

2021-2027 Adopted Capital Investment Program Plan

Executive Summary

The 2021-2027 Adopted General Capital Investment Program (CIP) plan prepares and serves as a catalyst for future development within a constrained budget. The resource available for the 2021-2027 Capital Investment Program (CIP) plan is more constrained than prior CIP Budgets mainly due to the COVID-19 related impact on revenue projections. Building on the 2019-2025 amended CIP, the Adopted 2021-2027 CIP totals \$662 million, is balanced, and accomplishes the following:

- Ensures debt obligations are met, including new debt service payment beginning in 2024 for the Transportation Infrastructure Financing and Innovation Act (TIFIA) loan.
- Invests in our community by maintaining and providing funding for affordable housing.
- Supports continued improvements in the neighborhood's initiatives like the Neighborhood Enhancement Program, the city's Public Art Program, Fire Station 5 rebuild, and increased the funding for the Neighborhood Congestion Management Project.
- Addressed the continued planned growth of the city including design for Bellevue Way HOV, and construction of Fire Station 10.
- Continues transportation infrastructure in the BelRed area with the Transportation Infrastructure Financing Innovation loan projects.
- Ensures the continuation of the city's three voted levies, Neighborhood Transportation Congestion, Safety, and Connectivity (sidewalks, walkways, bike paths), Fire Facilities (Station 4, 6, and Warehouse improvements), and Parks (Airfield park and open space).
- Funds the city's IT infrastructure including its next generation financial system and fosters Smart City initiatives throughout the city.
- Continues to fund projects that support the city's growth including the Comprehensive Plan Update and Downtown livability.
- Adds roadway improvements, and pedestrian bicycle improvements as part of the new Vision Zero project, 114th and 8th Street, and Growth Corridor Bicycle Network implementation.
- Continues the Council's long-standing policy to maintain what is currently built before building new infrastructure with programs such as the overlay and parks and refurbishment among others.
- Continues ongoing programming to support the community such as Environmental Stewardship Initiative, ITS Master Plan Implementation, among others.
- Fulfills capital responsibilities for general government capital obligations including Parks Resource Management facility, fuel tank replacements and in ground lifts at our Fleet operations.

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Council held a budget workshop on June 22 where staff briefed Council on the COVID-19 related impact over the two-year operating budget and seven-year CIP. Staff informed Council the 2021-2027 CIP would be more resource constrained than prior budgets under the moderate plus recovery scenario. Council provided feedback on principles and actions to assist the City Manager in developing his adopted budget and gave a head nod on utilizing the Sales tax flexibility option to bridge the gap considering the timing of economic recovery is highly uncertain.

The 2021-2022 Adopted budget provides for \$3 million in sales tax to be diverted from the Capital Investment program to the general fund. This allows core services to be maintained while the impact of COVID-19 is more fully understood

When developing the 2021-2027 Adopted CIP, the City of Bellevue incorporated lessons learned from the previous recession. When evaluating project proposals, the City looked at factors such as effectiveness – whether the project advanced the City’s mission, fostered community resiliency, and helped bring businesses back; financial factors – the ability to leverage other funds such as grants and partnerships; mandates – whether the project was required by law or regulations; timing and urgency –the project readiness to be implemented on a relatively short time-scale, and its linkage with other high-priority projects; and finally, level of service – whether or not reducing funding for a project would have a similar reduction in service for constituents.

Risks/Concerns

There are risks inherent in every CIP Plan, and the 2021-2027 Adopted CIP Plan is no different.

- Same as general fund, COVID-19 impact is still changing due to the uncertainty of economic recovery, which add risks on sales, B&O, REET revenue projection. Impact fee projection may need to be reevaluated closer to 2023 as the multimodal conversation with Council starts.
- In order to provide a balanced budget, due to the limited resource the ongoing programs that support major maintenance, such as the overlay program, eliminated the cost of living growth factor over the seven years of the CIP. This allowed all the major maintenance programs to continue and maintain what the city has built. This assumption must be reviewed in future budgets to ensure service level impact.
- 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 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

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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.

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.

Overview

Capital Investment Program Purpose

The 2021-2027 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, City of Bellevue Comprehensive Financial Management Policy – XI.I provides that the City shall:

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.

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- 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 the City Mission, Strategic Target Areas and Council Priorities
 - Effectiveness – extent to which project achieves Strategic Target Areas and Council Priorities (discussed by Council on June 22 and added here for transparency)
 - Tangibility and clarity of project results
 - Multiple benefits – addresses multiple Council priorities or meets multiple constituent needs
 - Enhances community resiliency and helps businesses recover from impacts of COVID-19 (discussed by Council on June 22 and added here for transparency)
 - Mandates
 - Legal/Statutory – program is required by law (i.e. projects funded by voter approved ballot initiatives)
 - Appropriate level of investment needed to meet each mandate
 - Financial factors
 - Leveraging other funds – extent to which project is funded by external sources, including grants
 - Regional and public-private partnerships
 - Revenue-generating projects
 - Cost versus benefit
 - 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)

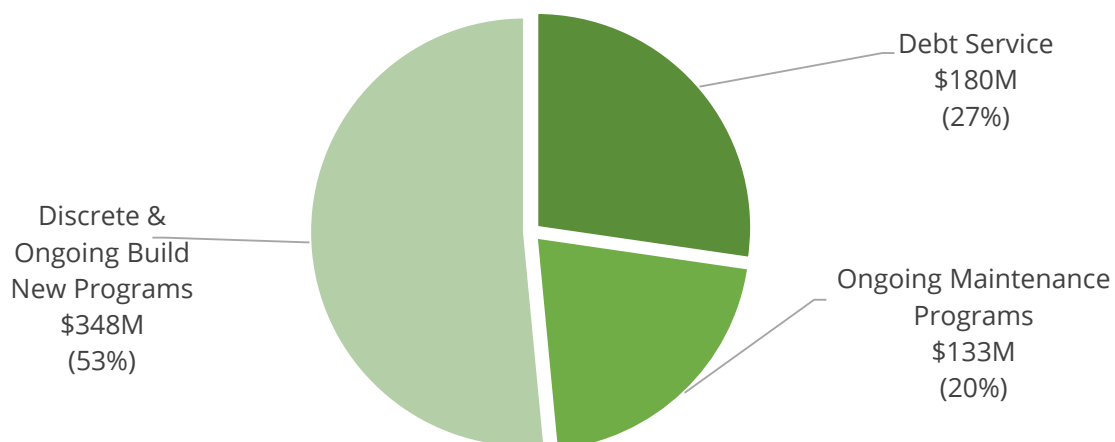
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2021-2027 Adopted General CIP Plan Summary

The Adopted 2021-2027 General CIP totals \$662 million over the seven years and includes 79 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 27 percent of the General CIP (\$180 million). Inclusive of the total debt service is \$25.7 million of short-term cash flow borrowing. 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 \$4.8 million annually.
- Ongoing Maintenance Programs that maintain current infrastructure make up approximately \$134 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 \$348 million or 53 percent of the General CIP. Of this \$348 million, \$49 million is related to the 5 projects that are being paid for by the TIFIA loan.

**2021-2027 Adopted General CIP
Major Expenditure Categories**



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Advancing Council Vision Priorities

The Adopted 2018-2020 Council Vision Priorities provide foundational policy direction received during development of the 2021-2027 CIP. The Adopted CIP Budget includes previously adopted as well as new funding for projects directly implementing a council priority. The Adopted 2021-2027 CIP advances the established Council Priorities above the 2019-2025 amended budget for programs such as Neighborhood Congestion Management, Environmental Stewardship Initiative, Affordable Housing Contingency, and Smart City Connectivity amongst others.

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 – Economic Development Plan Implementation
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.	<ul style="list-style-type: none"> CD-37 – Downtown Community/Livability

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)

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Strategic Target Area: Transportation and Mobility		
City Council Priority		CIP Plan Name
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)
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)

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-104 Meydenbauer Bay Park Phase 2
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"> G-38 Smart City Connectivity (Information Technology)
10	Strategically implement the neighborhood planning process.	<ul style="list-style-type: none"> NEP-2 – Neighborhood Enhancement Program NIS-2 – Neighborhood Partnerships
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)

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Strategic Target Area: High Quality Built and Natural Environment		
	City Council Priority	CIP Plan Name
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
20	Work toward an Eastside solution for a permanent location for a men’s winter homeless shelter.	<ul style="list-style-type: none"> G-109 Affordable Housing Contingency

Strategic Target Area: High Performance Government		
	City Council Priority	CIP Plan Name
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)

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2021-2027 Adopted General CIP Plan by Department & Strategic Target Area

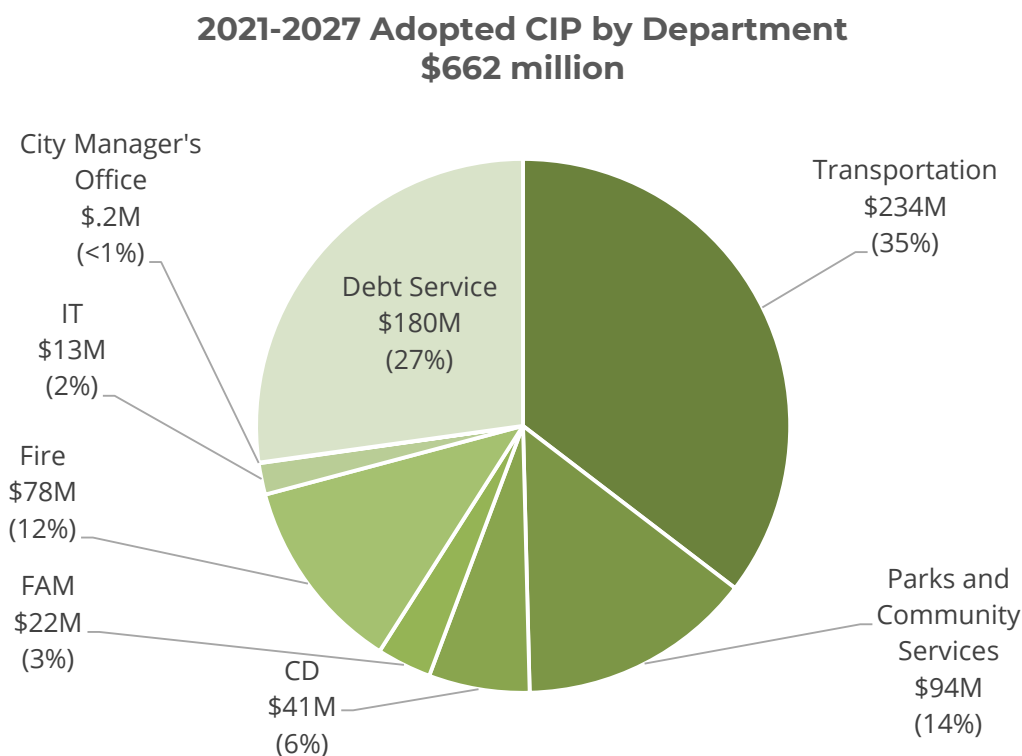
The City of Bellevue Transportation Department has the highest number of projects at 31, totaling \$234 million or 35 percent of the total 7-year CIP budget. As shown on the next page, these projects are most directly linked to the city's Transportation and Mobility strategic target area, which totals \$234 million over the seven years.

The Parks and Community Services Department includes 11 projects, totaling \$94 million or 14 percent of the total CIP budget. Most of the Parks and Community Services Department projects are directly connected to the City's High Quality Built and Natural Environment strategic target area, which totals \$102 million.

The remaining Departments (Community Development, Fire, Finance and Asset Management, and Information Technology) account for approximately \$154 million, or 23 percent of the 7-year CIP.

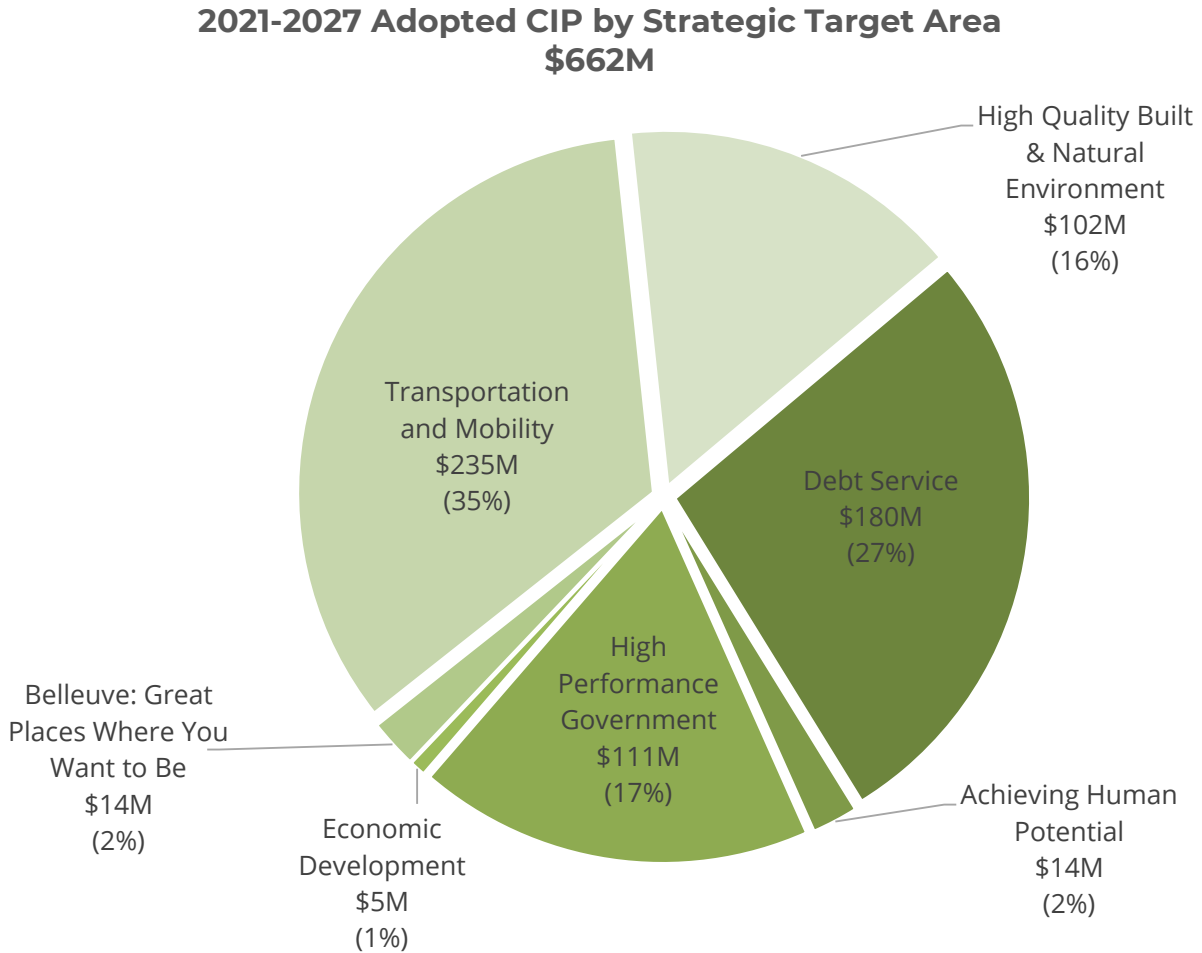
Lastly, Debt Service Payments account for approximately \$180 million, or 27 percent of the total CIP. Investments in this area cover the debt service requirements for the city's debt obligations issued for capital investments such as bonds issued for City Hall, Supplemental CIP, and Mobility & Infrastructure Initiative.

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



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The chart below shows the relative size of the 7-year Adopted CIP by Strategic Target area:



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Changes from the 2019-2025 amended CIP

The 2019-2025 amended CIP is the adopted mid-biennium 2019-2025 CIP plus any budget amendments adopted by the council through December 31, 2020.

To balance the CIP, the City uses a waterfall methodology (Waterfall) to present projects in the order of funding priority based on previous Council direction and policy. As the following table shows, after funding debt service, ongoing maintenance projects, and ongoing and discrete build new projects, there were available resources of approximately \$31 million to fund new projects. The Adopted Budget identified new projects that were a priority based on the capital prioritization criteria noted above.

Adopted 2021-2027 CIP Waterfall (\$000s)		
Funding Type	2021-2027 Cost	Increase/Decrease
1. First call is Debt Service	180,013	49,597
2. Maintain what is built before Build New – primarily adding two years to the existing CIP	133,460	30,376
3. Ongoing Build New – primarily adding two years to the existing CIP	80,593	24,332
4. Levy and TIFIA – establish by TIFIA loan agreement and levy ballot language	183,839	41,727
5. Discrete projects previously approved – including scope and recosting updates	52,674	2,910
6. New projects	31,235	31,135
Grand Total:	661,815	180,077

See the waterfall attachment for the detailed project list.

Total changes from the 2019-2025 amended CIP include:

- Increase in debt service payment of \$49.6 million, which includes the modeled cash flow borrowing payback of \$25.7 million. The Debt Service amount starting in 2024 includes the TIFIA loan payback of approximately \$4.8 million annually.
- In alignment with Council Policy, the Adopted CIP plan adds 2 years (2026-2027) for ongoing programs that maintain what is built before building new. The increase for ongoing maintenance programs over the 7-year period totals \$30.4 million. This includes projects such as the Overlay Program, Parks Renovation and Refurbishment, Major Maintenance, Neighborhood Sidewalks, and other similar programs.
- The Adopted CIP budget also provides an additional \$24 million for ongoing programs that build new. This includes projects such as the Neighborhood Enhancement Program, Grand Connection Early Implementation, and the Smart City Connectivity Program.

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- The Adopted CIP budget also provides an additional \$41.7 million in Levy-funded and TIFIA-funded projects. This includes projects such as the Bellevue Airfield Park Development, Neighborhood Congestion Management, Fire Station 10, and Fire Station 4.
- The Adopted CIP also includes an additional \$2.9 million to discrete projects that were previously approved. This includes increases due to recosting and scope changes. Recosting refers to increasing the budget of 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 \$3.7 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 of the project or change in project scope. Total scope cost increase totals \$9.2 million. Examples of scope changes include City Fuel System Replacement scope change of \$6.7 million to replace the aging underground storage tank infrastructure to reduce the potential for environmental contamination, and \$0.8 million scope change to begin the implementation of the Environmental Stewardship Initiative Strategic Plan in order to support a healthy and sustainable environment.
- New projects (noted in the table above) account for \$31.1 million.

The 2021-2027 Adopted CIP added the following projects over the 7-year timeframe:

New Adopted 2021-2027 CIP Projects (\$000s)		
CIP Plan #	CIP Plan Name	Total Cost
CD-50	Major Comprehensive Plan Periodic Update	500
G-115	City Fleet In-Ground Lift Replacement	1,125
G-116	Space Planning to Support Growth at City Hall & BSC	1,300
G-117	Parks Operation and Maintenance Facility	12,600
G-118	Cross-Cultural Center	200
PW-W/B-85	Growth Corridor High Comfort Bicycle Network Implementation	1,500
PW-R-205	Vision Zero Rapid Build Data Driven Safety Program	2,500
PW-R-206	Transportation Grant Match Program	3,000
PW-R-207	114 th Avenue SE and SE 8 th Street	3,410
PW-R-208	112 th Avenue NE at McCormick Park	1,000
PW-R-209	130th TOD Paving Parking Lot	4,000
Grand Total:		31,135

Parks and Natural Areas Levy Update

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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 2026 and 2027 (\$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						
			Voter Initiative		City Match		Leveraging
	Capital \$M	Annual M&O \$000s	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			
Sportsfield (P-AD-84)	3.0	50.0	3.0	50.0			
Neighborhood 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	1170.0	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.

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

Completed projects through 2020 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.

2021-2027 CIP projects include:

- Bellevue Airfield Park Development, and
- Property Acquisition funds for the next seven years.

2021-2027 Adopted Parks Levy Package (\$000s)

Project		2021-2027 Adopted Budget	Total Project Cost through 2027
P-AD-82	Park & Open Space Acquisition	10,275	22,571
Development Projects:			
P-AD-83	Bellevue Airfield Park Development	16,800	18,320
Total:		27,075	40,891

Post 2027 Commitments include:

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

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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 \$14.6 million in years 2026 and 2027 (\$7.3 million in 2026 and \$7.4 million in 2027) for a total of \$49.2 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 2021-2027 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

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Fire Facilities Levy Projects	
Facility	Project Detail
Fire Station 9 – South Bellevue/Newcastle	Meet current seismic code and upgrade facility infrastructure

**Included in the 2021-2027 Adopted CIP*

Project Sequencing

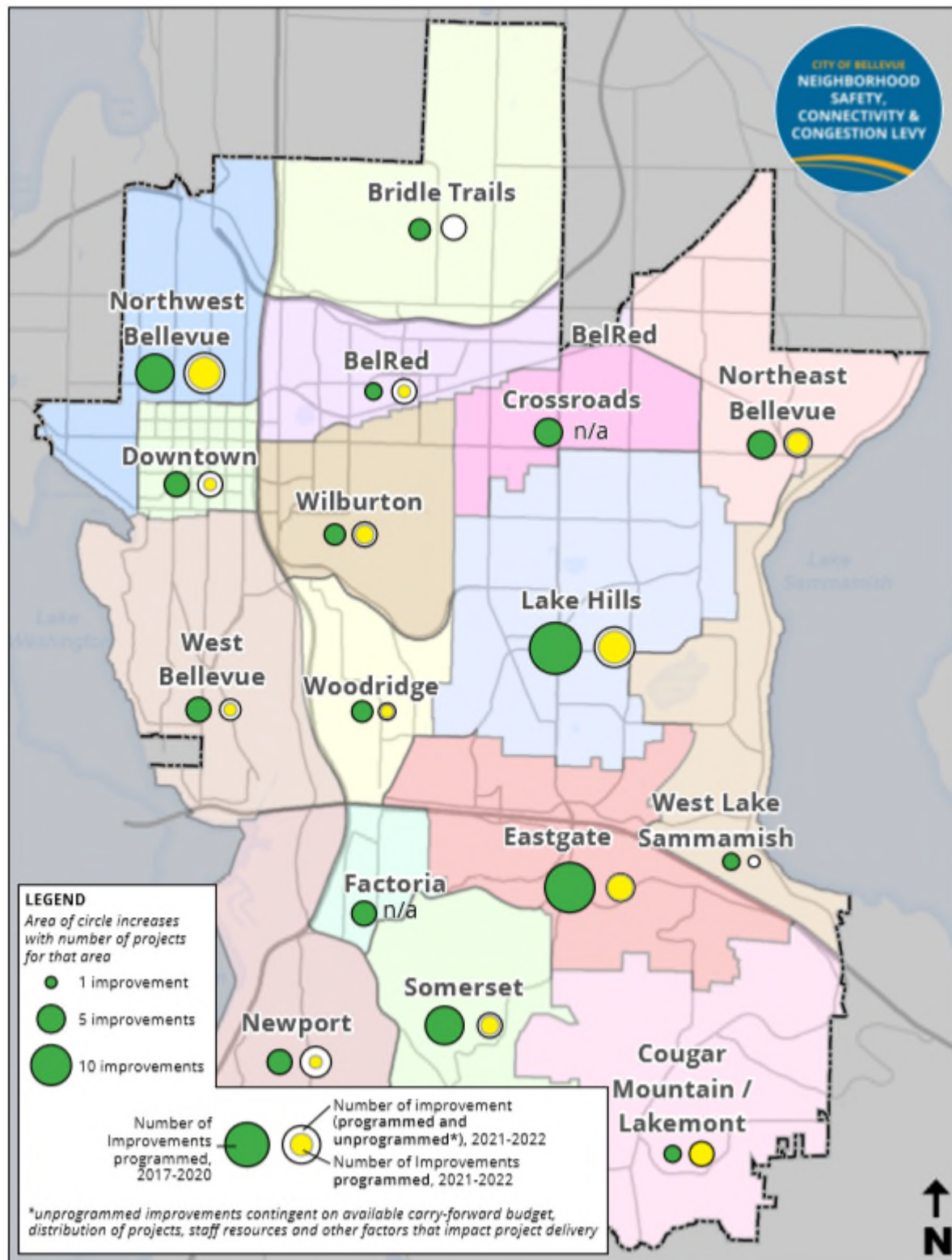
Due to growth in Downtown, BelRed and Factoria, Fire Station 4 is the plan's first priority. Fire Station 6 and a Logistics Center would be the next priorities to relocate an existing ladder company to that facility and free up space in other facilities. Upgrades of remaining fire facilities would follow 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 \$17.5 million in years 2026 and 2027 (\$8.7 million in 2026 and \$8.8 million in 2027) for a total of \$59.3 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).

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2021-2022 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

There are 46 projects that began in years 2019 and 2020 as identified in the chart below. Many of the projects listed below have already completed the scope and design phase and have begun construction in 2020. The chart below indicates the amount of funding for these projects in 2021-2022.

