Status: **Ongoing**
 Department: **Parks & Community Services** Location: **Various**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
11,853,343	11,153,343	100,000	100,000	100,000	100,000	100,000	100,000	100,000

Description and Scope

This project consists of capital improvements to the Bellevue Golf Course and other Enterprise facilities. Past golf course projects have included reconstruction of tees, greens, and sand traps, cart paths, driving range lighting, hole realignment, and landscape improvements. Future Enterprise facility projects may include improvements to the Robinswood Tennis Center, Bellevue 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.

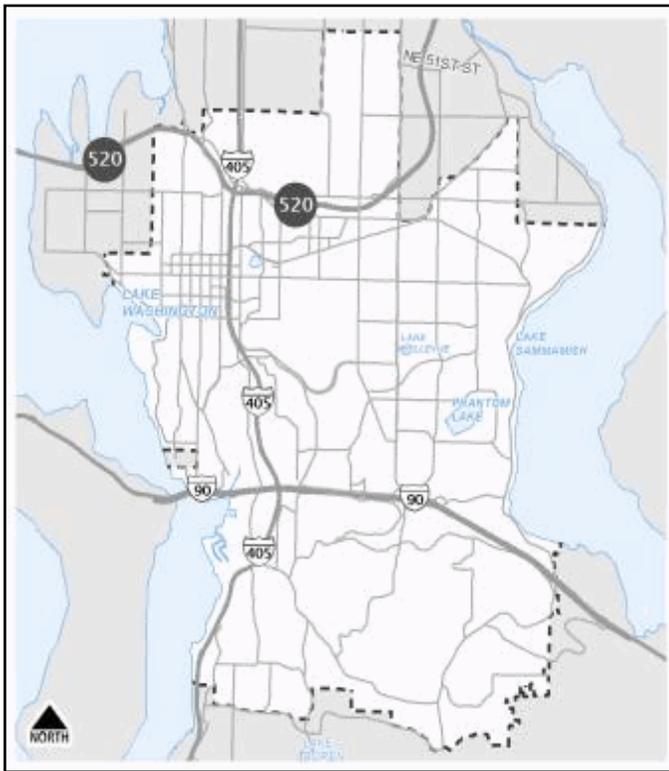
Environmental Impacts

Project-specific impacts will be reviewed during project design.

Operating Budget Impacts

This program will have no significant impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	11,853,343

Total Budgetary Cost Estimate: 11,853,343

Means of Financing

Funding Source	Amount
Charges for Services	5,823
Contributions from Other City Funds	9,664,737
General Taxes & LTGO Bond Proceeds	1,475,730
Judgements/Settlements	146,229
Miscellaneous Revenue	374,440
Rents and Leases	186,384

Total Programmed Funding: 11,853,343

Future Funding Requirements:

Comments

P-R-11 Parks Renovation & Refurbishment Plan

Category: **Quality Neighborhoods/IVCC** Status: **Ongoing**
 Department: **Parks & Community Services** Location: **Various**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
102,662,737	63,197,917	4,975,186	5,408,365	5,548,049	5,675,751	5,812,469	5,951,000	6,094,000

Description and Scope

Typical park projects include repairs, renovation, replacement and/or upgrades to piers/docks, play equipment, drainage and irrigation, lighting, signage, fencing, pavement, sportsfields, trails, shorelines and open space. Building-related projects include repairs or replacements of roofs, flooring, building envelope and mechanical systems, as well as code, accessibility and efficiency upgrades.

Rationale

The park and open space system is comprised of approximately 75 developed parks on over 2,700 acres of land. Park infrastructure includes 34 major buildings with over 360,000sf of space, 31 restroom buildings, 38 sports fields, 46 playgrounds, 64 sports courts, 17 miles of fencing and 98 miles of trails. This project addresses improvements beyond normal maintenance requirements, including safety, accessibility and code-related issues. The City has placed high priority on reducing potential liability and increasing safety and accessibility into our park system. These repairs and renovations will preserve the quality of park facilities, reduce potentially dangerous conditions, and allow the public access into park properties and facilities.

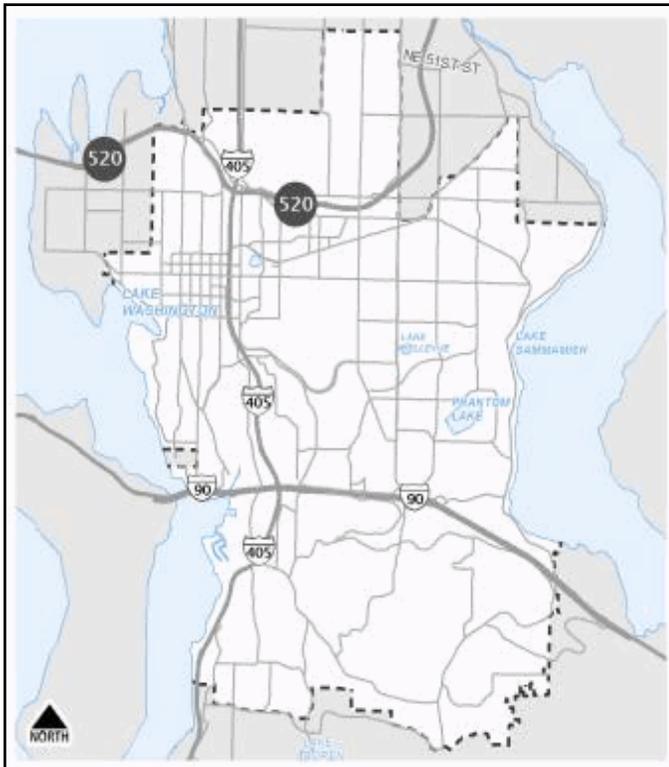
Environmental Impacts

Renovation and refurbishment projects are generally exempt from the State Environmental Protection Act (SEPA). Environmental review for larger projects will be completed on a case-by-case basis.

Operating Budget Impacts

Operating costs for this program will be determined on an as needed basis.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	102,662,737

Total Budgetary Cost Estimate: 102,662,737

Means of Financing

Funding Source	Amount
Contributions from Other City Funds	78,113
Developer Contributions	246,788
Federal Grants	1,159,851
General Taxes & LTGO Bond Proceeds	14,039,488
Intergovernmental Contributions	289,999
Miscellaneous Revenue	2,644,755
Private Contributions	183,624
Real Estate Excise Tax	82,685,382
Rents and Leases	731,918
State Grants	602,819

Total Programmed Funding: 102,662,737

Future Funding Requirements:

Comments

PW-W/B-49 Pedestrian Facilities Compliance Program

Category: **Quality Neighborhoods/IVCC** Status: **Ongoing**
 Department: **Transportation** Location: **Various**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
2,738,131	1,893,131	110,000	114,000	117,000	120,000	124,000	128,000	132,000

Description and Scope

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

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 infrastructure management program (a required element of ADA compliance).

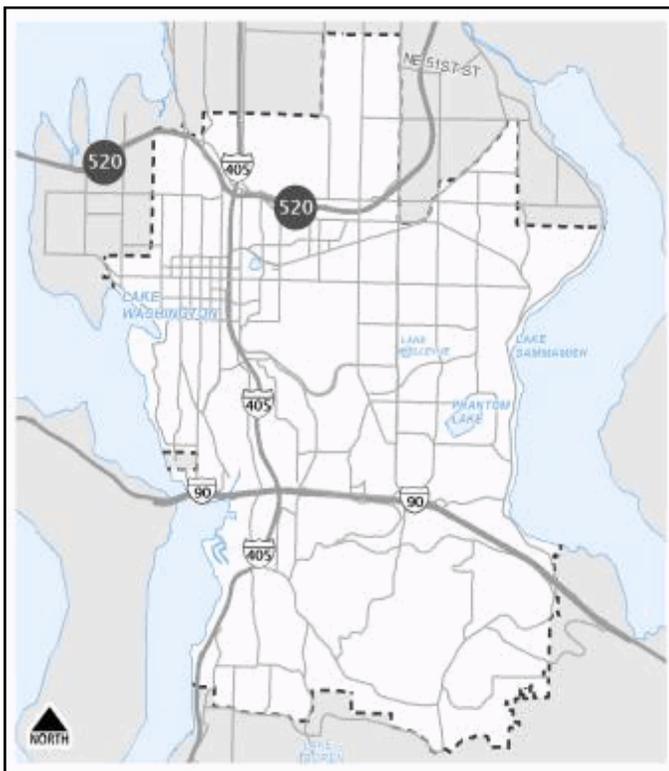
Environmental Impacts

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

Operating Budget Impacts

Operating costs for this program will be determined on a project specific basis as required.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	2,738,131

Total Budgetary Cost Estimate: 2,738,131

Means of Financing

Funding Source	Amount
Charges for Services	309
General Taxes & LTGO Bond Proceeds	687,426
Interlocal Contributions	33,200
Miscellaneous Revenue	171,741
Real Estate Excise Tax	128,261
State Grants	193,715
Transportation Funding	1,523,479

Total Programmed Funding: 2,738,131
Future Funding Requirements:

Comments

2019-2025 Adopted CIP: Quality Neighborhoods and Innovative, Vibrant, & Caring Community

Combined, Completed Projects

		<u>\$ in 000s</u>
CIP Plan Number	Project Title	Total Estimated Cost
CD-19	Advancing the Vision of the Pedestrian Corridor	739
CD-33	Grand Connection/Land Use Wilburton Zoning	1,000
Total Combined, Completed Projects		<u>1,739</u>



This Page Intentionally Left Blank



2019-2025 Capital Investment Program Plan

Responsive Government

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, and 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 2019-2025 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.

2019-2025 Adopted CIP: Responsive Government

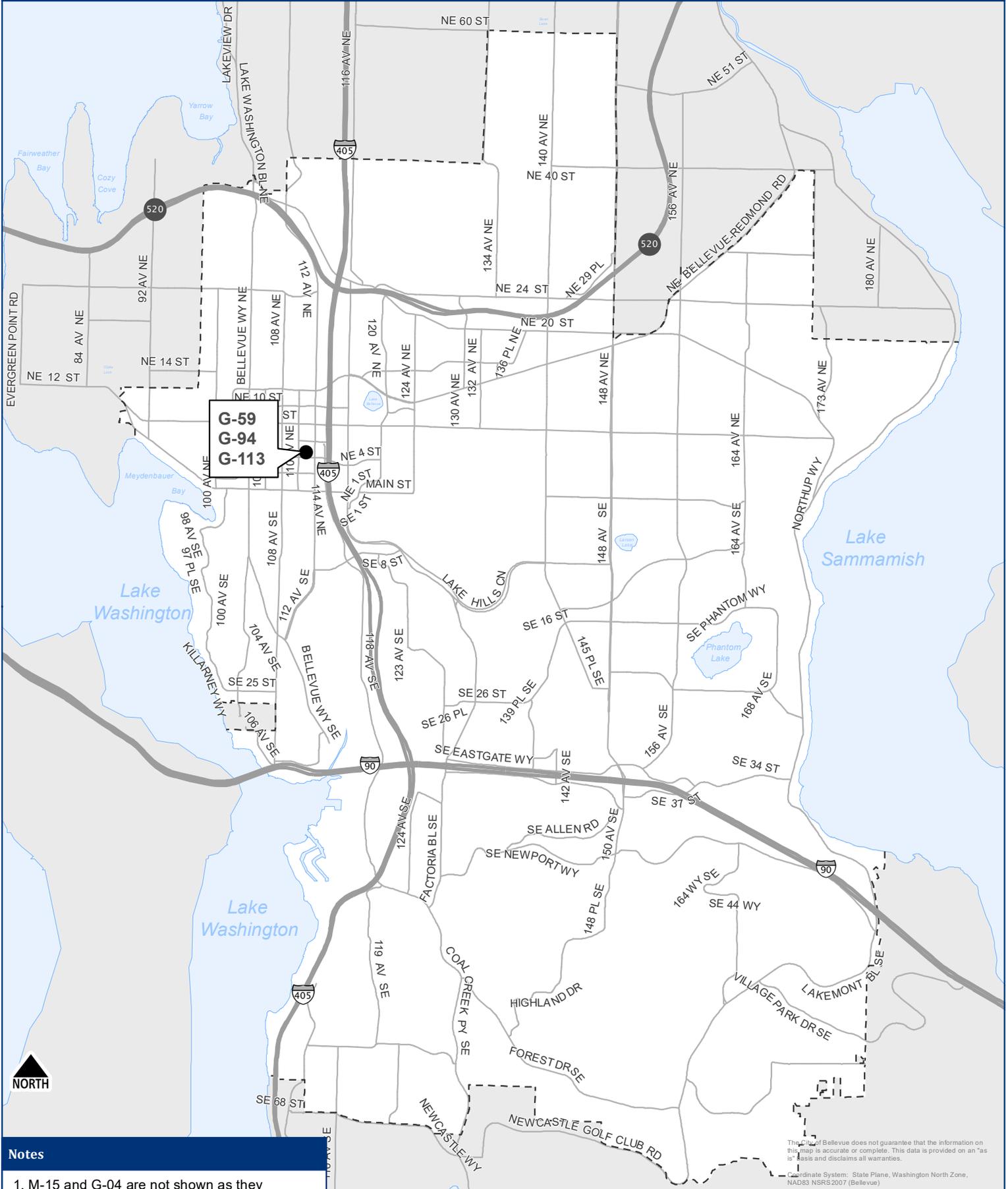
Funded CIP Projects

CIP Plan Number	Project Title	\$ in 000s	
		2019-2025 Project Cost	Total Estimated Cost
G-04	Hearing Assistance for Public Spaces	\$120	\$480
G-59	JDE System Upgrade and Enhancements	500	15,750
G-94	Enterprise Application Replacement Reserve	6,800	8,900
G-113*	Facility Services Major Maintenance	9,775	9,775
PW-M-15	Wetland Monitoring	333	557
Total Responsive Government		\$17,528	\$35,462

*New CIP Plan for 2019-2025

Responsive Government CIP Projects 2019 - 2025

2019 - 2020 City of Bellevue Budget



Notes

- 1. M-15 and G-04 are not shown as they are in multiple locations throughout the city.

The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided on an "as is" basis and disclaims all warranties.
 Coordinate System: State Plane, Washington North Zone, NAD83 NSRS 2007 (Bellevue)

G-04 Hearing Accessibility for Public Spaces

Category: **Responsive Government** Status: **Approved Prior**
 Department: **Parks & Community Services** Location: **Various locations throughout the city.**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
480,000	360,000	120,000	-	-	-	-	-	-

Description and Scope

Assess, install or update hearing assistance systems in public meeting spaces in five Community Centers, Bellevue Botanical Garden, and customer service counters in City Hall.

Rationale

The City of Bellevue believes that providing full access for all its constituents is vital. Completing the next phase of this project will deliver hearing accessibility services and tools that residents have requested. It also supports Bellevue's compliance with the Americans with Disabilities Act (ADA) requirements to provide effective communication, and promotes equitable, accessible, and inclusive service for the public.

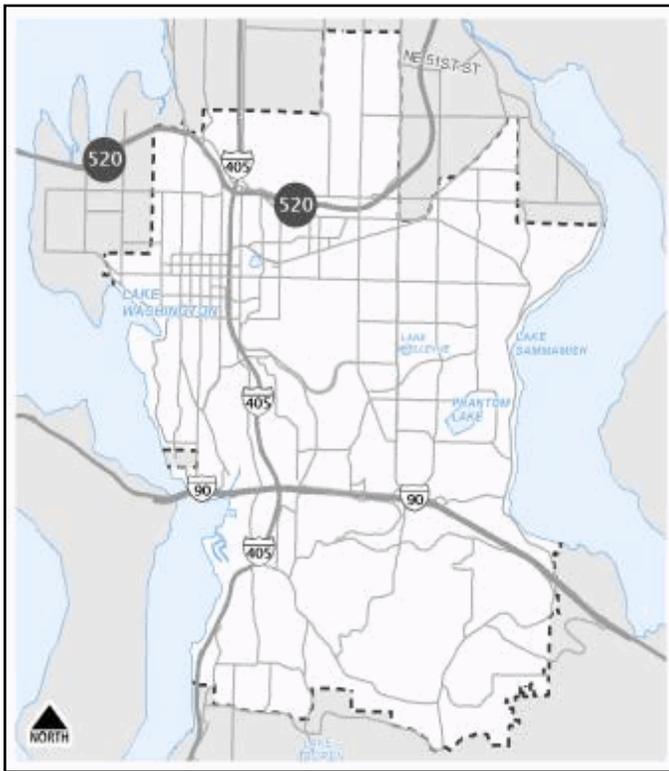
Environmental Impacts

N/A

Operating Budget Impacts

This program will have no significant impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2015 - 2019	480,000

Total Budgetary Cost Estimate: 480,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	480,000

Total Programmed Funding: 480,000
Future Funding Requirements:

Comments

G-59 Finance and Asset Management/Human Resources Systems

Category: **Responsive Government** Status: **Existing**
 Department: **Finance and Asset Management** Location: **Bellevue City Hall**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
15,750,349	15,250,349	300,000	50,000	50,000	50,000	50,000	-	-

Description and Scope

This project (G-59) originally provided for the replacement of the City's finance and human resource systems with the JD Edwards ERP system. The current CIP introduces funding to upgrade and enhance the City's Financial ERP system. This upgrade will extend its life to 2019, maintain full vendor (Oracle) support in compliance with regulatory standards and leverage new functionality. The availability of funding for enhancements is frequently necessary to achieve efficiencies identified during process improvement efforts. Remaining competitive by following industry best practices in a high demand market involves offering the workforce these essential tools to leverage their potential.

Rationale

A stable and accurate Finance and Asset Management and Human Resources System provides information required for financial planning, financial management and enabling the workforce to achieve their potential. This system equips the organization with the technology to perform financial management and conduct financial operations in a timely, consistent, and predictable manner. With investment in improved Human Resources talent management components, we will have a system better aligned with the needs of a changing workforce.

Environmental Impacts

N/A

Operating Budget Impacts

Experience indicates there are no M&O costs specific to individual enhancements. M&O costs for JDE are aggregated and managed under a IT department services contract.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2003 - 2023	15,750,349

Total Budgetary Cost Estimate: 15,750,349

Means of Financing

Funding Source	Amount
Contributions from Other City Funds	582,162
General Taxes & LTGO Bond Proceeds	11,890,577
Miscellaneous Revenue	195,733
Operating Transfers In	3,081,877

Total Programmed Funding: 15,750,349
Future Funding Requirements:

Comments

G-94 Enterprise Application Replacement Reserve

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

Status: **Ongoing**
 Location: **Cityhall**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
8,900,000	2,100,000	800,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000

Description and Scope

The City of Bellevue relies on enterprise applications used by all staff and are necessary for the efficient and effective operation of the city. The Enterprise Application Replacement (EAR) Reserve proposal is used as a financing mechanism to secure the planned replacement of the Financial and Human Resources Information System (JD Edwards), the Enterprise Asset Management System (Maximo), the city-wide Point of Sale (POS) system, city website, and others. Collectively these applications cost around \$8 million to procure and implement. Inadequate replacement funding hampers the ability to respond to future business needs in an ever-changing technology industry.

Rationale

The fund was established for eventually replacing enterprise systems, including JDE (\$5M for initial purchase and install in 2006), Maximo (over \$1.5M), POS (over \$330K), city website (over \$350K) and others. These enterprise applications, funded through the CIP and phased in over the past 10 years, have no established replacement funding, unlike some departmental line-of-business applications and most IT equipment. All departments use these applications for critical functions, such as payroll, procurement, accounting, credit card payments, asset management, work order tracking, and much more. The goal is to reasonably build up funding over time so that these major systems can be replaced when a strategic business shift is merited or at their end-of-life without creating undue fiscal stress on departmental operating budgets.

This proposal supports the City Council Vision of High Performance Government and the budget outcome for Responsive Government, specifically the factor of "stewardship of public trust". By allocating funds in this multi-year capital plan, the City reduces the downstream risk of designating large one-time funds for replacement of major business applications. An asset lifecycle management best practice is followed in planning for replacement and determining the long-term financial impact to ensure adequate fiscal resources to maintain investments and replace as necessary. The replacement cost may differ from initial implementation costs resulting in a gap, but this reasonable approach of saving for replacement can mitigate the size of additional funding request if needed.

Setting aside a nominal replacement amount each year is fiscally prudent and in keeping with other replacement practices per Government Finance Officers Association (GFOA) Asset Maintenance and Replacement best practices (2010). The EAR fund positively influences the City's AAA bond rating (Standard & Poor's and Moody's, 2017) that recognizes the city's careful oversight and fiscal stewardship on behalf of the public.

Environmental Impacts

None

Operating Budget Impacts

This program will have no significant impact on operating expenditures.

FY2019-2025 Capital Investment Program

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	Ongoing	8,900,000

Total Budgetary Cost Estimate: 8,900,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	8,837,392
Miscellaneous Revenue	62,608

Total Programmed Funding: 8,900,000
Future Funding Requirements:

Comments

G-113 Facility Services Major Maintenance

Category: **Responsive Government** Status: **New**
 Department: **Finance and Asset Management** Location: **City Hall and the Bellevue Service Center**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
9,774,526	-	2,314,526	1,230,000	1,540,000	1,390,000	1,165,000	1,135,000	1,000,000

Description and Scope

Projects on the Major Maintenance Plan include assessments of building systems, system repairs and upgrades, major building remodels, and projects to improve energy efficiency in City Hall and the Bellevue Service Center. Many of the projects are preventive in nature.

Rationale

This project addresses necessary life-cycle upgrades, unexpected major repairs, energy conservation projects, and safety and accessibility issues at City Hall and the Bellevue Service Center. The project has been established in response to the high priority the city has placed on maintaining our major 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 or enhance the operating condition of our primary city facilities and preserve or extend the useful life of these buildings.

Environmental Impacts

Where possible, projects are designed to reduce the city's overall energy usage.

Operating Budget Impacts

This program will have no significant impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	9,774,526
Total Budgetary Cost Estimate:		9,774,526

Means of Financing

Funding Source	Amount
Charges for Services	9,774,526

Total Programmed Funding: 9,774,526
Future Funding Requirements:

Comments

PW-M-15 Wetland Monitoring

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

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
557,239	224,239	11,000	57,000	58,000	59,000	50,000	51,000	47,000

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. Current funding is for the Northup Way Corridor Improvements project (PW-R-146), 120th Avenue NE Stage 3 project (PW-R-168) and the 124th Avenue NE - NE Spring Boulevard to Ichigo Way project (PW-R-166), and potentially new projects such as Newport Way SE - Somerset Blvd. to 150th Avenue SE (PW-R-185).