Neighborhood Congestion, Safety and Connectivity Levy Funded Projects (2021-2022)			
Program Category	# of Projects	2021-2022 Amount (\$M)	Project Detail
Neighborhood Congestion Reduction	7	4.0	Build projects that add vehicle capacity and reduce intersection delay in Lake Hills, Northwest Bellevue and Factoria along with advancing design of congestion reduction projects in Eastgate and Wilburton.
Neighborhood Safety	11	3.7	Intersection, crosswalk (including 10 locations along Forest Dr, Kamber Rd and 160th Ave SE), and traffic calming improvements. Some projects seek grants, are supported by other levy and non-levy funding, and include partnerships with schools. Projects stem from program backlog lists.

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Neighborhood Congestion, Safety and Connectivity Levy Funded Projects (2021-2022)			
Program Category	# of Projects	2021-2022 Amount (\$M)	Project Detail
Neighborhood Sidewalk	5	3.5	Projects include new sidewalk connections to schools, among other neighborhood sidewalk connections in Newport, Northwest Bellevue and Bridle Trails. Some projects seek grants, are supported by base program funding and other city program (e.g. Neighborhood Enhancement Program) and combined with levy-funded safety projects. Projects stem from backlog Neighborhood Sidewalk Program project list.
Bike Facilities	6	1.9	Continued enhancements to bike infrastructure along the SR 520 corridor, Lake Washington Blvd, and various spot improvements. Projects stem from Bicycle Rapid Implementation Program (BRIP) and from fledgling planning efforts to identify bike infrastructure needs in East Bellevue and Central Bellevue (e.g. downtown, Wilburton, and BelRed).
Intelligent Transportation System	5	1.2	Continued pursuit of partnerships and grants with other agencies to enhance transportation technology in Bellevue, launch of an on-demand transit service (Crossroads Connect), and a new winter weather response map.
Maintenance	4	2.1	Continued repair of citywide boardwalk repair/replacement, sidewalk panel repair on 112th Avenue Northeast and Northeast 24th Street, slope stabilization in NE Bellevue and support of citywide vegetation maintenance.
Total:	38	16.4M	

2021-2022 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 \$4.8 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-164	120th Ave NE, NE 7th St to NE 12th St (Stage 2)	46.6	-
PW-R-166	124th Ave NE, NE Spring Blvd to Ichigo Way (NE 18th St)	28.5	-
PW-R-168	120th Ave NE, NE 12th St to NE 16th St (Stage 3)	20.3	-
PW-R-169*	124th Ave NE, NE 12th St to NE Spring Blvd	21.3	16.72
PW-R-170*	130th Ave NE, Bel-Red Road to NE 20th St	27.1	20.09
PW-R-172	NE Spring Blvd, 116th Ave to 120th Ave NE (Zones 1 A/B)	31.9	-
PW-R-173*	NE Spring Blvd, 120th Ave to 124th Ave NE (Zone 2)	20.7	22.62
PW-R-174*	NE Spring Blvd, 130th Ave to 132nd Ave NE (EB)	21.7	11.09
PW-R-181	NE Spring Blvd/East Link Property Acquisition (Pine Forest)	58.4	-
PW-R-191*	124th Ave NE, Ichigo Way (NE 18th St) to Northup Way	33.1	29.08
Total:		345.4	99.6

* TIFIA loan supported project

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:

2021-2027 Adopted Capital Investment Program Plan

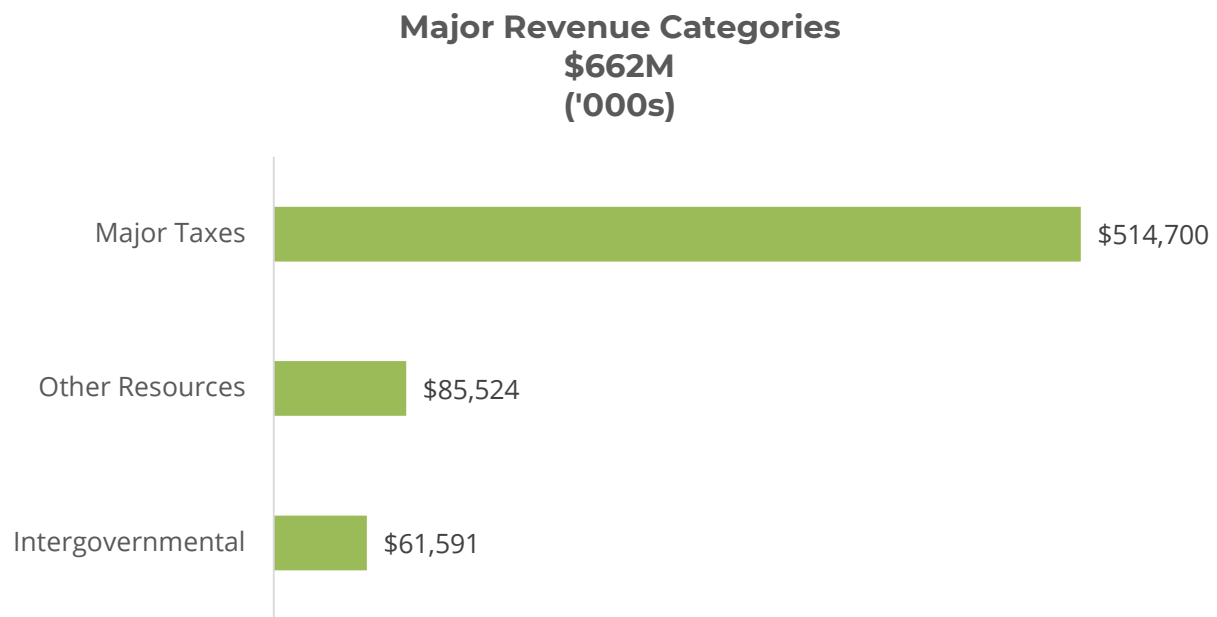
- Nearly 10 new lane miles of roadway
- 25,000 linear feet of sidewalk
- 21,000 linear feet of bike lanes
- More than 5.5 acres of water quality treatment facilities
- About 90 new and upgraded curb ramps, and about 90 other pedestrian access improvements, compliant with the Americans with Disabilities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

Seven 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),
- 120th Ave NE, NE 12th St to NE 16th (Stage 3),
- NE Spring Blvd, 116th Ave to 120th Ave NE Zone 1,
- NE Spring Blvd, 120th Ave to 124th Ave N Zone 2, and
- 124th Ave NE from Spring to Ichigo.

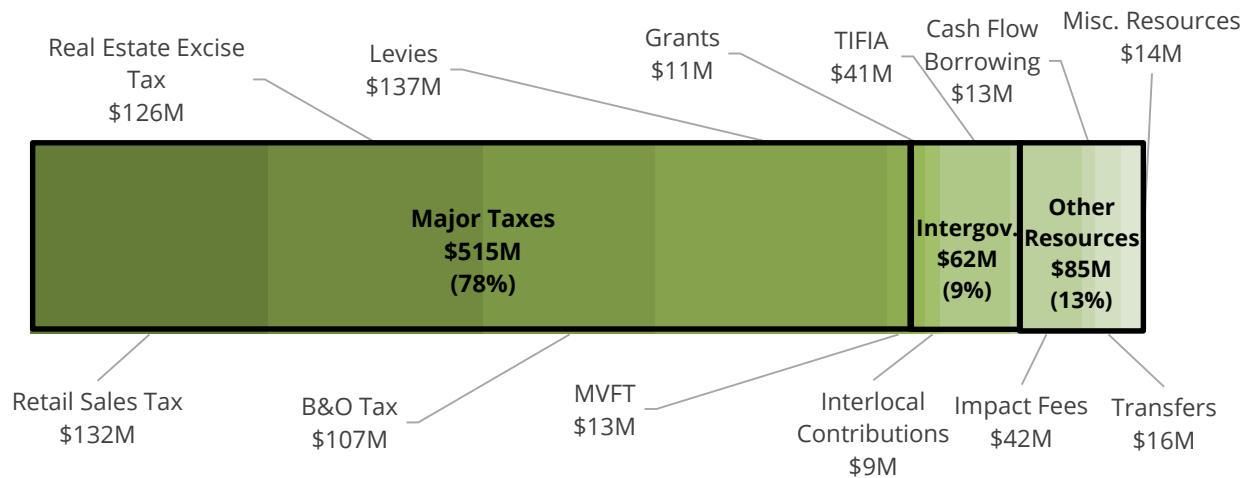
Funding Resources

The City relies on a variety of sources to fund capital projects. The 2021-2027 Adopted CIP plan funding sources total \$662 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 2021-2027 General CIP Adopted Budget.



2021-2027 Adopted Capital Investment Program Plan

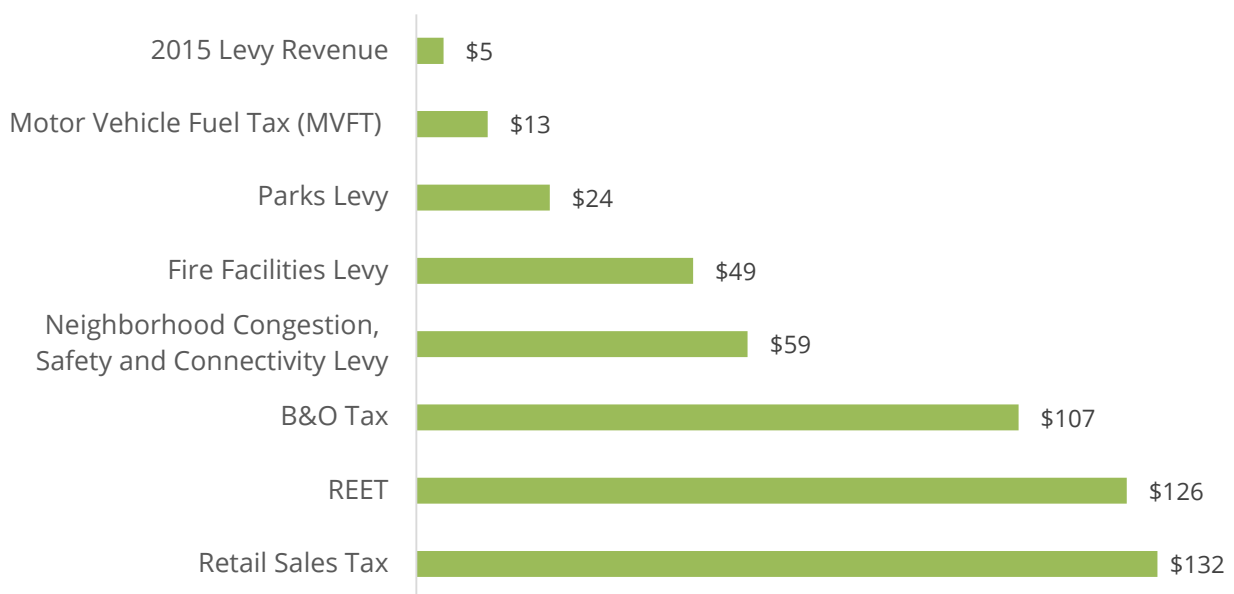
Further Breakdown of Major Revenue Categories \$662M



Major Taxes (Including Levies) – \$514.7 million

Major taxes comprise 78 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 \$514.7 Million (millions)



Both sales and B&O revenue streams are forecasted to grow slowly in 2021 and 2020 due to the economic impacts of COVID-19, then grow at a moderate pace in 2023-2027.

2021-2027 Adopted Capital Investment Program Plan

Property tax is projected to increase due to construction growth in 2021 and 2022, before levelling off in 2023-2027. 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 2021-2027 Adopted CIP plan is \$131.5 million. A detailed explanation of the distribution of sales tax for use in General Fund operations and the CIP can be found in Chapter 3. The Adopted Budget redirects \$3 million per year allocation of sales Tax revenue from CIP to general fund in order to preserve operational services.
- 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 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 2021-2027 Adopted CIP plan projects REET collections to be \$126.4 million 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 \$107.1 million in the Adopted CIP plan for 2021-2027. A more detailed explanation of the B&O Tax is in Chapter 3.
- 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 \$12.7 million in MVFT collections over the 7-years.

2021-2027 Adopted Capital Investment Program Plan

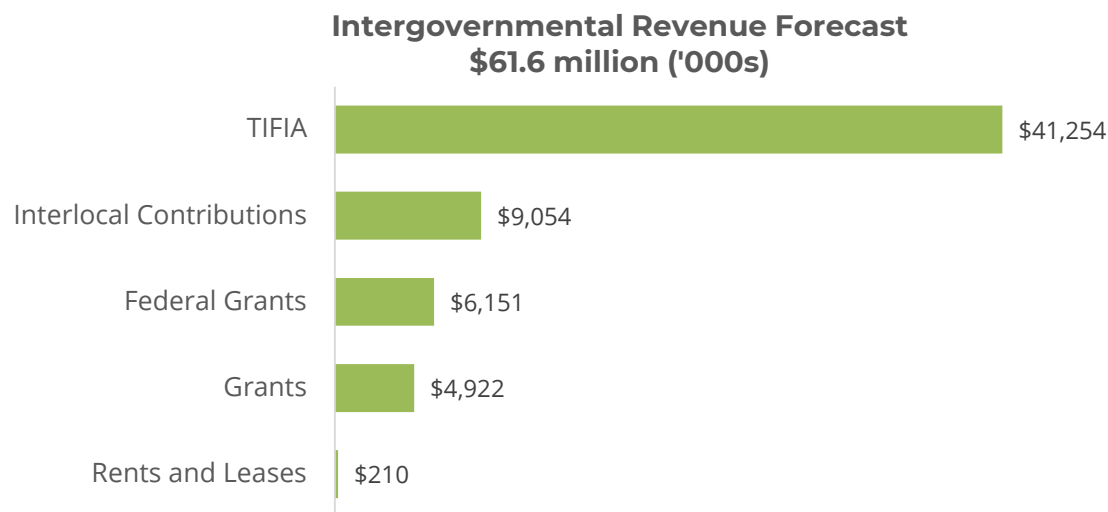
- Parks Levy** – Parks & Natural Area levy was approved by the voters in 2008 to fund the \$40 million parks capital program over 20 years. The capital portion of the measure increased the property tax levy by \$3.4 million and will be collected over a total of 20 years, expiring in 2028. The maintenance 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 2026 and 2027 (\$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 \$14.6 million in years 2026 and 2027 (\$7.3 and \$7.4 million, respectively) for a total of \$49.2 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 \$17.5 million in years 2026 and 2027 (\$8.7 and \$8.8 million, respectively) for a total of \$59.3 million over the 7-year CIP. This is in accordance with the voted ballot language.

Intergovernmental Revenue – \$61.6 million

- Federal and State Grants.** The forecast includes \$11.1 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. The City will receive \$3.9 million in 2021, \$23.7

2021-2027 Adopted Capital Investment Program Plan

million in 2022, and \$13.6 million for a total of \$41.3 million. 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 2021-2027 CIP estimates the annual payment at \$4.8 million. The actual debt service payment will not be known until substantial completion in 2023.



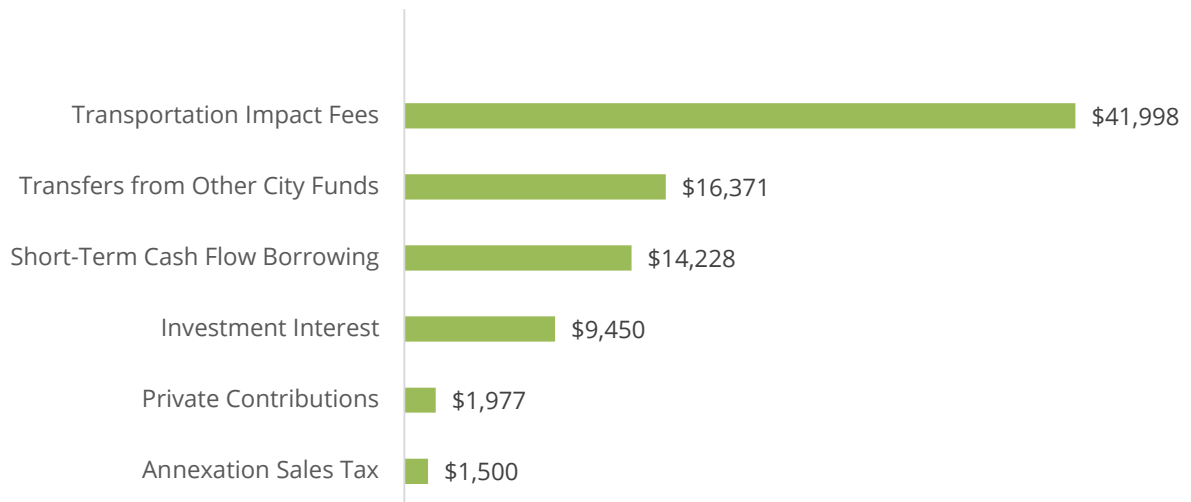
Other Resources – \$85.5 million

- **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 \$42 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 \$14.2 million. The cash flow borrowing is not anticipated to be

2021-2027 Adopted Capital Investment Program Plan

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. 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*).

Other Resources Forecast \$85.5 million ('000s)





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2021-2027 Adopted General CIP Cashflow

(in \$000)

2021-2027 General Capital Investment Program	2021 Adopted Budget	2022 Adopted Budget	2023 Adopted Budget	2024 Adopted Budget	2025 Adopted Budget	2026 Adopted Budget	2027 Adopted Budget	2021-2027 Adopted Total	Total Project Cost
REVENUES									
Beginning Fund Balance	-	-	-	-	-	-	-	-	
MISCELLANEOUS									
Short-term Cash Flow Borrowing*	8,591	5,636						14,228	
Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan	3,932	23,711	13,611	-	-	-	-	41,254	
Subtotal Miscellaneous	12,523	29,347	13,611	-	-	-	-	55,482	
MAJOR TAXES									
Retail Sales Tax ¹	14,727	13,567	18,917	19,780	20,613	21,497	22,420	131,522	
B&O Tax	12,858	13,726	14,804	15,362	15,966	16,925	17,458	107,099	
Real Estate Excise Tax (REET)	17,650	17,650	17,900	18,150	18,300	18,300	18,400	126,350	
Parks Levy	3,389	3,389	3,388	3,389	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	6,686	6,801	6,919	7,038	7,162	7,250	7,368	49,224	
Neighborhood Congestion, Safety and Connectivity Levy	8,194	8,261	8,277	8,419	8,560	8,701	8,843	59,255	
Motor Vehicle Fuel Tax (MVFT)	1,570	1,632	1,714	1,800	1,890	1,984	2,083	12,673	
Subtotal Major Taxes	65,768	65,719	72,612	74,630	76,574	78,741	80,656	514,700	
INTERGOVERNMENTAL									
Federal Grant	4,751	1,400	-	-	-	-	-	6,151	
Grant	4,922	-	-	-	-	-	-	4,922	
Interlocal Contributions	4,881	861	874	889	903	319	327	9,054	
Rents and Leases	30	30	30	30	30	30	30	210	
Subtotal Intergovernmental	14,584	2,291	904	919	933	349	357	20,337	
OTHER RESOURCES									
Transfers from Other City Funds	3,189	1,655	1,886	3,319	2,062	2,107	2,154	16,371	
Annexation Sales Tax	1,500	-	-	-	-	-	-	1,500	
Private Contributions	1,137	29	781	30	-	-	-	1,977	
Sale of Fixed Assets	-	-	-	-	-	-	-	-	
Investment Interest	1,350	1,350	1,350	1,350	1,350	1,350	1,350	9,450	
Transportation Impact Fees	6,000	6,000	6,000	6,000	6,000	6,000	6,000	41,998	
Miscellaneous Revenues	-	-	-	-	-	-	-	-	
Subtotal Other Resources	13,175	9,033	10,017	10,698	9,412	9,457	9,504	71,297	
Total Revenues	106,050	106,390	97,145	86,247	86,920	88,547	90,517	661,815	
Total Expenditures	106,050	106,390	97,145	86,247	86,920	88,547	90,517	661,815	1,729,108
Ending Fund Balance	-	-	-	-	-	-	-		

2021-2027 Adopted General CIP Cashflow

CIP Plan	CIP Plan Name	Total Budget Through 2020	2021 Adopted Budget	2022 Adopted Budget	2023 Adopted Budget	2024 Adopted Budget	2025 Adopted Budget	2026 Adopted Budget	2027 Adopted Budget	2021-2027 Adopted Total	Total Project Cost
Debt Service											
G-69	Supplemental CIP Debt Funding (2027)	12,952	981	980	982	977	980	981	979	6,860	19,812
G-82	City Hall Debt Service (2043)	65,974	6,546	6,552	6,552	6,551	6,569	6,568	6,153	45,491	111,465
G-83	2020 Refinancing LTGO Bond Debt Service	8,643	740	740	740	740	740	740	740	5,183	13,825
G-89	2013 LTGO Bond Debt Service (2032, LRF-2037)	37,026	4,834	4,836	4,837	4,834	4,834	4,836	4,834	33,845	70,871
G-98	Cash Flow Borrowing Payback	-	-	-	3,044	5,747	4,478	5,449	6,976	25,694	25,694
G-100	2015 20 Year LTGO Bond Debt Service (2034)	31,018	6,203	6,202	6,203	6,204	6,206	6,202	6,202	43,421	74,439
G-101	TIFIA Debt Cost Service (2056)	1,020	25	25	25	4,800	4,800	4,800	4,800	19,275	20,295
PW-R-82	Public Works Trust Fund Loan - Principal (2026)	1,511	40	40	40	40	40	40	-	239	1,750
PW-R-83	Public Works Trust Fund Loan - Interest (2026)	120	1	1	1	1	0	0	-	4	125
Subtotal Debt Service		158,264	19,371	19,377	22,423	29,894	28,648	29,617	30,685	180,013	338,277
Achieving Human Potential											
G-109	Affordable Housing Contingency	5,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	14,000	19,000
Subtotal Achieving Human Potential		5,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	14,000	19,000
Bellevue: Great Places Where You Want to Be											
CD-11	Public Art Program	6,906	350	350	350	350	350	350	350	2,450	9,356
CD-22	Enhanced Right of Way and Urban Boulevards (ERUB)	4,899	500	500	500	500	500	500	500	3,500	8,399
CD-41	Civic Center Plan	550	35	-	-	-	-	-	-	35	585
CD-44	Grand Connection - Early Implementation	3,000	500	1,000	500	500	500	1,000	1,500	5,500	8,500
CD-48	Public-Private Partnership – Pilot BelRed TOD	3,277	179	124	128	-	-	-	-	431	3,708
G-112	Arts and Culture Fund	600	200	200	200	200	200	200	200	1,400	2,000
G-118	Cross-Cultural Center ²	-	200	-	-	-	-	-	-	200	200
Subtotal Bellevue: Great Places Where You Want to Be		19,232	1,964	2,174	1,678	1,550	1,550	2,050	2,550	13,516	32,748
Economic Development											
CD-37	Downtown Community/Livability	2,368	728	528	528	528	528	528	528	3,896	6,264
G-105	Economic Development Plan Implementation	796	265	375	150	150	100	225	250	1,515	2,311
Subtotal Economic Development		3,164	993	903	678	678	628	753	778	5,411	8,575
High Performance Government											
G-01	COB Fuel System Replacement	645	266	1,500	1,500	1,500	800	850	850	7,266	7,911
G-59	JDE System Upgrade and Enhancements	15,600	460	225	-	-	-	-	-	685	16,285
G-107	Council Contingency ³	2,250	-	-	215	285	285	285	285	1,355	3,605
G-113	Facility Services Major Maintenance	3,545	680	854	3,153	1,514	1,029	645	794	8,668	12,213
G-115	City Fleet In-Ground Lift Replacement	-	765	360	-	-	-	-	-	1,125	1,125
G-116	Space Planning to Support Change at City Hall & BSC	-	100	300	300	300	300	-	-	1,300	1,300
PS-16	Fire Facility Maintenance	21,112	2,910	2,317	2,147	2,475	2,256	2,228	2,200	16,533	37,645
PS-64	Fire Station 10 (Levy) ⁸	24,100	-	3,000	-	-	-	-	-	3,000	27,100
PS-65	Fire Station 4 (Levy)	1,230	-	2,487	6,919	7,038	6,557	-	-	23,000	24,230
PS-66	Fire Station 5	-	7,500	5,000	-	-	-	-	-	12,500	12,500
PS-67	Fire Warehouse & Special Projects (Levy)	-	6,686	1,314	-	-	-	-	-	8,000	8,000
PS-68	Station 6 Renovations (Levy)	-	-	-	-	-	606	7,250	7,368	15,224	15,224
G-94	Enterprise Application Replacement Reserve	3,900	-	-	2,000	2,000	2,500	2,500	2,500	11,500	15,400
PW-W/B-49	Pedestrian Facilities Compliance Program	2,462	514	114	114	114	114	135	139	1,244	3,706
Subtotal High Performance Government		96,775	19,881	17,471	16,348	15,226	14,446	13,893	14,136	111,400	208,175

2021-2027 Adopted General CIP Cashflow

CIP Plan	CIP Plan Name	Total Budget Through 2020	2021 Adopted Budget	2022 Adopted Budget	2023 Adopted Budget	2024 Adopted Budget	2025 Adopted Budget	2026 Adopted Budget	2027 Adopted Budget	2021-2027 Adopted Total	Total Project Cost
High Quality Built and Natural Environment											
CD-46	ESI Implementation ⁴	170	250	250	125	125	125	125	125	1,125	1,295
CD-50	Major Comprehensive Plan Periodic Update	-	200	300	-	-	-	-	-	500	500
G-38	Smart City Connectivity	1,397	363	298	265	183	128	-	-	1,239	2,636
G-117	Parks Operation and Maintenance Facility	-	800	800	-	5,500	5,500	-	-	12,600	12,600
NEP-2	NEP-2.0 Neighborhood Enhancement Program	4,350	725	725	725	725	725	725	725	5,075	9,425
P-AD-27	Park Planning & Design	7,657	300	300	300	300	300	300	300	2,100	9,757
P-AD-82	Park & Open Space Acquisition (Levy, REET)	12,296	1,275	1,500	1,500	1,500	1,500	1,500	1,500	10,275	22,571
P-AD-83	Bellevue Airfield Park Development (Levy)	1,520	2,500	5,000	2,500	-	-	3,400	3,400	16,800	18,320
P-AD-96	Mercer Slough East Link Mitigation	1,700	640	-	-	-	-	-	-	640	2,340
P-AD-101	Bridle Trails/140th Street Park Development	-	500	2,100	-	-	-	-	-	2,600	2,600
P-AD-103	Bel-Red Parks & Streams	2,757	443	-	-	-	-	-	-	443	3,200
P-AD-104	Meydenbauer Bay Park Phase 2	500	500	500	1,500	537	-	-	-	3,037	3,537
P-AD-105	2020-2025 King County Parks Levy	592	774	592	592	592	592	-	-	3,142	4,326
P-R-02	Enterprise Facility Improvements	11,353	-	-	116	122	128	134	141	640	11,993
P-R-11	Parks Renovation & Refurbishment Plan	74,056	5,645	5,676	5,812	5,951	6,094	6,240	6,396	41,814	116,087
PW-M-15	Wetland Monitoring	292	-	20	50	50	50	40	40	250	542
Subtotal High Quality Built and Natural Environment		151,820	14,916	18,061	13,486	15,585	15,142	12,464	12,627	102,280	255,917

2021-2027 Adopted General CIP Cashflow

CIP Plan		CIP Plan Name	Total Budget Through 2020	2021 Adopted Budget	2022 Adopted Budget	2023 Adopted Budget	2024 Adopted Budget	2025 Adopted Budget	2026 Adopted Budget	2027 Adopted Budget	2021-2027 Adopted Total	Total Project Cost
Transportation and Mobility												
CD-30		Station Area Planning Implementation	3,000	1,500	1,000	-	-	-	-	-	2,500	5,500
PW-M-1		Bridge and Pavement Preservation (Overlay) Program	137,698	6,031	7,431	6,031	6,031	6,031	8,487	8,708	48,750	186,448
PW-M-2		Minor Capital - Traffic Operations	11,465	180	180	180	180	180	213	219	1,332	12,797
PW-M-7		Neighborhood Traffic Safety Program	9,507	360	360	360	360	360	427	438	2,665	12,172
PW-M-19		Major Maintenance Program	14,096	2,180	1,080	1,080	1,080	1,080	1,279	1,312	9,091	24,860
PW-M-20		Minor Capital - Signals and Lighting	5,177	909	410	410	410	410	485	498	3,532	8,709
PW-R-46		Traffic Safety Improvements	4,409	120	120	120	120	120	143	147	890	5,299
PW-R-156		ITS Master Plan Implementation Program	2,709	453	453	453	453	453	537	551	3,353	6,456
PW-R-159		East Link Analysis and Development	16,388	194	514	286	-	-	-	-	994	17,382
PW-R-169		124th Ave NE - NE 12th to NE Spring Boulevard (TIFIA)	10,697	6,690	2,352	1,568	-	-	-	-	10,610	21,307
PW-R-170		130th Ave NE - Bel-Red Rd to NE 20th St (TIFIA)	12,074	4,467	7,598	2,961	-	-	-	-	15,026	27,100
PW-R-173		NE Spring Boulevard (Zone2) - 120th to 124th Aves N (TIFIA)	20,346	362	-	-	-	-	-	-	362	20,708
PW-R-174		NE Spring Boulevard - 130th to 132nd Ave NE (TIFIA)	18,848	2,145	670	-	-	-	-	-	2,815	21,663
PW-R-182		Downtown Transportation Plan/NE 6th Street Station Access	5,500	1,200	1,200	1,300	2,000	2,000	-	-	7,700	13,200
PW-R-184		Bellevue Way SE HOV Lane - 112th Ave SE 'Y' to I-90	1,400	-	-	-	-	-	2,500	2,500	5,000	6,400
PW-R-191		124th Avenue NE/Ichigo Way (NE 18th St) to Northup Way (TIFIA)	13,324	-	9,963	9,834	-	-	-	-	19,797	33,121
PW-R-194		West Lake Sammamish Parkway Phase 3	-	-	-	-	-	-	1,500	1,000	2,500	2,500
PW-R-198		Neighborhood Congestion Management (Levy) ⁵	8,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	14,000	22,000
PW-R-199		Neighborhood Safety & Connectivity (Levy)	22,437	5,994	6,136	6,277	6,419	6,560	6,701	6,843	44,930	67,366
PW-R-200		Neighborhood Congestion Management Project Implementation	500	1,000	-	1,725	225	2,275	150	125	5,500	6,000
PW-R-204		Mobility Implementation Plan ⁸	-	100	-	-	-	-	-	-	100	345
PW-R-205		Vision Zero Rapid Build Data Driven Safety Program ⁶	-	357	357	357	357	357	357	357	2,500.00	2,500
PW-R-206		Transportation Grant Match Program	-	-	-	-	-	1,000	1,000	1,000	3,000	3,000
PW-R-207		114th Avenue SE and SE 8th Street	-	-	-	3,410	-	-	-	-	3,410	3,410
PW-R-208		112th Avenue NE at McCormick Park	-	1,000	-	-	-	-	-	-	1,000	1,000
PW-R-209		130th TOD Paving Parking Lot	-	1,600	2,400	-	-	-	-	-	4,000	4,000
PW-W/B-56		Pedestrian and Bicycle Access Improvements	10,743	480	480	480	480	480	569	584	3,553	14,296
PW-W/B-76		Neighborhood Sidewalks	10,889	1,200	1,200	1,200	1,200	1,200	1,422	1,459	8,881	19,770
PW-W/B-84		Mountains to Sound Greenway Trail – 132nd Ave SE to 136th Place SE ⁸	3,895	5,903	-	-	-	-	-	-	5,903	13,693
PW-W/B-85		Growth Corridor High Comfort Bicycle Network Implementation ⁷	-	500	500	500	-	-	-	-	1,500	1,500
Subtotal Transportation and Mobility			448,277	46,926	46,404	40,532	21,315	24,506	27,771	27,741	235,195	687,691

Cashflow Footnotes

Council changes approved at the December 7, 2020 Council meeting

¹ **Retail sales tax:** Additional sales tax re-allocation to move \$240,000 of funding from the Council Contingency in the CIP fund to the General Fund for the following Council projects: Communities of Color Coordinating Team (\$150,000), Enhanced Stakeholder Group (\$50,000), and Chamber and Downtown Association Support (\$40,000).

² **G-118:** A new project was created for a Cross-Cultural feasibility study. \$200,000 of budget was removed from the Council Contingency (G-107) budget and re-allocated G-118 to fund this project in 2021.

³ **G-107:** The Council Contingency budget was reduced by \$285,000 in each of 2021 and 2022 and reduced by \$70,000 in 2023 for a total of \$640,000 to fund the following Council projects:
Communities of Color Coordinating Team (\$150,000)
Enhanced Stakeholder Group (\$50,000)
ESI Rapid Early Win Actions - transfer of Contingency budget to project CD-46 (\$200,000)
Chamber and Downtown Association Support (\$40,000)
Cross-Cultural Center - transfer of Contingency budget to project G-118 (\$200,000)

⁴ **CD-46:** Council increased the budget for ESI Implementation by \$100,000 in each of 2021 and 2022 for a total of \$200,000 for ESI Rapid Early Win Actions that would leverage grant funding and partnership opportunities to forward the ESI plan.

⁵ **PW-R-198:** Council to included \$100,000 in the budget to ensure continued work with King County Metro and Bellevue College on the Bellevue College Connection. The Bellevue College Connection funding will come from the Neighborhood Congestion Management project. The levy project list in the adopted budget book will be updated to include the Bellevue College Connection project.

⁶ **PW-R-205:** Council accelerated funding for the Vision Zero project by smoothing the total budget request of \$2.5 million over the 7-year plan, which increased the 2021 and 2022 budget by \$357,143 in each of the two years for a total of \$714,286. No additional funds were required for this project over the 7-year plan - this is a timing change only.

⁷ **PW-W/B-85:** Council accelerated funding for the Growth Corridor Bicycle Network Implementation project by moving \$400,000 of budget from 2024 to 2021. No additional funds were required for this project over the 7-year plan - this is a timing change only.

Adjustments made after the preliminary budget was published on October 19, 2020

⁸ There were two error corrections made to the 2021-2027 CIP between the preliminary and adopted budget and one ordinance adopted by Council that impacted the 2021-2027 CIP plan:
1. A correction was made to the 2021 budget reducing PW-R-190 budget by \$243,000, increasing the budget for the Mobility Implementation Plan (PW-R-204) by \$100,000, and increasing the budget for Mountains to Sound Greenway Trail (PW-W/B-84) by \$143,000. This adjustment shifted budget between projects in 2021, but did not impact the overall appropriation.
2. The row containing the Fire Station 10 project was unintentionally hidden during the initial printing of the cashflow. This has been corrected.
3. Ordinance 6544, approved by Council on November 16, 2020, increased the 2021 budget for PW-W/B-84 by \$2,035,000.

2021-2027 Adopted CIP Project Specific Revenue
('000s)

Dept	CIP Plan		Project Title	2021 Adopted	2022 Adopted	2023 Adopted	2024 Adopted	2025 Adopted	2026 Adopted	2027 Adopted	2021-2027 Total Adopted
Federal Grant											
Trans	PW-M-1	Bride and Pavement Preservation (Overlay) Programs		-	1,400	-	-	-	-	-	1,400
Trans	PW-R-172	NE Spring Blvd (Zone 1) - 116th to 120th Avenues NE		(47)	-	-	-	-	-	-	(47)
Trans	PW-R-173	NE Spring Boulevard (Zone2) - 120th to 124th Aves N (TIFIA)		38	-	-	-	-	-	-	38
Trans	PW-W/B-84	Mountains to Sound Greenway Trail – 132nd Ave SE to 136th Place SE		4,760	-	-	-	-	-	-	4,760
	Subtotal Federal Grant			4,751	1,400	-	-	-	-	-	6,151
Grant											
Parks	P-R-11	Parks Renovation & Refurbishment Plan		97	-	-	-	-	-	-	97
Trans	PW-M-20	Minor Capital - Signals and Lighting		(175)	-	-	-	-	-	-	(175)
Trans	PW-R-169	124th Ave NE - NE 12th to NE Spring Boulevard (TIFIA)		5,000	-	-	-	-	-	-	5,000
	Subtotal Grants			4,922	-	-	-	-	-	-	4,922
Interlocal Contributions											
Fire	PS-16	Fire Facility Maintenance		257.105	268.675	282.498	296.623	311.454	319.147	327.030	2,063
Parks	P-AD-96	Mercer Slough East Link Mitigation		640	-	-	-	-	-	-	640
Parks	P-AD-105	2020-2025 King County Parks Levy		774	592	592	592	592	-	-	3,142
Trans	PW-R-166	124th Ave NE - NE Spring Boulevard to Ichigo Way (18th St)		2,209	-	-	-	-	-	-	2,209
Trans	PW-W/B-84	Mountains to Sound Greenway Trail – 132nd Ave SE to 136th Place SE		1,000	-	-	-	-	-	-	1,000
	Subtotal Interlocal			4,881	861	874	889	903	319	327	9,054
Rents and Leases											
Parks	P-R-11	Parks Renovation & Refurbishment Plan		30	30	30	30	30	30	30	210
	Subtotal Rents and Leases			30	30	30	30	30	30	30	210
Transfers from Other City Funds											
FAM	G-113	Bank for G-113 OTI		2,689	1,155	1,270	1,397	1,435	1,473	1,513	10,932
FAM	G-113	Facility Services Major Maintenance		-	-	-	-	-	-	-	-
FAM	G-59	JDE System Upgrade and Enhancements		-	-	-	-	-	-	-	-
FAM	PW-R-181	East Link MOU Commitments		-	-	-	-	-	-	-	-
Parks	G-117	Parks Operation and Maintenance Facility		66	66	66	66	66	66	66	462
Parks	P-AD-104	Meydenbauer Bay Park Phase 2		434	434	434	434	434	434	434	3,038
Parks	P-R-02	Enterprise Facility Improvements		-	-	116	122	128	134	141	640
Parks	P-R-11	Parks Renovation & Refurbishment Plan		-	-	-	-	-	-	-	-
Trans	PW-M-20	Minor Capital - Signals and Lighting		-	-	-	-	-	-	-	-
Trans	PW-R-194	West Lake Sammamish Parkway Phase 3		-	-	-	1,300	-	-	-	1,300
Trans	PW-R-202	150th Avenue SE at SE Newport Way		-	-	-	-	-	-	-	-
	Subtotal Transfers from Other City Funds			3,189	1,655	1,886	3,319	2,062	2,107	2,154	16,371

2021-2027 Adopted CIP Project Specific Revenue ('000s)											
Dept	CIP Plan		Project Title	2021 Adopted	2022 Adopted	2023 Adopted	2024 Adopted	2025 Adopted	2026 Adopted	2027 Adopted	2021-2027 Total Adopted
Annexation Sales Tax											
Trans	PW-M-19	Major Maintenance Program		1,060	-	-	-	-	-	-	1,060
Trans	PW-M-20	Minor Capital - Signals and Lighting		40	-	-	-	-	-	-	40
Trans	PW-W/B-49	Pedestrian Facilities Compliance Program		400	-	-	-	-	-	-	400
	Subtotal Annexation Sales Tax			1,500	0	0	0	0	0	0	1,500
Private Contributions											
Parks	P-AD-103	Bel-Red Parks & Streams		443	-	-	-	-	-	-	443
Parks	P-AD-27	Park Planning & Design		-	-	-	-	-	-	-	-
Parks	P-R-11	Parks Renovation & Refurbishment Plan		28	29	29	30	-	-	-	116
Trans	PW-M-20	Minor Capital - Signals and Lighting		62	-	-	-	-	-	-	62
Trans	PW-R-164	120th Ave NE Stage 2 - NE 8th St to NE 12th St		-	-	-	-	-	-	-	-
Trans	PW-R-166	124th Ave NE - NE Spring Boulevard to Ichigo Way (18th St)		256	-	-	-	-	-	-	256
Trans	PW-R-169	124th Ave NE - NE 12th to NE Spring Boulevard (TIFIA)		44	-	376	-	-	-	-	420
Trans	PW-R-173	NE Spring Boulevard (Zone2) - 120th to 124th Aves N (TIFIA)		303	-	-	-	-	-	-	303
Trans	PW-R-191	124th Avenue NE/Ichigo Way (NE 18th St) to Northup Way (TIFIA)		-	-	376	-	-	-	-	376
	Subtotal Private Contributions			1,137	29	781	30	-	-	-	1,977
Sale of Fixed Assets											
Trans	PW-R-194	West Lake Sammamish Parkway Phase 3		-	-	-	-	-	-	-	-
	Subtotal Sale of Fixed Assets			-	-	-	-	-	-	-	-
		Total Project Specific Revenue		\$ 20,409	\$ 3,974	\$ 3,572	\$ 4,267	\$ 2,996	\$ 2,457	\$ 2,511	\$ 40,186



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2021-2027 Adopted CIP Waterfall

		(\$000s)	2021-2027 Adopted Budget Project Totals	2021-2027 Increase/Decrease from the 2019-2025 Amended CIP
Beginning Fund Balance			\$ -	
Revenue Available			\$ 661,815	
Revenue Allocated to Projects			\$ 661,815	
Ending Fund Balance			\$ -	
CIP Plan #	CIP Project Title			
	GRAND TOTAL	\$	661,815	\$ 180,077
1. Debt Service		\$	180,013	\$ 49,597
G-69	Supplemental CIP Debt Funding (2027)	\$	6,860	\$ 1,960
G-82	City Hall Debt Service (2043)	\$	45,491	\$ 12,721
G-83	2020 Refinancing LTGO Bond Debt Service	\$	5,183	\$ 864
G-89	2013 LTGO Bond Debt Service (2032, LRF-2037)	\$	33,845	\$ 9,670
G-98	Cash Flow Borrowing Payback	\$	25,694	\$ 3,536
G-100	2015 20 Year LTGO Bond Debt Service (2034)	\$	43,421	\$ 12,404
G-101	TIFIA Debt Cost Service (2056)	\$	19,275	\$ 8,402
PW-R-82	Public Works Trust Fund Loan - Principal (2026)	\$	239	\$ 40
PW-R-83	Public Works Trust Fund Loan - Interest (2026)	\$	4	\$
2. Maintenance		\$	214,053	\$ 54,708
G-107	Council Contingency	\$	1,355	\$ (3,645)
G-113	Facility Services Major Maintenance	\$	8,668	\$ 2,438
PS-16	Fire Facility Maintenance	\$	16,533	\$ 4,304
PW-M-1	Bridge and Pavement Preservation (Overlay) Program	\$	48,750	\$ 9,479
PW-M-2	Minor Capital - Traffic Operations	\$	1,332	\$ 350
PW-M-15	Wetland Monitoring	\$	250	\$ (15)
PW-M-19	Major Maintenance Program	\$	9,091	\$ 3,208
PW-M-20	Minor Capital - Signals and Lighting	\$	3,532	\$ 666
PW-R-46	Traffic Safety Improvements	\$	890	\$ 234
PW-W/B-49	Pedestrian Facilities Compliance Program	\$	1,244	\$ 623
P-R-11	Parks Renovation & Refurbishment Plan	\$	41,814	\$ 12,733
G-94	Enterprise Application Replacement Reserve	\$	11,500	\$ 6,500
G-109	Affordable Housing Contingency	\$	14,000	\$ 4,000
G-112	Arts and Culture Fund	\$	1,400	\$ 400
CD-11	Public Art Program	\$	2,450	\$ 700
CD-22	Enhanced Right of Way and Urban Boulevards (ERUB)	\$	3,500	\$ 1,000
G-38	Smart City Connectivity	\$	1,239	\$ (116)
CD-37	Downtown Community/Livability	\$	3,896	\$ 2,112
CD-44	Grand Connection - Early Implementation	\$	5,500	\$ 2,500
PW-M-7	Neighborhood Traffic Safety Program	\$	2,665	\$ 702
PW-R-156	ITS Master Plan Implementation Program	\$	3,353	\$ 885
PW-R-182	Downtown Transportation Plan/NE 6th Street Station Access	\$	7,700	\$ -
PW-W/B-56	Pedestrian and Bicycle Access Improvements	\$	3,553	\$ 935
PW-W/B-76	Neighborhood Sidewalks	\$	8,881	\$ 2,343
NEP-2	NEP-2.0 Neighborhood Enhancement Program	\$	5,075	\$ 1,450
P-AD-105	2020-2025 King County Parks Levy	\$	3,142	\$ 182
P-AD-27	Park Planning & Design	\$	2,100	\$ 600
P-R-02	Enterprise Facility Improvements	\$	640	\$ 140

2021-2027 Adopted CIP Waterfall

3. Levy Projects		\$ 183,839	\$ 41,727
3.1 - Transportation		\$ 58,930	\$ 17,404
PW-R-198	Neighborhood Congestion Management (Levy)	\$ 14,000	\$ 4,000
PW-R-199	Neighborhood Safety & Connectivity (Levy)	\$ 44,930	\$ 13,404
3.2 - TIFIA		\$ 48,611	\$ (95)
PW-R-169	124th Ave NE - NE 12th to NE Spring Boulevard (TIFIA)	\$ 10,610	\$ (3,778)
PW-R-170	130th Ave NE - Bel-Red Rd to NE 20th St (TIFIA)	\$ 15,026	\$ 400
PW-R-173	NE Spring Boulevard (Zone2) - 120th to 124th Aves N (TIFIA)	\$ 362	\$ 362
PW-R-174	NE Spring Boulevard - 130th to 132nd Ave NE (TIFIA)	\$ 2,815	\$ 595
PW-R-191	124th Avenue NE/Ichigo Way (NE 18th St) to Northup Way (TIFIA)	\$ 19,797	\$ 2,325
3.3 - Parks		\$ 27,075	\$ 9,800
P-AD-82	Park & Open Space Acquisition (Levy, REET)	\$ 10,275	\$ 3,000
P-AD-83	Bellevue Airfield Park Development (Levy)	\$ 16,800	\$ 6,800
3.4 - Fire		\$ 49,224	\$ 14,618
PS-64	Fire Station 10 (Levy)	\$ 3,000	\$ 3,000
PS-65	Fire Station 4 (Levy)	\$ 23,000	\$ (11,606)
PS-67	Fire Warehouse & Special Projects (Levy)	\$ 8,000	\$ 8,000
PS-68	Station 6 Renovations (Levy)	\$ 15,224	\$ 15,224
4. Approved Discrete		\$ 52,774	\$ 2,910
4.1 - Transportation		\$ 19,997	\$ (3,499)
PW-R-159	East Link Analysis and Development	\$ 994	\$ (942)
PW-R-184	Bellevue Way SE HOV Lane - 112th Ave SE 'Y' to I-90	\$ 5,000	\$ -
PW-R-194	West Lake Sammamish Parkway Phase 3	\$ 2,500	\$ (3,800)
PW-R-200	Neighborhood Congestion Management Project Implementation	\$ 5,500	\$ 1,000
PW-W/B-84	Mountains to Sound Greenway Trail - 132nd Ave SE to 136th Place SE	\$ 5,903	\$ 143
PW-R-204	Mobility Implementation Plan	\$ 100	\$ 100
4.2 - Parks		\$ 6,720	\$ (5,187)
P-AD-96	Mercer Slough East Link Mitigation	\$ 640	\$ -
P-AD-101	Bridle Trails/140th Street Park Development	\$ 2,600	\$ -
P-AD-103	Bel-Red Parks & Streams	\$ 443	\$ 443
P-AD-104	Meydenbauer Bay Park Phase 2	\$ 3,037	\$ (5,630)
4.3 - Gen Gov		\$ 685	\$ 535
G-59	JDE System Upgrade and Enhancements	\$ 685	\$ 535
4.4 - Fire		\$ 12,500	\$ 1,500
PS-66	Fire Station 5	\$ 12,500	\$ 12,500
4.5 - CD		\$ 4,091	\$ 780
CD-30	Station Area Planning Implementation	\$ 2,500	\$ -
CD-41	Civic Center Plan	\$ 35	\$ 35
CD-46	ESI Implementation	\$ 1,125	\$ 985
CD-48	Public-Private Partnership - Pilot BelRed TOD	\$ 431	\$ -
NIS-2	Neighborhood Partnerships	\$ -	\$ (240)
4.6 - Other Discrete Projects		\$ 8,781	\$ 8,781
G-01	COB Fuel System Replacement	\$ 7,266	\$ 7,266
G-105	Economic Development Plan Implementation	\$ 1,515	\$ 1,515
5. New Submitted Projects		\$ 31,135	\$ 31,135
CD-50	Major Comprehensive Plan Periodic Update	\$ 500	\$ 500
G-115	City Fleet In-Ground Lift Replacement	\$ 1,125	\$ 1,125
G-116	Space Planning to Support Change at City Hall & BSC	\$ 1,300	\$ 1,300
G-117	Parks Operation and Maintenance Facility	\$ 12,600	\$ 12,600
G-118	Cross-Cultural Center	\$ 200	\$ 200
PW-R-205	Vision Zero Rapid Build Data Driven Safety Program	\$ 2,500	\$ 2,500
PW-R-206	Transportation Grant Match Program	\$ 3,000	\$ 3,000
PW-R-207	114th Avenue SE and SE 8th Street	\$ 3,410	\$ 3,410
PW-R-208	112th Avenue NE at McCormick Park	\$ 1,000	\$ 1,000
PW-R-209	130th TOD Paving Parking Lot	\$ 4,000	\$ 4,000
PW-W/B-85	Growth Corridor High Comfort Bicycle Network Implementation	\$ 1,500	\$ 1,500



2021-2027 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, these investments include 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 means of capital investment funding.

Note: In adopting the 2021-2027 CIP, the City Council did not specifically identify projects to be funded by General Taxes versus 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.