Rationale

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

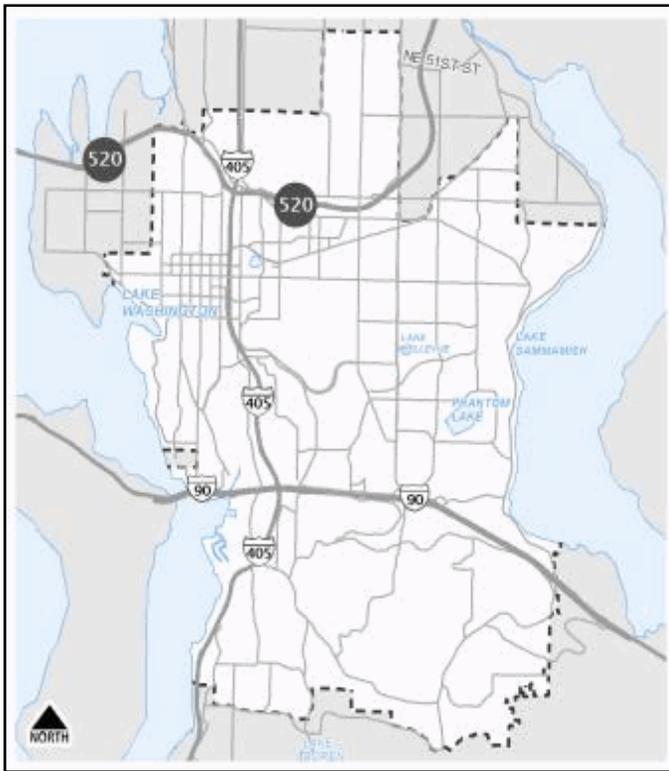
Environmental Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	557,239

Total Budgetary Cost Estimate: 557,239

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	531,352
Miscellaneous Revenue	10,887
Real Estate Excise Tax	15,000

Total Programmed Funding: 557,239

Future Funding Requirements:

Comments

2019-2025 Adopted CIP: Responsive Government

Combined, Completed Projects

CIP Plan Number	Project Title	\$ in 000s
		Total Estimated Cost
G-01	COB Fuel System Replacement	\$645
G-111	Long-Range Property & Facilities Plan	280
	Total Combined, Completed Projects	\$925



2019-2025 Capital Investment Program Plan

Safe Community

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 2019-2025 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 10 public safety facilities and necessary remodels of fire stations as well as funding for the purchase of property for a new downtown fire station. Also included is funding to advance the Fire Facility Master Plan.

Note: In adopting the 2019-2025 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.

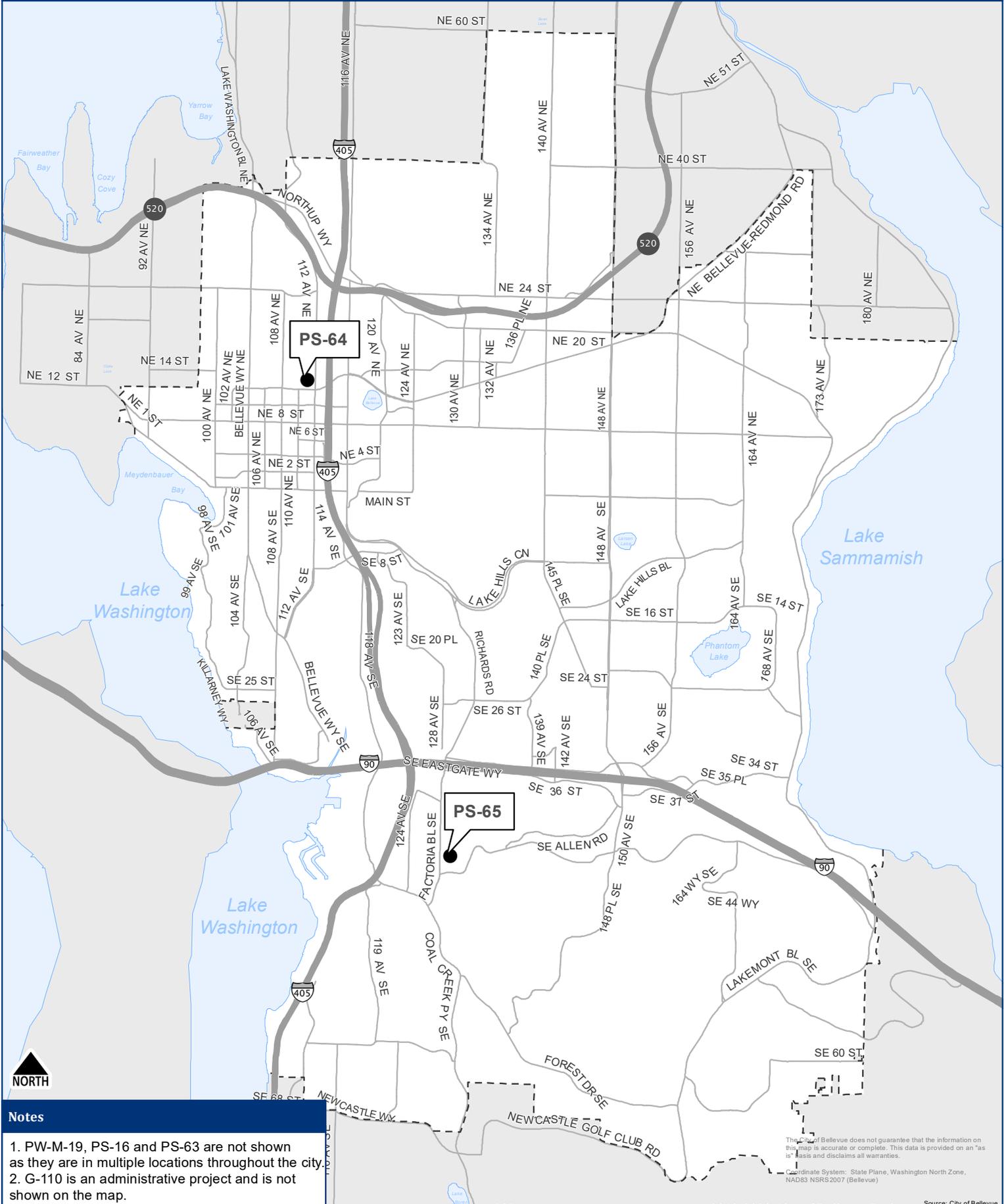
2019-2025 Adopted CIP: Safe Community

Funded CIP Projects

CIP Plan Number	Project Title	\$ in 000s	
		2019-2025 Project Cost	Total Estimated Cost
G-110	Citywide Security Improvements	\$200	\$450
PS-16	Fire Facility Maintenance	17,130	33,341
PS-63	Fire Facility Master Plan	19,150	29,250
PS-64	Fire Station 10 (Levy)	11,800	24,100
PS-65	Fire Station 4 (Levy)	35,836	35,836
PW-M-19	Major Maintenance Program	9,213	18,674
	Total Safe Community	\$93,329	\$141,651

Safe Community CIP Projects 2019 - 2025

2019 - 2020 City of Bellevue Budget



- Notes**
1. PW-M-19, PS-16 and PS-63 are not shown as they are in multiple locations throughout the city.
 2. G-110 is an administrative project and is not shown on the map.

The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided on an "as is" basis and disclaims all warranties.
 Coordinate System: State Plane, Washington North Zone, NAD83 NSRS 2007 (Bellevue)

G-110 Citywide Security Improvements

Category: **Safe Community** Status: **Approved Prior**
 Department: **Finance and Asset Management** Location: **Various**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
450,000	250,000	100,000	100,000	-	-	-	-	-

Description and Scope

Provide funding for the implementation of continued security infrastructure upgrades at all major city facilities as identified by earlier security consultant recommendations and as prioritized by the CST for maximum benefit in 2019-20. This also provides for the acquisition of training and educational materials, programs, online presentations or instructor-led training sessions for the further education of city staff in better understanding their role in recognizing security vulnerabilities or situations and promptly reporting potential threats.

Rationale

Increased threats to public, private and civic environments in the current world climate warrants an updated review of security policies, procedures and practices to ensure vulnerabilities are regularly re-assessed and mitigated in a preemptive manner. Increasing national incidents of random shootings and the ever-present threat of international and domestic terrorism has increased the importance of reinforcing this facet of our operations to minimize our exposure potential through due diligence. The CST was formed in response to these incidents and its continued existence beyond the original mission was again endorsed by the Security Steering Team in 2017. City staff were also surveyed in 2017 as to their relative satisfaction with the safety and security of their facilities (of those under the care of Civic Services.) The 72% satisfaction level was well below the target goal of 85% or better.

Current security measures at City Hall were originally designed in 2005 primarily for the protection of property and assets. Most outlying facilities have little or no security-related infrastructure in comparison. Individual departments currently manage their facility security concerns within their respective domains with little, if any, coordination between them. Today's best practices employ comprehensive and interconnected security programs across multiple sites in a centralized manner with an emphasis on safety and security of people and data. Our disconnected security practices, procedures and systems around the city requires the continued vigilance of the City Security Team to move towards a more cohesive security foundation.

Environmental Impacts

N/A

Operating Budget Impacts

Site security audits may identify additional ongoing security needs. It is unknown at this time if additional M&O will be needed.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2020	450,000

Total Budgetary Cost Estimate: 450,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	450,000

Total Programmed Funding: 450,000
Future Funding Requirements:

Comments

PS-16 Fire Facility Major Maintenance

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

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

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2019 Budget</u>	<u>FY 2020 Budget</u>	<u>FY 2021 Budget</u>	<u>FY 2022 Budget</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>
33,341,297	16,211,297	2,403,000	2,498,000	2,566,000	2,390,000	2,250,000	2,605,000	2,418,000

Description and Scope

This proposal provides funding for major repairs and/or upgrades required at 9 Fire Stations and the Public Safety Training Center which are not of sufficient magnitude to warrant a separate capital investment project. The facilities are unique and have special requirements necessary to operate efficiently and respond to fire and medical emergencies twenty-four hours a day, seven days a week. The Fire Department Long Range Facility Plan and facility survey documented numerous deferred maintenance issues and facility renovations needed to stop the deterioration of fire facilities and provide for the safety of personnel. While the annual allocation was raised in the last budget cycle from \$1M to \$2M, it is not sufficient to adequately maintain the remaining aging fire stations and training center. This includes an incremental increase of funding annually to move towards the maintenance plan to extend the safe occupancy of existing fire station facilities.

Rationale

This project addresses 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.

Preserving existing capital infrastructure before building new facilities is a critical element of the city's financial policy (Citywide Financial Policy XI: I). While the Fire Levy was approved to replace two fire stations and build a new urban fire station, there is continuous maintenance required on the remaining fire facilities for them to function at service level minimums. The remaining fire stations have an average age of 30 and should last 50 years, meaning funding is needed to pay for the critical infrastructure, functionality, health and safety and community components to last another 20 years before replacement is warranted. A lack of consistent facility funding results in catastrophic building failure and will warrant a full fire station replacement sooner than expected. An example of this is the planned exterior siding and window replacement of Fire Station 6. Poor roof, brick and window maintenance now requires the city to invest approximately 75% of its annual fire major maintenance CIP funds into one single project to maintain its exterior integrity. The current Run-to-Fail funding strategy is not proactive but reactive, is not the most efficient use of funds and resources and is not preserving the existing infrastructure.

Environmental Impacts

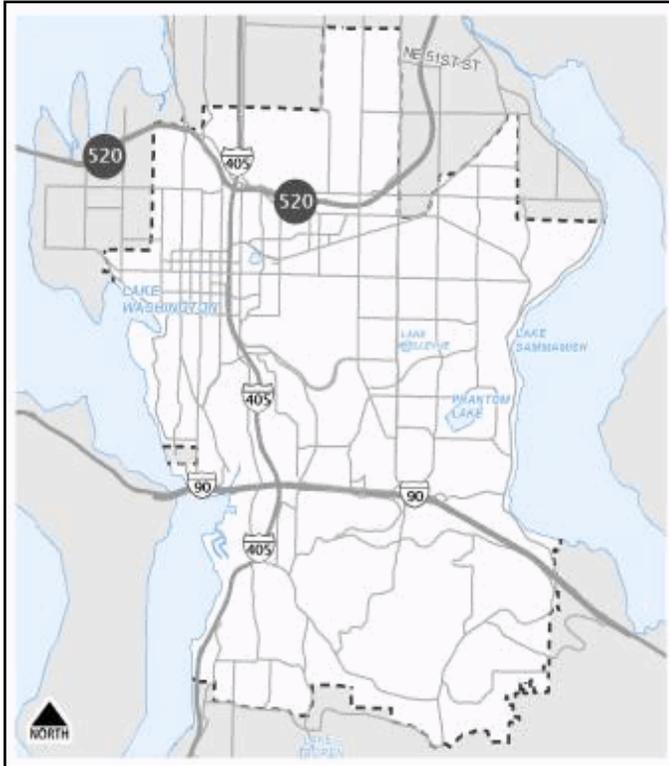
Renovation and refurbishment of critical infrastructure are generally exempt from the State Environmental Protection Act. The fire department collaborates with civic services, consultants and vendors to minimize environmental impacts and when possible seeks sustainable solutions that conserve and protect natural resources. Maintaining the critical infrastructure of fire facilities allows the fire department to implement more sustainable, energy-efficient and eco-friendly solutions. As an example, the replacement of the burn props a few years ago at the Public Safety Training Center allowed the city to eliminate burning wood for live fire training. All projects are reviewed with the City of Bellevue Resource Conservation Manager to identify potential opportunities for positive environmental impacts.

Operating Budget Impacts

This program will have no significant impact on operating expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	Ongoing	33,341,297

Total Budgetary Cost Estimate: 33,341,297

Means of Financing

Funding Source	Amount
Charges for Services	1,477
General Taxes & LTGO Bond Proceeds	28,804,592
Interlocal Contributions	4,128,215
Miscellaneous Revenue	227,007
Operating Transfers In	137,140
Private Contributions	16,115
Sale of Fixed Assets	26,751

Total Programmed Funding: 33,341,297
Future Funding Requirements:

Comments

PS-63 Fire Facility Master Plan

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

Status: **Approved Prior**
 Location: **Citywide**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
29,250,000	10,100,000	7,150,000	1,000,000	8,000,000	3,000,000	-	-	-

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 the 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, only the most critical needs were funded in this CIP project. The two most critical needs identified in the study were:

1. Rebuilding Fire Station Five (\$15.1 M); and,
2. Purchasing property for a new downtown fire station (\$14.1 M).

Rationale

Maintaining 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.

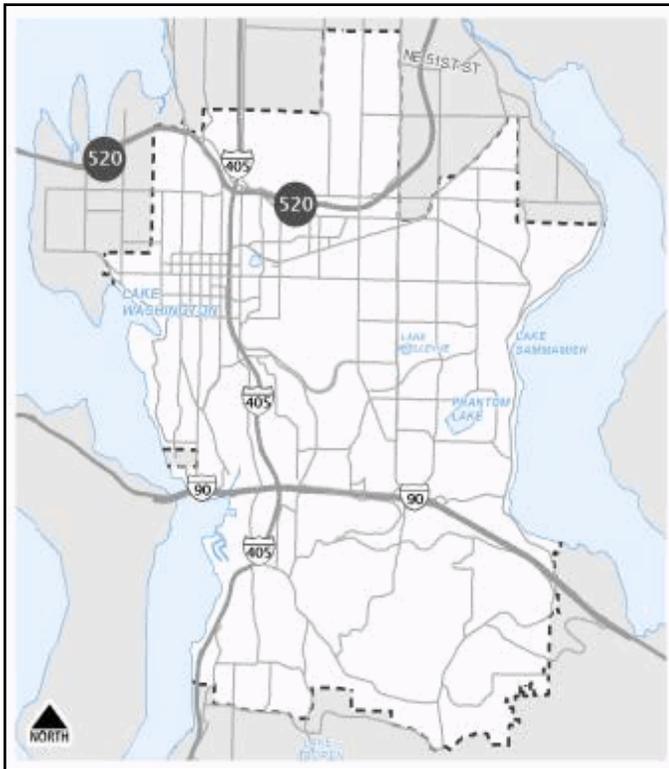
Environmental Impacts

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

This program will have no significant impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2015 - 2022	29,250,000

Total Budgetary Cost Estimate: 29,250,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	29,250,000

Total Programmed Funding: 29,250,000
Future Funding Requirements:

Comments

PS-64 Fire Station 10 (Levy)

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

Status: **Approved Prior**
 Location: **Northwest/Downtown**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
24,100,000	12,300,000	6,150,000	5,650,000	-	-	-	-	-

Description and Scope

The downtown has the clear majority of high-rises in the city and high-rise development is continuing at a fast pace. In the next decade, it is expected that the downtown area will have a significant increase in jobs and residential population. Location of a new fire station in the downtown area will address current response shortfalls and will ensure maintenance of current emergency service levels as the area develops and grows higher and denser.

When selecting a design for Fire Station 10, the following key elements will be considered:

- Current and projected population and call volume growth in the city;
- Emergency response time patterns;
- Protecting the health and safety of firefighters;
- Ability to maintain operational effectiveness during all types of emergencies; and,
- Meeting current regulations, industry standards and Best Practices for fire station design.

Rationale

Maintaining emergency response capabilities, providing a healthy and safe working environment for fire personnel 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.

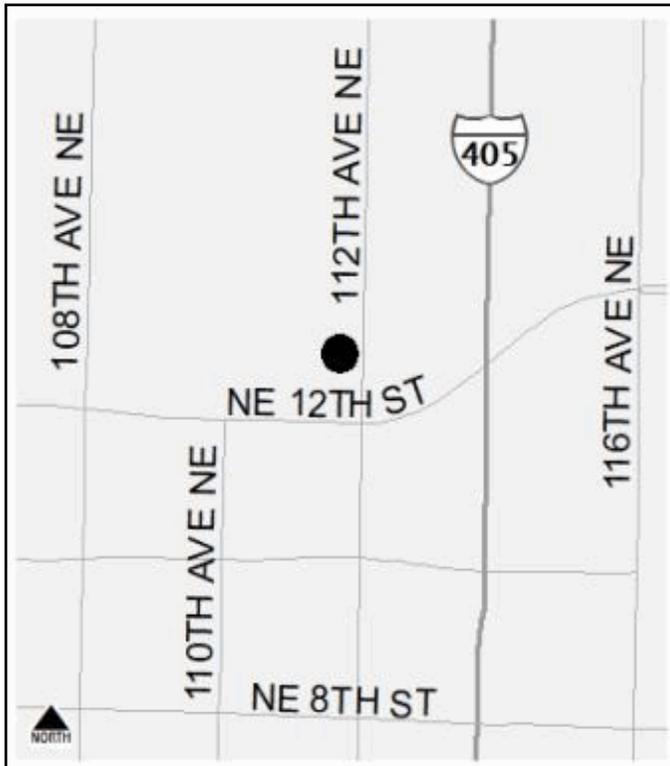
Environmental Impacts

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

This program will have no significant impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2020	24,100,000

Total Budgetary Cost Estimate: 24,100,000

Means of Financing

Funding Source	Amount
Fire Levy Revenue	24,100,000

Total Programmed Funding: 24,100,000
Future Funding Requirements:

Comments

PS-65 Fire Station 4 (Levy)

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

Status: **Approved Prior**
 Location: **Factoria**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
35,835,922	-	308,206	922,000	6,685,805	6,800,695	6,918,690	7,038,170	7,162,356

Description and Scope

This project provides funding to relocate Fire Station 4 where site limitations preclude reconfiguration or expansion at the existing location. Due to continued growth throughout the city, Fire Station 4 has been designated as a future taskforce station. This designation requires additional space to house more emergency response units. Relocation of Battalion taskforces to new station 4 and station 6 provide for improved ladder company and incident command response in addition to improving the department's ability to establish an effective firefighting force for larger incidents in areas that have the highest projected growth and density - Downtown, Bel-Red, and Factoria.

When selecting a site and design for new Station 4, the following key elements will be considered:

- Current and projected population and call volume growth in the city;
- Emergency response time patterns;
- Protecting the health and safety of firefighters;
- Ability to maintain operational effectiveness during all types of emergencies; and,
- Meeting current regulations, industry standards and Best Practices for fire station design.

Rationale

Maintaining emergency response capabilities, providing a healthy and safe working environment for fire personnel 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.

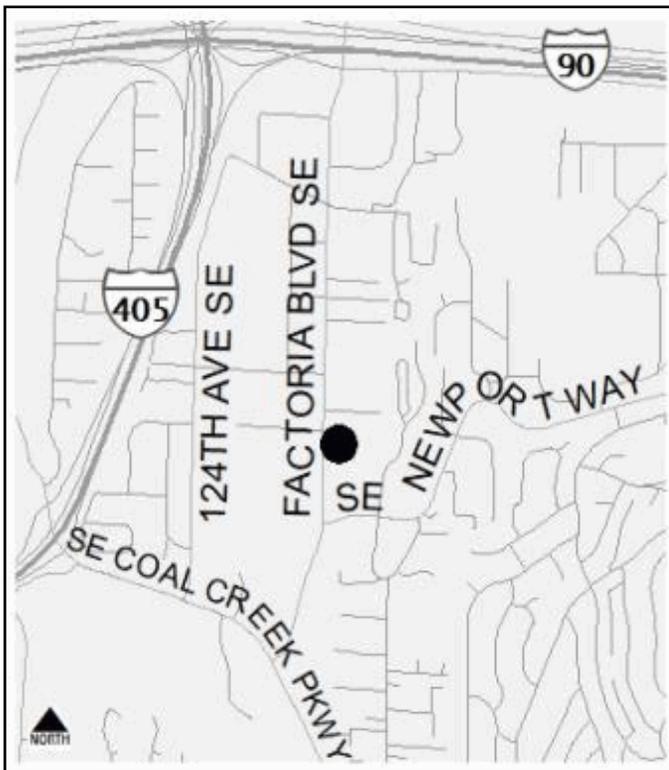
Environmental Impacts

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

This program will have no significant impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2025	35,835,922

Total Budgetary Cost Estimate: 35,835,922

Means of Financing

Funding Source	Amount
Fire Levy Revenue	35,835,922

Total Programmed Funding: 35,835,922
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 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
18,673,977	9,460,977	2,250,000	1,080,000	1,109,000	1,142,000	1,175,000	1,210,000	1,247,000

Description and Scope

This program will inventory and prioritize needs for maintenance, rehabilitation, reconstruction, or replacement of significant transportation systems components and other transportation related right-of-way appurtenances. 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, City-owned fences, and maintenance to existing signals and lighting systems.