2021-2027 Adopted CIP: Debt

Funded CIP Projects

CIP Plan Number	Project Title	\$ in 000s	
		2021-2027 Project Cost	Total Estimated Cost
G-69	Supplemental CIP Debt Funding (2027)	\$ 6,860	\$ 19,812
G-82	City Hall Debt Service (2043)	45,491	111,465
G-83	2020 Refinancing LTGO Bond Debt Service	5,183	13,825
G-89	2013 LTGO Bond Debt Service (2032, LRF-2037)	33,845	70,871
G-98	Cash Flow Borrowing Payback	25,694	25,694
G-100	2015 20 Year LTGO Bond Debt Service (2034)	43,421	74,439
G-101	TIFIA Debt Cost Service (2056)	19,275	20,295
PW-R-82	Public Works Trust Fund Loan - Principal (2026)	239	1,750
PW-R-83	Public Works Trust Fund Loan - Interest (2026)	4	125
Total Debt Service		\$ 180,013	\$ 338,277

2021-2027 Adopted CIP: Debt**Combined, Completed Projects****\$ in 000s****Total
Estimated
Cost****CIP Plan Number****Project Title**

NONE

Total Combined, Completed Projects**-**

G-69 Supplemental CIP Debt Funding: 2008 Limited Tax General

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
19,812,438	12,952,188	981,250	980,000	982,000	977,000	980,250	981,250	978,500

Description and Scope

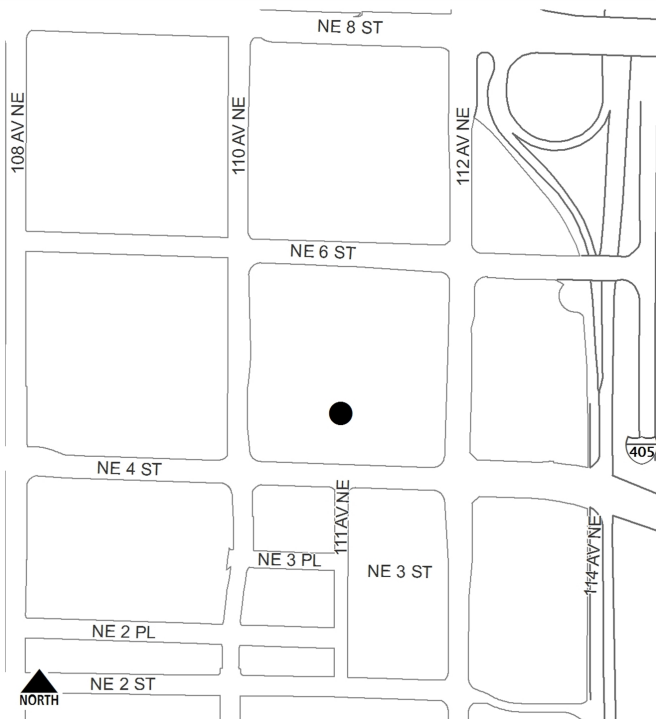
This project provides annual debt service funding for the City Council adopted Supplemental CIP in May 2007 consisting of a group of six high-priority capital projects financed by a \$14 million LTGO bond issue in 2008 and 2015 LTGO Refunding Bonds issued for \$7.9 million in April 2015.

Rationale

The City Council authorized the issuance of the 2008 Limited Tax General Obligation (LTGO) Bonds for \$14.3 million to finance 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**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	19,812,438

Total Budgetary Cost Estimate: 19,812,438

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	19,787,512
Miscellaneous Revenue	24,926

Total Programmed Funding: 19,812,438
Future Funding Requirements: 0

Comments

G-82 City Hall Debt Service

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
111,465,123	65,973,913	6,546,070	6,552,120	6,552,020	6,551,090	6,568,520	6,568,020	6,153,370

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 to finance the acquisition and development of the current City Hall building.

Rationale

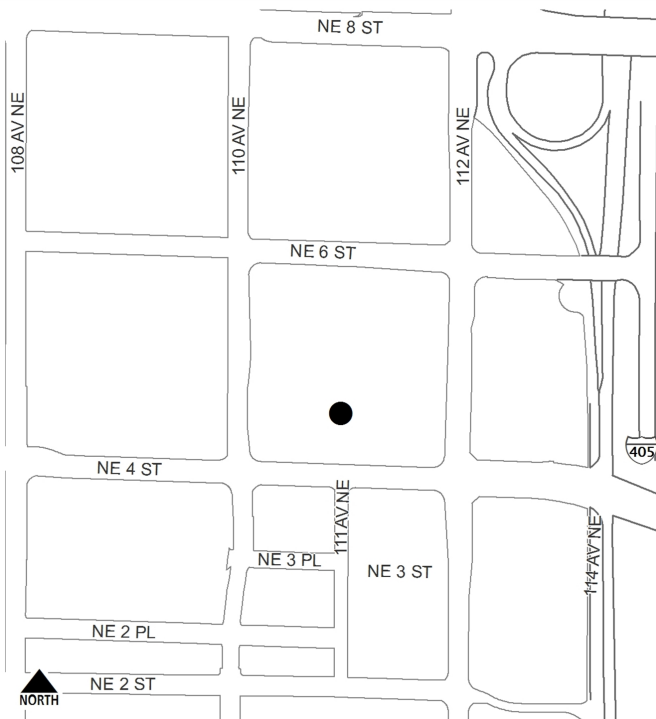
The City Council authorized the issuance of the initial 2004 and 2006 LTGO Bonds issued for \$108.8 million, the 2012 LTGO Refunding Bonds issued for \$55.9 million, 2012B LTGO Refunding Bonds issued for \$43.2 million and the 2015 LTGO Refunding Bonds Proposal for \$3.3 million refunding the 2006 New 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

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	111,465,123

Total Budgetary Cost Estimate: 111,465,123

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	111,465,123

Total Programmed Funding: 111,465,123
Future Funding Requirements: 0

Comments

G-83 2020 Refinancing LTGO Bond Debt Service

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

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>
13,825,368	8,642,568	740,400	740,400	740,400	740,400	740,400	740,400	740,400

Description and Scope

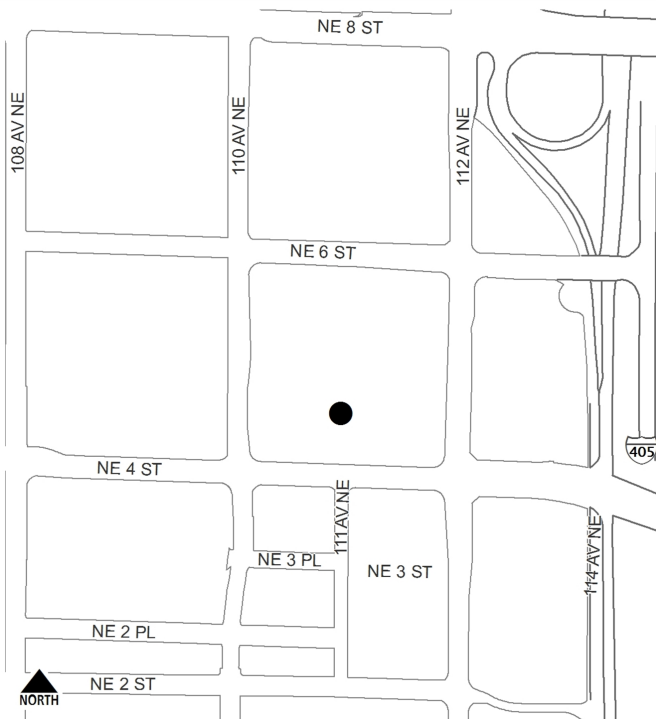
This project provides funding for annual principal and interest payments made by the City for the 2020 LTGO bond issuance. This project pays for the portion of the debt service associated with the refunding of the 2010 LTGO bonds.

Rationale

The City Council approved the issuance of \$65 million in principal debt for two purposes: (1) to payoff through the use of an escrow agreement the 1994 Bellevue Convention Center (BCCA) Bonds and issue new bonds, and (2) to refund the 2010 LTGO bonds issued for the Mobility & Infrastructure Initiative (M&I) to reduce the interest rate. This project pays the principal and interest payments associated with the refunding of the 2010 LTGO bonds.

Environmental Impacts**Operating Budget Impacts**

This program will have no impact on operating expenditures.

Project Map**Schedule of Activities**

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	13,825,368

Total Budgetary Cost Estimate: 13,825,368

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
General Taxes & LTGO Bond Proceeds	13,825,368

Total Programmed Funding: 13,825,368
Future Funding Requirements: 0

Comments

G-89 New Long-term Debt Service

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
70,870,933	37,025,933	4,833,750	4,836,250	4,836,500	4,834,250	4,834,250	4,836,000	4,834,000

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 to finance the construction, improving, and equipping a portion of the City's CIP Plan which includes streets, sidewalks, and other capital improvements.

Rationale

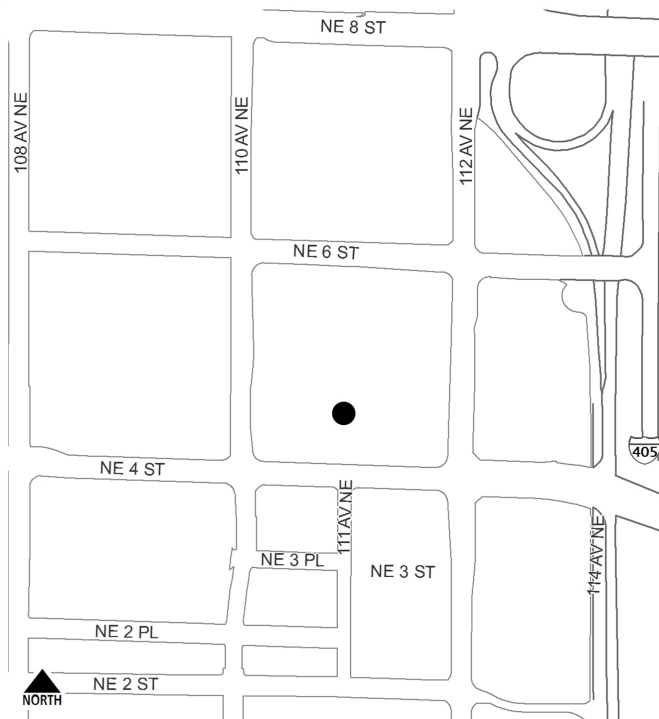
This proposal provides annual debt service funding for the 2013 LTGO Bonds issued to finance a portion of the City Council adopted projects under the amended 2015-2021 CIP including Sound Transit's light rail (Eastlink MOU Commitments) related projects and NE 4th Street extension and the 120th Avenue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

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	70,870,933

Total Budgetary Cost Estimate: 70,870,933

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	40,595,219
Impact Fees	30,275,714

Total Programmed Funding: 70,870,933
Future Funding Requirements: 0

Comments

G-98 Short-Term Cash Flow Borrowing Payback

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
25,694,402	-	-	-	3,043,624	5,746,781	4,478,435	5,449,136	6,976,426

Description and Scope

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

Rationale

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

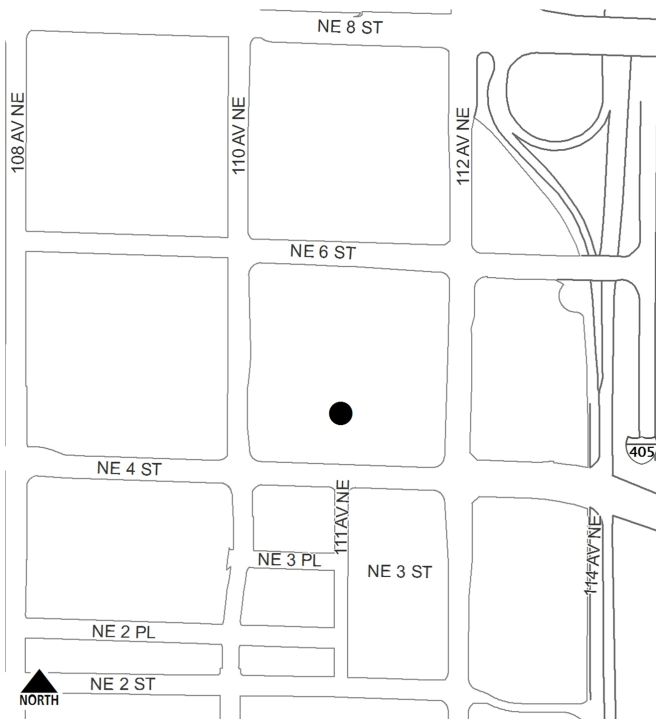
In the Comprehensive Finance and Asset Management Policies, section XI. Capital Investment Program Plan Policies, paragraph M. states that the seven-year CIP Plan will have revenues equal to project expenditures. It is anticipated that the plan will have more expenditures than revenues in single years of the Plan, but this imbalance will be corrected using interim financing as needed. All such interim debt will be repaid, including interest costs. Section XI. paragraph N. reads this policy limits debt to short-term obligations, primarily for cash flow purposes, and the debt incurred will be paid back before the end of the current CIP.

Environmental Impacts

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	25,694,402

Total Budgetary Cost Estimate: 25,694,402

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	25,694,402

Total Programmed Funding: 25,694,402
Future Funding Requirements: 0

Comments

G-100 2015 20 Year LTGO Bond Debt Service

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
74,439,196	31,017,746	6,203,000	6,202,250	6,202,750	6,204,000	6,205,500	6,201,750	6,202,200

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 to finance the construction, improving, and equipping a portion of the City's CIP Plan, which includes streets, sidewalks, parks, and other capital improvements.

Rationale

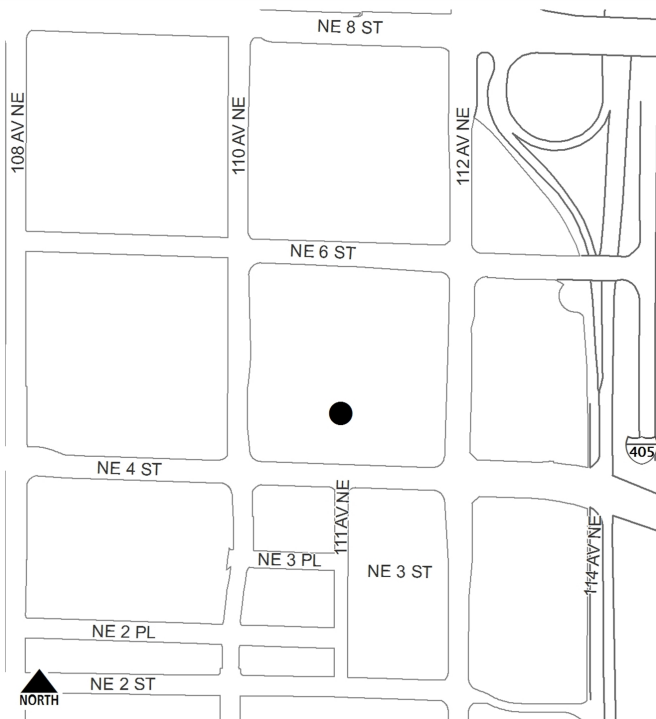
This proposal provides annual debt service funding for the 2015 LTGO Bonds issued to finance the City Council adopted projects under the amended 2015-2021 CIP including, but not limited to, Sound Transit's light rail (East Link MOU Commitments) related projects, NE Spring Boulevard (Zone 1), the 120th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

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	74,439,196

Total Budgetary Cost Estimate: 74,439,196

Means of Financing

Funding Source	Amount
General Taxes & Impact Fees	7,771,891
General Taxes & LTGO Bond Proceeds	56,334,098
Real Estate Excise Tax	10,333,207

Total Programmed Funding: 74,439,196
Future Funding Requirements: 0

Comments

G-101 TIFIA Debt Cost Service

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
20,294,830	1,019,830	25,000	25,000	25,000	4,800,000	4,800,000	4,800,000	4,800,000

Description and Scope

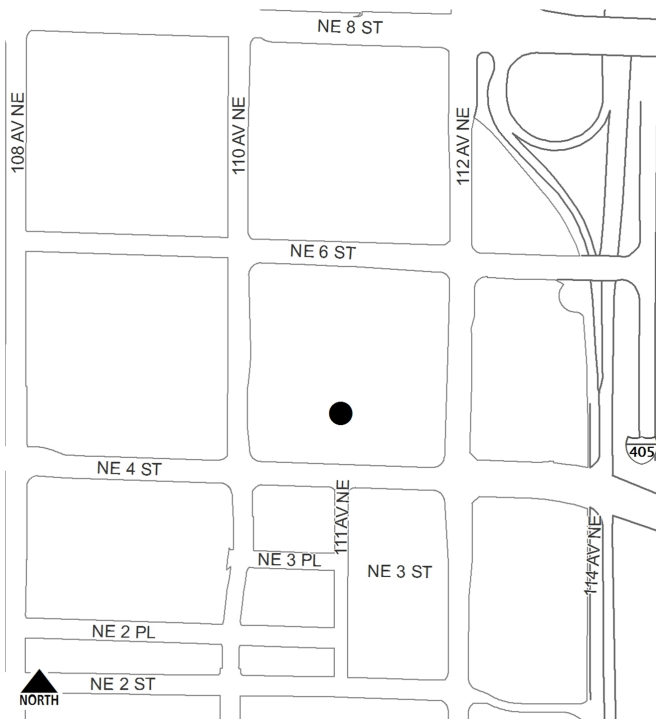
This proposal provides annual funding for: 1) Transportation Infrastructure Finance and Innovation Act (TIFIA) lender loan servicing fees, 2) credit rating costs, 3) financial advisors fees, and 4) debt service funding commencing in 2024 for the 2017 Limited Tax General Obligation (LTGO) TIFIA bonds 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**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	20,294,830

Total Budgetary Cost Estimate: 20,294,830

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	20,294,830

Total Programmed Funding: 20,294,830
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 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
1,750,003	1,510,939	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.

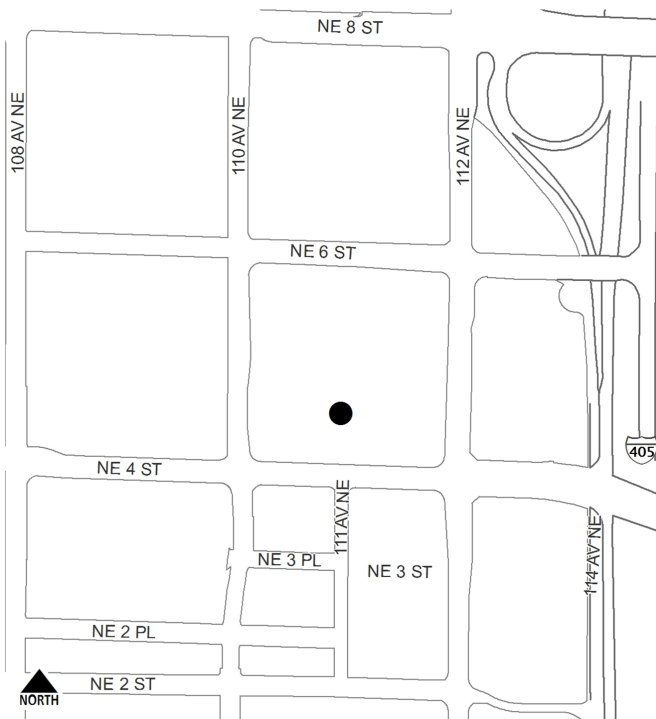
Environmental Impacts

There are no environmental impacts associated with this project.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2006 - 2026	1,750,003

Total Budgetary Cost Estimate: 1,750,003

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	1,406,380
Real Estate Excise Tax	159,376
Transportation Funding	184,247

Total Programmed Funding: 1,750,003
Future Funding Requirements: 0

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 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
124,626	120,442	1,195	996	797	598	398	200	-

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

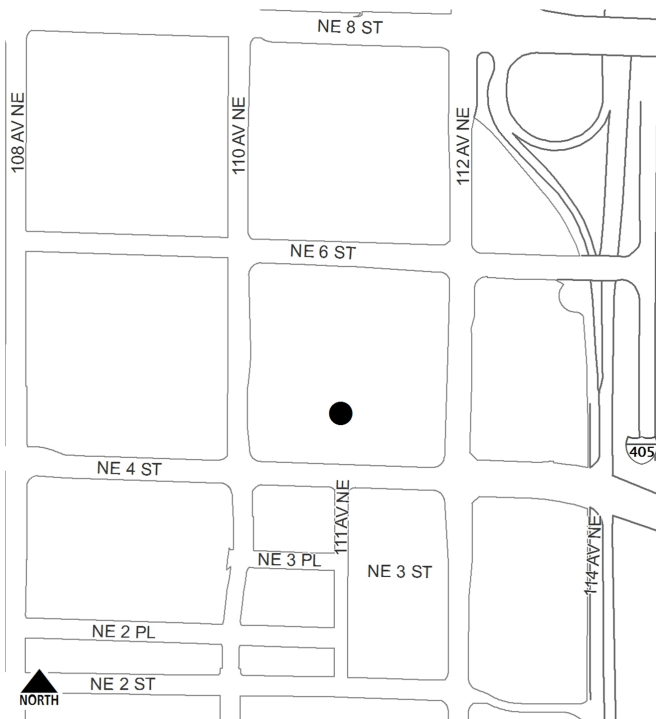
The Public Works Trust Fund loan is a low-interest loan granted through the State of Washington Department of Community Development that allows high-priority projects to be completed earlier in the plan than would be possible if General CIP Revenues were used.

Environmental Impacts

There are no environmental impacts associated with this project.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2006 - 2026	124,626

Total Budgetary Cost Estimate: 124,626

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	124,626

Total Programmed Funding: 124,626
Future Funding Requirements: 0

Comments



2021-2027 Capital Investment Program Plan

Economic Development

The Economic Development strategic target area contains projects that make use of public-private partnerships, interdepartmental collaborations, and CIP funds to achieve projects which implement the City's vision. The category seeks opportunities to provide an attractive business environment to ensure ample infrastructure in excellent condition, including roads, rails, high-speed data, reliable electricity, and clean water.

The Economic Development strategy also promotes lifestyle, amenities, and institutions that attract the next generation of business leaders and innovators. In addition, the City fosters a diversified suite of business activities and supports existing and traditional sectors including retail, auto sales, financial services, aerospace, and light industrial businesses.

Economic Development projects are designed to serve the Council priorities of 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; and 2) actively pursue business retention and growth at the local level, including diverse small, medium, and large businesses with an emphasis on high-tech, tourism, and international trade.

Note: In adopting the 2021-2027 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.

2021-2027 Adopted CIP: Economic Development

Funded CIP Projects

CIP Plan Number	Project Title	\$ in 000s	
		2021-2027	Total
		Project Cost	Estimated Cost
CD-37	Downtown Community/Livability	\$ 3,896	\$ 6,264
G-105	Competitiveness and Collaboration	1,515	2,311
	Total Economic Development	\$ 5,411	\$ 8,575

2021-2027 Adopted CIP: Economic Development

Combined, Completed Projects

CIP Plan Number	Project Title	\$ in 000s	
		2021-2027 Project Cost	Total Estimated Cost
NONE			
Total Combined, Completed Projects			-

CD-37 Downtown Community Development Implementation

Category: **Economic Development**
 Department: **CD**

Status: **Ongoing**
 Location: **Downtown Subarea**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
6,264,000	2,368,000	728,000	528,000	528,000	528,000	528,000	528,000	528,000

Description and Scope

This cross-departmental program, led by Community Development, works closely with consultants and communities to implement a range of Downtown Community Development initiatives. Program components will:

- 1) Construct medians to enhance the aesthetics of streetscapes, increase tree canopy, reduce impervious surfaces, and improve the experience and safety of pedestrians, bicyclists and drivers,
- 2) Replace existing or install new wayfinding signage for publicly accessible open spaces and pedestrian connections through Downtown superblocks,
- 3) Study and implement public realm activations, programming and improvements,
- 4) Restructure special event policies to enhance placemaking and community building,
- 5) Implement downtown specific retail action plans that foster unique district identities,
- 6) Support the development of a shared parking program,
- 7) Study land use barriers for independent retail and restaurant establishments, and
- 8) Provide technical assistance and support for Downtown sustainability and livability enhancement projects/initiatives (e.g. improved frontage design for more tree canopy, improved streetscape design for enhanced walkability and bikeability, expanded recycling and electric vehicle infrastructure, green building and energy efficiency projects, evaluation of opportunities to form a sustainability district Downtown, and a study of market-driven parking options and associated code implications).

Rationale

Projects funded in the proposal will enhance placemaking and community building, walkability and safety, aesthetics, environmental sustainability and wayfinding in Downtown Bellevue.

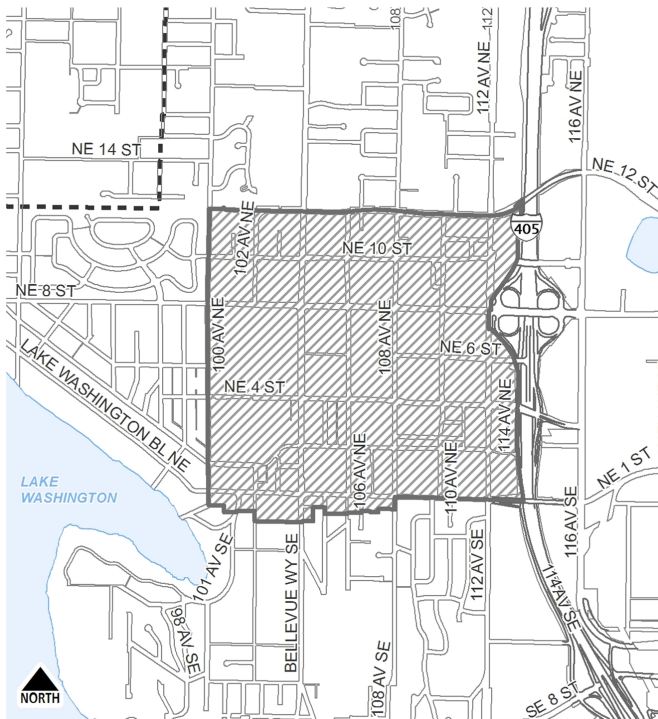
Environmental Impacts

This proposal improves landscaping, reduces impervious surface, and promotes green building, energy efficiency and walkability.

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	6,264,000

Total Budgetary Cost Estimate: 6,264,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	6,264,000

Total Programmed Funding: 6,264,000
Future Funding Requirements: 0

Comments

G-105 Economic Development Plan Implementation

Category: **Economic Development**
 Department: **CD**

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
2,311,000	796,000	265,000	375,000	150,000	150,000	100,000	225,000	250,000

Description and Scope

The scope for this ask includes preparing strategies to establish high functioning retail destinations across Bellevue. Each retail district will aim to provide a compatible mix of services and amenities needed and desired by residents, employees and visitors. Subsequent funding to implement these strategies will come from existing funds described in proposal 115.97NA. These funds will directly contribute towards the growth in sales tax revenue. Mechanisms include: developing and implementing retail action plans that foster high functioning retail destinations, the provision of desired services and amenities for residents and employees, and growing the capacity of retail district organizing bodies to be self-sustaining in placemaking and promotion.

This proposal will fund: 1) Strategies for retail and retail districts to adapt and thrive in a post COVID-19 world, including building resiliency for future disruptions; 2) A retail and service industry leakage study to identify local business categories that are relocating away from Bellevue. It will use the outcomes to craft specific strategies to retain priority businesses and sales tax revenue; 3) A strategy to recruit underrepresented business sub-clusters in Bellevue such as specialty and locally owned restaurants/ beverage establishments to attract residents, employees, and grow tourism revenue; and 4) Strategies that foster creative public private partnerships to build capacity of retail districts that results in increased economic activity and placemaking.

Rationale

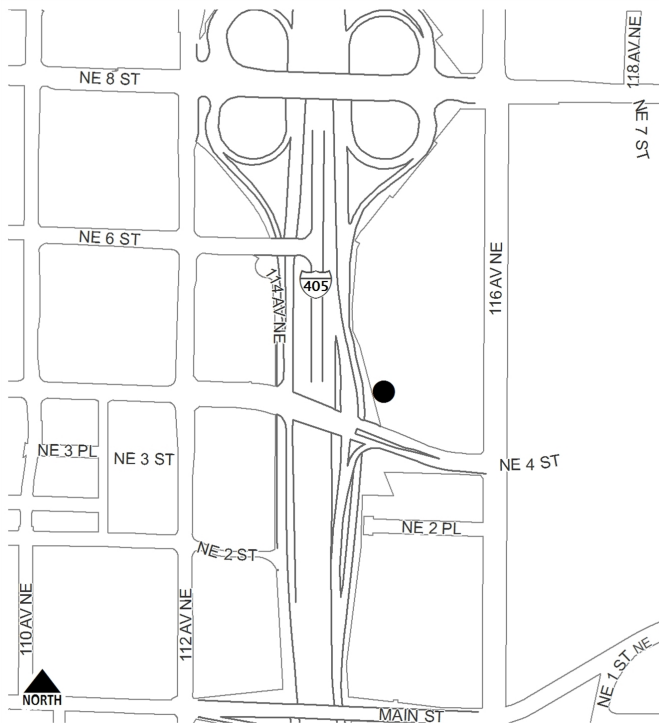
The 2020 Economic Development Plan identified retail sales development, retail placemaking, and district development across Bellevue as core strategies for business retention and the expansion of small and medium local businesses. An examination of the effects of COVID-19 and strategies to mitigate the lasting impacts on retail is imperative and is included in this proposal. These strategies have a direct impact on the city's economic and fiscal health, as increased retail sales result in: 1) Increased sales tax revenue for the city; 2) Increased number of visitors and longer stays, resulting in increased transient occupancy tax (TOT), sales tax, and admissions tax revenue; 3) Increased job opportunities and attractions for area residents; and 4) Increased ability of residents to meet their needs within the city.

Environmental Impacts

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map





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2021-2027 Capital Investment Program Plan

Transportation and Mobility

Providing a highly functioning transportation system, with well-designed and maintained roads is vital to Bellevue's vision. Projects in the Transportation and Mobility category 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 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 City's 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 2021-2027 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.

2021-2027 Adopted CIP: Transportation and Mobility

Funded CIP Projects

CIP Plan Number	Project Title	\$ in 000s	
		2021-2027	Total
		Project Cost	Estimated Cost
CD-30	Station Area Planning Implementation	\$ 2,500	\$ 5,500
PW-M-1	Bridge and Pavement Preservation (Overlay) Program	48,750	186,448
PW-M-2	Minor Capital - Traffic Operations	1,332	12,797
PW-M-7	Neighborhood Traffic Safety Program	2,665	12,172
PW-M-19	Major Maintenance Program	9,091	24,860
PW-M-20	Minor Capital - Signals and Lighting	3,532	8,709
PW-R-46	Traffic Safety Improvements	890	5,299
PW-R-156	ITS Master Plan Implementation Program	3,353	6,456
PW-R-159	East Link Analysis and Development	994	17,382
PW-R-166	124th Ave NE - NE Spring Boulevard to Ichigo Way (18th St)	-	28,445
PW-R-169	124th Ave NE - NE 12th to NE Spring Boulevard (TIFIA)	10,610	21,307
PW-R-170	130th Ave NE - Bel-Red Rd to NE 20th St (TIFIA)	15,026	27,100
PW-R-172	NE Spring Blvd (Zone 1) - 116th to 120th Avenues NE	-	31,932
PW-R-173	NE Spring Boulevard (Zone2) - 120th to 124th Aves N (TIFIA)	362	20,708
PW-R-174	NE Spring Boulevard - 130th to 132nd Ave NE (TIFIA)	2,815	21,663
PW-R-182	Downtown Transportation Plan/NE 6th Street Station Access	7,700	13,200
PW-R-183	West Lake Sammamish Parkway, Phase 2	-	11,400
PW-R-184	Bellevue Way SE HOV Lane - 112th Ave SE 'Y' to I-90	5,000	6,400
PW-R-186	120th Ave NE Stage 4 Design - NE 16th St to Northup Way	-	3,000
PW-R-190	124th Avenue NE - NE 8th to NE 12th Street8	-	919
PW-R-191	124th Avenue NE/Ichigo Way (NE 18th St) to Northup Way (TIFIA)	19,797	33,121
PW-R-194	West Lake Sammamish Parkway Phase 3	2,500	2,500
PW-R-198	Neighborhood Congestion Management (Levy)5	14,000	22,000
PW-R-199	Neighborhood Safety & Connectivity (Levy)	44,930	67,366
PW-R-200	Neighborhood Congestion Management Project Implementation	5,500	6,000
PW-R-201	Bellevue College Connection	-	307
PW-R-202	150th Avenue SE at SE Newport Way	-	2,500
PW-R-203	South Downtown Bellevue I-405 Access	-	300
PW-R-204	Mobility Implementation Plan8	100	345
PW-R-205*	Vision Zero Rapid Build Data Driven Safety Program6	2,500	2,500
PW-R-206*	Transportation Grant Match Program	3,000	3,000
PW-R-207*	114th Avenue SE and SE 8th Street	3,410	3,410
PW-R-208*	112th Avenue NE at McCormick Park	1,000	1,000
PW-R-209*	130th TOD Paving Parking Lot	4,000	4,000
PW-W/B-56	Pedestrian and Bicycle Access Improvements	3,553	14,296
PW-W/B-76	Neighborhood Sidewalks	8,881	19,770
PW-W/B-78	Mountains to Sound Greenway Trail	-	3,028
PW-W/B-83	Mountains to Sound Greenway Trail - I-405 to 132nd Avenue SE	-	21,355
PW-W/B-84	Mountains to Sound Greenway Trail - 132nd Ave SE to 136th Place SE8	5,903	13,693
PW-W/B-85*	Growth Corridor High Comfort Bicycle Network Implementation7	1,500	1,500
Total Transportation and Mobility		\$ 235,195	\$ 687,691

*New CIP Plan for 2021-2027

2021-2027 Adopted CIP: Transportation and Mobility

Combined, Completed Projects

CIP Plan Number	Project Title	\$ in 000s	
		2021-2027	Total
		Project Cost	Estimated Cost
PW-R-160	NE 4th Street Extension - 116th to 120th Ave NE	\$ -	\$ 35,842
PW-R-164	120th Ave NE Stage 2 - NE 8th St to NE 12th St	-	46,640
PW-R-168	120th Ave NE (Stage 3) NE 12th St to NE 16th St	-	20,260
PW-R-177	Eastgate Subarea Plan Implementation	-	380
PW-R-181	East Link MOU Commitments	-	58,353
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-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
PW-R-188	Franchise Utility Relocation	-	327
Total Combined, Completed Projects		\$ -	\$ 172,861

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

Category: **Transportation and Mobility**
 Department: **CD**

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
5,500,000	3,000,000	1,500,000	1,000,000	-	-	-	-	-

Description and Scope

The purpose of this fund is to connect Sound Transit's East Main and South Bellevue light rail stations with their neighborhoods. Projects in CD-30 improve access to stations and better integrate stations with the surrounding area. Projects enhance livability by improving access and connectivity across multiple modes. Implementation strategies guiding projects focus on:

- Maximizing pedestrian and bicycle convenience;
- Promoting access and safety in reaching the stations;
- Preserving and reinforcing neighborhood character, and
- Addressing the potential impacts of increased traffic in the station areas.

The South Bellevue Station Area Plan and East Main Station Area Plan approved in 2016 include representative projects that could be funded by this CIP. These include pedestrian walkways, bicycle facilities, signage, pavement markings, traffic calming technologies, improved lighting, enhanced landscaping, art, or other public realm improvements.

Rationale

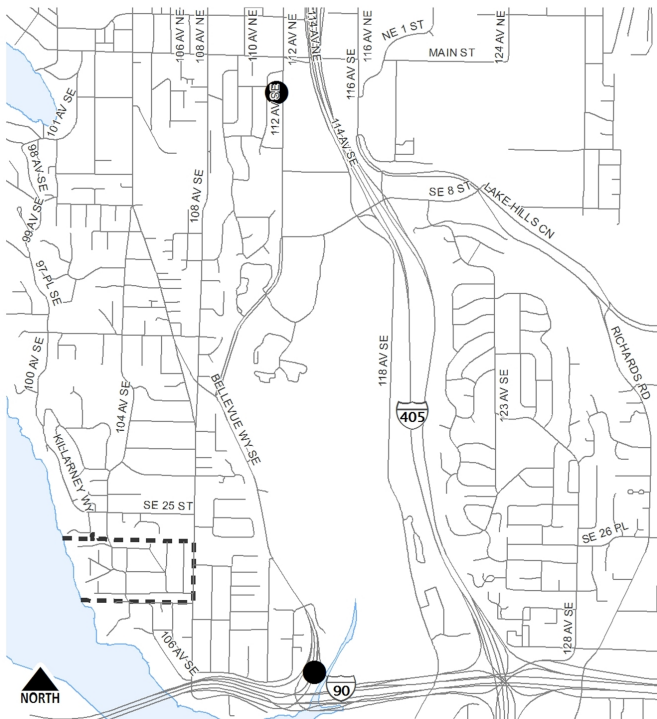
This project focuses on maximizing pedestrian and bicycle convenience, promoting access and safety in the East Main and South Bellevue station areas.

Environmental Impacts

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 - 2027	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: 0

Comments

PW-M-1 Bridge and Pavement Preservation (Overlay) Program

Category: **Transportation and Mobility**
 Department: **Transportation**

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
186,448,017	137,698,209	6,031,000	7,431,000	6,031,000	6,031,000	6,031,000	8,487,072	8,707,736

Description and Scope

The Pavement Preservation Program funds the design, and construction of Bellevue's annual pavement overlay contract as well as the data-collection and analysis effort that informs the five-year paving plan. The Pavement Preservation Program cost-effectively supports other programs by repairing curb, gutter, and sidewalks adjacent to paving sites; constructing new pavement markings through paving and sealing projects using principles from Vision Zero, the Pedestrian Bicycle Plan, and the Downtown Implementation Plan; replacing in-pavement traffic signal detection equipment as part of resurfacing; contributing design resources and construction funding toward restoring pavement following utility repair and replacement work. In 2020, approximately 15% of the program's annual budget is allocated for pavement restoration work on behalf of the Utilities Department. This proposal also funds the Bridge Preservation Program that maintains a current inventory of the city's bridges, performs Federally mandated inspections, and implements repairs and preservation projects.

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

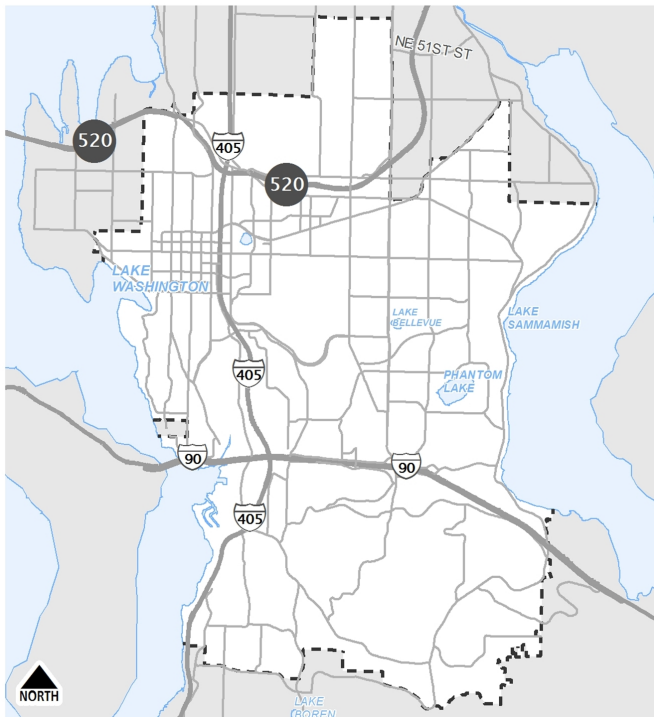
This program fund projects that are primarily maintenance-oriented and implemented on previously improved rights of way, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

Operating Budget Impacts

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

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	Ongoing	186,448,017

Total Budgetary Cost Estimate: 186,448,017

Means of Financing

Funding Source	Amount
Charges for Services	529,656
Contributions from Other City Funds	1,013,000
Developer Contributions	645,505
Federal Grants	7,593,646
General Taxes & LTGO Bond Proceeds	27,016,216
Interlocal Contributions	898,729
Local Improvement District	101,971
Private Contributions	63,405
Real Estate Excise Tax	143,358,273
Transportation Funding	5,227,616

Total Programmed Funding: 186,448,017

Future Funding Requirements: 0

Comments

PW-M-2 Minor Capital - Traffic Operations

Category: **Transportation and Mobility**
 Department: **Transportation**

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
12,797,186	11,465,186	180,000	180,000	180,000	180,000	180,000	213,000	219,000

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. Many of the projects developed through this program are implemented by the city's Street Maintenance team. Work orders are created and submitted to this team to execute in the field. This is a very efficient means for the department to address minor modifications on our roadways, sidewalks, and bicycle facilities. Most modifications resulting from concerns raised by residents are implemented through work orders.

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 by providing matching money.

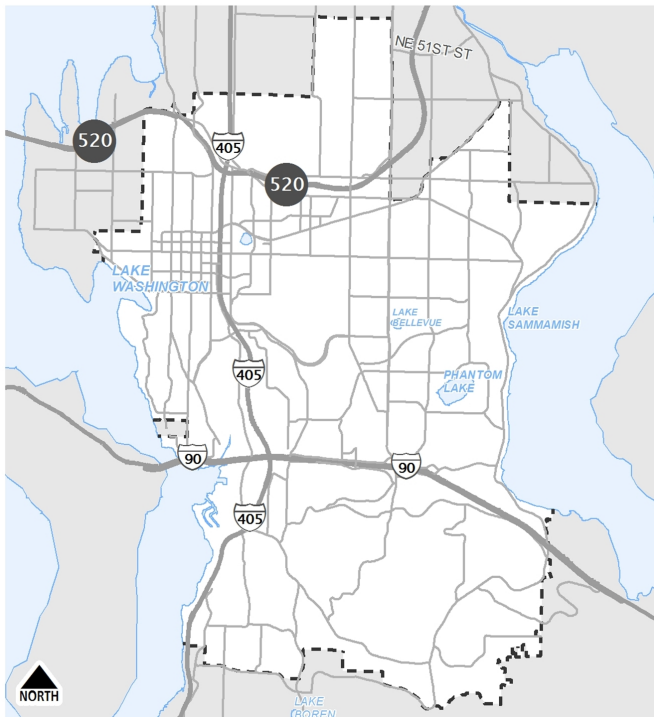
Environmental Impacts

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	12,797,186

Total Budgetary Cost Estimate: 12,797,186

Means of Financing

Funding Source	Amount
Charges for Services	2,390
Contributions from Other City Funds	10,290
Developer Contributions	47,821
Federal Grants	1,500,988
General Taxes & LTGO Bond Proceeds	2,393,208
Interlocal Contributions	73,279
Miscellaneous Revenue	3,721,790
Private Contributions	7,475
Real Estate Excise Tax	1,877,006
State Grants	1,287,828
Transportation Funding	1,875,111

Total Programmed Funding: 12,797,186

Future Funding Requirements: 0

Comments

PW-M-7 Neighborhood Traffic Safety Program

Category: **Transportation and Mobility**
 Department: **Transportation**

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
12,171,636	9,506,636	360,000	360,000	360,000	360,000	360,000	427,000	438,000

Description and Scope

This program supports the Council's vision of implementing projects in neighborhoods that focus on safety and connectivity. It funds minor improvements including the design and construction of neighborhood traffic calming/safety improvements and funds a robust toolkit of approx. 30 tools (e.g., speed humps, traffic circles, stationary radar signs, turn restrictions, etc.) that educate and encourage safe driving behavior, modify the streetscape and manage neighborhood parking. These tools provide benefits, often multiple for any given project, including: 1) Managing traffic volume: reduce the number of cut-through vehicles on a residential street; 2) Reducing excessive vehicle speeds: slow down motorists choosing to drive faster than the posted speed limit; 3) Improving pedestrian and bicycle safety: create a more inviting and safer place to walk and bike; 4) Enhancing neighborhood identity: heighten awareness of neighborhood areas where slower speeds are warranted; 5) Educating the community: create awareness around traffic safety through targeted education and outreach; 6) Managing neighborhood parking: address parking from businesses and schools that spillover into neighborhoods; and, 7) Heightening school zone awareness: heighten awareness and traffic safety in and around schools. It also funds the design and installation of school zone improvements (flashing school zone beacons, raised crosswalks, etc.) and educational programs to encourage safe driving and student pedestrian behavior. These traffic safety tools are effective countermeasures that reduce vehicle speeds and improve livability. Project locations are typically identified by community members and there has been an increased number of requests for solutions to traffic safety issues in neighborhoods. Projects are funded to address the critical issues at prioritized locations and support citywide initiatives such as Vision Zero. While the community generally identifies the initial need, community members are partners in the development of project proposals to ensure improvements enhance overall neighborhood livability and match community context.

Rationale

The primary benefits of this investment are improved safety and protection of the quality of life for neighborhoods. The need to improve traffic safety throughout the city has always been a priority and there's been a more comprehensive focus on traffic safety through the council's adoption of Vision Zero. Further, requests for traffic mitigation continue to be high in all neighborhoods, and with traffic congestion increases on arterials, the potential for cut-through traffic and higher speeds on neighborhood streets increases; limiting neighborhood impacts is part of Council's vision.

Environmental Impacts

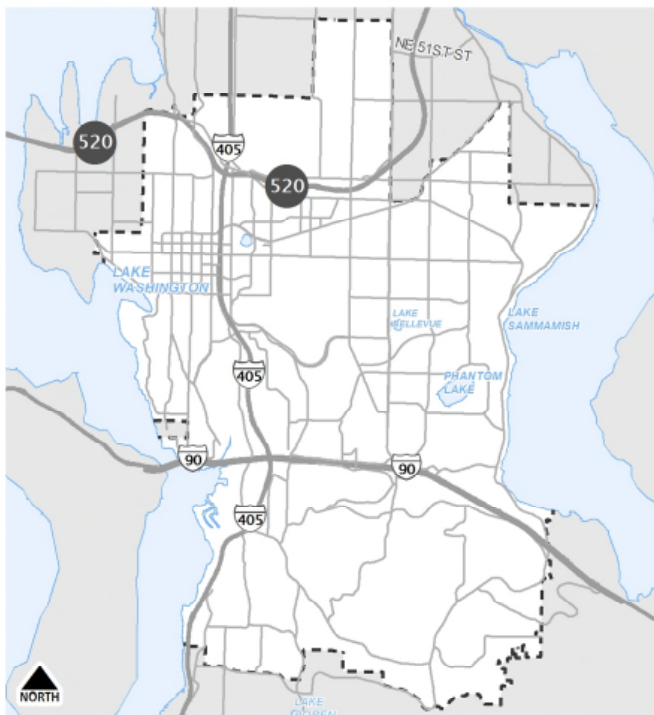
This program funds projects that are primarily safety-oriented and implemented on previously improved rights of way, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

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	12,171,636

Total Budgetary Cost Estimate: 12,171,636

Means of Financing

Funding Source	Amount
Charges for Services	1,307
Federal Grants	359,192
General Taxes & LTGO Bond Proceeds	5,765,785
Miscellaneous Revenue	159,795
Private Contributions	20,000
Real Estate Excise Tax	2,726,326
State Grants	30,476
Transportation Funding	3,108,755

Total Programmed Funding: 12,171,636

Future Funding Requirements: 0

PW-M-19 Major Maintenance Program

Category: **Transportation and Mobility**
 Department: **Transportation**

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
24,860,397	15,768,975	2,180,000	1,080,000	1,080,000	1,080,000	1,080,000	1,279,422	1,312,000

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, guardrails, 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.

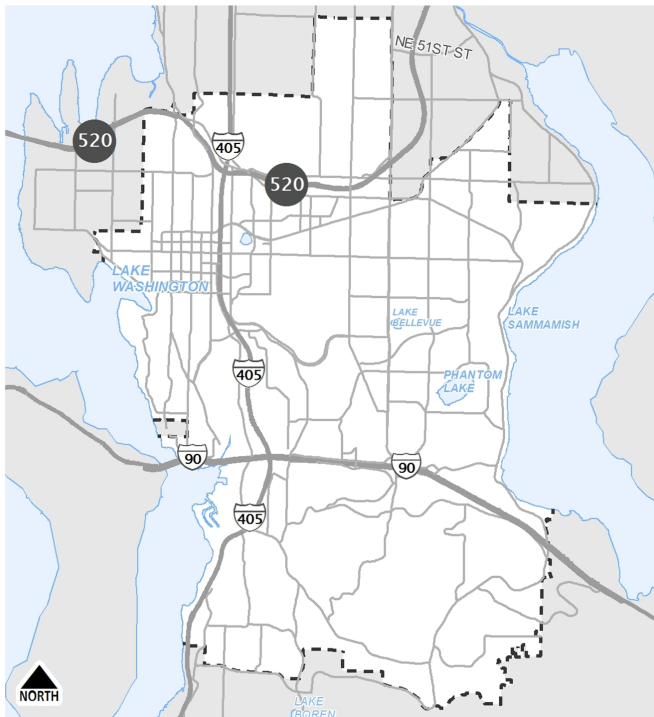
Environmental Impacts

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 determined on a project specific basis as required.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	24,860,397

Total Budgetary Cost Estimate: 24,860,397

Means of Financing

Funding Source	Amount
Federal Grants	1,672,998
General Taxes & LTGO Bond Proceeds	7,155,767
Miscellaneous Revenue	132,351
Real Estate Excise Tax	9,380,859
Transportation Funding	6,518,422

Total Programmed Funding: 24,860,397
Future Funding Requirements: 0

Comments

PW-M-20 Minor Capital - Signals and Lighting

Category: **Transportation and Mobility**
 Department: **Transportation**

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
8,709,293	5,177,079	909,000	410,000	410,000	410,000	410,000	485,298	497,916

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.