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.

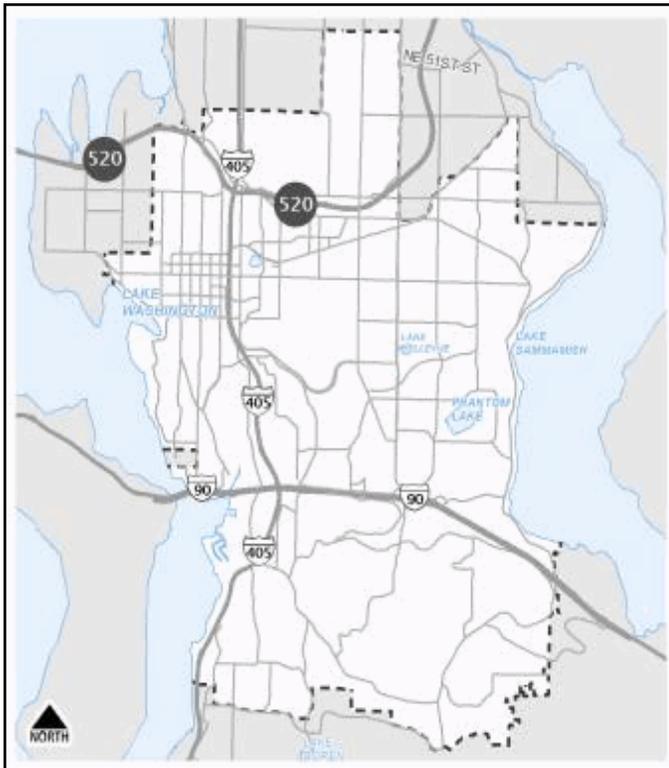
Environmental Impacts

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 for this program will be determined on a project specific basis as required.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	18,673,977

Total Budgetary Cost Estimate: 18,673,977

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	4,601,066
Miscellaneous Revenue	4,333
Real Estate Excise Tax	14,068,578

Total Programmed Funding: 18,673,977
Future Funding Requirements:

Comments

2019-2025 Adopted CIP: Safe Community

Combined, Completed Projects

CIP Plan Number	Project Title	<u>\$ in 000s</u> Total Estimated Cost
NONE		
	Total Combined, Completed Projects	<u><u>-</u></u>



This Page Intentionally Left Blank

Utilities 2019-2025 Capital Investment Program

Executive Summary:

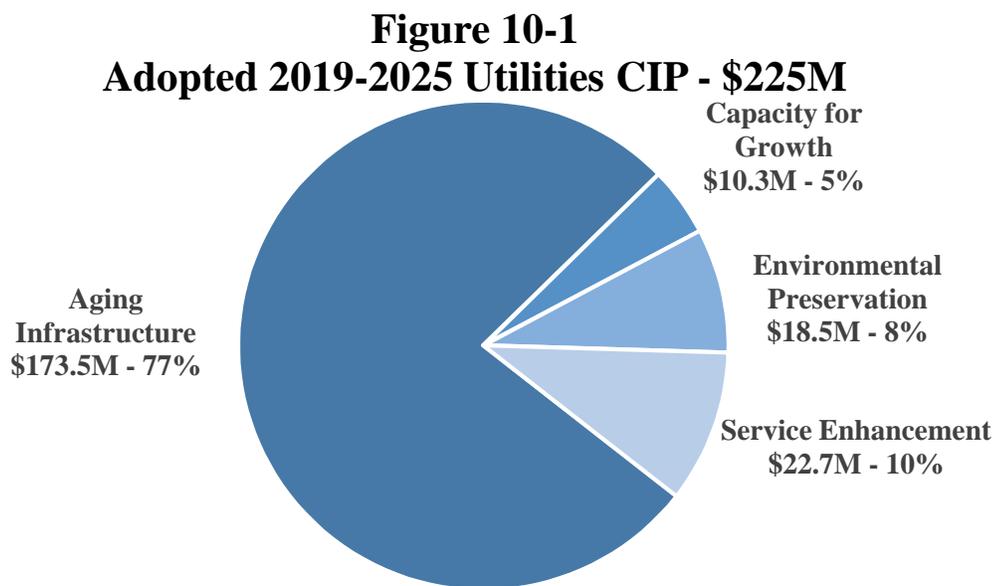
The Utilities 2019-2025 Capital Investment Program (CIP) is a plan and budget for major utility system improvements that will be implemented over a seven-year period. The Adopted Utilities CIP Plan totals \$225 million and defines investments for three utilities -- Water, Sewer, and Storm and Surface Water.

Key drivers for the 2019-2025 CIP are:

- Renewing and replacing aging infrastructure
- Adding system capacity to support anticipated growth
- Preserving the natural environment
- Maintaining and enhancing customer service

Overview

The city's utility infrastructure is aging, and increased maintenance and capital investment are inevitable. The adopted 2019-2025 Utilities CIP, summarized in the chart below, will enable Utilities to responsibly maintain and replace aged assets thereby avoiding an increase in system failures and a degradation of service to customers, provide capacity to support economic growth, meet regulatory requirements, and maintain and enhance service delivery to customers.



Aging Infrastructure

Utilities owns, operates, and maintains over \$3.5 billion of infrastructure assets, with over 1,600 miles of pipeline, 24 water reservoirs, 68 pump stations, and 62 pressure zones. The pipeline infrastructure was primarily constructed in the 1950s and 1960s, and most of the assets are well past midlife. As the infrastructure ages, it becomes less reliable and more failures occur. As a result, the cost to operate, maintain, rehabilitate, and replace the various assets increases. Over the next 75 years, approximately \$2.4 billion will be needed to renew or replace infrastructure within the three utilities. System renewal is and will continue to be the most significant driver of the Utilities CIP.

Utilities has a strategic asset management plan in place to maintain customer service by minimizing system failures and to mitigate future rate spikes through proactive planning focused on optimal system life costs.

Each utility is in a different stage of system replacement; therefore, the size of the CIP differs for each utility. The Water Utility is in active system replacement and represents 72% of the adopted 2019-2025 Utilities CIP funds for aging infrastructure projects. The Sewer Utility is just beginning systematic infrastructure replacement. The Storm and Surface Water Utility has not started systematic infrastructure replacement and have been focused on condition assessment to determine future infrastructure renewal and replacement needs.

Capacity for Growth

Bellevue's downtown was rezoned in 1981 to create an urban core, and since that time, multifamily and commercial growth continues to transform this area. In addition, the city's Bel-Red area was rezoned in 2009 to allow increased density. This area is expected to continue to undergo significant redevelopment, with accompanying infrastructure needs in all three utilities.

Protecting Waterways/Reducing Flooding

Bellevue's storm and surface water utility was established in 1974 — one of the first in the nation. The city's philosophy emphasizes storm water management to reduce the risk of flooding, and to protect and enhance the city's streams, lakes, and wetlands. This is accomplished in large part by improving culverts, stream restoration, improving fish passage, and reducing flood hazards through storm water infrastructure projects.

Maintaining and Enhancing Customer Service

Smart Water Meter Program - Starting in 2019 Bellevue Utilities will replace all customer water meters with new Smart Water Meters. The largest benefits to customers will be early detection of water leaks inside their homes and the ability to proactively control their water usage. The new meters will wirelessly transmit customer water usage data. Meter readers will no longer need to visit homes and customers will be able to monitor their water usage in near real time.

Operations and Maintenance Facility Land Acquisition - Utilities needs an additional maintenance facility in the North End of Bellevue to better serve our customers by maximizing efficiencies and improving emergency response. The current operations and maintenance facilities are operating at or near capacity and will not meet all of Utilities operational needs to service the community into the future.

Infrastructure Renewal and Replacement Account

Recognizing that the cost to replace Utilities aging infrastructure is significant, the Bellevue City Council established the Renewal and Replacement (R&R) Account in 1995 for future system infrastructure renewal and replacement as identified in the Utilities CIP. Bellevue's long-term infrastructure funding strategy is to build rate revenues gradually over time to achieve a pay-as-you-go capital program and use the R&R funds to address the peak capital needs. Through proactive planning consistent with Utilities financial policies, capital funding for current and future infrastructure needs are collected and invested in capital infrastructure or deposited into the R&R account enabling infrastructure replacement when needed, all while managing utility rate impacts and maintaining intergenerational equity. By establishing the R&R Account strategically and continuing to update and refine a 75-year financial model, Bellevue Utilities is better prepared than many utilities to meet increasing infrastructure replacement requirements while maintaining customer service.

Water System

Over 600 miles of pressurized water pipeline, 24 reservoirs, 22 pump stations, 62 pressure zones, and 5,800 fire hydrants comprise the backbone of Bellevue's water system. Most of the pipe network was built 30-50 years ago and is past its midlife. About 40 percent of the pipes are asbestos cement (AC), with the small diameter AC pipes having the shortest life. The rest of the water system pipes are predominantly ductile or cast iron, with an average expected life of 125 years.

Based on pipe age and life cycle assessments, Bellevue Utilities determined 10 years ago that a ramp-up of the water main replacement rate was necessary to maintain system functionality and meet customer service levels for the future. 2018 will be the first year Utilities achieved the 5-miles AC water line replacement annual target.

Although the water system will not need to expand very much because the city is essentially built out geographically, two areas of the city have been rezoned for higher density development – downtown and the BelRed Corridor. Because these two areas are expected to grow in the next 15 years, new water system infrastructure with increased capacity (pipes and reservoir storage) will be needed to meet that anticipated growth.

Adopted 2019-2025 Water Utility CIP: \$147.6 million

What type of projects are needed and why?

- ◆ A significant portion of the Drinking Water Utility's 7-year CIP addresses replacement of aging infrastructure and rehabilitation of systems. Through its asset management program, Utilities actively assesses whether the entire system needs replacement or just components. A good example is when a pump needs replacing, but the pump station that houses it does not. A total of \$125.2 million is budgeted for replacement and rehabilitation of aging infrastructure.
- ◆ The Bellevue drinking water system is complex due to Bellevue's topography which ranges from 20 feet above sea level on the shores of Lake Washington to over 1,400 feet above sea level near Cougar Mountain. Sometimes gravity is all that is needed to deliver water to residents and businesses. In other areas, pumps are required to move water to

reservoirs or directly to customers. To equalize the water pressure through the system, Pressure Reducing Valves may be needed to ensure that water is delivered to neighborhoods with appropriate pressure. Like all mechanical devices, these valves wear out and need to be replaced. Utilities has budgeted \$2.2 million for this effort.

- ◆ Similarly, reservoirs experience wear and tear and occasionally, depending on age, require structural upgrade or replacement, plus retrofitting for earthquakes. With 24 reservoirs in the system, Utilities is spending \$16.6 million to ensure water is consistently available, even after emergencies, for peak demands and to fight fires.
- ◆ New growth brings with it many challenges, including increased water needs. Utilities continues to look at and provide means to satisfy these demands either through expansion of existing storage and supply inlet facilities or by optimizing system operation. The cost is estimated to be \$6.8 million in new or improved infrastructure.
- ◆ The current manual meter reading program faces the following challenges: customers have access to water usage data only once every two months; the existing system does not allow for timely detection of leaks; and almost half of existing meters are at or approaching the end of their useful life. To address these challenges all meters are being replaced with Smart Water Meters. \$10.3 million is allocated to the Water Utility CIP to complete this program.
- ◆ As Bellevue continues to grow, there is a critical need for utility operational facilities to meet the current and future needs in an efficient and timely manner. The current operational facilities are operating at or near capacity and will soon be unable to meet our service needs. Utilities is looking to add a new maintenance facility in the North End which will provide needed space for continued growth, improved efficiencies through reduced travel times and improved emergency response. The initial cost estimates for the land acquisition is \$8.0 million, of which \$5.3 million will be provided by the Water Utility CIP.

The following table is a list of the Water Utility CIP Plans included in the 2019-2025 Adopted Budget:

Figure 10-2
Water CIP Overview

CIP Plan Number	Description	2019-2025 Adopted Budget (\$000)
W-16	Asbestos Cement Water Main Replacement	\$79,239
W-67	Pressure Reducing Valves	2,208
W-69	Minor Capital Improvement Projects	3,484
W-82	Fire Hydrant Standardization	263
W-85	Reservoir Rehabilitation or Replacement	16,567
W-91	Water Pump Station Rehabilitation or Replacement	18,455
W-98	Large Commercial Meter Vault Replacement	963

W-99	Service Lines & Saddle Replacement	1,664
W-103	Reservoir Storage for Downtown	1,576
W-104	Water Supply for W. Bellevue	2,319
W-105	NE 15th Multi Modal Corridor	1,569
W-105-B	Water Facilities for Spring Blvd Bank	1,301
W-108	Advanced Metering Infrastructure Implementation - Water	10,307
W-110	NE 40th and Enatai Inlet Supply	2,378
W-111	Operations and Maintenance Land Acquisition - Water	5,333
Water Utility CIP Total		\$147,626

Sewer System

Bellevue's sewer system, comprised of over 600 miles of pipes, 46 pump stations, and 34 major connections to the King County wastewater system, is more than halfway through its useful life. Ongoing condition assessments, coupled with monitoring of sewer overflows and resulting damage claims, help in planning for replacement of sewer system assets. Much of the system will soon need significant repair or replacement.

For the sewer system, replacement of pipeline infrastructure is only just beginning. In many cases, repair of pipe defects has been and will continue to be a cost-effective way to extend the life of sewer pipes. However, to continue to deliver safe, reliable sewer service, a significant increase in capital investment for pipeline replacement will be necessary. Pipes that convey sewage along the shores of Lake Washington and Lake Sammamish (lake lines) will be particularly difficult and expensive to replace.

Typically, sewer systems rely on gravity sewers to pass flows to major regional lines ("trunklines"). In some locations, pump stations are needed to lift the sewage to higher levels to again take advantage of gravity flow. For the lake lines, low-pressure flush stations periodically "flush" the sewer lake lines with lake water to keep sewerage flowing in the pipes. Pump and flush stations have electrical and mechanical components that must be replaced every 25-40 years.

As with the water system, increased system capacity (larger pipes and pump stations) will be needed to meet new growth in the downtown area and BelRed Corridor as these two areas develop to higher density zoning.

Adopted 2019-2025 Sewer Utility CIP: \$45.9 million

What types of projects are needed and why?

- ◆ A major portion of the work for the Sewer Utility's 7-year CIP addresses replacement of aging infrastructure and rehabilitation of systems. Sewer pump stations needing upgrades or replacement have significant costs associated with them. Utilities has budgeted \$34.6 million for replacement of pipe infrastructure and rehabilitation of systems such as pumping (lift) stations.
- ◆ A significant infrastructure program, currently in the planning stage, is the replacement of sewer pipelines submerged along the shores of Lake Washington. These lake lines comprise about 15 miles of infrastructure and will require replacement over the next 10 years. Utilities also owns and operates 4 miles of lake lines in Lake Sammamish; however, replacement is not expected until 2060. Due to the complexity and expense associated with lake line work, Utilities has budgeted \$0.7 million for program planning work within the current CIP horizon.
- ◆ Similar to the Water Utility CIP, Sewer Utility CIP investment is necessary to accommodate future growth within the downtown and BelRed corridor. Utilities has budgeted \$3.5 million for this work. This cost is reimbursed by new development.

- ◆ For Bellevue’s aging manual read water metering system – water use informs sewer charges assessed to customers – Utilities has budgeted a \$4.4 million in the Sewer Utility CIP to complete the Smart Water Meter Program.
- ◆ As our infrastructure continues to age and the service area continues to expand and develop, our current maintenance facilities will soon be unable to meet our service needs. Utilities is looking to add a new maintenance facility in the North End which will provide needed space for continued growth, improved efficiencies through reduced travel times and improved emergency response. The initial cost estimates for the purchase of land is \$8.0 million, of which \$2.7 million will be provided by the Sewer Utility CIP.

The following table is a list of the Sewer Utility CIP Plans included in the 2019-2025 Adopted Budget:

Figure 10-3
Sewer CIP Overview

CIP Plan Number	Description	2019-2025 Adopted Budget (\$000)
S-16	Sewage Pump Station Improvements	\$7,793
S-24	Sewer System Trunk Rehabilitation	11,467
S-32	Minor Capital Improvement Projects	576
S-58	Sewer Lake Line Replacement Program	156
S-60	Wilburton Sewer Capacity Upgrade	158
S-61	Midlakes Pump Station Improvements	3,355
S-66	Sewer System Pipeline Replacement Program	14,455
S-67	I&I Investigations and Flow Monitoring	316
S-108	Advanced Metering Infrastructure Implementation - Sewer	4,418
S-71	Lakeline Sewer Replacement	581
S-111	Operations and Maintenance Land Acquisition - Sewer	2,667
Sewer Utility CIP Total		\$45,942

Storm and Surface Water System

Bellevue's storm and surface water system is comprised of over 400 miles of pipes, 81 miles of open streams, over 20,000 storm water catch basins, culverts, local detention facilities, and large regional detention and water quality facilities. Because much of the infrastructure was built by King County and private developers before the Storm and Surface Water Utility was created in 1974, information is limited regarding the system's condition. The Storm Water Utility is unique in that drainage is a combination of publicly and privately-owned components working together to carry water to lakes, streams, and wetlands.

Annual capital investment increases will be needed to replace infrastructure prior to failure to prevent property damage and protect the environment. To date, infrastructure replacement has consisted primarily of replacing some major culverts in danger of failure and that were known to be barriers to fish migration. Additional information is being collected to determine asset inventory and condition, which will result in a more complete and accurate forecast for predicting appropriate timing for asset replacement. Preventing damage from storms is integral to the Storm Water Utility's mission. Flood protection and projects to restore stream health and environmental habitat are key components of the Storm & Surface Water Utility CIP program.

Adopted 2019-2025 Storm and Surface Water Utility CIP: \$31.5 million

(Approximately \$10.3 million will be funded in this time period through the King County Flood Control Zone District.)

What types of projects are needed and why?

- ◆ Flood control is a vital component of Bellevue Utilities storm water management work. The Lower Coal Creek Flood Hazard Reduction Project is a \$14 million project in total funded by the King County Flood Control District. It will ease flooding in the Newport Shores neighborhood through replaced culverts and relocated storm water outfalls. The district also assists in funding smaller projects throughout the city, with the utility receiving around \$600,000 a year. The Storm & Surface Water Utility is budgeting \$6.1 million to complete the Lower Coal Creek project and \$5.8 million for other flood control projects for the 7-year CIP horizon.
- ◆ Utilities rehabilitates or replaces defective drainage pipelines and rehabilitates roadside ditches annually. With close to 400 miles of piped system alone, this program will continue in perpetuity. The 7-year CIP planning horizon allocates \$10.5 million toward this effort.
- ◆ The stream channel modification program works to resolve unstable stream sections on public land to protect banks, in-stream habitat, and sediment movement. The budget for this work is \$3.6 million.
- ◆ Nine critical publicly-owned culverts remain as full or partial fish passage barriers. Bellevue Utilities works closely with State Department of Fish and Wildlife regulators to replace these culverts with new designs that allow for fish passage. The budget for this effort is \$2.5 million.

The following table is a list of the Storm & Surface Water Utility CIP Plans included in the 2019-2025 Adopted Budget:

Figure 10-4
Storm and Surface Water CIP Overview

CIP Plan Number	Description	2019-2025 Adopted Budget (\$000)
D-59	Minor Capital Improvement Projects	\$2,052
D-64	Infrastructure Rehabilitation Program	10,457
D-81	Fish Passage Improvement Projects	2,533
D-86	Stream Channel Modification Program	3,642
D-94	Flood Control Program	5,790
D-103	Replace Coal Creek Pkwy Culvert	26
D-104	Stream Restoration for M&I	108
D-105	Replace NE 8th St Culvert at Kelsey Creek	136
D-106	Lower Coal Creek Flood Hazard Reduction	6,128
D-107	Storm Water Video Inspection	246
D-109	Storm Water Quality Retrofit Kelsey Creek	342
Storm & Surface Water Utility CIP Total		\$31,460



This Page Intentionally Left Blank

2019-2025 Utilities CIP Project Expenditures
City of Bellevue 2019-2020 Adopted Budget