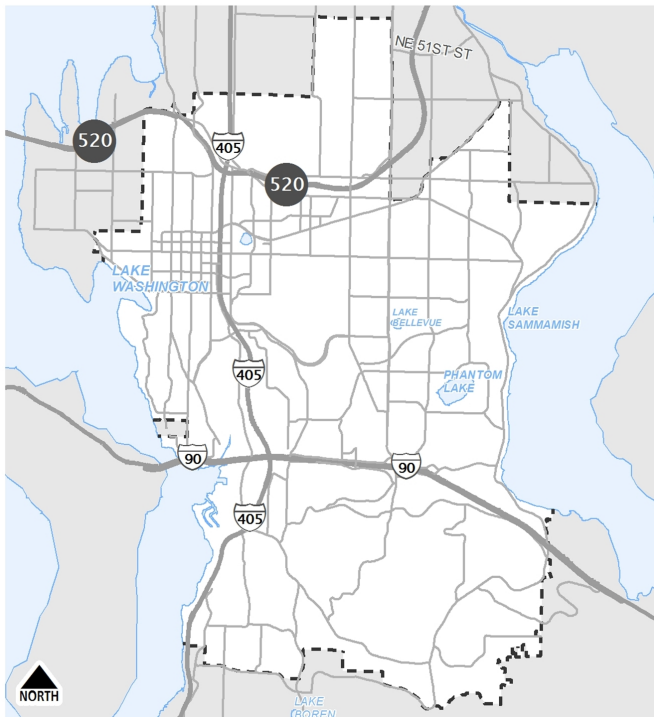
Environmental Impacts

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 determined on a project specific basis as required.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	8,709,293

Total Budgetary Cost Estimate: 8,709,293

Means of Financing

Funding Source	Amount
Contributions from Other City Funds	571,000
Federal Grants	289,258
General Taxes & LTGO Bond Proceeds	1,796,493
Private Contributions	458,750
Real Estate Excise Tax	5,089,835
Transportation Funding	503,957

Total Programmed Funding: 8,709,293
Future Funding Requirements: 0

Comments

PW-R-46 Traffic Safety Improvements

Category: **Transportation and Mobility**
 Department: **Transportation**

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
5,298,745	4,409,131	120,000	120,000	120,000	120,000	120,000	142,614	147,000

Description and Scope

This program will implement various roadway safety-related capital improvements citywide as identified through the Collision Reduction Program, deficiency analyses, and community input. This program not only evaluates collisions resulting in serious injury or fatalities, but accounts for all collision types. Annually, staff breaks down collisions into categories based on roadway and intersection type and studies the top 5 to 10 locations per category to determine if the collisions show a clear trend that could be mitigated through a physical improvement. Performance measure 130.0237 tracks the projects developed annually to address collision trends. Projects developed to address collision trends include road rechannelization, access revisions, guardrail installation, roadside hazard removal, pedestrian crossing enhancements, improved roadway lighting, traffic signal timing modifications 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. These are high impact projects that come at a relatively low cost. 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

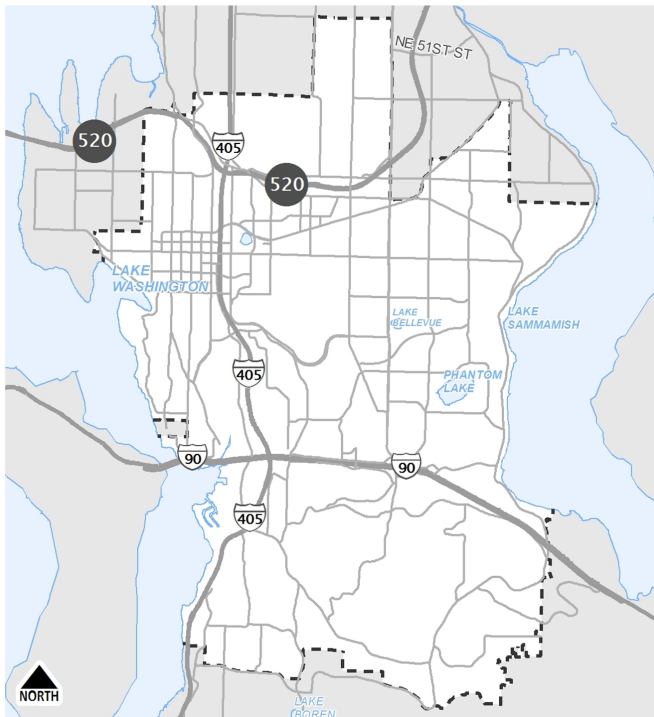
This program funds projects that are primarily safety oriented and implemented on previously improved rights of way, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

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	5,298,745

Total Budgetary Cost Estimate: 5,298,745

Means of Financing

Funding Source	Amount
Charges for Services	1,126
Contributions from Other City Funds	69,000
Developer Contributions	5,715
Federal Grants	850,074
General Taxes & LTGO Bond Proceeds	461,214
Interlocal Contributions	13,399
Miscellaneous Revenue	470,188
Real Estate Excise Tax	1,632,320
Transportation Funding	1,795,709

Total Programmed Funding: 5,298,745
Future Funding Requirements: 0

Comments

PW-R-156 Smart Mobility Plan Implementation Program

Category: **Transportation and Mobility**
 Department: **Transportation**

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
6,456,002	3,103,002	453,000	453,000	453,000	453,000	453,000	537,000	551,000

Description and Scope

This program will systematically implement the recommendations of the City's Smart Mobility Plan completed in 2018. The effort matches City's effort to deliver a Smart Transportation system by moving people smarter, safer and faster. The funding provides the resources to plan and implement Smart Mobility tech. in 5 areas: shared-user mobility; data management & integration; autonomous, connected electric vehicles; real-time traveler information & traffic management. Projects will be selected to provide cost effective measures to reduce traffic congestion, improve safety, limit impact to neighborhoods from cut-through traffic and increase the availability of real time traffic information to users of the transportation systems. Possible projects include, but are not limited to, additional traffic cameras for motorist information and investigation of collisions; neighborhood radar speed feedback signs; flood location monitoring; real time snowplowing information, real-time traveler information enhancements; network communication expansion; system performance measure, roadway weather stations; curbside & parking management; emergency vehicle preempt upgrades; and street light monitoring systems. Network management is a significant function of this program. Repairs, upgrades & new installations are partially funded through R-156. This fiber optic network supports the communication to every traffic signal in the city and every facility owned by the city of Bellevue. Public WiFi and WiFi installed for low income housing is also run on this network. In addition, many of the fiber cables are shared with a consortium of users which increases the importance of maintaining the functionality of this network.

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. Funded 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, network communication, software licensing and performance measure.

Environmental Impacts

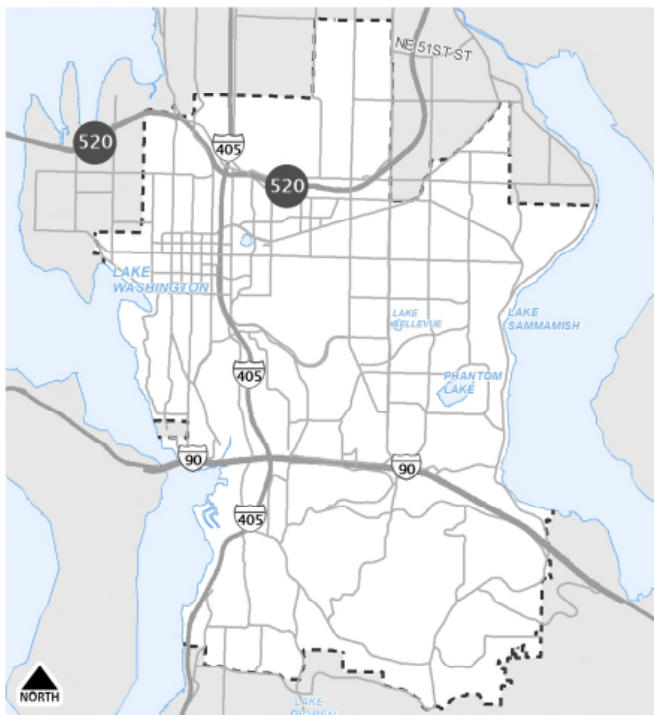
This program funds projects that are primarily safety oriented and implemented on previously improved rights of way, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis. The efforts will support lower vehicle fuel usage, lower electrical energy production, reducing carbon emissions and better transportation system efficiency.

Operating Budget Impacts

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

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	Ongoing	6,456,002

Total Budgetary Cost Estimate: 6,456,002

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	1,196,944
Real Estate Excise Tax	4,865,058
State Grants	394,000

Total Programmed Funding: 6,456,002
Future Funding Requirements: 0

PW-R-159 East Link Analysis and Development

Category: **Transportation and Mobility**
 Department: **Transportation**

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
17,382,335	16,388,335	194,000	514,000	286,000	-	-	-	-

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; oversight of construction of City-owned infrastructure, 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.

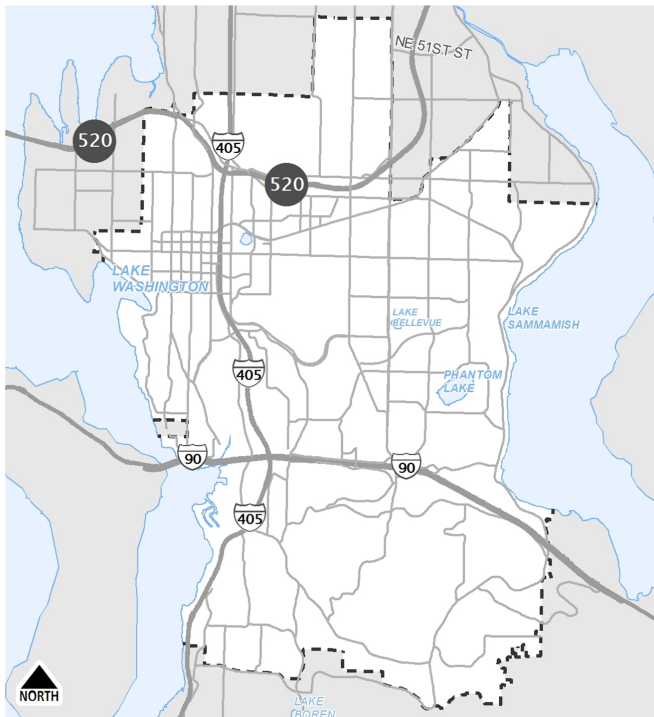
Environmental Impacts

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	17,382,335

Total Budgetary Cost Estimate: 17,382,335

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	16,167,324
Interlocal Contributions	981,587
Judgements/Settlements	150,000
Miscellaneous Revenue	74,000
Transportation Funding	9,424

Total Programmed Funding: 17,382,335
Future Funding Requirements: 0

Comments

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

Category: **Transportation and Mobility**
 Department: **Transportation**

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
21,307,394	10,697,000	6,690,182	2,352,000	1,568,212	-	-	-	-

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).

Rationale

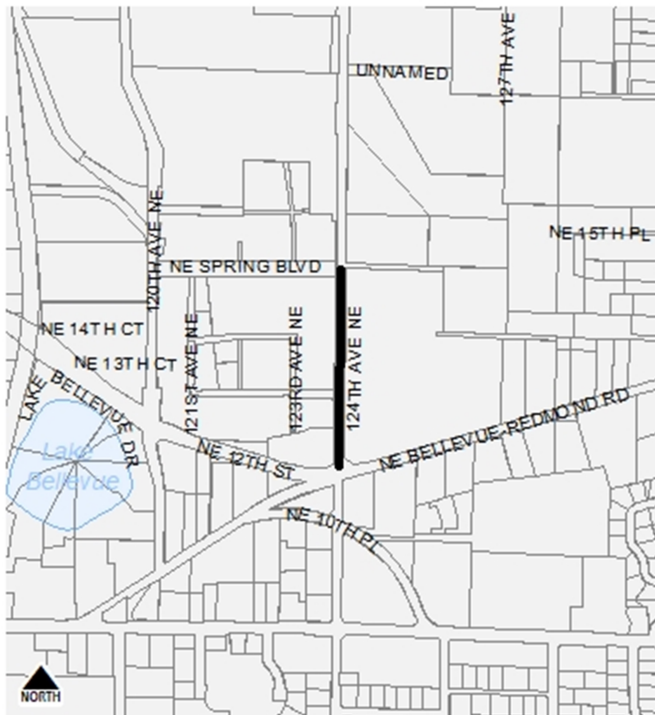
The 124th Avenue NE corridor improvements are one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles between Downtown Bellevue, Wilburton, the new BelRed transit-oriented-development 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 - 2023	21,307,394

Total Budgetary Cost Estimate: 21,307,394

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	1,433,658
Private Contributions	420,000
State Grants	5,000,000
TIFIA Loan	14,009,605
Transportation Impact Fees	444,131

Total Programmed Funding: 21,307,394
Future Funding Requirements: 0

Comments

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

Category: **Transportation and Mobility**
 Department: **Transportation**

Status: **Approved Prior**
 Location: **130th Ave NE – Bel-Red to NE 20th St**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
27,100,000	12,073,749	4,467,461	7,597,842	2,960,948	-	-	-	-

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 \$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 - 2023	27,100,000

Total Budgetary Cost Estimate: 27,100,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	-476,565
Miscellaneous Revenue	131,000
TIFIA Loan	26,533,757
Transportation Funding	911,808

Total Programmed Funding: 27,100,000
Future Funding Requirements: 0

Comments

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

Category: **Transportation and Mobility**
 Department: **Transportation**

Status: **Approved Prior**
 Location: **NE Spring Blvd (Zone 2) 120th to 124th Ave NE**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
20,708,000	20,346,160	361,840	-	-	-	-	-	-

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. A joint utility trench will also be constructed in cooperation with franchise utilities servicing the area. 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).

Rationale

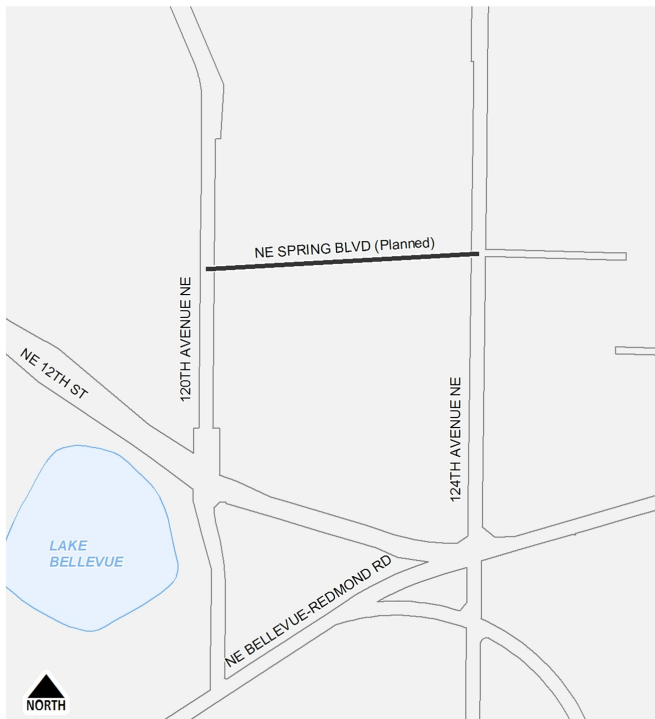
The NE Spring Boulevard project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new BelRed transit-oriented-development 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 - 2021	20,708,000

Total Budgetary Cost Estimate: 20,708,000

Means of Financing

Funding Source	Amount
Federal Grants	1,238,119
General Taxes & LTGO Bond Proceeds	72,433
Miscellaneous Revenue	477,298
Private Contributions	3,341,270
State Grants	5,950,200
TIFIA Loan	8,968,062
Transportation Funding	43,618
Transportation Impact Fees	617,000

Total Programmed Funding: 20,708,000
Future Funding Requirements: 0

Comments

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

Category: **Transportation and Mobility**
 Department: **Transportation**

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
21,663,088	18,848,080	2,145,065	669,943	-	-	-	-	-

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.

Rationale

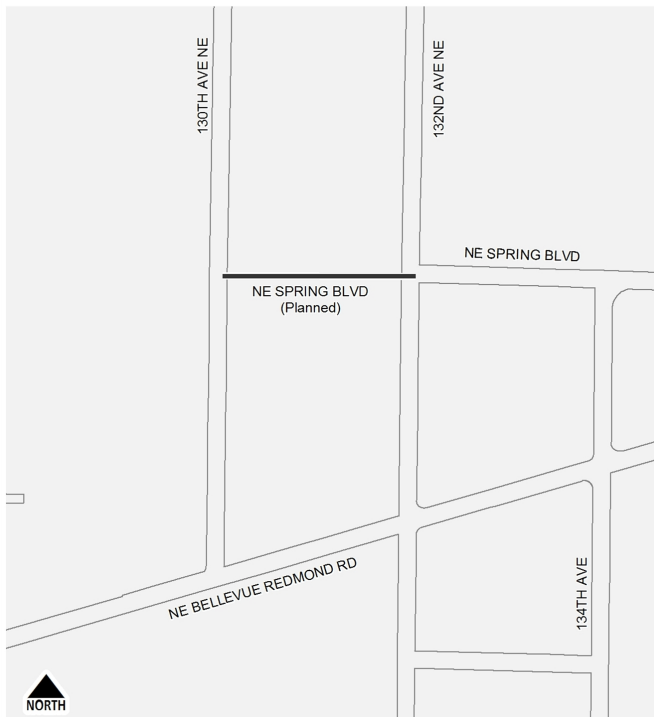
The NE Spring Boulevard project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between the new BelRed transit-oriented-development nodes and the larger City 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 - 2022	21,663,088

Total Budgetary Cost Estimate: 21,663,088

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	282,574
Miscellaneous Revenue	185,000
TIFIA Loan	17,453,925
Transportation Funding	211,962
Transportation Impact Fees	3,529,627

Total Programmed Funding: 21,663,088
Future Funding Requirements: 0

Comments

PW-R-182 Downtown Transportation Plan/Exceptional Light Rail

Category: **Transportation and Mobility**
 Department: **Transportation**

Status: **Approved Prior**
 Location: **Downtown Subarea and vicinity**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
13,200,000	5,500,000	1,200,000	1,200,000	1,300,000	2,000,000	2,000,000	-	-

Description and Scope

This program implements the Downtown Transportation Plan (DTP) with projects to improve mobility options for people traveling to, from, and within Downtown Bellevue. Significant emphasis is given to projects that provide exceptional pedestrian and bicycle access near the Downtown light rail stations and along the Grand Connection. DTP identifies intersections that merit "Enhanced" or "Exceptional" treatment to safely and comfortably accommodate people walking. Significant investments are planned to design and build "Exceptional" intersections on both ends of the Transit Center and along the Grand Connection to create safe and seamless pedestrian crossings. Also, DTP identifies and establishes locations and priorities for new at-grade mid-block crossings at high-demand locations between signalized intersections. These mid-block crossing projects are supported by these CIP resources, typically in partnership with others.

Rationale

Significantly more people live and work Downtown, and they will increase the number of daily trips made 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 overall growth and activity, the average number of daily vehicle trips is expected to maintain the stability observed through several growth cycles dating to 1990. Light rail stations, Stride BRT, and RapidRide lines B and K that serve Downtown Bellevue will attract pedestrians who will use transit for access to jobs, housing, shopping, and recreation. Along the Grand Connection and in all Downtown neighborhoods, people are choosing to walk or bicycle for commuting, exercise, and for short errands during the day. As a consequence of more people choosing to get around without a car, enhanced infrastructure projects are built in accordance with adopted plans to safely and comfortably accommodate pedestrians, bicyclists, and transit riders.

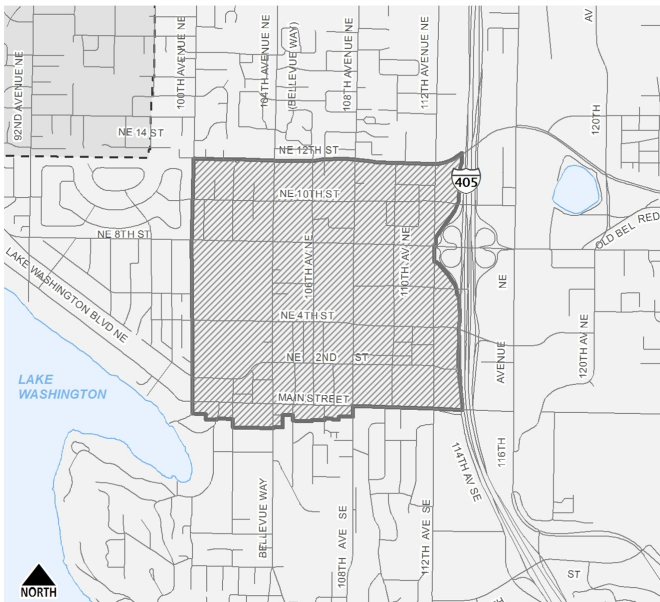
Environmental Impacts

Program resources build projects – and leverage private sector investments - that are intended primarily to improve mobility, access, and safety for pedestrians and bicyclists, with specific emphasis on connections to transit. Projects are implemented on public rights-of-way/easements. Adverse environmental impacts are not expected, and projects are expected to help achieve Environmental Stewardship Plan goals and targets for reduced greenhouse gas emissions and per capita vehicle miles traveled. Programmatic State Environmental Policy Act (SEPA) documentation was developed collaboratively through the Downtown Transportation Plan/Downtown Livability Initiative in a SEPA Report (2017) for amendments to the Downtown Land Use Code and Downtown Subarea Plan.

Operating Budget Impacts

Operating costs for this project 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	4,777,784
Interlocal Contributions	55,000
Private Contributions	140,255
Real Estate Excise Tax	7,726,961
State Grants	500,000

Total Programmed Funding: 13,200,000
Future Funding Requirements: 0

Comments

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

Category: **Transportation and Mobility**
 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 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
6,400,000	1,400,000	-	-	-	-	-	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 the completion of environmental documentation. Future project implementation includes the 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

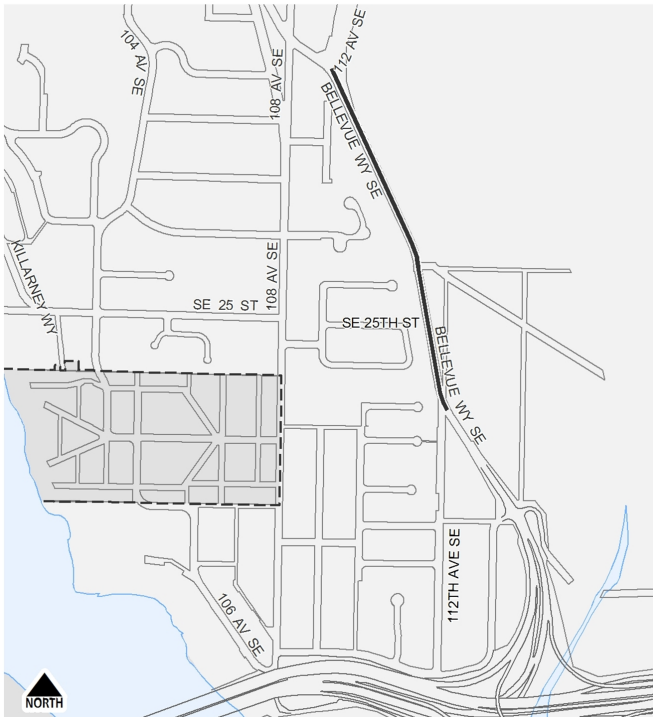
Bellevue Way SE is a high volume arterial roadway handling over 34,000 vehicles during the average weekday. Southbound PM peak volumes often exceed 2,300 vehicles per hour causing significant congestion for those trying to reach I-90 or the Enatai area. Long traffic backups cause delays in service for 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 I-90, helping alleviate overall traffic congestion in that area. It will provide significant benefits 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 be determined as the project progresses through design and the ultimate roadway improvements are determined.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2015 - 2027	6,400,000

Total Budgetary Cost Estimate: 6,400,000

Means of Financing

Funding Source	Amount
General Taxes & Impact Fees	6,170,000
General Taxes & LTGO Bond Proceeds	230,000

Total Programmed Funding: 6,400,000
Future Funding Requirements: 0

Comments

PW-R-191 124th Avenue NE/Ichigo Way (NE 18th Street) to Northup

Category: **Transportation and Mobility**
 Department: **Transportation**

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
33,121,384	13,324,000	-	9,963,466	9,833,918	-	-	-	-

Description and Scope

This project advances the design, property acquisition, and construction of 124th Ave NE from Ichigo Way (NE 18th Str) to Northup Way. This project will widen and raise the profile for 124th Ave NE between Ichigo Way (NE 18th St) and Northup Way. The roadway cross-section will consist of 5 lanes incl. 2 travel lanes in each direction with turn pockets or a center turn lane, install curb, gutter, and sidewalk on both sides, maintaining existing signal at Metro driveway, and illumination, ITS, signing, 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 St 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 with the West Tributary regional detention facilities. This project will be coordinated with 124th Ave NE – NE Spring Blvd to Ichigo Way (PW-R-166) project, 124th Ave NE-NE 12th to NE Spring Blvd (PW-R-169).

Rationale

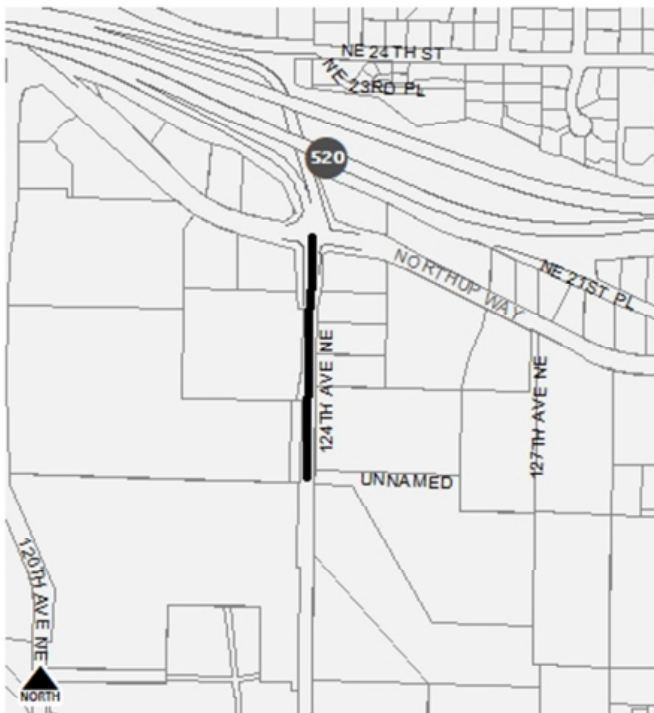
The 124th Ave NE project is one of several high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new BelRed transit-oriented-development nodes, and the larger City and region. This project, in coordination with the extension of NE 4th St, a widened and realigned 120th Ave NE corridor, the planned NE 6th St extension, and the new NE 15th/16th St multi-modal corridor, have been associated and advanced as part of the Mobility and Infrastructure Initiative (M&I) of 2009. The package of projects was formed to address recent growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design, implementation, and appropriate cost-sharing with the ST 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 PM peak trips, further reducing delay and congestion to the south and east. The improvements reflect the approximate 3M to 4M sq ft 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 Ave NE corridor between NE 8th St 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 - 2023	33,121,384

Total Budgetary Cost Estimate: 33,121,384

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	110,733
Private Contributions	376,000
TIFIA Loan	32,634,651

Total Programmed Funding: 33,121,384
Future Funding Requirements: 0

PW-R-194 West Lake Sammamish Parkway Phase 3

Category: **Transportation and Mobility**
 Department: **Transportation**

Status: **Approved Prior**
 Location: **West Lake Sammamish Pkwy**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
2,500,000	-	-	-	-	-	-	1,500,000	1,000,000

Description and Scope

The project will develop engineering plans, acquire necessary right of way, and construct the third phase of the West Lake Sammamish Parkway corridor improvements (of five anticipated phases). Project funding and the design 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 project will include pavement repair, storm drainage, water quality, and fish passage improvements as warranted throughout the corridor. The second phase of West Lake Sammamish Parkway between the SE 200 Block and the NE 800 Block is in construction and is funded by CIP Plan No. PW-R-183.

Rationale

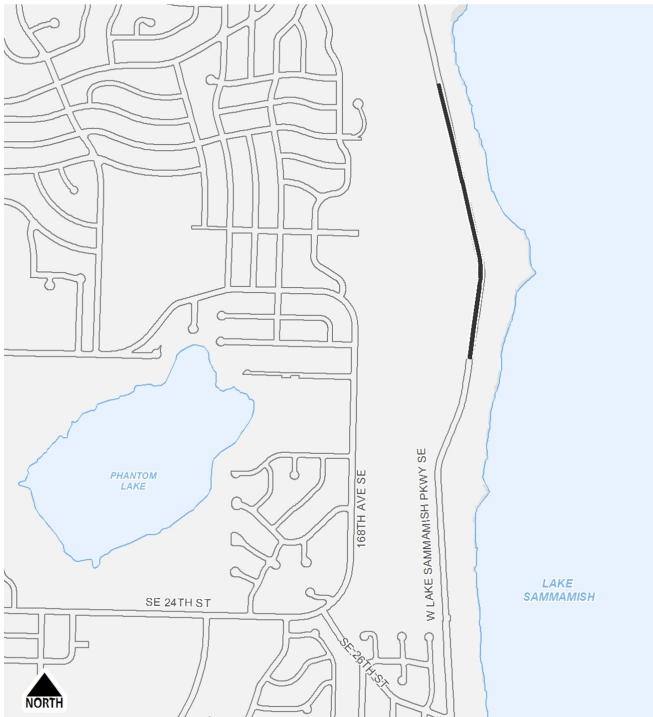
This project began with the work completed in a joint (Bellevue, Redmond, King County) West Lake Sammamish Parkway Study completed in 1996. Growing traffic volumes and Bellevue's annexation of the long, southern segment of this road provided the impetus for reevaluating the roadway and potential improvements. 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 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	2026 - 2027	2,500,000

Total Budgetary Cost Estimate: 2,500,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	1,200,000
Transportation Funding	1,300,000

Total Programmed Funding: 2,500,000
Future Funding Requirements: 0

Comments

PW-R-198 Neighborhood Congestion Management (Levy)

Category: **Transportation and Mobility**
 Department: **Transportation**

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
22,000,000	8,000,000	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 analysis, design and/or 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. Before beginning the Neighborhood Congestion Reduction Program in 2017, there were a limited number of projects that had been studied and had concepts developed for addressing congestion issues. A list of potential projects was created based on community input and prior planning studies. These projects were ranked based on scoring criteria developed with the support of the Transportation Commission. Projects that show a great need for congestion improvement and have a concept that shows a high benefit will be the first to receive funding for design and construction. Design and construction of Neighborhood Congestion Reduction projects can be costly, depending on the treatment and complexity of the project. As such, this fund is often leveraged with other CIP funds/projects, grants, and other opportunities to deliver on construction. Through the first four years (2017-2020) of the Neighborhood Congestion Reduction program, nine projects (analysis/design/construction) are expected to be completed.

Rationale

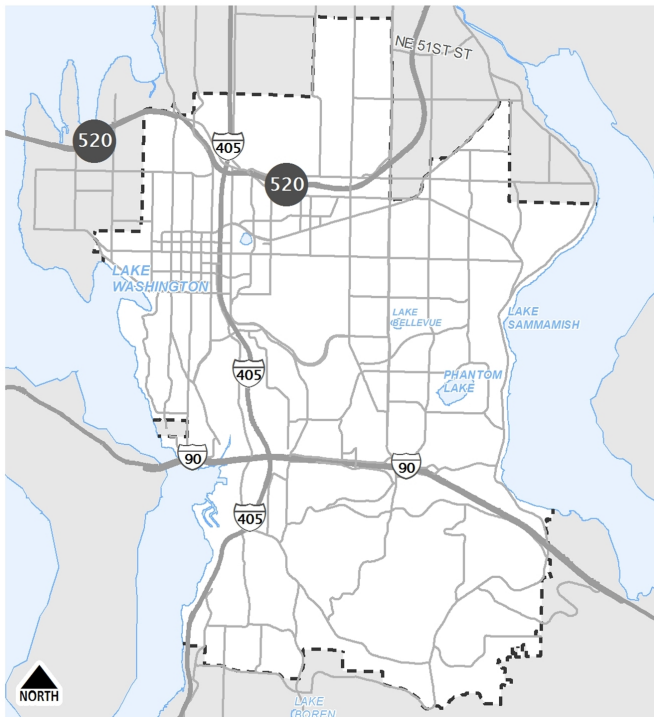
In November 2016, the residents of Bellevue approved (by 54% of voters) Proposition 2 which assessed a \$0.15 per \$1,000 levy to fund Neighborhood Safety, Connectivity, and Congestion Management projects for 20 years, from 2017-2036. This project addresses Council's desire to provide approximately \$2 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 a contribution to levy-backed construction. The Neighborhood Safety and Connectivity (Levy)—also funded by Proposition 2—allots funding to deliver a backlog of neighborhood safety, connectivity, sidewalk, bicycle, technology, and maintenance needs. This work is funded by another proposal (130.125A).

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 determined on a project specific basis as required.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2017 - 2027	22,000,000

Total Budgetary Cost Estimate: 22,000,000

Means of Financing

Funding Source	Amount
Transportation Levy Revenue	22,000,000

Total Programmed Funding: 22,000,000
Future Funding Requirements: 0

Comments

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

Category: **Transportation and Mobility**
 Department: **Transportation**

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
67,366,140	22,436,521	5,994,200	6,135,639	6,277,078	6,418,517	6,559,956	6,701,395	6,842,834

Description and Scope

The Transportation Department has a backlog of neighborhood safety, connectivity, sidewalk, bicycle, technology, and maintenance needs. This fund will help address the backlog projects and prioritized new projects in the following categories: 1) Neighborhood safety projects: Provide traffic calming, reduce speed and non-local traffic, reduce the 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; 2) 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 the City's capability to implement technology that improves safety, traffic flow, traveler information, and other emerging technology, such as autonomous vehicles; 3) 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; and, 4) New bike facilities: Add facilities to create a safe and connected bike network for commuting, recreation, and family activities.

Rationale

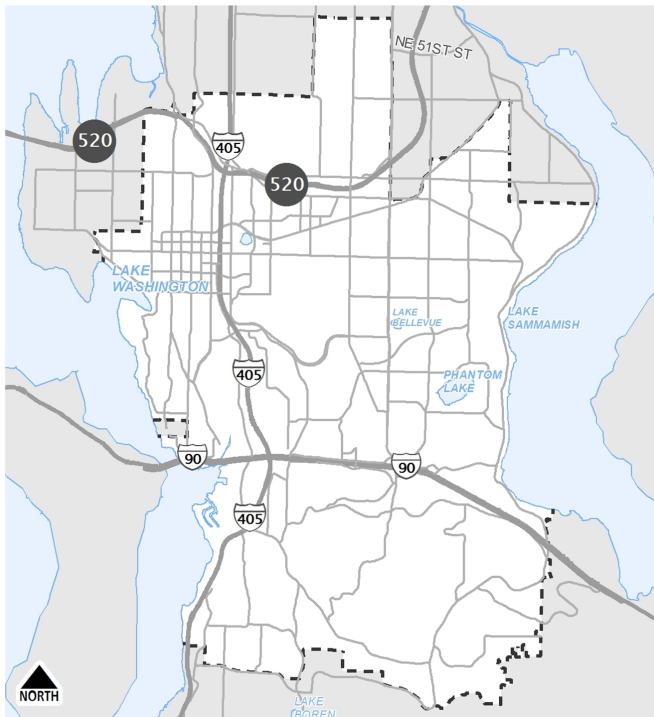
In November 2016, the residents of Bellevue approved (by 54% of voters) Proposition 2 which assessed a \$0.15 per \$1,000 levy to fund Neighborhood Safety, Connectivity, and Congestion Reduction projects for 20 years, from 2017-2036. This project addresses Council's desire to address the backlog of projects and the potential to prioritize new projects in the project categories above. The Neighborhood Congestion Reduction program, also funded by Proposition, allots \$2,000,000 per year to develop projects that ease traffic congestion within, near and between neighborhoods, making it easier for people to get to homes, jobs, schools, and shopping. This work is funded by another proposal (130.124A).

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 - 2027	67,366,140

Total Budgetary Cost Estimate: 67,366,140

Means of Financing

Funding Source	Amount
Transportation Levy Revenue	67,366,140

Total Programmed Funding: 67,366,140
Future Funding Requirements: 0

Comments

PW-R-200 Neighborhood Congestion Management Project

Category: **Transportation and Mobility**
 Department: **Transportation**

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
6,000,000	500,000	1,000,000	-	1,725,000	225,000	2,275,000	150,000	125,000

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.

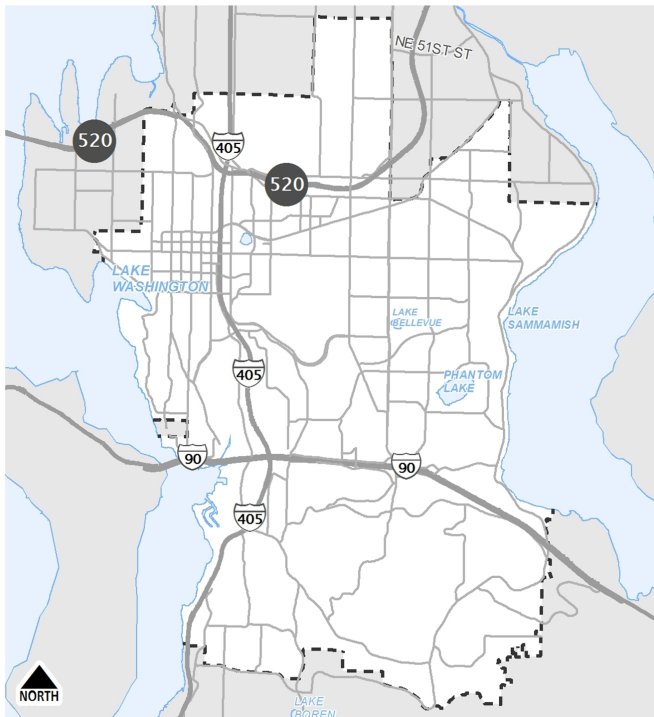
Environmental Impacts

Project-specific environmental studies may be required.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2027	6,000,000

Total Budgetary Cost Estimate: 6,000,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	664,203
Transportation Funding	5,335,797

Total Programmed Funding: 6,000,000
Future Funding Requirements: 0

Comments

PW-R-204 Mobility Implementation Plan

Category: **Transportation and Mobility**
 Department: **Transportation**

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
345,000	245,000	100,000	-	-	-	-	-	-

Description and Scope

A Mobility Implementation Plan (MIP) will articulate and support a comprehensive multimodal approach to mobility in Bellevue, for both regulatory concurrency and long-range planning. Through this scope of work, the Transportation Commission will prepare recommended amendments to the Comprehensive Plan policies and to Bellevue City Code.

Rationale

The Mobility Implementation Plan will advance Council's vision by establishing a multimodal approach to concurrency and long-range planning, and amending methodology to identify, prioritize and fund projects and programs in the Transportation Facilities Plan and Capital Implementation Program. The key policy direction is TR-37. Develop and utilize a citywide Transportation Master Plan to identify and prioritize the implementation of transportation system improvements. A multimodal implementation plan will expand the existing vehicle level-of-service concurrency standards to include all modes. This is an essential step to better accommodate Bellevue's increasingly varied travel demands and to allocate resources among projects for all modes. The community benefit will be a more equitable and sustainable approach to identify, prioritize and fund transportation system projects.

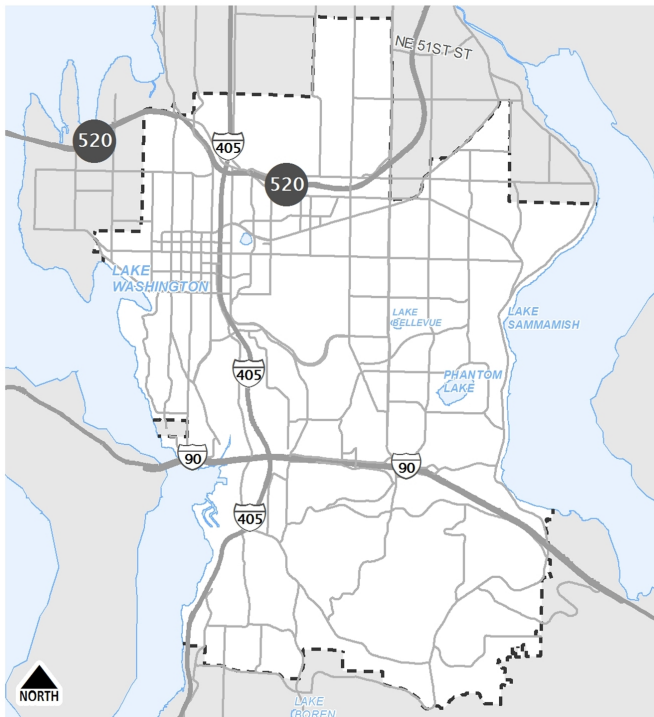
Environmental Impacts

Transportation is a significant contributor to greenhouse gas emissions in Bellevue. The Environmental Sustainability Initiative has identified a target for reducing greenhouse gas emissions, and a number of strategies to achieve that target. The amount of driving that people do, expressed as per-capita vehicle miles traveled, is an important metric that can measure the success of the Mobility Implementation Plan to provide accessible choices.

Operating Budget Impacts

No direct operating budget impacts as a result of developing the Mobility Implementation Plan.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2020 - 2021	345,000

Total Budgetary Cost Estimate: 345,000

Means of Financing

Funding Source	Amount
General Taxes	245,000
Transportation Funding	100,000

Total Programmed Funding: 345,000
Future Funding Requirements: 0

Comments

PW-R-205 Vision Zero Rapid Build Data Driven Safety Program

Category: **Transportation and Mobility**
 Department: **Transportation**

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
2,500,000	-	357,143	357,143	357,142	357,143	357,143	357,143	357,143

Description and Scope

This Vision Zero program funds the first phase of data driven rapid build road safety projects along this High Injury Network (HIN). Based on a comprehensive review of citywide crash data, five major streets have been initially identified as Priority Safety Corridors (PSC) among the HIN to advance in this proposal: NE 8th St east of downtown, Factoria Blvd, Bellevue Way south of downtown, Bel-Red Rd in the Overlake area, and 116th Ave NE in the Wilburton area. Funding will assist staff in designing, cost estimating, and prioritizing PSC improvement projects; after which, staff will use a rapid build approach to address systemic traffic safety challenges on these corridors. Examples of candidate PSC projects include radar feedback signs, enhancing or adding pedestrian crossings, adding left turn pockets, restricting turn movements, adding medians, and other complete streets elements that produce improved safety outcomes. Following implementation of PSC projects staff will compare before/after data using conflict analytics, speed studies, and other analysis tools to determine how well the projects achieved their intended safety goals. This data driven approach of measuring actual results of road safety projects will inform evidence-based strategies for future PSC investments and support the city's performance monitoring of progress towards Vision Zero.

Rationale

In Bellevue 56% of fatal and serious injury traffic collisions occur on 7% of the City's total street network (as measured by length). Engineering changes to create safer streets on Bellevue's High Injury Network supports: Council's Vision Zero commitment to strive to achieve zero traffic deaths and serious injuries on Bellevue streets by 2030 (see Resolution 9035); Comprehensive Plan direction to "Maintain a collision reduction program to identify high collision locations, evaluate and prioritize potential improvements and implement recommended changes" (see Policy TR-55); and, Council approved "safe systems" strategies to move Bellevue towards Vision Zero.

Environmental Impacts

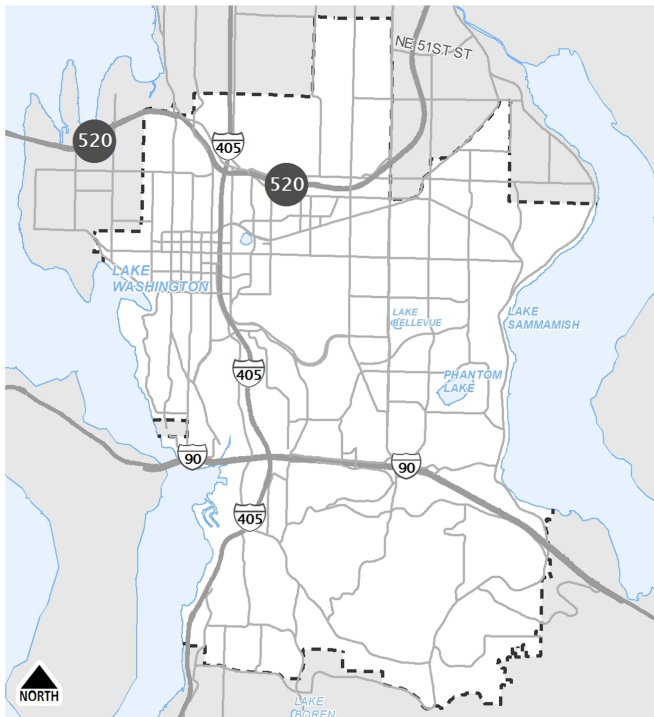
This program funds projects that are primarily safety oriented and implemented on previously improved rights of way, so environmental issues are minimal and will be addressed as appropriate on a location-by-location basis.

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	2021 - 2027	2,500,000

Total Budgetary Cost Estimate: 2,500,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	1,020,144
Transportation Funding	1,479,856

Total Programmed Funding: 2,500,000
Future Funding Requirements: 0

Comments

PW-R-206 Transportation Grant Match Program

Category: **Transportation and Mobility**
 Department: **Transportation**

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
3,000,000	-	-	-	-	-	1,000,000	1,000,000	1,000,000

Description and Scope

This program provides a secured and committed allocation of capital resource intended to be selectively used to leverage new, outside funding from grants or other sources to implement the City's transportation capital priorities in future years. Virtually all grant programs require the commitment of a significant minimum local match, often 13.5 to 20 percent of the total cost of a project phase. Many grant programs prioritize candidate projects when the applicant offers a local match above the minimum required. This flexible but committed allocation of resources allows the city to be strategic and nimble in evaluating the competitiveness of current or emerging capital priorities to find the best fit to the goals, focus and criteria established for federal, state, or regional grant programs. This fund may also be used as opportunities arise to partner or cost share with neighboring jurisdictions or regional agencies including King County Metro, Sound Transit and the WSDOT. Below is a list of currently identified project examples that may be competitive candidates for future grant competitions or partnership opportunities. Some of these projects already do have some funding allocated, but their current, adopted scope does not include implementation (i.e. construction) resources: 120th Avenue NE (Stage 4), NE 16th Street to Northup Way; Bellevue Way SE HOV Lane; NE 6th Street Extension; Regional Trail Extensions or Connections (e.g. Mountains to Sound Greenway Trail; Eastrail to NE Spring Blvd Connection); Growth Corridor (Downtown-Wilburton-BelRed) Bicycle Network; Bellevue College Connector King County Metro Rapid Ride K-Line.

Rationale

The city currently has very few fully or even partially funded transportation capital investments funded beyond the next two to three years in the CIP. This allocation will allow staff and decisionmakers the opportunity to leverage significant amounts of outside funding as specific out-year priorities are identified but when sufficient local resources are not available to advance project implementation. Some current grant programs (2020) are already seeking applications for funding in the years 2023 and 2024. During the coming biennium, grant programs will be seeking candidate projects for funding in 2025 and beyond, but in most cases applicants without a secured or committed match source are deemed ineligible.

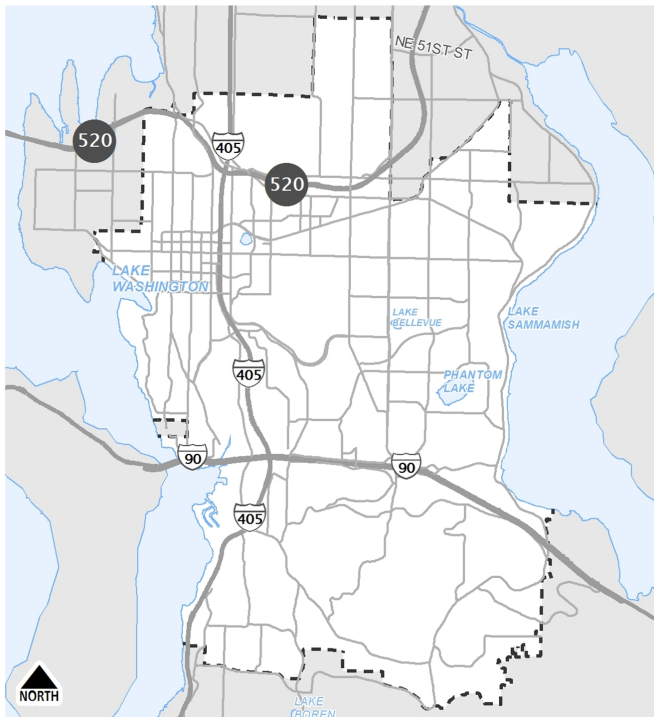
Environmental Impacts

Project specific environmental studies may be required and will be addressed on a per-project basis at the time of project design or implementation.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2025 - 2027	3,000,000

Total Budgetary Cost Estimate: 3,000,000

Means of Financing

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

Total Programmed Funding: 3,000,000
Future Funding Requirements: 0

Comments

PW-R-207 114th Avenue SE and SE 8th Street

Category: **Transportation and Mobility**
 Department: **Transportation**

Status: **New**
 Location: **114th Ave SE and SE 8th St**

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>
3,410,000	-	-	-	3,410,000	-	-	-	-

Description and Scope

This project funds the completion of design, right of way acquisition and construction of capacity, pedestrian and bicycle safety improvements at the intersection of 114th Avenue SE and SE 8th Street.