CIP Plan No.	Project Name	2018 Approp. To Date	2019 Budget	2020 Budget	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2019-2025 Total	New Total Project Budget
WATER CIP											
W-16	Small Diameter Water Main Replacement	83,042,885	16,040,000	9,914,000	10,113,000	10,317,000	10,736,000	10,950,000	11,169,000	79,239,000	162,281,885
W-67	Pressure Reducing Valve (PRV) Rehabilitation	9,401,971	-	-	424,000	433,000	441,000	451,000	459,000	2,208,000	11,609,971
W-69	Minor (Small) Water Capital Improvement Projects	5,967,619	1,546,000	238,000	305,000	357,000	320,000	397,000	321,000	3,484,000	9,451,619
W-82	Fire Hydrant Standardization	1,614,497	143,000	120,000	-	-	-	-	-	263,000	1,877,497
W-85	Reservoir Rehabilitation or Replacement	11,950,477	1,284,000	4,585,000	3,470,000	1,570,000	2,127,000	1,833,000	1,698,000	16,567,000	28,517,477
W-91	Water Pump Station Rehabilitation or Replacement	10,209,473	5,224,000	3,348,000	2,908,000	2,554,000	1,045,000	832,000	2,544,000	18,455,000	28,664,473
W-98	Replacement of Large Commercial Water Meters	3,649,163	-	120,000	122,000	125,000	195,000	199,000	202,000	963,000	4,612,163
W-99	Water Service Line and Saddle Replacement	2,742,500	-	263,000	268,000	274,000	281,000	286,000	292,000	1,664,000	4,406,500
W-103	Increase Drinking Water Storage Availability for West Op Area	1,763,086	1,576,000	-	-	-	-	-	-	1,576,000	3,339,086
W-104	New Water Inlet Station	2,910,000	2,319,000	-	-	-	-	-	-	2,319,000	5,229,000
W-105	Water Facilities for NE 15th Multi Modal Corridor	623,000	877,000	226,000	231,000	235,000	-	-	-	1,569,000	2,192,000
W-105-B	Water Facilities for NE 15th Multi Modal Corridor (Bank)	1,304,957	-	-	250,000	255,000	260,000	265,000	271,000	1,301,000	2,605,957
W-108	Advanced Metering Infrastructure (AMI) Implementation (Water)	5,854,800	8,207,000	2,100,000	-	-	-	-	-	10,307,000	16,161,800
W-109	Richards Road Inlet Supply Satation Improvements (Carry forward)	500,000	-	-	-	-	-	-	-	-	500,000
W-110	NE 40th and Enatai Inlet Water Station	200,000	416,000	1,698,000	54,000	210,000	-	-	-	2,378,000	2,578,000
W-111	Operations and Maintenance Land Acquisition - Water	-	5,333,000	-	-	-	-	-	-	5,333,000	5,333,000
TOTAL WATER CIP		141,734,428	42,965,000	22,612,000	18,145,000	16,330,000	15,405,000	15,213,000	16,956,000	147,626,000	289,360,428
SEWER											
S-16	Sewage Pump Station Improvements	14,704,155	1,307,000	815,000	1,204,000	1,402,000	1,212,000	839,000	1,014,000	7,793,000	22,497,155
S-24	Sewer System Pipeline Major Repairs	24,856,785	-	689,000	2,070,000	2,115,000	2,152,000	2,199,000	2,242,000	11,467,000	36,323,785
S-32	Minor (Small) Sewer Capital Improvement Projects	2,576,323	-	-	6,000	137,000	142,000	144,000	147,000	576,000	3,152,323
S-58	Lake Washington Sewer Lake Line Assessment Program	1,918,955	156,000	-	-	-	-	-	-	156,000	2,074,955
S-59	Add on-site Power at Sewer Pump Station (Carry Forward)	302,994	-	-	-	-	-	-	-	-	302,994
S-60	Wilburton Sewer Capacity Upgrade	10,441,599	11,000	48,000	49,000	50,000	-	-	-	158,000	10,599,599
S-61	Midlakes Pump Station Capacity Improvements	4,371,695	3,300,000	11,000	11,000	11,000	11,000	11,000	-	3,355,000	7,726,695
S-66	Sewer System Pipeline Replacement	7,188,889	4,328,000	1,784,000	1,219,000	1,708,000	1,770,000	1,805,000	1,841,000	14,455,000	21,643,889
S-67	I&I Investigations and Flow Monitoring	956,382	316,000	-	-	-	-	-	-	316,000	1,272,382
S-68	Sewer Force Main Condition Assessment (Carry Forward)	778,879	-	-	-	-	-	-	-	-	778,879
S-69	Meydenbauer Bay Park Sewer Line Replacement (Carry Forward)	4,780,000	-	-	-	-	-	-	-	-	4,780,000
S-71	Lakeline Sewer Replacement	-	260,000	159,000	162,000	-	-	-	-	581,000	581,000
S-108	Advanced Metering Infrastructure (AMI) Implementation (Sewer)	2,509,200	3,518,000	900,000	-	-	-	-	-	4,418,000	6,927,200
S-111	Operations and Maintenance Land Acquisition - Sewer	-	2,667,000	-	-	-	-	-	-	2,667,000	2,667,000
TOTAL SEWER		75,385,856	15,863,000	4,406,000	4,721,000	5,423,000	5,287,000	4,998,000	5,244,000	45,942,000	121,327,856
STORM & SURFACE WATER											
D-59	Minor (Small) Storm Capital Improvement Projects	3,422,286	70,000	173,000	559,000	457,000	261,000	263,000	269,000	2,052,000	5,474,286
D-64	Strom System Conveyance Repairs and Replacement	17,180,231	773,000	1,372,000	1,517,000	1,527,000	1,635,000	1,753,000	1,880,000	10,457,000	27,637,231
D-81	Fish Passage Improvement Program	5,662,895	365,000	18,000	18,000	254,000	684,000	649,000	545,000	2,533,000	8,195,895
D-86	Stream Channel Modification Program	5,377,568	737,000	164,000	192,000	404,000	483,000	980,000	682,000	3,642,000	9,019,568
D-94	Flood Control Program	11,274,973	1,527,000	49,000	326,000	675,000	1,876,000	662,000	675,000	5,790,000	17,064,973
D-103	Replace Coal Creek Pkwy Culvert at Coal Creek	5,261,250	26,000	-	-	-	-	-	-	26,000	5,287,250
D-104	Stream Restoration for Mobility & Infrastructure Initiative	4,865,467	26,000	27,000	27,000	28,000	-	-	-	108,000	4,973,467
D-104-B	Stream Restoration for Mobility & Infrastructure Initiative (Bank)	8,304,188	-	-	-	-	-	-	-	-	8,304,188
D-105	Replace NE 8th St Culvert at Kelsey Creek	3,847,000	26,000	27,000	27,000	28,000	28,000	-	-	136,000	3,983,000
D-106	Lower Coal Creek Flood Hazard Reduction Phase I	6,356,889	5,559,000	206,000	134,000	100,000	79,000	50,000	-	6,128,000	12,484,889
D-107	Storm Water Video Inspection Enhancement	2,335,000	246,000	-	-	-	-	-	-	246,000	2,581,000
D-109	Storm Retrofit in Kelsey Creek	315,000	326,000	16,000	-	-	-	-	-	342,000	657,000
TOTAL STORM & SURFACE WATER		74,202,747	9,681,000	2,052,000	2,800,000	3,473,000	5,046,000	4,357,000	4,051,000	31,460,000	105,662,747
TOTAL UTILITIES CIP		291,323,031	68,509,000	29,070,000	25,666,000	25,226,000	25,738,000	24,568,000	26,251,000	225,028,000	516,351,031

Reserves are excluded from the table above.



This Page Intentionally Left Blank



2019-2025 Capital Investment Program Plan

Water

The Water Utility owns and operates 611 miles of water distribution and transmission mains, 24 reservoirs with 39.5 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 2016 Water System Plan. The System 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.

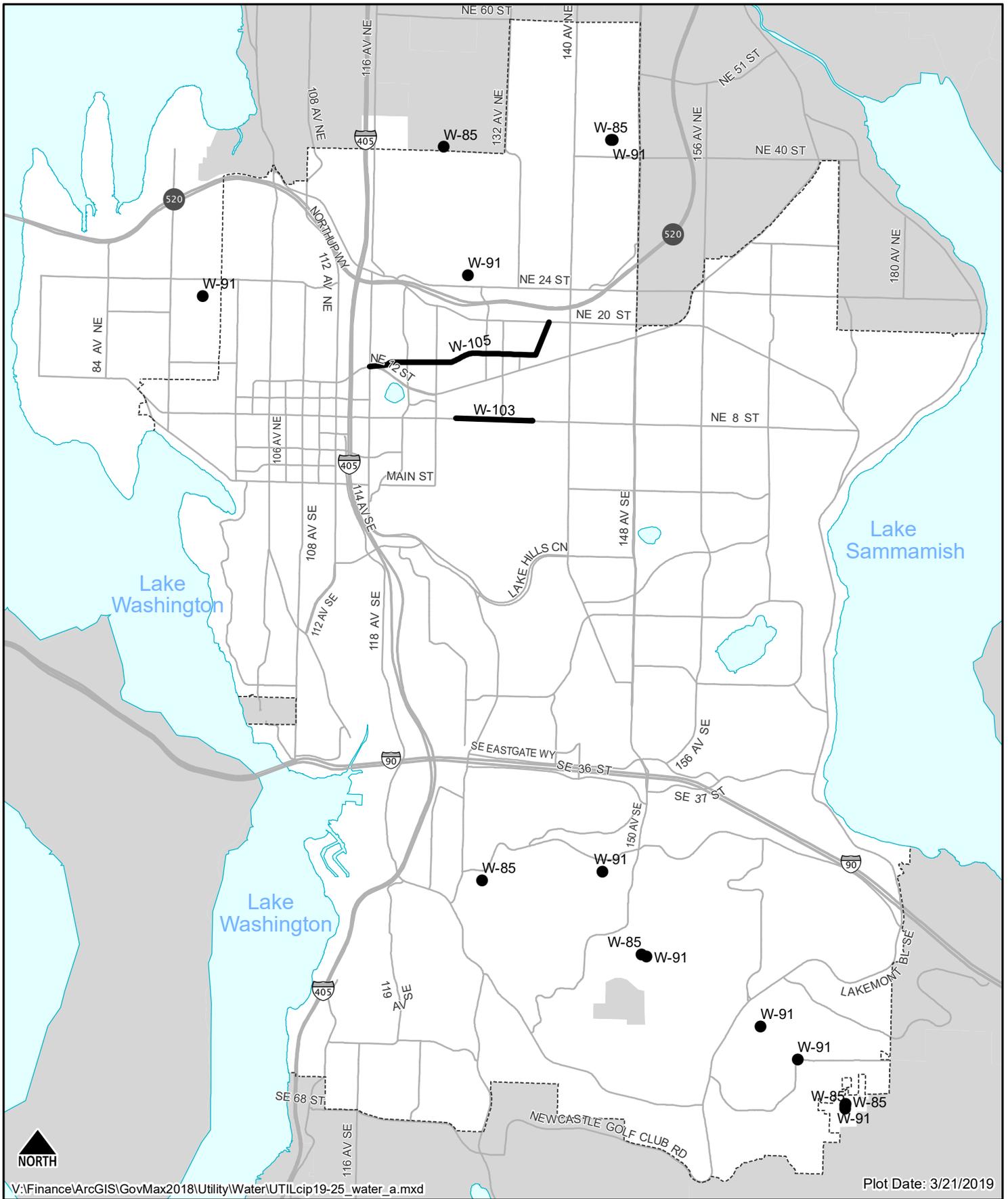
The water system was analyzed to identify pressure, capacity, and storage needs now and for anticipated population growth. Other capital investment projects reflect the increasing resources needed to maintain a high level of service and reliability as the water system ages (infrastructure renewal and replacement).

The 2019-2025 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 System 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.

2019-2025 Adopted CIP: Healthy and Sustainable Environment - Water

Funded CIP Projects

CIP Plan Number	Project Title	\$ in 000s	
		2019-2025 Project Cost	Total Estimated Cost
W-16	Small Diameter Water Main Replacement	\$79,239	\$162,282
W-67	Pressure Reducing Valve (PRV) Rehabilitation	2,208	11,610
W-69	Minor (Small) Water Capital Improvement Projects	3,484	9,452
W-82	Fire Hydrant Standardization	263	1,877
W-85	Reservoir Rehabilitation or Replacement	16,567	28,517
W-91	Water Pump Station Rehabilitation or Replacement	18,455	28,664
W-98	Replacement of Large Commercial Water Meters	963	4,612
W-99	Water Service Line and Saddle Replacement	1,664	4,407
W-103	Increase Drinking Water Storage Availability for West Op Area	1,576	3,339
W-104	New Water Inlet Station	2,319	5,229
W-105	Water Facilities for NE 15th Multi Modal Corridor	1,569	2,192
W-105-B	Water Facilities for NE 15th Multi Modal Corridor (Bank)	1,301	2,606
W-108	Advanced Metering Infrastructure (AMI) Implementation (Water)	10,307	16,162
W-109	Richards Road Inlet Supply Satation Improvements	-	500
W-110	NE 40th and Enatai Inlet Water Station	2,378	2,578
W-111	Operations and Maintenance Land Acquisition - Water	5,333	5,333
Total Water CIP		\$147,626	\$289,360



2019-2025 Water CIP Projects

Note: Projects W-16, W-67, W-69, W-82, W-98, W-99, W-103, W-104, W-108, and W-111 are not shown as they will be located throughout the service area.

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

W-16 Small Diameter Water Main Replacement

Category: **Water**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Water Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
162,281,885	83,042,885	16,040,000	9,914,000	10,113,000	10,317,000	10,736,000	10,950,000	11,169,000

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 per year replacement rate. At that rate, water pipe will need to last on average 100-125 years. Pipes are selected for replacement based on risk of failure (likelihood and consequence), failure history, and coordination with other construction, such as planned street overlays (which reduce restoration costs). Project costs include a 2.8 percent cost increase reflecting actual bid experience for pipe replacement.

Rationale

In the short term, this program reduces the likelihood of catastrophic system failures, unplanned service interruptions, damage claims to the city, and sharp rate increases to react to system failures rather than proactively managing the system. In the long term, timely replacement or repair of water system assets keeps customer rates as low as practical by managing the system at the least life-cycle cost while maintaining target service levels and meeting regulatory requirements.

Environmental Impacts

Replacing aging water infrastructure ensures a reliable supply of safe drinking water in sufficient quantity for homes and businesses. Minimizing water system failures means reduced environmental damage such as flooding and erosion, which can damage lakes, streams, and wetlands. Timely replacement of aging water pipes and appurtenances reduces the volume of treated, potable water lost to leakage into the ground or following system breaks.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	162,281,885

Total Budgetary Cost Estimate: 162,281,885

Means of Financing

Funding Source	Amount
Utility Rates/Fees	162,281,885

Total Programmed Funding: 162,281,885
Future Funding Requirements: 0

Comments

W-67 Pressure Reducing Valve (PRV) Rehabilitation

Category: **Water**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Water Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
11,609,971	9,401,971	-	-	424,000	433,000	441,000	451,000	459,000

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

In the short term, this program reduces the likelihood of catastrophic system failures, unplanned service interruptions, damage claims to the city, and sharp rate increases to react to system failures rather than proactively managing the system. In the long term, timely replacement or repair of water system assets keeps customer rates as low as practical by managing the system at the least life-cycle cost while maintaining target service levels and meeting regulatory requirements.

Environmental Impacts

Replacing aging water infrastructure ensures a reliable supply of safe drinking water in sufficient quantity for homes and businesses. Minimizing water system failures means reduced environmental damage such as flooding and erosion, which can damage lakes, streams, and wetlands. Timely replacement of aging water pipes and appurtenances reduces the volume of treated, potable water lost to leakage into the ground or following system breaks.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	11,609,971

Total Budgetary Cost Estimate: 11,609,971

Means of Financing

Funding Source	Amount
Utility Rates/Fees	11,609,971

Total Programmed Funding: 11,609,971

Future Funding Requirements:

Comments

W-69 Minor (Small) Water Capital Improvement Projects

Category: **Water**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Water Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
9,451,619	5,967,619	1,546,000	238,000	305,000	357,000	320,000	397,000	321,000

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

In the short term, this program reduces the likelihood of catastrophic system failures, unplanned service interruptions, damage claims to the city, and sharp rate increases to react to system failures rather than proactively managing the system. In the long term, timely replacement or repair of water system assets keeps customer rates as low as practical by managing the system at the least life-cycle cost while maintaining target service levels and meeting regulatory requirements.

Environmental Impacts

Replacing aging water infrastructure ensures a reliable supply of safe drinking water in sufficient quantity for homes and businesses. Minimizing water system failures means reduced environmental damage such as flooding and erosion, which can damage lakes, streams, and wetlands. Timely replacement of aging water pipes and appurtenances reduces the volume of treated, potable water lost to leakage into the ground or following system breaks.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	9,451,619

Total Budgetary Cost Estimate: 9,451,619

Means of Financing

Funding Source	Amount
Utility Rates/Fees	9,451,619

Total Programmed Funding: 9,451,619
Future Funding Requirements:

Comments

W-82 Fire Hydrant Standardization

Category: **Water**
 Department: **Utilities**

Status: **Approved Prior**
 Location: **Water Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
1,877,497	1,614,497	143,000	120,000	-	-	-	-	-

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

In the short term, this program reduces the likelihood of catastrophic system failures, unplanned service interruptions, damage claims to the city, and sharp rate increases to react to system failures rather than proactively managing the system. In the long term, timely replacement or repair of water system assets keeps customer rates as low as practical by managing the system at the least life-cycle cost while maintaining target service levels and meeting regulatory requirements.

Environmental Impacts

Replacing aging water infrastructure ensures a reliable supply of safe drinking water in sufficient quantity for homes and businesses. Minimizing water system failures means reduced environmental damage such as flooding and erosion, which can damage lakes, streams, and wetlands. Timely replacement of aging water pipes and appurtenances reduces the volume of treated, potable water lost to leakage into the ground or following system breaks.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	1993 - 2020	1,877,497

Total Budgetary Cost Estimate: 1,877,497

Means of Financing

Funding Source	Amount
Utility Rates/Fees	1,877,497

Total Programmed Funding: 1,877,497
Future Funding Requirements:

Comments

W-85 Reservoir Rehabilitation or Replacement

Category: **Water**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Water Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
28,517,477	11,950,477	1,284,000	4,585,000	3,470,000	1,570,000	2,127,000	1,833,000	1,698,000

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

In the short term, this program reduces the likelihood of catastrophic system failures, unplanned service interruptions, damage claims to the city, and sharp rate increases to react to system failures rather than proactively managing the system. In the long term, timely replacement or repair of water system assets keeps customer rates as low as practical by managing the system at the least life-cycle cost while maintaining target service levels and meeting regulatory requirements.

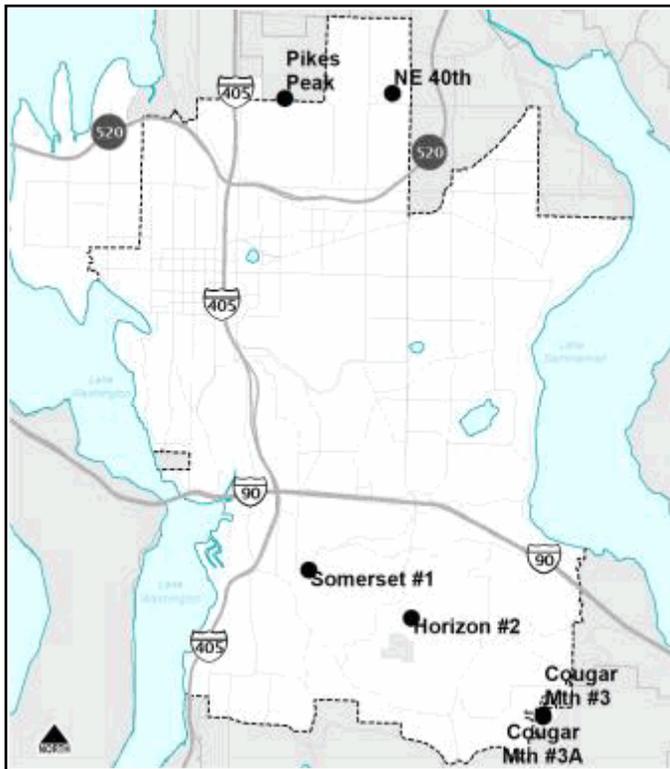
Environmental Impacts

Replacing aging water infrastructure ensures a reliable supply of safe drinking water in sufficient quantity for homes and businesses. Minimizing water system failures means reduced environmental damage such as flooding and erosion, which can damage lakes, streams, and wetlands. Timely replacement of aging water pipes and appurtenances reduces the volume of treated, potable water lost to leakage into the ground or following system breaks.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	28,517,477

Total Budgetary Cost Estimate: 28,517,477

Means of Financing

Funding Source	Amount
Utility Rates/Fees	28,517,477

Total Programmed Funding: 28,517,477
Future Funding Requirements:

Comments

W-91 Water Pump Station Rehabilitation or Replacement

Category: **Water**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Water Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
28,664,473	10,209,473	5,224,000	3,348,000	2,908,000	2,554,000	1,045,000	832,000	2,544,000

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

In the short term, this program reduces the likelihood of catastrophic system failures, unplanned service interruptions, damage claims to the city, and sharp rate increases to react to system failures rather than proactively managing the system. In the long term, timely replacement or repair of water system assets keeps customer rates as low as practical by managing the system at the least life-cycle cost while maintaining target service levels and meeting regulatory requirements.

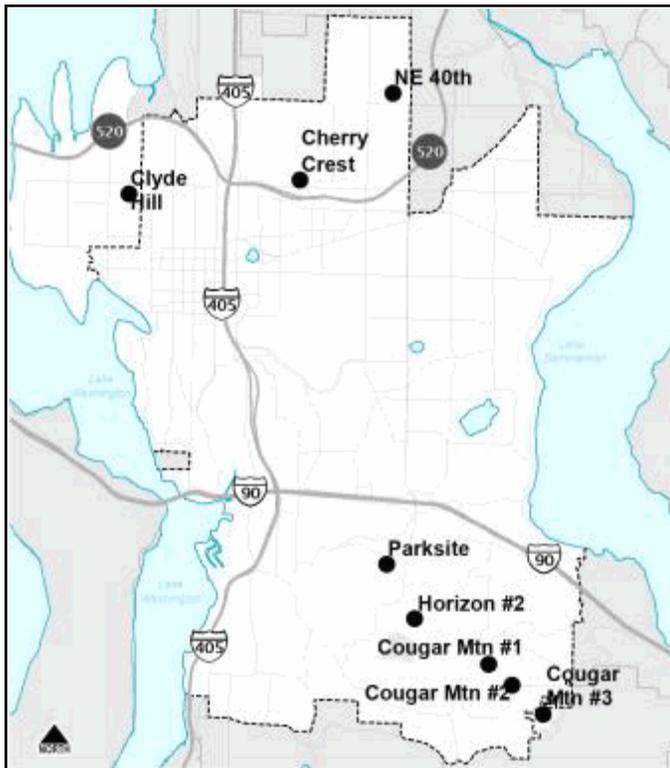
Environmental Impacts

Replacing aging water infrastructure ensures a reliable supply of safe drinking water in sufficient quantity for homes and businesses. Minimizing water system failures means reduced environmental damage such as flooding and erosion, which can damage lakes, streams, and wetlands. Timely replacement of aging water pipes and appurtenances reduces the volume of treated, potable water lost to leakage into the ground or following system breaks.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	28,664,473

Total Budgetary Cost Estimate: 28,664,473

Means of Financing

Funding Source	Amount
Utility Rates/Fees	28,664,473

Total Programmed Funding: 28,664,473
Future Funding Requirements:

Comments

W-98 Replacement of Large Commercial Water Meters

Category: **Water**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Water Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
4,612,163	3,649,163	-	120,000	122,000	125,000	195,000	199,000	202,000

Description and Scope

This program systematically replaces older, obsolete high-volume commercial water meters 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

In the short term, this program reduces the likelihood of catastrophic system failures, unplanned service interruptions, damage claims to the city, and sharp rate increases to react to system failures rather than proactively managing the system. In the long term, timely replacement or repair of water system assets keeps customer rates as low as practical by managing the system at the least life-cycle cost while maintaining target service levels and meeting regulatory requirements.

Environmental Impacts

Replacing aging water infrastructure ensures a reliable supply of safe drinking water in sufficient quantity for homes and businesses. Minimizing water system failures means reduced environmental damage such as flooding and erosion, which can damage lakes, streams, and wetlands. Timely replacement of aging water pipes and appurtenances reduces the volume of treated, potable water lost to leakage into the ground or following system breaks.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	4,612,163

Total Budgetary Cost Estimate: 4,612,163

Means of Financing

Funding Source	Amount
Utility Rates/Fees	4,612,163

Total Programmed Funding: 4,612,163
Future Funding Requirements:

Comments

W-99 Water Service Line and Saddle Replacement Program

Category: **Water**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Water Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
4,406,500	2,742,500	-	263,000	268,000	274,000	281,000	286,000	292,000

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

In the short term, this program reduces the likelihood of catastrophic system failures, unplanned service interruptions, damage claims to the city, and sharp rate increases to react to system failures rather than proactively managing the system. In the long term, timely replacement or repair of water system assets keeps customer rates as low as practical by managing the system at the least life-cycle cost while maintaining target service levels and meeting regulatory requirements.

Environmental Impacts

Replacing aging water infrastructure ensures a reliable supply of safe drinking water in sufficient quantity for homes and businesses. Minimizing water system failures means reduced environmental damage such as flooding and erosion, which can damage lakes, streams, and wetlands. Timely replacement of aging water pipes and appurtenances reduces the volume of treated, potable water lost to leakage into the ground or following system breaks.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	4,406,500

Total Budgetary Cost Estimate: 4,406,500

Means of Financing

Funding Source	Amount
Utility Rates/Fees	4,406,500

Total Programmed Funding: 4,406,500
Future Funding Requirements:

Comments

W-103 Increase Drinking Water Storage Availabilty

Category: **Water**
 Department: **Utilities**

Status: **Approved Prior**
 Location: **West Operating Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
3,339,086	1,763,086	1,576,000	-	-	-	-	-	-

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 analyzed required timing and volume as well as siting considerations for storage to meet the needs of planned growth.

Rationale

In the short term, utility capacity will be available without delaying development and redevelopment projects. In the long term, recovering the cost of projects from growth will reduce future rate increases to pay for utility system replacement.

Environmental Impacts

This project ensures a safe, reliable supply of drinking water to homes and businesses as Bellevue grows.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2009 - 2019	3,339,086

Total Budgetary Cost Estimate: 3,339,086

Means of Financing

Funding Source	Amount
Utility Rates/Fees	3,339,086

Total Programmed Funding: 3,339,086
Future Funding Requirements:

Comments

W-104 New Water Inlet Station

Category: **Water**
 Department: **Utilities**

Status: **Approved Prior**
 Location: **Water and Sewer Service Areas**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
5,229,000	2,910,000	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, BelRed, 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 ~2018-19.

Rationale

In the short term, utility capacity will be available without delaying development and redevelopment projects. In the long term, recovering the cost of projects from growth will reduce future rate increases to pay for utility system replacement.

Environmental Impacts

This project ensures a safe, reliable supply of drinking water to homes and businesses as Bellevue grows.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2019	5,229,000

Total Budgetary Cost Estimate: 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: **Ongoing**
 Location: **Not Specified**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
655,000	387,000	877,000	226,000	-19,000	-20,000	-260,000	-265,000	-271,000

Description and Scope

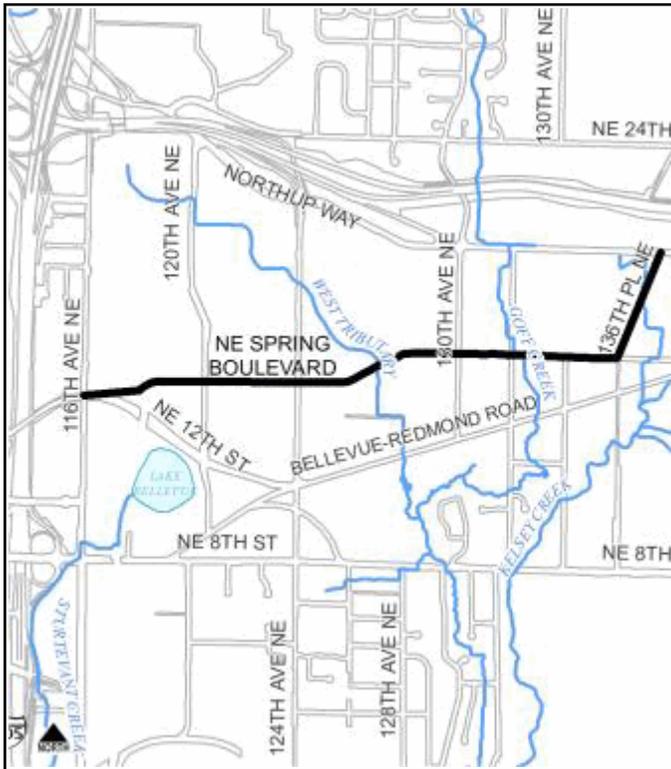
Rationale

Environmental Impacts

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	655,000

Total Budgetary Cost Estimate: 655,000

Means of Financing

Funding Source	Amount
Utility Rates/Fees	655,000

Total Programmed Funding: 655,000

Future Funding Requirements:

Comments

W-105-B Water Facilities for NE Spring Blvd Multi-Modal Corridor Bank

Category: **Water**
 Department: **Utilities**

Status: **Ongoing**
 Location: **City Hall**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
14,762,902	1,540,957	1,517,135	1,517,135	2,017,135	2,027,135	2,037,135	2,047,135	2,059,135

Description and Scope

This project maintains reserve funds for project W-105, for the design and construction of new water facilities concurrent with the design and construction of the NE 15th Multi-Modal corridor.

Rationale

N/A

Environmental Impacts

N/A

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	14,762,902

Total Budgetary Cost Estimate: 14,762,902

Means of Financing

Funding Source	Amount
Utility Rates/Fees	14,762,902

Total Programmed Funding: 14,762,902
Future Funding Requirements:

Comments

W-108 Advanced Metering Infrastructure (AMI) Implementation

Category: **Water**
 Department: **Utilities**

Status: **Approved Prior**
 Location: **Water Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
16,161,800	5,854,800	8,207,000	2,100,000	-	-	-	-	-

Description and Scope

This proposal is for a Utilities CIP Program. Implementation involves: Replacing almost all Utilities meters, total of 39,436 out of 40,804; Replacing half of the meter boxes, approximately 20,000 out of 40,804; Replacing the lids for the other half of the meter boxes, approximately 20,000 lids; Installing Meter Interface Units (MIU); Installing Communication equipment, 100 collectors and 25 repeaters; Implementation of an AMI Meter Data Management Software (MDMS); Systems Integration and Implementation services. This project will be funded 70 percent by water and 30 percent by sewer rates. The budget is based on a 2015 AMI feasibility study. Rapid implementation is planned to realize the maximum benefit from labor savings that will be realized by replacing the current manually-read meters, to minimize the time two systems need to be supported, and to deliver a common service level to all customers as rapidly as possible.

Rationale

Replacement of Bellevue's water meters with AMI technology will immediately result in Financial, Social, and Environmental benefits.
 Financial: Improved billing and meter accuracy, reduced labor costs for meter reading, reduced time between meter reads and bill productions, reduced capital expenditures for meter reader vehicles and inventory, reduced manual processing of data, improved system planning due to availability of local water use data for modeling.
 Social: Increased responsiveness to customers, more accurate and timely billing, reduced turnaround time related to off-cycle reads, ability to manage water use data holistically, rapid leak detection and reporting, improved staff and customer alarms and notifications.
 Environmental: Improved water conservation (less waste) through timely detection of leaks; improved backflow detection (potential for contamination); reduced motor vehicle emissions.

Environmental Impacts

This proposal will result in improved water conservation through prompt leakage detection (due to continuous rather than episodic meter reads) and will reduce the potential for contamination of the public water supply through detection of negative flow. It will reduce motor vehicle emissions since meters will be read remotely via computer rather than from meter reader vehicles driving through Bellevue.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2020	16,161,800

Total Budgetary Cost Estimate: 16,161,800

Means of Financing

Funding Source	Amount
Utility Rates/Fees	16,161,800

Total Programmed Funding: 16,161,800
Future Funding Requirements:

Comments

W-110 NE 40th and Enatai Inlet Water Supply Improvement

Category: **Water**
 Department: **Utilities**

Status: **Approved Prior**
 Location: **Water Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
2,578,000	200,000	416,000	1,698,000	54,000	210,000	-	-	-

Description and Scope

This project is for an alternatives analysis and predesign for improvements at the Enatai and NE 40th Water Supply Inlet stations to improve safety, reduce risk, and renew aging infrastructure. The pre-design work will inform future CIP schedule and budgets. It will allow coordination with the City of Redmond, which benefits from and shares costs for the NE 40th Inlet Supply Station. Design and construction costs are not included in proposed budget. The Water System Plan identified deficiencies including safety standards, poor HVAC controls, and deteriorating electrical components. The NE 40th Inlet meter vault has visible joint deflection; there may be perceived increased risk of a transmission main break.

Rationale

In the short term, this project reduces the likelihood of catastrophic system failures, unplanned service interruptions, damage claims to the city, and sharp rate increases to react to system failures rather than proactively managing the system. In the long term, timely replacement or repair of water system assets keeps customer rates as low as practical by managing the system at the least life-cycle cost while maintaining target service levels and meeting regulatory requirements.

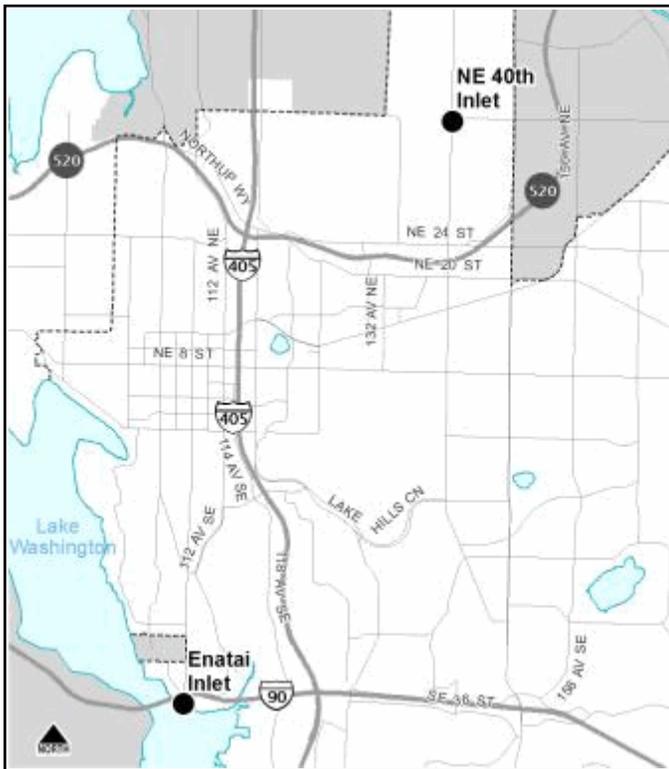
Environmental Impacts

Replacing aging water infrastructure ensures a reliable supply of safe drinking water in sufficient quantity for homes and businesses. Minimizing water system failures means reduced environmental damage such as flooding and erosion, which can damage lakes, streams, and wetlands. Timely replacement of aging water pipes and appurtenances reduces the volume of treated, potable water lost to leakage into the ground or following system breaks.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2022	2,578,000

Total Budgetary Cost Estimate: 2,578,000

Means of Financing

Funding Source	Amount
Utility Rates/Fees	2,578,000

Total Programmed Funding: 2,578,000
Future Funding Requirements:

Comments

W-111 Maintenance and Operations Facility Land Acquisition

Category: N/A
 Department: Utilities

Status: New
 Location: Not Specified

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
5,333,000	-	5,333,000	-	-	-	-	-	-

Description and Scope

As the City of Bellevue continues to grow, there is a critical need for long range operational facilities planning to ensure that the Utilities Department (Utilities) can meet the community's current and future needs in an efficient and timely manner. The current service locations are functioning at or near capacity, and there is significant risk that they will not be sufficient to meet Utilities' growing operational needs. To address this, Utilities initiated the development of a long range Operations and Maintenance (O&M) Facilities Plan.

Based on the alternatives analysis within the O&M Facilities Plan, property acquisition is being recommended in the 2019-2025 CIP as a first step to site the maintenance facility. While a specific site has not been determined, this proposal establishes a budget of \$8.0 million for property acquisition. The estimated cost will be funded by available year-end 2017 operating reserves in the water (\$5.3M) and sewer utilities (\$2.7M).

Rationale

Environmental Impacts

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2019	5,333,000

Total Budgetary Cost Estimate: 5,333,000

Means of Financing

Funding Source	Amount
Utility Rates/Fees	5,333,000

Total Programmed Funding: 5,333,000
Future Funding Requirements:

Comments

Combined, Completed Projects

CIP Plan Number	Project Title	<u>\$ in 000s</u> <u>Total</u> <u>Estimated</u> <u>Cost</u>
W-109	Richards Road Inlet Supply Station	499
Total Combined, Completed Projects		<u><u>499</u></u>



2019-2025 Capital Investment Program Plan

Sewer

The Sewer Utility owns and operates 516 miles of sewer trunk and collector lines, 127 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 2013 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.

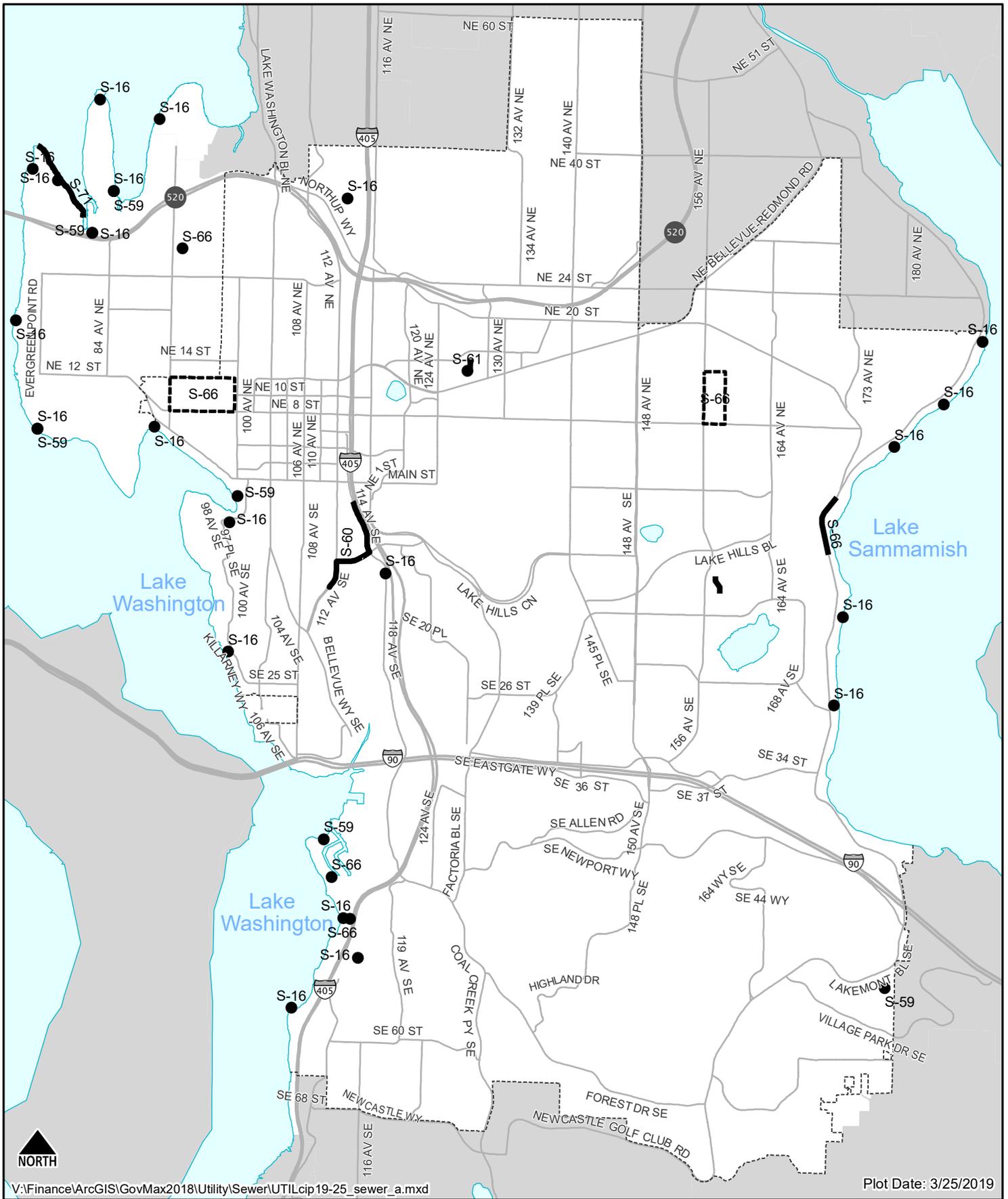
As part of the Wastewater System Plan's development, the sewer system was analyzed to identify potential capacity problems. Other capital investment projects reflect the increasing resource required to maintain a high level of service and reliability as the sewer system ages (infrastructure renewal and replacement), and capacity projects to meet anticipated population growth.

The 2019-2025 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.

2019-2025 Adopted CIP: Healthy and Sustainable Environment - Sewer

Funded CIP Projects

CIP Plan Number	Project Title	\$ in 000s	
		2019-2025 Project Cost	Total Estimated Cost
S-16	Sewage Pump Station Improvements	\$7,793	\$22,497
S-24	Sewer System Pipeline Major Repairs	11,467	36,324
S-32	Minor (Small) Sewer Capital Improvement Projects	576	3,152
S-58	Lake Washington Sewer Lake Line Assessment Program	156	2,075
S-59	Add on-site Power at Sewer Pump Station	-	303
S-60	Wilburton Sewer Capacity Upgrade	158	10,600
S-61	Midlakes Pump Station Capacity Improvements	3,355	7,727
S-66	Sewer System Pipeline Replacement	14,455	21,644
S-67	I&I Investigations and Flow Monitoring	316	1,272
S-68	Sewer Force Main Condition Assessment	-	779
S-69	Meydenbauer Bay Park Sewer Line Replacement	-	4,780
S-71	Lakeline Sewer Replacement	581	581
S-108	Advanced Metering Infrastructure (AMI) Implementation (Sewer)	4,418	6,927
S-111	Operations and Maintenance Land Acquisition - Sewer	2,667	2,667
	Total Sewer CIP	\$45,942	\$121,328



2019-2025 Sewer CIP Projects

Note: Projects S-24, S-58, S-67, S-68, and S-108 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 on this map with the appropriate authorities.

S-16 Sewer Pump Station Improvements

Category: **Sewer**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
22,497,155	14,704,155	1,307,000	815,000	1,204,000	1,402,000	1,212,000	839,000	1,014,000

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

Sewer infrastructure rehabilitation and replacement is based on asset criticality and business risk, per industry best practices. In the short term, this program reduces the likelihood of catastrophic system failures, damage claims, and sharp rate increases to react to failures rather than proactively managing the system. In the long term, timely replacement or repair of wastewater facilities keeps customer rates as low as practical by managing the system at the lowest life-cycle cost, while maintaining service levels and meeting regulatory requirements.

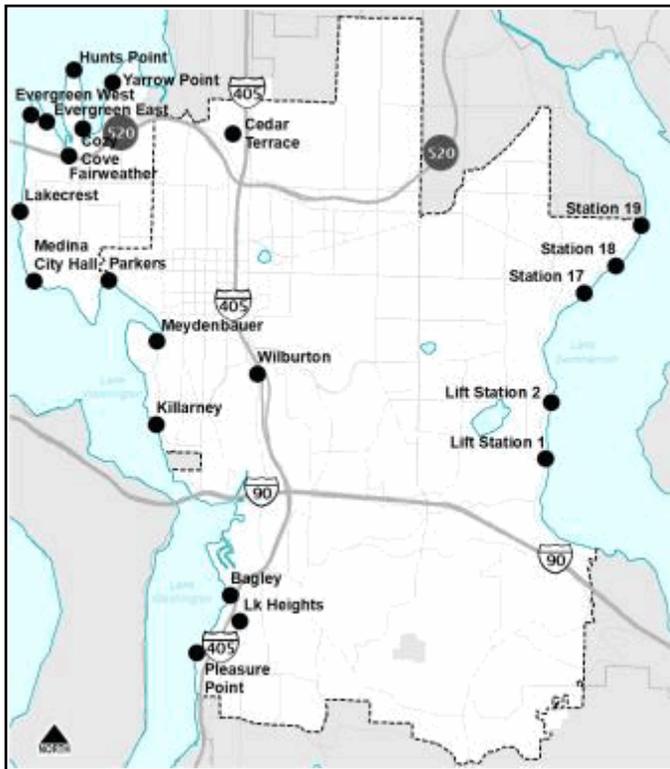
Environmental Impacts

Minimizing wastewater system failures means reduced environmental damage that results from failures, such as sewage backups and pollution to surface waters. Sewage overflows present human health and environmental hazards that threaten a community and can result in beach closures. Timely replacement or rehabilitation of aging sewer infrastructure minimizes this hazard.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	22,497,155

Total Budgetary Cost Estimate: 22,497,155

Means of Financing

Funding Source	Amount
Utility Rates/Fees	22,497,155

Total Programmed Funding: 22,497,155
Future Funding Requirements:

Comments

S-24 Sewer System Pipeline Major Repairs

Category: **Sewer**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
36,323,785	24,856,785	-	689,000	2,070,000	2,115,000	2,152,000	2,199,000	2,242,000

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

Sewer infrastructure rehabilitation and replacement is based on asset criticality and business risk, per industry best practices. In the short term, this program reduces the likelihood of catastrophic system failures, damage claims, and sharp rate increases to react to failures rather than proactively managing the system. In the long term, timely replacement or repair of wastewater facilities keeps customer rates as low as practical by managing the system at the lowest life-cycle cost, while maintaining service levels and meeting regulatory requirements.

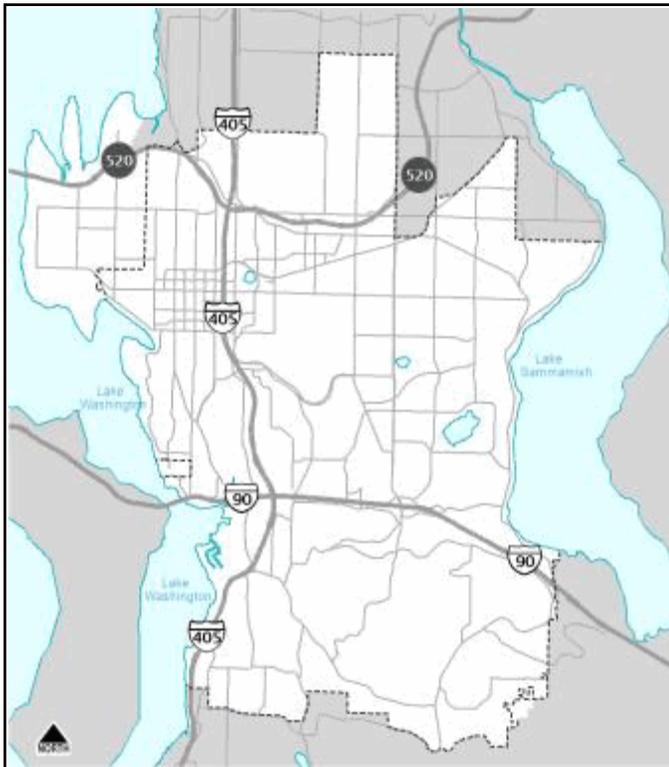
Environmental Impacts

Minimizing wastewater system failures means reduced environmental damage that results from failures, such as sewage backups and pollution to surface waters. Sewage overflows present human health and environmental hazards that threaten a community and can result in beach closures. Timely replacement or rehabilitation of aging sewer infrastructure minimizes this hazard.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	36,323,785

Total Budgetary Cost Estimate: 36,323,785

Means of Financing

Funding Source	Amount
Utility Rates/Fees	36,323,785

Total Programmed Funding: 36,323,785
Future Funding Requirements:

Comments

S-32 Minor (Small) Sewer Capital Improvement Projects

Category: **Sewer**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
3,152,323	2,576,323	-	-	6,000	137,000	142,000	144,000	147,000

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

Sewer infrastructure rehabilitation and replacement is based on asset criticality and business risk, per industry best practices. In the short term, this program reduces the likelihood of catastrophic system failures, damage claims, and sharp rate increases to react to failures rather than proactively managing the system. In the long term, timely replacement or repair of wastewater facilities keeps customer rates as low as practical by managing the system at the lowest life-cycle cost, while maintaining service levels and meeting regulatory requirements.

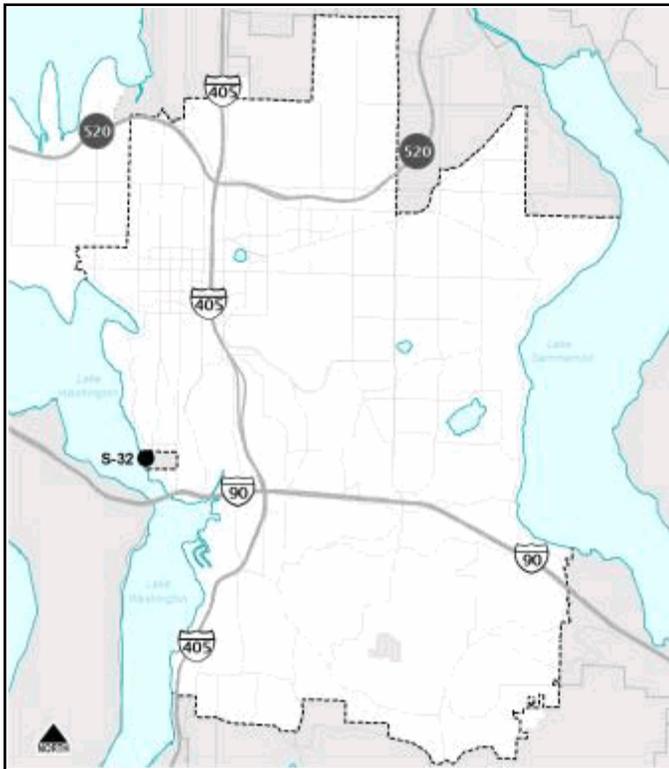
Environmental Impacts

Minimizing wastewater system failures means reduced environmental damage that results from failures, such as sewage backups and pollution to surface waters. Sewage overflows present human health and environmental hazards that threaten a community and can result in beach closures. Timely replacement or rehabilitation of aging sewer infrastructure minimizes this hazard.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	3,152,323

Total Budgetary Cost Estimate: 3,152,323

Means of Financing

Funding Source	Amount
Utility Rates/Fees	3,152,323

Total Programmed Funding: 3,152,323
Future Funding Requirements:

Comments

S-58 Lake Washington Sewer Lake Line Assessment Program

Category: **Sewer**
 Department: **Utilities**

Status: **Approved Prior**
 Location: **Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
2,074,955	1,918,955	156,000	-	-	-	-	-	-

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

Sewer infrastructure rehabilitation and replacement is based on asset criticality and business risk, per industry best practices. In the short term, this program reduces the likelihood of catastrophic system failures, damage claims, and sharp rate increases to react to failures rather than proactively managing the system. In the long term, timely replacement or repair of wastewater facilities keeps customer rates as low as practical by managing the system at the lowest life-cycle cost, while maintaining service levels and meeting regulatory requirements.

Environmental Impacts

Minimizing wastewater system failures means reduced environmental damage that results from failures, such as sewage backups and pollution to surface waters. Sewage overflows present human health and environmental hazards that threaten a community and can result in beach closures. Timely replacement or rehabilitation of aging sewer infrastructure minimizes this hazard.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	2,074,955

Total Budgetary Cost Estimate: 2,074,955

Means of Financing

Funding Source	Amount
Utility Rates/Fees	2,074,955

Total Programmed Funding: 2,074,955
Future Funding Requirements:

Comments

S-59 Add On-site Power at Sewer Pump Stations

Category: **Sewer**
 Department: **Utilities**

Status: **Closed**
 Location: **Storm and Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
-------------------------	----------------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------

- - - - -

Description and Scope

This project will add on-site power generation capability at two or 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

This project along with others in this proposal open salmon access to existing functional habitat, one of the quickest methods to increase salmon populations; helps stabilize streams and improve habitat consistent with Council-approved Lake Washington / Cedar / Sammamish Chinook Salmon Recovery Plan; improves water quality that limits fish viability; protects properties from flooding of structures, flooding which restricts access to residences or businesses, and street flooding that impacts primary emergency routes; restores streams for recreation and environmental health in the redeveloping Bel-Red Corridor; and reduce the potential for sewage overflow to surface water bodies.

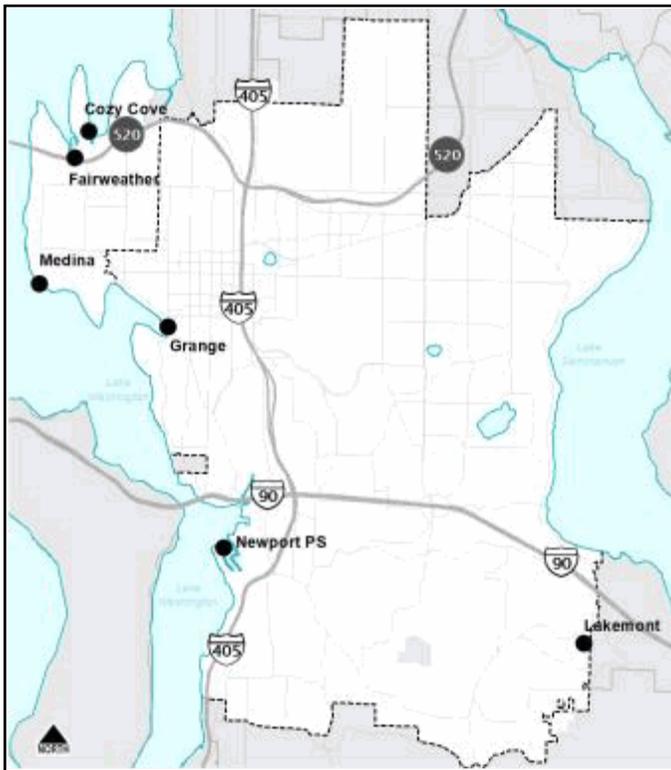
Environmental Impacts

The long term environmental impacts of each program/project are positive in that they improve or protect stream health and habitat, or eliminate environmental damage caused by flooding. Projects may increase the potential for erosion or siltation during construction. Appropriate environmental review (SEPA) and permits (Critical Areas, Hydraulic Project Approval, US Army Corps) are required for most projects.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2014 - 2020	302,994

Total Budgetary Cost Estimate: 302,994

Means of Financing

Funding Source	Amount
----------------	--------

Total Programmed Funding: 0
Future Funding Requirements: 302,994

Comments

S-60 Wilburton Sewer Capacity Upgrades

Category: **Sewer**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Water and Sewer Service Areas**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
10,599,599	10,441,599	11,000	48,000	49,000	50,000	-	-	-

Description and Scope

This project will replace approximately 2,000 feet of 12-inch diameter pipe with larger diameter pipe to provide sufficient capacity for anticipated upstream development.

Rationale

In the short term, utility capacity will be available without delaying development and redevelopment projects. In the long term, recovering the cost of projects from growth will reduce future rate increases to pay for utility system replacement.

Environmental Impacts

This project ensures safe and reliable removal of wastewater from homes and businesses as Bellevue grows.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	1900 - 2022	10,599,599

Total Budgetary Cost Estimate: 10,599,599

Means of Financing

Funding Source	Amount
Utility Rates/Fees	10,599,599

Total Programmed Funding: 10,599,599
Future Funding Requirements:

Comments

S-61 Midlakes Pump Station Capacity Improvements

Category: **Sewer**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Midlakes Pump Station Bel-Red Road**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
7,726,695	4,371,695	3,300,000	11,000	11,000	11,000	11,000	11,000	-

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 BelRed Corridor through 2030.

Rationale

N/A

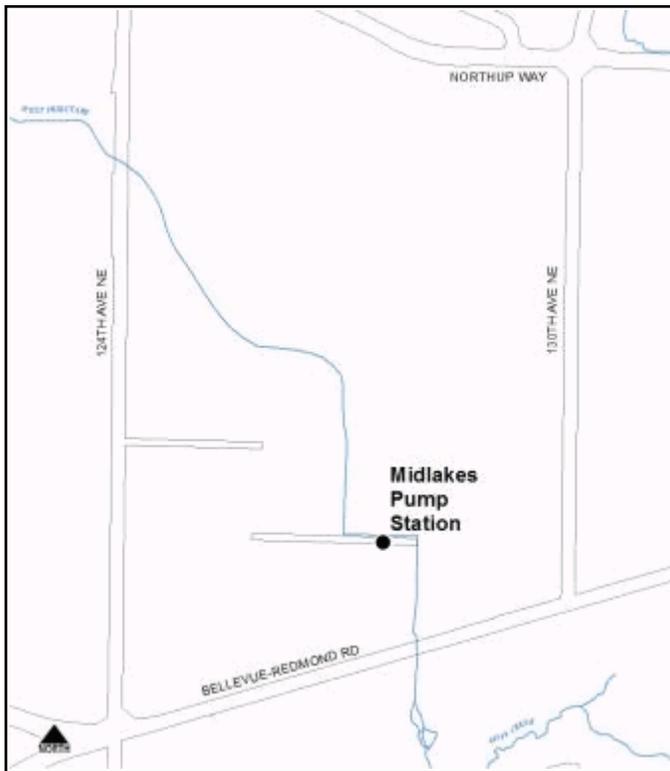
Environmental Impacts

N/A

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	1900 - 2024	7,726,695

Total Budgetary Cost Estimate: 7,726,695

Means of Financing

Funding Source	Amount
Utility Rates/Fees	7,726,695

Total Programmed Funding: 7,726,695
Future Funding Requirements:

Comments

S-66 Sewer System Pipeline Replacement

Category: **Sewer**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
21,643,889	7,188,889	4,328,000	1,784,000	1,219,000	1,708,000	1,770,000	1,805,000	1,841,000

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

Sewer infrastructure rehabilitation and replacement is based on asset criticality and business risk, per industry best practices. In the short term, this program reduces the likelihood of catastrophic system failures, damage claims, and sharp rate increases to react to failures rather than proactively managing the system. In the long term, timely replacement or repair of wastewater facilities keeps customer rates as low as practical by managing the system at the lowest life-cycle cost, while maintaining service levels and meeting regulatory requirements.

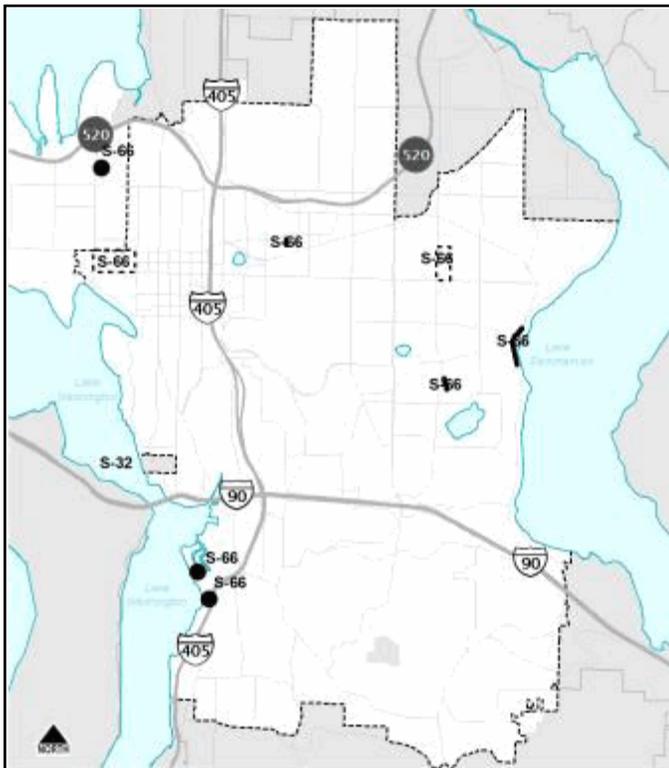
Environmental Impacts

Minimizing wastewater system failures means reduced environmental damage that results from failures, such as sewage backups and pollution to surface waters. Sewage overflows present human health and environmental hazards that threaten a community and can result in beach closures. Timely replacement or rehabilitation of aging sewer infrastructure minimizes this hazard.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	21,643,889

Total Budgetary Cost Estimate: 21,643,889

Means of Financing

Funding Source	Amount
Utility Rates/Fees	21,643,889

Total Programmed Funding: 21,643,889
Future Funding Requirements:

Comments

S-67 I&I Investigations and Flow Monitoring

Category: **Sewer**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
1,272,382	956,382	316,000	-	-	-	-	-	-

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 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 Facteria.

Rationale

Sewer infrastructure rehabilitation and replacement is based on asset criticality and business risk, per industry best practices. In the short term, this project reduces the likelihood of catastrophic system failures, damage claims, and sharp rate increases to react to failures rather than proactively managing the system. In the long term, timely replacement or repair of wastewater facilities keeps customer rates as low as practical by managing the system at the lowest life-cycle cost, while maintaining service levels and meeting regulatory requirements.

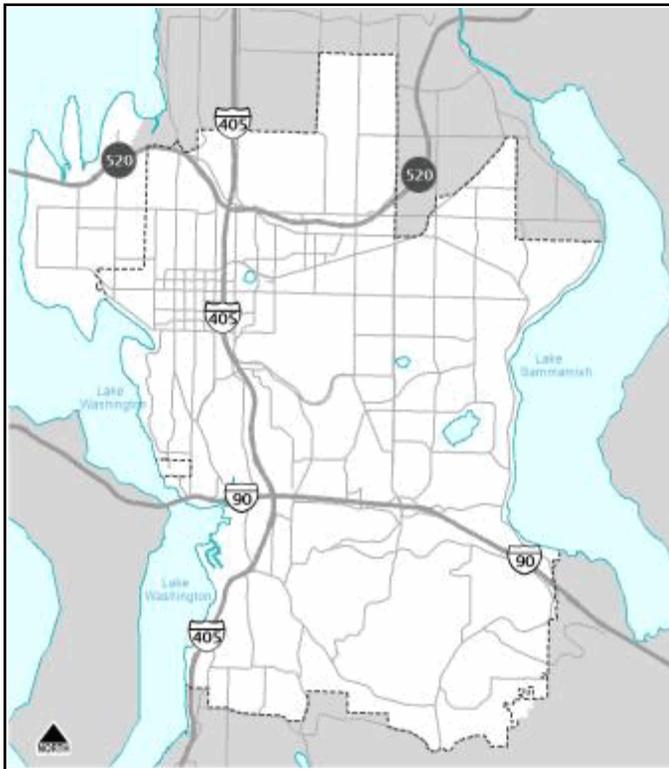
Environmental Impacts

Minimizing wastewater system failures means reduced environmental damage that results from failures, such as sewage backups and pollution to surface waters. Sewage overflows present human health and environmental hazards that threaten a community and can result in beach closures. Timely replacement or rehabilitation of aging sewer infrastructure minimizes this hazard.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	1900 - 2019	1,272,382

Total Budgetary Cost Estimate: 1,272,382

Means of Financing

Funding Source	Amount
Utility Rates/Fees	1,272,382

Total Programmed Funding: 1,272,382

Future Funding Requirements:

Comments

S-68 Sewer Force Main Condition Assessment

Category: **Sewer**
 Department: **Utilities**

Status: **Closed**
 Location: **Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
-------------------------	----------------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------

- - - - -

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

Sewer infrastructure rehabilitation and replacement is based on asset criticality and business risk, per industry best practices. In the short term, this program reduces the likelihood of catastrophic system failures, damage claims, and sharp rate increases to react to failures rather than proactively managing the system. In the long term, timely replacement or repair of wastewater facilities keeps customer rates as low as practical by managing the system at the lowest life-cycle cost, while maintaining service levels and meeting regulatory requirements.

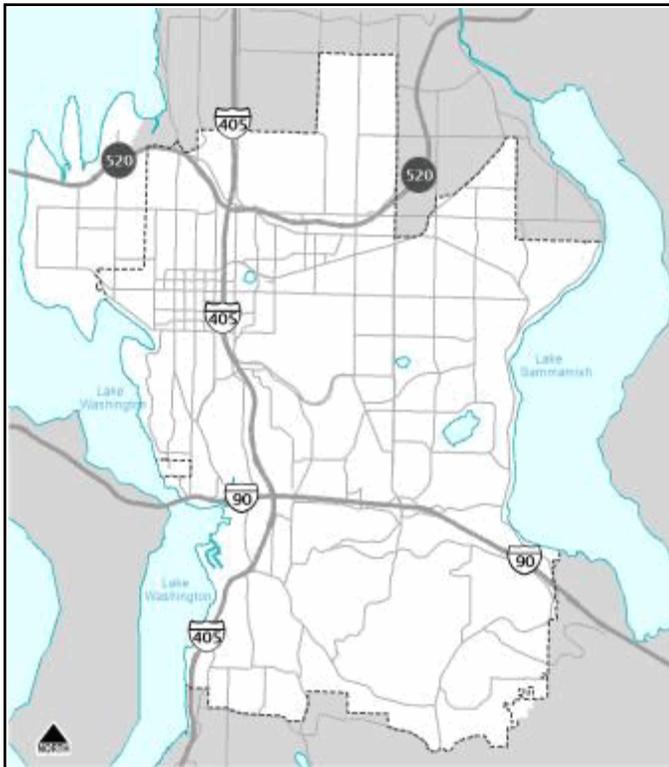
Environmental Impacts

Minimizing wastewater system failures means reduced environmental damage that results from failures, such as sewage backups and pollution to surface waters. Sewage overflows present human health and environmental hazards that threaten a community and can result in beach closures. Timely replacement or rehabilitation of aging sewer infrastructure minimizes this hazard.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2015 - 2018	778,879

Total Budgetary Cost Estimate: 778,879

Means of Financing

Funding Source	Amount
----------------	--------

Total Programmed Funding: 0
Future Funding Requirements: 778,879

Comments

S-69 Meydenbauer Bay Park Sewer Line Replacement

Category: **Sewer**
 Department: **Utilities**

Status: **Closed**
 Location: **Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
-------------------------	----------------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------

- - - - - - - - - -

Description and Scope

This project will replace the poor condition sewer line currently under Meydenbauer Bay with a new pipe 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 to better coordinate with Meydenbauer Bay Park development. The project cost has been revised based on improved engineering estimates.

Rationale

Sewer infrastructure rehabilitation and replacement is based on asset criticality and business risk, per industry best practices. In the short term, this project reduces the likelihood of catastrophic system failures, damage claims, and sharp rate increases to react to failures rather than proactively managing the system. In the long term, timely replacement or repair of wastewater facilities keeps customer rates as low as practical by managing the system at the lowest life-cycle cost, while maintaining service levels and meeting regulatory requirements.

Environmental Impacts

Minimizing wastewater system failures means reduced environmental damage that results from failures, such as sewage backups and pollution to surface waters. Sewage overflows present human health and environmental hazards that threaten a community and can result in beach closures. Timely replacement or rehabilitation of aging sewer infrastructure minimizes this hazard.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2015 - 2018	4,780,000

Total Budgetary Cost Estimate: 4,780,000

Means of Financing

Funding Source	Amount
----------------	--------

Total Programmed Funding: 0
Future Funding Requirements: 4,780,000

Comments

S-71 Sewer Lakeline Alternatives Analysis

Category: **Sewer**
 Department: **Utilities**

Status: **New**
 Location: **Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
581,000	-	260,000	159,000	162,000	-	-	-	-

Description and Scope

Programmatic alternatives analysis of the replacement, rehabilitation or reconfiguration of Lakeline sewer pipe along the Lake Washington shoreline, including evaluation of a pilot project of 4,700 lineal feet of pipe along the north peninsula of Evergreen Point in Medina. The alternatives analysis is needed to determine the future scope, schedule and budget needed to replace this conveyance system and determination of its phasing. This work will include a programmatic Lake Line Planning Document that will include policies, phasing and strategies recommended for the lake lines, including the Evergreen Point Lakeline pilot project.

Rationale

The existing conveyance system consists of pipe that is predominantly 8-inch Asbestos Cement with a small amount of Cast Iron. Both pipe materials for the Lakeline were built in the 1950s and 1960s. The Sewer Lake Line Condition Assessment 2016 Phase 2 report took pipe samples on 18 locations along the Lake Washington Lakeline. These pipe samples provide data that will help with prioritization of pipe replacement or rehabilitation throughout the next several decades. In addition to pipe condition, the programmatic Lakeline evaluation will need to include other factors such as technical, environmental and community considerations. Pilot projects are anticipated, such as the Evergreen Point Lakeline project, to assess feasibility and learn from actual project experience and build in that learning for future projects. The results of the programmatic alternatives analysis will result in a lake line phasing and budget request for future Lakeline projects.

Environmental Impacts

Failure of the Lakeline will adversely affect the aquatic environment in Lake Washington by discharging sanitary sewage into the lake. This is not only a human health risk, but a potential adverse impact on the nearshore spawning habitat for salmonids in Lake Washington.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2019 - 2021	581,000

Total Budgetary Cost Estimate: 581,000

Means of Financing

Funding Source	Amount
Utility Rates/Fees	581,000

Total Programmed Funding: 581,000
Future Funding Requirements:

Comments

S-108 Advanced Metering Infrastructure (AMI) Implementation

Category: **Sewer**
 Department: **Utilities**

Status: **Approved Prior**
 Location: **Citywide**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
6,927,200	2,509,200	3,518,000	900,000	-	-	-	-	-

Description and Scope

This proposal is for a new Utilities CIP Program. Implementation involves: Replacing almost all Utilities meters, total of 39,436 out of 40,804; Replacing half of the meter boxes, approximately 20,000 out of 40,804; Replacing the lids for the other half of the meter boxes, approximately 20,000 lids; Installing Meter Interface Units (MIU); Installing Communication equipment, 100 collectors and 25 repeaters; Implementation of an AMI Meter Data Management Software (MDMS); Systems Integration and Implementation services. This project will be funded 70 percent by water and 30 percent by sewer rates. The budget is based on a 2015 AMI feasibility study. Rapid implementation is planned to realize the maximum benefit from labor savings that will be realized by replacing the current manually-read meters, to minimize the time two systems need to be supported, and to deliver a common service level to all customers as rapidly as possible.

Rationale

N/A

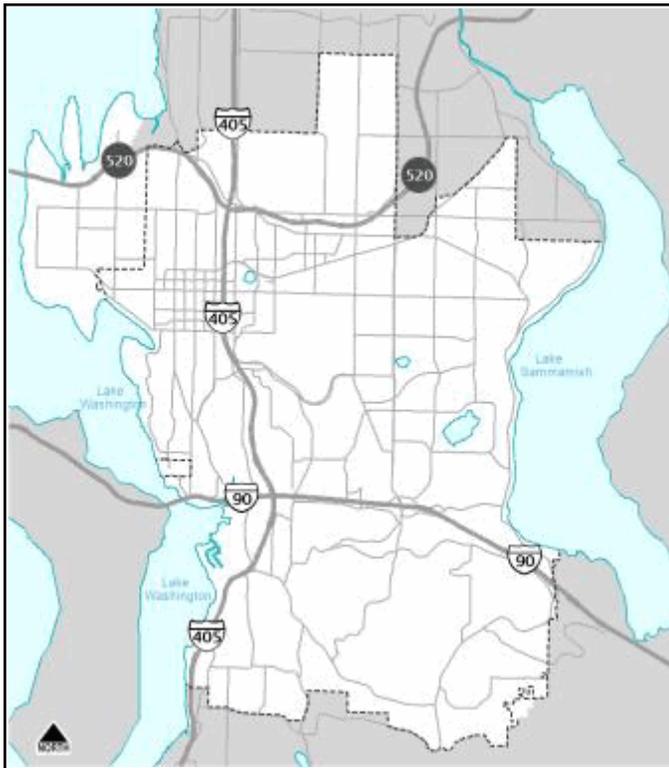
Environmental Impacts

N/A

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2020	6,927,200
Total Budgetary Cost Estimate:		6,927,200

Means of Financing

Funding Source	Amount
Utility Rates/Fees	6,927,200

Total Programmed Funding: 6,927,200
Future Funding Requirements:

Comments

S-111 Maintenance and Operations Facility Land Acquisition

Category: **Sewer**
 Department: **Utilities**

Status: **New**
 Location: **Not Specified**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
2,667,000	-	2,667,000	-	-	-	-	-	-

Description and Scope

As the City of Bellevue continues to grow, there is a critical need for long range operational facilities planning to ensure that the Utilities Department (Utilities) can meet the community's current and future needs in an efficient and timely manner. The current service locations are functioning at or near capacity, and there is significant risk that they will not be sufficient to meet Utilities' growing operational needs. To address this, Utilities initiated the development of a long range Operations and Maintenance (O&M) Facilities Plan.

Based on the alternatives analysis within the O&M Facilities Plan, property acquisition is being recommended in the 2019-2025 CIP as a first step to site the maintenance facility. While a specific site has not been determined, this proposal establishes a budget of \$8.0 million for property acquisition. The estimated cost will be funded by available year-end 2017 operating reserves in the water (\$5.3M) and sewer utilities (\$2.7M).

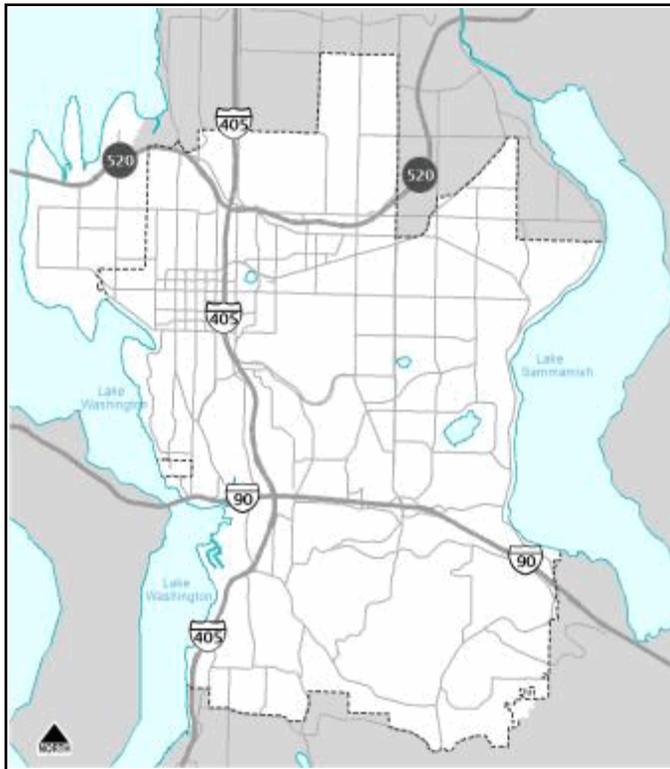
Rationale

Environmental Impacts

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2019	2,667,000

Total Budgetary Cost Estimate: 2,667,000

Means of Financing

Funding Source	Amount
Utility Rates/Fees	2,667,000

Total Programmed Funding: 2,667,000
Future Funding Requirements:

Comments

2019-2025 Adopted CIP: Healthy and Sustainable Environment - Sewer

Combined, Completed Projects

CIP Plan Number	Project Title	<u>\$ in 000s</u> <u>Total</u> <u>Estimated</u> <u>Cost</u>
NONE		
	Total Combined, Completed Projects	<u>-</u>



2019-2025 Capital Investment Program Plan

Storm & Surface Water

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 414 miles of pipelines, 86 miles of open ditch, and over 81 miles of open streams. The system includes over 23,000 structures such as manholes and catch basins that require regular maintenance and eventual retrofit/replacement.

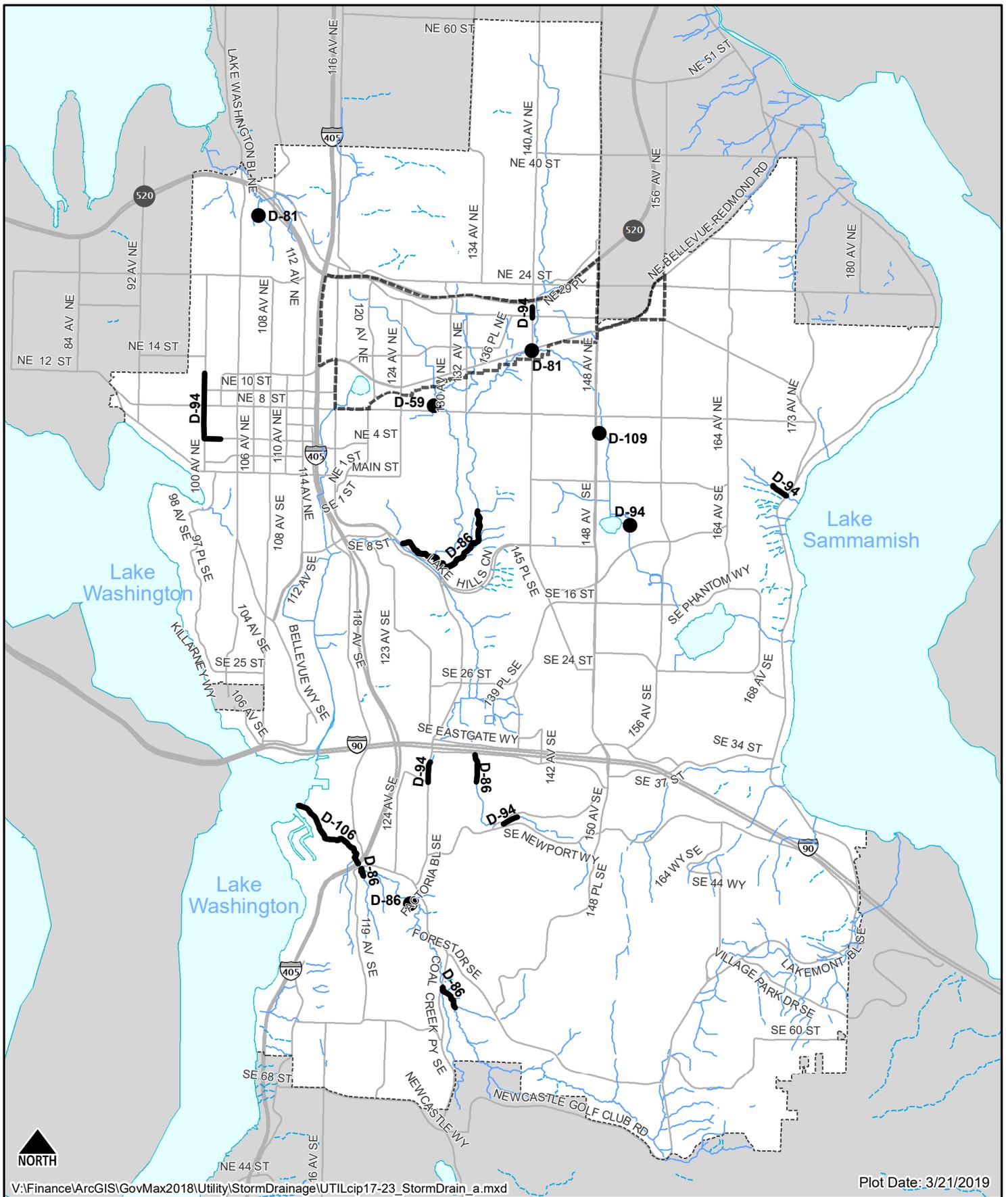
The Utility's capital construction projects are implemented under the Comprehensive Drainage Plan (CDP). An update to the Comprehensive Drainage Plan is now underway. Drainage basin studies, storm events, maintenance staff, and citizen input identify additional system needs. A citywide assessment of 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 2019-2025 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.

2019-2025 Adopted CIP: Healthy and Sustainable Environment - Storm & Surface Water

Funded CIP Projects

CIP Plan Number	Project Title	\$ in 000s	
		2019-2025 Project Cost	Total Estimated Cost
D-59	Minor (Small) Storm Capital Improvement Projects	\$2,052	\$5,474
D-64	Strom System Conveyance Repairs and Replacement	10,457	27,637
D-81	Fish Passage Improvement Program	2,533	8,196
D-86	Stream Channel Modification Program	3,642	9,020
D-94	Flood Control Program	5,790	17,065
D-103	Replace Coal Creek Pkwy Culvert at Coal Creek	26	5,287
D-104	Stream Restoration for Mobility & Infrastructure Initiative	108	4,973
D-104-B	Stream Restoration for Mobility & Infrastructure Initiative (Bank)	-	8,304
D-105	Replace NE 8th St Culvert at Kelsey Creek	136	3,983
D-106	Lower Coal Creek Flood Hazard Reduction Phase I	6,128	12,485
D-107	Storm Water Video Inspection Enhancement	246	2,581
D-109	Storm Retrofit in Kelsey Creek	342	657
Total Storm & Surface Water CIP		\$31,460	\$105,663



2019-2025

Storm Drainage CIP Projects

Note: Project D-64 is 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 accuracy of the information on this map.

D-59 Minor (Small) Storm Capital Improvement Projects

Category: **Storm Drainage**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Storm Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
5,474,286	3,422,286	70,000	173,000	559,000	457,000	261,000	263,000	269,000

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

Storm infrastructure rehabilitation and replacement is based on asset criticality and business risk, per industry best practices. In the short term, this program reduces the likelihood of catastrophic system failures; traffic disruption due to failed culverts under streets; damage claims to the city; and utility rate spikes to respond to system failures rather than proactively managing the system. In the long term, timely replacement or repair of stormwater facilities keeps customer rates as low as practical by managing the system at the lowest life-cycle cost, while maintaining service levels and meeting regulatory requirements.

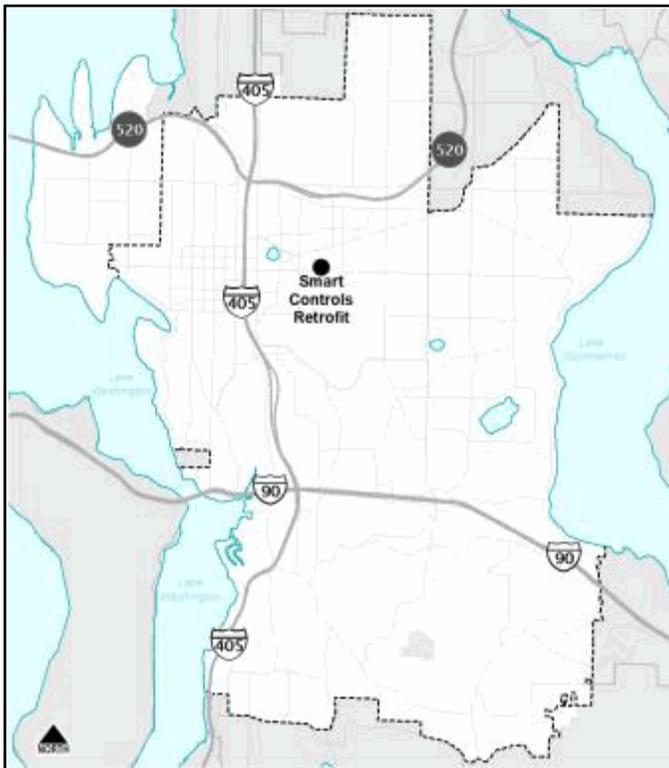
Environmental Impacts

A reliable stormwater system controls stormwater runoff to minimize flood and erosion damage to public and private property and the environment.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	5,474,286

Total Budgetary Cost Estimate: 5,474,286

Means of Financing

Funding Source	Amount
Utility Rates/Fees	5,474,286

Total Programmed Funding: 5,474,286
Future Funding Requirements:

Comments

D-64 Storm System Conveyance Repairs and Replacement

Category: **Storm Drainage**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Storm Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
27,637,231	17,180,231	773,000	1,372,000	1,517,000	1,527,000	1,635,000	1,753,000	1,880,000

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

Storm infrastructure rehabilitation and replacement is based on asset criticality and business risk, per industry best practices. In the short term, this program reduces the likelihood of catastrophic system failures; traffic disruption due to failed culverts under streets; damage claims to the city; and utility rate spikes to respond to system failures rather than proactively managing the system. In the long term, timely replacement or repair of stormwater facilities keeps customer rates as low as practical by managing the system at the lowest life-cycle cost, while maintaining service levels and meeting regulatory requirements.

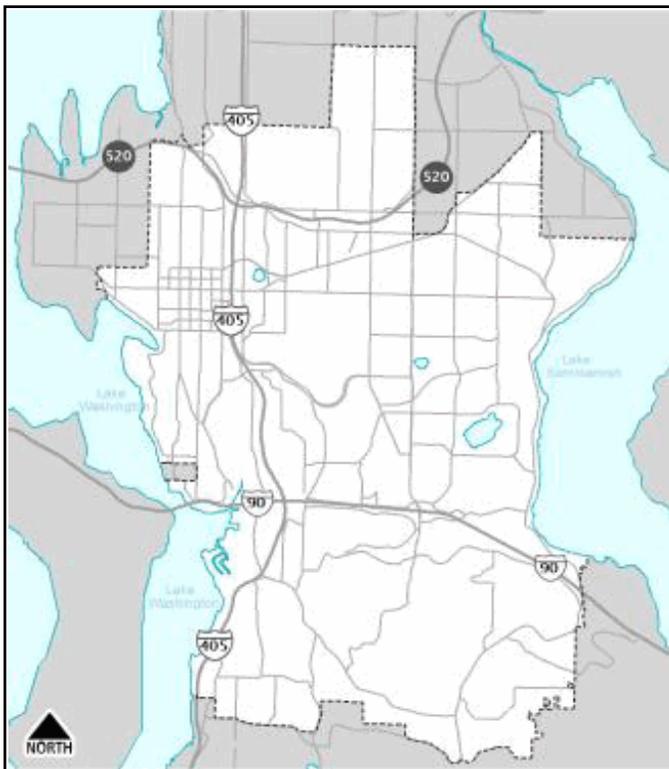
Environmental Impacts

A reliable stormwater system controls stormwater runoff to minimize flood and erosion damage to public and private property and the environment.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	27,637,231

Total Budgetary Cost Estimate: 27,637,231

Means of Financing

Funding Source	Amount
Utility Rates/Fees	27,637,231

Total Programmed Funding: 27,637,231
Future Funding Requirements:

Comments

D-81 Fish Passage Improvement Program

Category: **Storm Drainage**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Storm and Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
8,195,895	5,662,895	365,000	18,000	18,000	254,000	684,000	649,000	545,000

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

This program along with others in this proposal open salmon access to existing functional habitat, one of the quickest methods to increase salmon populations; helps stabilize streams and improve habitat consistent with Council-approved Lake Washington / Cedar / Sammamish Chinook Salmon Recovery Plan; improves water quality that limits fish viability; protects properties from flooding of structures, flooding which restricts access to residences or businesses, and street flooding that impacts primary emergency routes; restores streams for recreation and environmental health in the redeveloping Bel-Red Corridor; and reduce the potential for sewage overflow to surface water bodies.

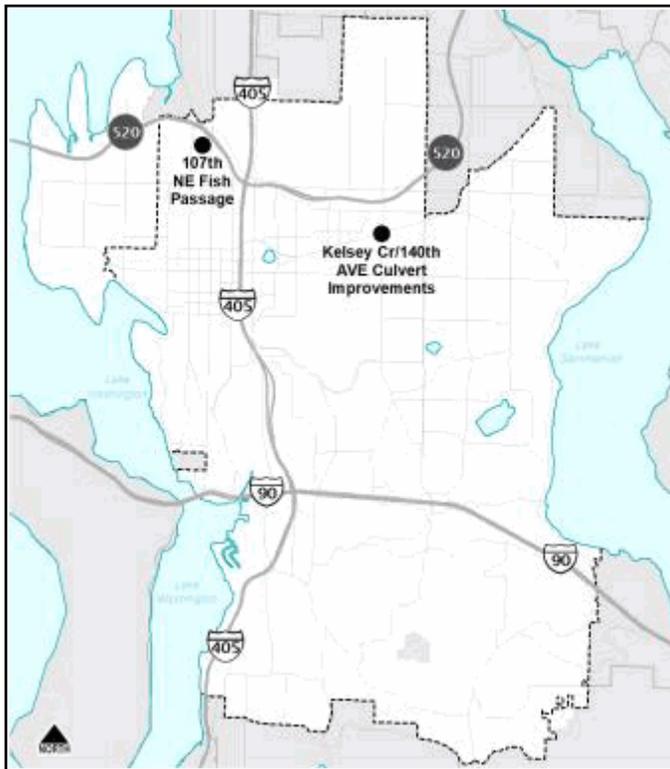
Environmental Impacts

The long term environmental impacts of each program/project are positive in that they improve or protect stream health and habitat, or eliminate environmental damage caused by flooding. Projects may increase the potential for erosion or siltation during construction. Appropriate environmental review (SEPA) and permits (Critical Areas, Hydraulic Project Approval, US Army Corps) are required for most projects.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	8,195,895

Total Budgetary Cost Estimate: 8,195,895

Means of Financing

Funding Source	Amount
Utility Rates/Fees	8,195,895

Total Programmed Funding: 8,195,895
Future Funding Requirements:

Comments

D-86 Stream Channel Modification Program

Category: **Storm Drainage**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Storm and Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
9,019,568	5,377,568	737,000	164,000	192,000	404,000	483,000	980,000	682,000

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 program along with others in this proposal open salmon access to existing functional habitat, one of the quickest methods to increase salmon populations; helps stabilize streams and improve habitat consistent with Council-approved Lake Washington / Cedar / Sammamish Chinook Salmon Recovery Plan; improves water quality that limits fish viability; protects properties from flooding of structures, flooding which restricts access to residences or businesses, and street flooding that impacts primary emergency routes; restores streams for recreation and environmental health in the redeveloping Bel-Red Corridor; and reduce the potential for sewage overflow to surface water bodies.

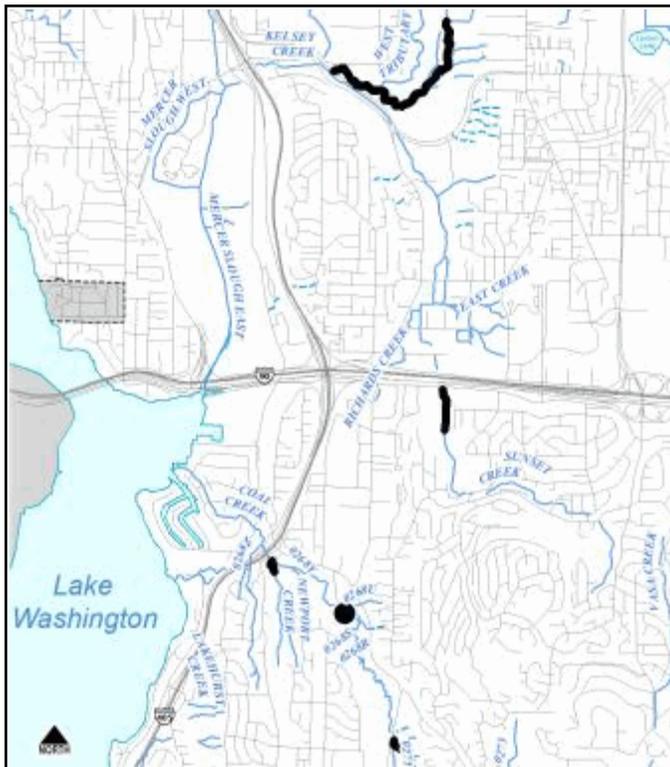
Environmental Impacts

The long term environmental impacts of each program/project are positive in that they improve or protect stream health and habitat, or eliminate environmental damage caused by flooding. Projects may increase the potential for erosion or siltation during construction. Appropriate environmental review (SEPA) and permits (Critical Areas, Hydraulic Project Approval, US Army Corps) are required for most projects.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	9,019,568

Total Budgetary Cost Estimate: 9,019,568

Means of Financing

Funding Source	Amount
Utility Rates/Fees	9,019,568

Total Programmed Funding: 9,019,568

Future Funding Requirements:

Comments

D-94 Flood Control Program

Category: **Storm Drainage**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Storm and Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
17,064,973	11,274,973	1,527,000	49,000	326,000	675,000	1,876,000	662,000	675,000

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; 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. Lower Coal Creek Sed. Pond, Sunset / SE 30th St Flood Control; 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

This program along with others in this proposal open salmon access to existing functional habitat, one of the quickest methods to increase salmon populations; helps stabilize streams and improve habitat consistent with Council-approved Lake Washington / Cedar / Sammamish Chinook Salmon Recovery Plan; improves water quality that limits fish viability; protects properties from flooding of structures, flooding which restricts access to residences or businesses, and street flooding that impacts primary emergency routes; restores streams for recreation and environmental health in the redeveloping Bel-Red Corridor; and reduce the potential for sewage overflow to surface water bodies.

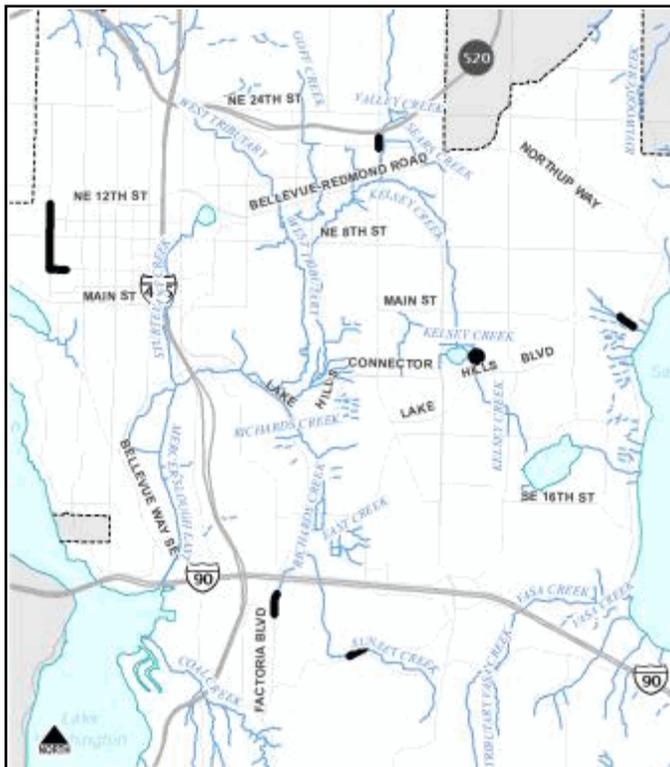
Environmental Impacts

The long term environmental impacts of each program/project are positive in that they improve or protect stream health and habitat, or eliminate environmental damage caused by flooding. Projects may increase the potential for erosion or siltation during construction. Appropriate environmental review (SEPA) and permits (Critical Areas, Hydraulic Project Approval, US Army Corps) are required for most projects.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	17,064,973

Total Budgetary Cost Estimate: 17,064,973

Means of Financing

Funding Source	Amount
Interlocal Contributions	4,800,000
Utility Rates/Fees	12,264,973

Total Programmed Funding: 17,064,973

Future Funding Requirements:

Comments

D-103 Replace Coal Creek Pkwy Culvert at Coal Creek

Category: **Storm Drainage**
 Department: **Utilities**

Status: **Approved Prior**
 Location: **Storm Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
5,287,250	5,261,250	26,000	-	-	-	-	-	-

Description and Scope

This project replaced a 96-inch diameter, 110 foot long corrugated metal pipe built in the 1980s that carries Coal Creek beneath Coal Creek Parkway. The old culvert impeded fish passage. Remaining costs are for permit-required post-construction monitoring for ten years after project completion.

Rationale

Storm infrastructure rehabilitation and replacement is based on asset criticality and business risk, per industry best practices. In the short term, this project reduces the likelihood of catastrophic system failures; traffic disruption due to failed culverts under streets; damage claims to the city; and utility rate spikes to respond to system failures rather than proactively managing the system. In the long term, timely replacement or repair of stormwater facilities keeps customer rates as low as practical by managing the system at the lowest life-cycle cost, while maintaining service levels and meeting regulatory requirements.

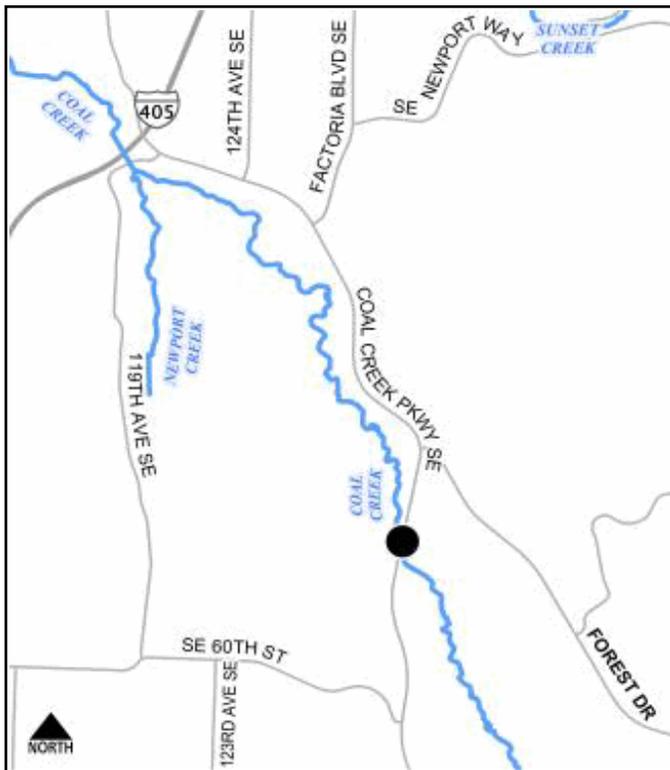
Environmental Impacts

A reliable stormwater system controls stormwater runoff to minimize flood and erosion damage to public and private property and the environment.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2009 - 2019	5,287,250

Total Budgetary Cost Estimate: 5,287,250

Means of Financing

Funding Source	Amount
Utility Rates/Fees	5,287,250

Total Programmed Funding: 5,287,250
Future Funding Requirements:

Comments

D-104 Stream Restoration for Mobility & Infrastructure Initiative

Category: **Storm Drainage**
 Department: **Utilities**

Status: **Approved Prior**
 Location: **Storm and Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
330,000	222,000	26,000	27,000	27,000	28,000	-	-	-

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 BelRed Corridor). These funds are to restore streams for recreation and environmental health through the BelRed 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

This project along with others in this proposal open salmon access to existing functional habitat, one of the quickest methods to increase salmon populations; helps stabilize streams and improve habitat consistent with Council-approved Lake Washington / Cedar / Sammamish Chinook Salmon Recovery Plan; improves water quality that limits fish viability; protects properties from flooding of structures, flooding which restricts access to residences or businesses, and street flooding that impacts primary emergency routes; restores streams for recreation and environmental health in the redeveloping Bel-Red Corridor; and reduce the potential for sewage overflow to surface water bodies.

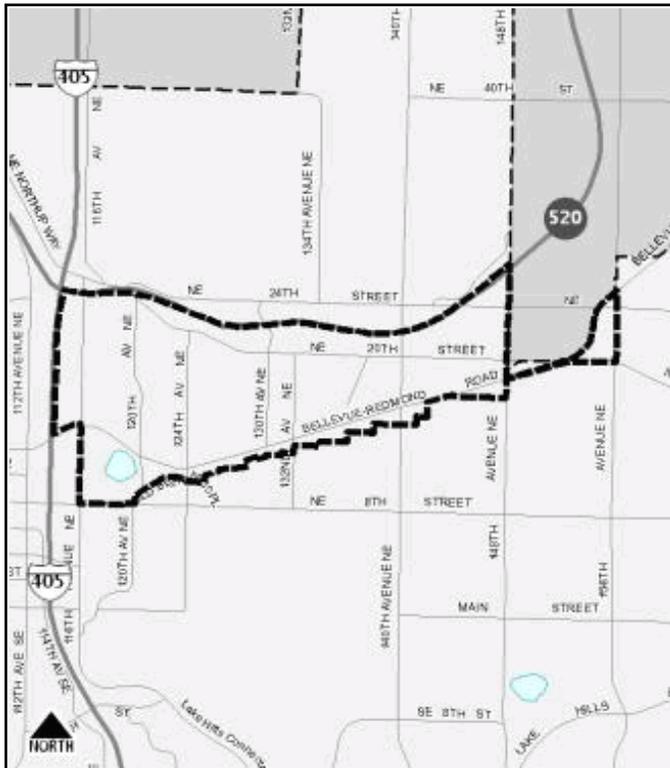
Environmental Impacts

The long term environmental impacts of each program/project are positive in that they improve or protect stream health and habitat, or eliminate environmental damage caused by flooding. Projects may increase the potential for erosion or siltation during construction. Appropriate environmental review (SEPA) and permits (Critical Areas, Hydraulic Project Approval, US Army Corps) are required for most projects.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2022	330,000
Total Budgetary Cost Estimate:		330,000

Means of Financing

Funding Source	Amount
Utility Rates/Fees	330,000

Total Programmed Funding: 330,000
Future Funding Requirements:

Comments

D-104-B Stream Restoration for Mobility & Infrastructure Initiative Bank

Category: **Storm Drainage**
 Department: **Utilities**

Status: **Ongoing**
 Location: **City Hall**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
162,132,418	18,215,989	10,775,441	13,409,608	18,677,942	21,312,109	23,946,276	26,580,443	29,214,610

Description and Scope

This project maintains reserve funds for project D-104, 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 BelRed Corridor).

Rationale

N/A

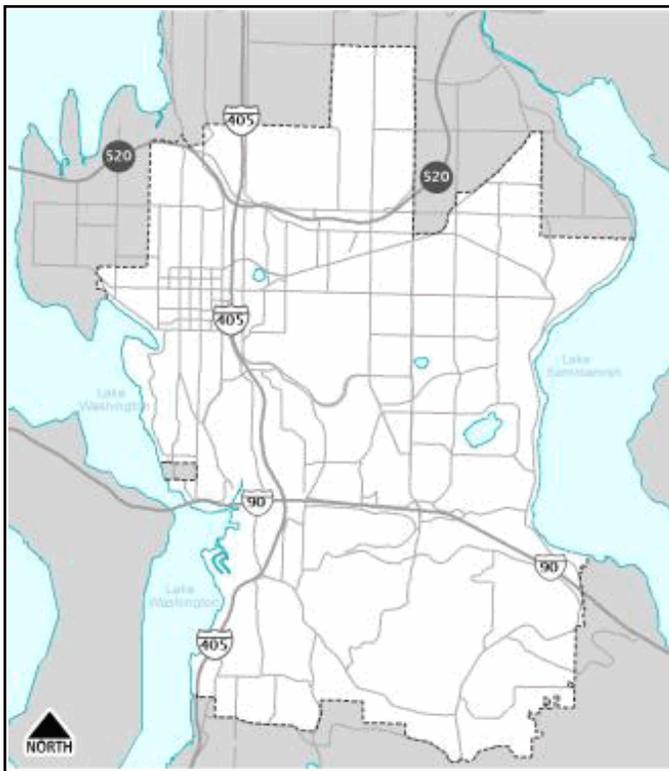
Environmental Impacts

N/A

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	162,132,418

Total Budgetary Cost Estimate: 162,132,418

Means of Financing

Funding Source	Amount
Utility Rates/Fees	162,132,418

Total Programmed Funding: 162,132,418
Future Funding Requirements:

Comments

D-105 Replace NE 8th St Culvert at Kelsey Creek

Category: **Storm Drainage**
 Department: **Utilities**

Status: **Approved Prior**
 Location: **Storm Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
3,983,000	3,847,000	26,000	27,000	27,000	28,000	28,000	-	-

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

Storm infrastructure rehabilitation and replacement is based on asset criticality and business risk, per industry best practices. In the short term, this project reduces the likelihood of catastrophic system failures; traffic disruption due to failed culverts under streets; damage claims to the city; and utility rate spikes to respond to system failures rather than proactively managing the system. In the long term, timely replacement or repair of stormwater facilities keeps customer rates as low as practical by managing the system at the lowest life-cycle cost, while maintaining service levels and meeting regulatory requirements.

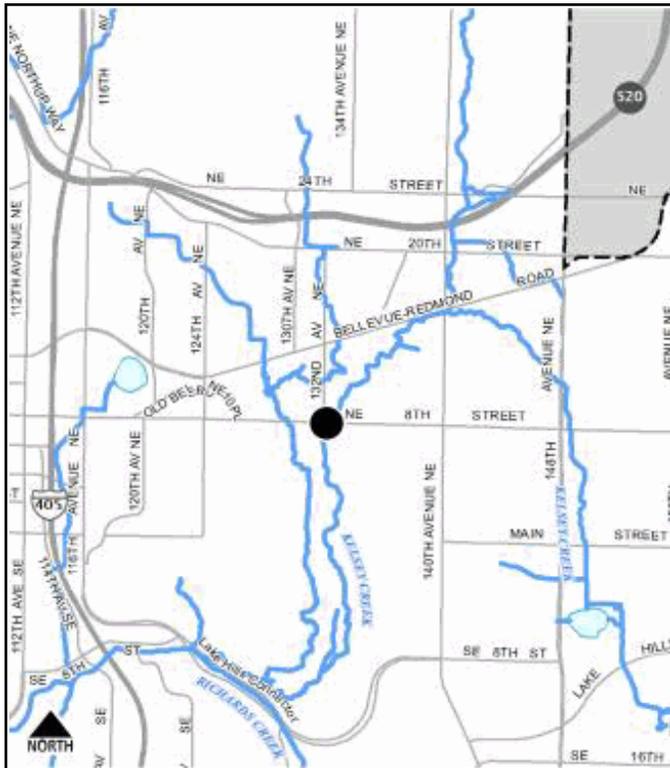
Environmental Impacts

A reliable stormwater system controls stormwater runoff to minimize flood and erosion damage to public and private property and the environment.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2014 - 2023	3,983,000

Total Budgetary Cost Estimate: 3,983,000

Means of Financing

Funding Source	Amount
Utility Rates/Fees	3,983,000

Total Programmed Funding: 3,983,000
Future Funding Requirements:

Comments

D-106 Lower Coal Creek Flood Hazard Reduction Phase 1

Category: **Storm Drainage**
 Department: **Utilities**

Status: **Approved Prior**
 Location: **Storm and Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
12,484,889	6,356,889	5,559,000	206,000	134,000	100,000	79,000	50,000	-

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

This project along with others in this proposal open salmon access to existing functional habitat, one of the quickest methods to increase salmon populations; helps stabilize streams and improve habitat consistent with Council-approved Lake Washington / Cedar / Sammamish Chinook Salmon Recovery Plan; improves water quality that limits fish viability; protects properties from flooding of structures, flooding which restricts access to residences or businesses, and street flooding that impacts primary emergency routes; restores streams for recreation and environmental health in the redeveloping Bel-Red Corridor; and reduce the potential for sewage overflow to surface water bodies.

Environmental Impacts

The long term environmental impacts of each program/project are positive in that they improve or protect stream health and habitat, or eliminate environmental damage caused by flooding. Projects may increase the potential for erosion or siltation during construction. Appropriate environmental review (SEPA) and permits (Critical Areas, Hydraulic Project Approval, US Army Corps) are required for most projects.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2013 - 2024	12,484,889
Total Budgetary Cost Estimate:		12,484,889
Means of Financing		
Funding Source		Amount
Interlocal Contributions		12,484,889

Total Programmed Funding: 12,484,889
Future Funding Requirements:

Comments

D-107 Storm Water Video Inspection Enhancement

Category: **Storm Drainage**
 Department: **Utilities**

Status: **Approved Prior**
 Location: **Storm Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
2,581,000	2,335,000	246,000	-	-	-	-	-	-

Description and Scope

This project will video-inspect the most critical 25 percent 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

Storm infrastructure rehabilitation and replacement is based on asset criticality and business risk, per industry best practices. In the short term, this project reduces the likelihood of catastrophic system failures; traffic disruption due to failed culverts under streets; damage claims to the city; and utility rate spikes to respond to system failures rather than proactively managing the system. In the long term, timely replacement or repair of stormwater facilities keeps customer rates as low as practical by managing the system at the lowest life-cycle cost, while maintaining service levels and meeting regulatory requirements.

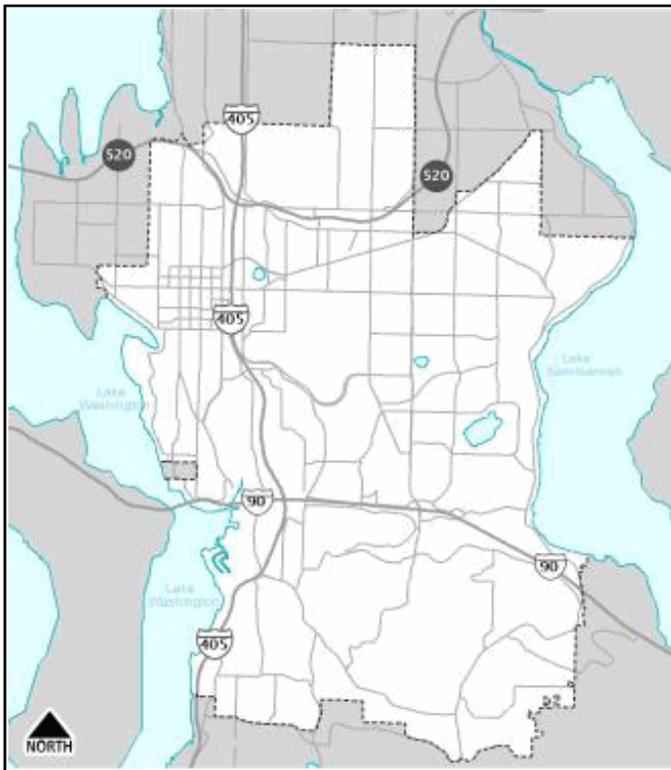
Environmental Impacts

A reliable stormwater system controls stormwater runoff to minimize flood and erosion damage to public and private property and the environment.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2015 - 2019	2,581,000

Total Budgetary Cost Estimate: 2,581,000

Means of Financing

Funding Source	Amount
Utility Rates/Fees	2,581,000

Total Programmed Funding: 2,581,000
Future Funding Requirements:

Comments

D-109 Storm Retrofit in Kelsey Creek

Category: **Storm Drainage**
 Department: **Utilities**

Status: **Approved Prior**
 Location: **Storm and Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
657,000	315,000	326,000	16,000	-	-	-	-	-

Description and Scope

This project will design and install three water quality retrofit improvements using biofiltration and rain garden techniques within city rights-of-way, where it will improve water quality from street runoff to Kelsey Creek. The Storm and Surface Water System Plan reported that over 38 percent of the city was developed without water quality treatment of stormwater. When stormwater management regulations were first established, they focused largely on flood control. Recent studies have demonstrated that roadway stormwater runoff kills Coho salmon. In 2014 there was 100 percent mortality of hatchery Coho salmon transplanted to Kelsey Creek. Studies show that filtering stormwater runoff through bio-retention soil mixes will clean the stormwater sufficiently to result in salmon survival. This project will improve stormwater quality, and improve fish survival. It lays the foundation for an ongoing program that Bellevue could use to meet water quality retrofit requirements. It aligns with many resource agency goals for water quality retrofit and low impact development BMPs, and positions Bellevue to be successful with grant applications from those agencies.

Rationale

This project along with others in this proposal open salmon access to existing functional habitat, one of the quickest methods to increase salmon populations; helps stabilize streams and improve habitat consistent with Council-approved Lake Washington/Cedar/Sammamish Chinook Salmon Recovery Plan; improves water quality that limits fish viability; protects properties from flooding of structures, flooding which restricts access to residences or businesses, and street flooding that impacts primary emergency routes; restores streams for recreation and environmental health in the redeveloping Bel-Red Corridor; and reduce the potential for sewage overflow to surface water bodies.

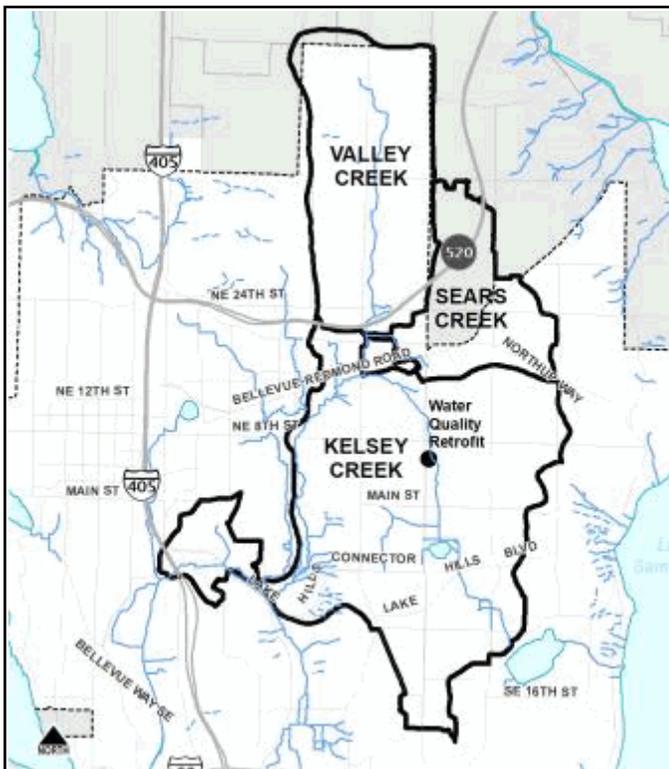
Environmental Impacts

The long term environmental impacts of each program/project are positive in that they improve or protect stream health and habitat, or eliminate environmental damage caused by flooding. Projects may increase the potential for erosion or siltation during construction. Appropriate environmental review (SEPA) and permits (Critical Areas, Hydraulic Project Approval, US Army Corps) are required for most projects.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2020	657,000
Total Budgetary Cost Estimate:		657,000

Means of Financing

Funding Source	Amount
Utility Rates/Fees	657,000

Total Programmed Funding: 657,000
Future Funding Requirements:

Comments

2019-2025 Adopted CIP: Healthy and Sustainable Environment - Storm & Surface Water

Combined, Completed Projects

CIP Plan Number	Project Title	<u>\$ in 000s</u> <u>Total</u> <u>Estimated</u> <u>Cost</u>
NONE		
	Total Combined, Completed Projects	<u><u>-</u></u>