Rationale

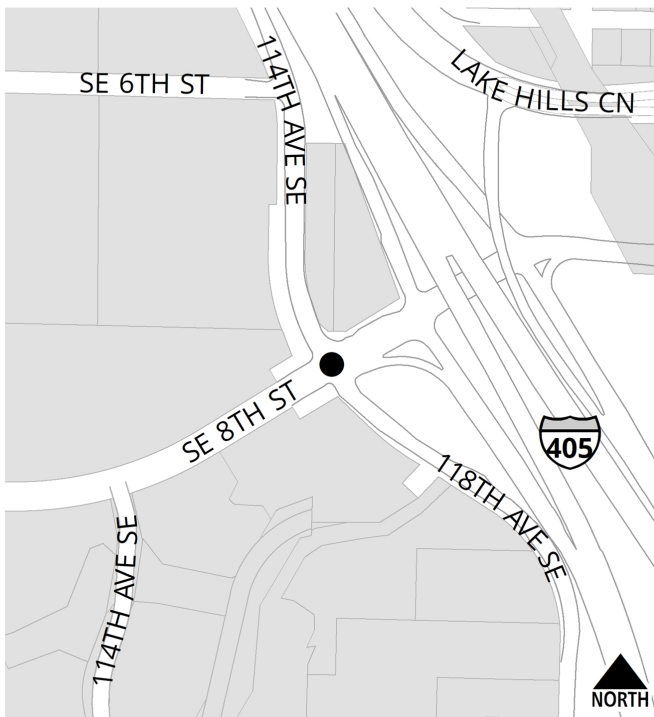
The 114th Avenue corridor is currently very active with multiple redevelopment opportunities in the planning stage. This development, the adjacency of a Park & Ride lot, nearby recreational opportunities and that this is a link in the Lake Washington Loop Trail all drive the need for intersection capacity and safety improvements. Traffic modeling analysis has shown that the addition of an additional southbound lane and associated intersection modifications provide significant benefit by reducing traffic delay at this intersection.

Environmental Impacts

Environmental impacts and permit need determination will be performed during the project design phase.

Operating Budget Impacts

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

Project Map**Schedule of Activities**

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	2023 - 2023	3,410,000

Total Budgetary Cost Estimate: 3,410,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
General Taxes & LTGO Bond Proceeds	3,410,000

Total Programmed Funding: 3,410,000
Future Funding Requirements: 0

Comments

PW-R-208 112th Avenue NE at McCormick Park

Category: **Transportation and Mobility**
 Department: **Transportation**

Status: **New**
 Location: **112th Ave NE at McCormick Park**

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>
1,000,000	-	1,000,000	-	-	-	-	-	-

Description and Scope

The project funds the design and construction of the frontage improvements on 112th Avenue NE at McCormick Park in order to match this roadway section to the frontage improvements being made during construction of Fire Station 10. Improvements include some widening, installation of separated bike facilities, planter strip and corner improvements at McCormick Park (112th Avenue NE and NE 12th Street). Bike facility improvements will tie into the multi-purpose path being built on NE 12th Street.

Rationale

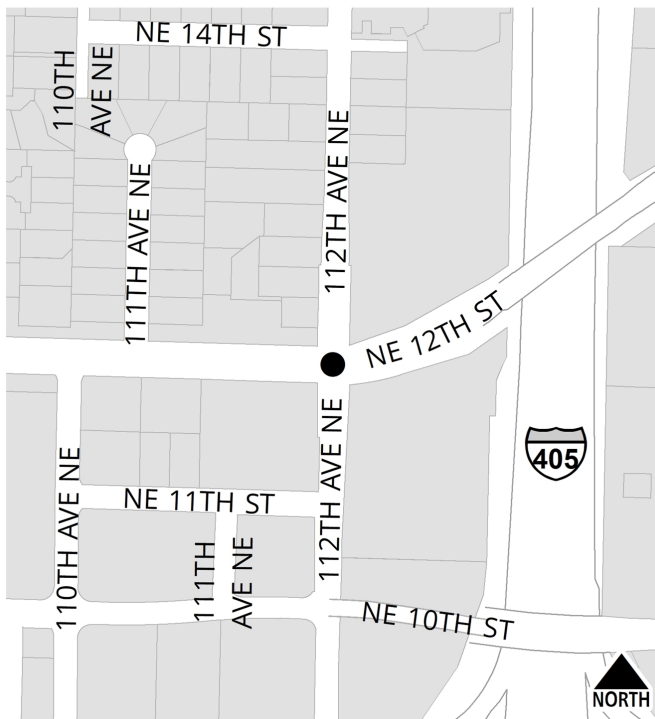
The Transportation Development Code requires development to build transportation systems at their frontage during construction. Construction of Fire Station 10 will build frontage improvements that will leave a gap between their construction and NE 12th Street to the south – at property owned by the city Parks and Transportation departments. This proposal designs and builds those frontage improvements for the safety of all users.

Environmental Impacts

Environmental impacts will be determined and mitigate as part of the project design phase.

Operating Budget Impacts

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

Project Map**Schedule of Activities**

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	2021 - 2021	1,000,000

Total Budgetary Cost Estimate: 1,000,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
General Taxes & LTGO Bond Proceeds	16,079
Transportation Funding	983,921

Total Programmed Funding: 1,000,000
Future Funding Requirements: 0

Comments

PW-R-209 130th Avenue NE Station Area Park and Ride

Category: **Transportation and Mobility**
 Department: **Transportation**

Status: **New**
 Location: **130th Ave NE and 132nd Ave NE**

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>
4,000,000	-	1,600,000	2,400,000	-	-	-	-	-

Description and Scope

This project will design and construct a park-and-ride facility adjacent to the light rail station between 130th Avenue NE and 132nd Avenue NE, while the City concurrently evaluates opportunities for a Transit Oriented Development (TOD). The facility will include 300 parking stalls with associated maintenance stalls, ADA stalls, bicycle parking and other features as needed.

Rationale

The City is responsible for the development of this park-and-ride facility per the Amended and Restated Umbrella Memorandum of Understanding (MOU) between the City and Sound Transit.

Environmental Impacts

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

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map**Schedule of Activities**

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	2021 - 2022	4,000,000

Total Budgetary Cost Estimate: 4,000,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
General Taxes & LTGO Bond Proceeds	2,881,775
Transportation Funding	1,118,225

Total Programmed Funding: 4,000,000
Future Funding Requirements: 0

Comments

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

Category: **Transportation and Mobility**
 Department: **Transportation**

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
14,296,286	10,743,286	480,000	480,000	480,000	480,000	480,000	569,000	584,000

Description and Scope

This proposal maintains funding for the Pedestrian and Bicycle Access and Connections Program (CIP PW-W/B-56) to improve access, safety 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. The program implementation priorities – derived from policy support in the Transportation Element of the Comprehensive Plan provide access and enhance connections for people walking and bicycling to schools, shopping, housing, jobs, transit, parks and other destinations. Program resources build discrete small projects and are often 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 active transportation projects. Program priorities – derived from policy support in the Transportation Element of the Comprehensive Plan and multimodal level-of-service standards and guidelines – provide access to and enhance connections for people walking and bicycling to schools, shopping, housing, jobs, transit, parks and other destinations.

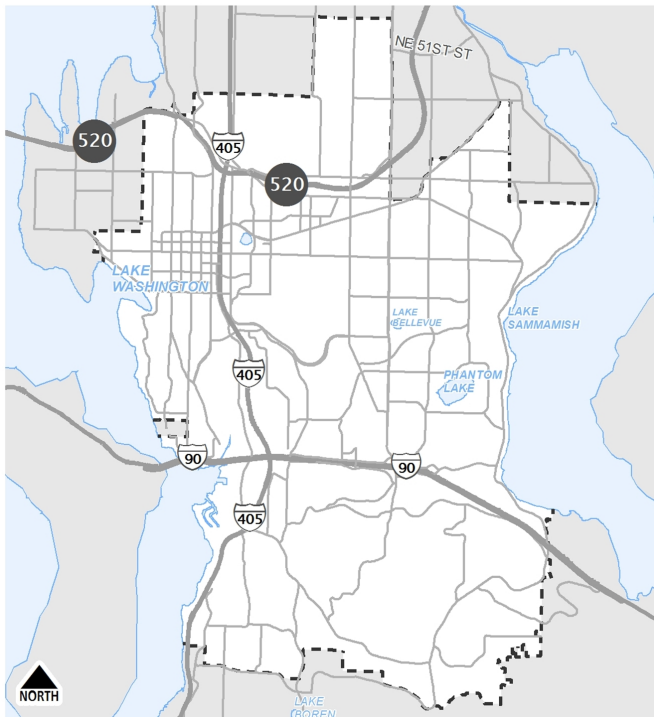
Environmental Impacts

Environmental impacts are minimal and are addressed as appropriate as each project is designed and permitted. Projects funded through this program advance goals and targets articulated in the Environmental Sustainability Plan for reducing transportation-related impacts.

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	14,296,286

Total Budgetary Cost Estimate: 14,296,286

Means of Financing

Funding Source	Amount
Charges for Services	1,646
Developer Contributions	30,000
Federal Grants	1,591,209
General Taxes & LTGO Bond Proceeds	4,992,113
Interlocal Contributions	603,258
State Grants	105,877
Transportation Funding	6,972,183

Total Programmed Funding: 14,296,286
Future Funding Requirements: 0

Comments

PW-W/B-76 Neighborhood Sidewalks

Category: **Transportation and Mobility**
 Department: **Transportation**

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
19,770,309	10,889,309	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,422,000	1,459,000

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.

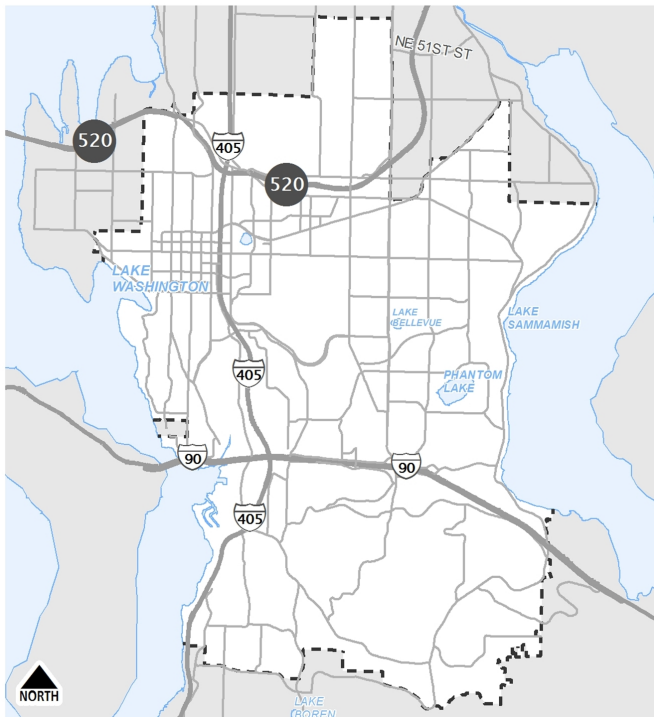
Environmental Impacts

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	19,770,309

Total Budgetary Cost Estimate: 19,770,309

Means of Financing

Funding Source	Amount
Developer Contributions	522,460
General Taxes & LTGO Bond Proceeds	2,568,616
General Taxes & LTGO Bond Proceeds	7,600,954
Private Contributions	197,279
Transportation Funding	8,881,000

Total Programmed Funding: 19,770,309
Future Funding Requirements: 0

Comments

PW-W/B-84 MTSG Trail - 132nd Avenue SE to 142nd Place SE

Category: **Transportation and Mobility**
 Department: **Transportation**

Status: **Approved Prior**
 Location: **132nd Ave SE to 142nd PI SE**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
9,798,000	3,895,000	5,903,000	-	-	-	-	-	-

Description and Scope

This project will construct the second phase of the Mountains to Sound Greenway Trail from 132nd Avenue SE to 142nd Place SE. The trail design includes a separated, at grade, 12-foot wide paved trail running along Interstate 90 (I-90) and SE 36th Street with trailhead treatments, wayfinding, urban design, landscaping, lighting, storm drainage improvements and natural drainage practices where feasible. The trail will provide access to the local street network, the Eastgate Freeway Station in the I-90 median and to the Eastgate Park and Ride and Transit Hub on the northside of I-90.

Rationale

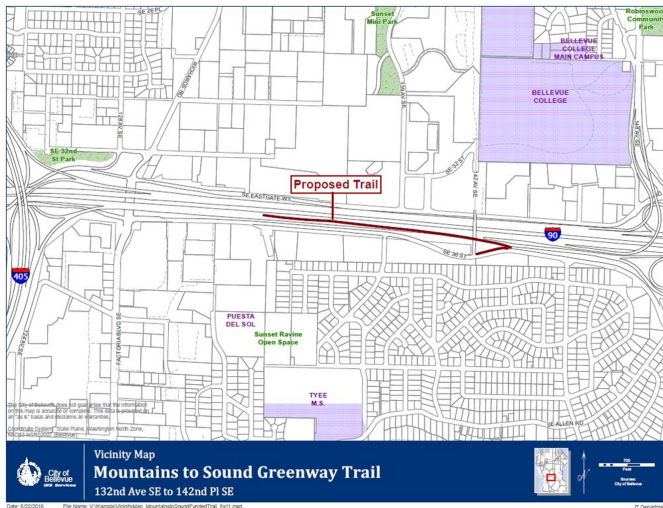
Bellevue's Comprehensive Plan identifies the need to address the "Eastgate Gap" and "integrate into the designs of frontage roads along the I-90 freeway corridor the Mountains-to-Sound Greenway concept." (Policy UD-53) The desire to improve multi-modal facilities in order to provide safe transportation 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. This section of the trail will help to provide a link between I-90, I-405 and the Washington Loop Trail to allow for full non-motorized access to King County regional growth centers through the Eastgate Transit node.

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	2019 - 2021	9,798,000

Total Budgetary Cost Estimate: 9,798,000

Means of Financing

Funding Source	Amount
Federal Grants	4,760,000
Interlocal Contributions	1,000,000
Real Estate Excise Tax	2,538,000
Transportation Funding	1,500,000

Total Programmed Funding: 9,798,000
Future Funding Requirements: 0

Comments

PW-W/B-85 Growth Corridor High Comfort Bicycle Network

Category: **Transportation and Mobility**
 Department: **Transportation**

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
1,500,000	-	500,000	500,000	500,000	-	-	-	-

Description and Scope

Based on the 2009 Pedestrian and Bicycle Transportation Plan, 9 north-south corridors and 7 east-west corridors comprise the bicycle network in the city's Growth Corridor. These will be evaluated to identify the highest priority gaps with rapid-build opportunities. Projects will be designed with community input and 3 projects will be implemented by 2024. Without these, access to and the utility of investments made by TIFIA-supported capital projects in BelRed, Eastrail, the Neighborhood Safety, Connectivity and Congestion Levy, and Station Area Planning Implementation other projects and programs will not be fully realized. The bikeways implemented by this program will help provide residents, employees, and families with equitable access to major local destinations, high capacity transit, and regional trails. Projects will strive to provide separation between people bicycling, driving, walking, and rolling as feasible, reasonable, and appropriate to the context while maintaining adopted level of service standards for all modes. Project elements will consist primarily of lane restriping, vertical separation (e.g. posts, planter boxes), pavement markings, signage, and traffic signal revisions.

Rationale

In a 2017 online questionnaire, 57% of respondents reported feeling unsafe riding a bicycle in Downtown, and 62% indicated they would ride a bike in D/T more often if streets had safe and comfortable bike lanes. People bicycling and driving alike reported feeling most comfortable along bike lanes that are physically protected. The Council referred to these and other assessment findings as indicators of a successful project and that additional improvements are needed to create a connected and protected bicycle network. This proposal would fill bicycle network gaps in the Growth Corridor and supports: the Pedestrian and Bicycle Transportation Plan objective to "provide transportation choices for those who can or wish to travel by foot or bicycle to destinations within their neighborhood, city, and the greater Eastside and region"; Comprehensive Plan direction to "increase system connectivity for all modes by providing for vehicular, transit, pedestrian, and bicycling facilities to create a Complete Streets network throughout the city" (Policy TR-26), which "enables equitable access for all people and all travel modes" (p. 169) and helps "ensure getting around Bellevue on foot is easy and safe, and bicycling facilities accommodate riders of all ages and abilities" (p. 161); mode share targets aiming to reduce drive-alone trips (TR-8, TR-15); ESI targets to reduce per capita vehicle miles travelled (VMT) by 50% by 2050 and reduce greenhouse gas emissions by 80% by 2050; an Economic Development Plan foundational strategy to "cultivate a multi-modal transportation system that will ease congestion by increasing capacity and enhancing connectivity (roads, transit, rail, biking, and pedestrian corridors)."

Environmental Impacts

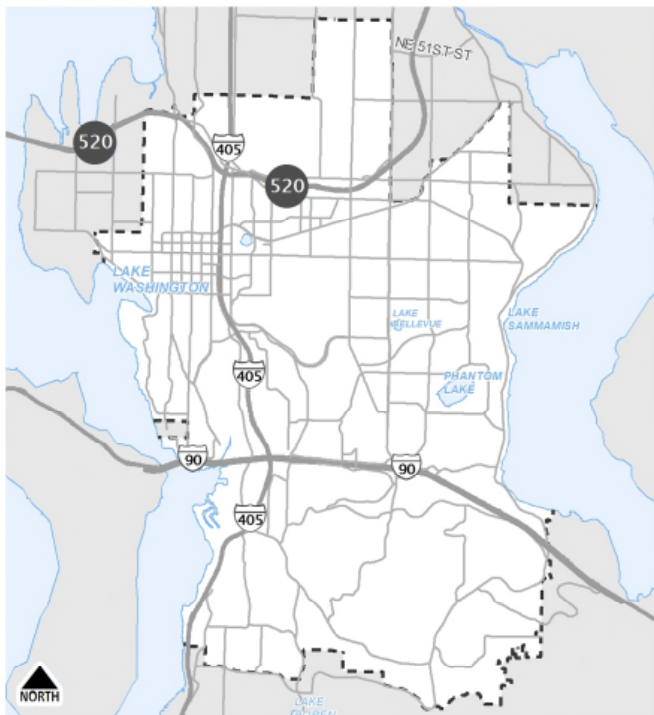
This program funds rapid-build projects that are implemented on existing streets with no or minimal impact to existing curbs and drainage, which will be addressed as appropriate on a location-by-location basis.

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	2021 - 2023	1,500,000

Total Budgetary Cost Estimate: 1,500,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	1,500,000

Total Programmed Funding: 1,500,000
Future Funding Requirements: 0



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2021-2027 Capital Investment Program Plan

High Quality Built and Natural Environment

The goal of the High Quality Built and Natural Environment strategic target area is the development and maintenance of a sustainable, safe, and accessible Bellevue where people can find exactly where they want to work and live. Projects in this category focus on the continued maintenance of Bellevue's parks and natural open space to enhance Bellevue's reputation as a "City in a Park". Additionally, projects focus on fostering Bellevue as a "Smart City" with a clean, high-quality environment and excellent, reliable infrastructure that supports a vibrant and growing city.

Note: In adopting the 2021-2027 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.

2021-2027 Adopted CIP: High Quality Built and Natural Environment

Funded CIP Projects

CIP Plan Number	Project Title	\$ in 000s	
		2021-2027	Total
		Project Cost	Estimated Cost
CD-46	ESI Implementation	\$ 1,125	\$ 1,295
CD-50*	Major Comprehensive Plan Periodic Update	500	500
G-38	Smart City Connectivity	1,239	2,636
G-114	2019 Aquatic Center Study	-	250
G-117*	Parks Operation and Maintenance Facility	12,600	12,600
NEP-2	NEP-2.0 Neighborhood Enhancement Program	5,075	9,425
NIS-2	Neighborhood Partnerships	-	1,447
P-AD-27	Park Planning & Design	2,100	9,757
P-AD-82	Park & Open Space Acquisition (Levy, REET)	10,275	22,571
P-AD-83	Bellevue Airfield Park Development (Levy)	16,800	18,320
P-AD-92	Meydenbauer Bay Phase 1 Park Development	-	19,222
P-AD-95	Surrey Downs Park Development (Levy)	-	-
P-AD-96	Mercer Slough East Link Mitigation	640	2,340
P-AD-100	Gateway/NE Entry at Downtown Park (Levy)	-	10,269
P-AD-101	Bridle Trails/140th Street Park Development	2,600	2,600
P-AD-102	Newport Hills Park Development	-	3,000
P-AD-103	Bel-Red Parks & Streams	443	3,200
P-AD-104	Meydenbauer Bay Park Phase 2	3,037	3,537
P-AD-105	2020-2025 King County Parks Levy	3,142	4,326
P-R-02	Enterprise Facility Improvements	640	11,993
P-R-11	Parks Renovation & Refurbishment Plan	41,814	116,087
PW-M-15	Wetland Monitoring	250	542
Total High Quality Built and Natural Environment		\$ 102,280	\$ 255,917

*New CIP Plan for 2021-2027

2021-2027 Adopted CIP: High Quality Built and Natural Environment

Combined, Completed Projects

CIP Plan Number	Project Title	\$ in 000s	
		2021-2027	Total
		Project Cost	Estimated Cost
P-AD-79	King County Parks Levy	-	\$ 5,584
	Total Combined, Completed Projects	-	\$ 5,584

CD-46 ESI Implementation

Category: **High Quality Built and Natural E** Status: **Approved Prior**
 Department: **CD** Location: **Various**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
1,295,000	170,000	250,000	250,000	125,000	125,000	125,000	125,000	125,000

Description and Scope

The updated Environmental Stewardship Plan includes actions to improve the environment in Bellevue in the following five focus areas: Energy, Waste, Mobility and Land Use, and Climate Change. This proposal requests funding to implement actions in the plan to support the achievement of the climate, energy, and tree canopy goals. 1) Tree Canopy Implementation: This proposal seeks funding to support tree planting to aid in the achievement of the city's 40 percent tree canopy goal. To achieve this goal, the city will need to both preserve existing tree canopy and add approximately 670 acres of tree canopy, roughly equating to about 75,000 trees over 30 years. This funding will support planting trees on public property and develop a program to support tree planting on private property, as the majority of the 75,000 trees will need to be planted on private property. This proposal will seek to directly support the planting of approximately 500 trees per year. Additional outreach, education, and partnerships supported through the Environmental Stewardship Initiative operating proposal will support further tree planting and tree preservation efforts. This proposal requests \$55k/year for a tree giveaway program, mini-grant program, and tree planting on public property; 2) Energy Efficiency and Green Building: To support energy efficiency in existing buildings and in new construction, this proposal seeks to fund a technical assistance program for new commercial construction projects to help them increase their energy efficiency. With the unprecedented development and job growth in Bellevue, ensuring all new buildings meet the highest standards of green building is critical for achieving the city's energy conservation and climate change goals. This proposal also requests funding for a new home energy retrofit program, to support energy efficiency projects for qualifying low-to medium income residents. This program is essential for reducing energy use in residential buildings to support the achievement of the 30 percent energy reduction target, and the 80 percent greenhouse gas emissions reduction target. This proposal requests funding of \$50k/year for an energy efficiency and green building program; 3) Climate Change: This proposal seeks funding of \$60k for a climate vulnerability assessment and resiliency planning, to occur in 2021-2022. This analysis will help to inform the next Comprehensive Plan update along with capital project planning for infrastructure projects throughout the city. The need to understand climate vulnerabilities and enhance resiliency has been underscored during the COVID-19 crisis as the city's resiliency has been tested, and this analysis will look at environmental, social, and economic vulnerabilities to climate change and identify strategies for increasing resiliency through updated policies, codes, and infrastructure designs. This assessment is a key step in advancing progress on the climate change goal of the Environmental Stewardship Plan, to reduce Bellevue's greenhouse gas emissions and prepare and adapt to ongoing climate change impacts; and, 4) Energy Efficiency in City Facilities and Green Fleet: A key principle of the Environmental Stewardship Plan is that the City will lead by example through its municipal operations in the areas of climate, energy, mobility, waste, and natural systems. This proposal seeks funding to support the achievement of the municipal operations climate and energy goals for the plan, to reduce greenhouse gas emissions by 80 percent by 2040, and to reduce energy use by 50 percent by 2040 for city operations. This proposal seeks funding of \$20k/year to advance green building and energy efficiency in city capital projects and in existing facilities and to develop a long-term plan for greening Bellevue's fleet.

Rationale

Bellevue's community ranks having a high quality built and natural environment as a top priority. In the 2020 budget survey, residents ranked maintaining a high quality built and natural environment as their number one priority. In the 2019 performance measures survey, residents ranked maintaining a healthy environment and "City in a Park" as highly important, with a recommendation to invest further, due to the lower than average satisfaction rating. These factors are critical to Bellevue's 5-Star rating, yet residents are not satisfied with the level of funding for the environment, based on the results of the 2019 performance measures survey. The City Council's anticipated adoption of the 2020 Environmental Stewardship Initiative reflects these priorities and desire to advance Bellevue's environmental efforts, and outlines bold targets and actions to achieve the city's environmental goals. This proposal aligns specific strategies for implementation that would enable Bellevue to meet Council's environmental targets for 2030 and beyond, and to increase Bellevue's ranking in the percent of residents who think Bellevue is doing a good job creating a healthy natural environment.

Environmental Impacts

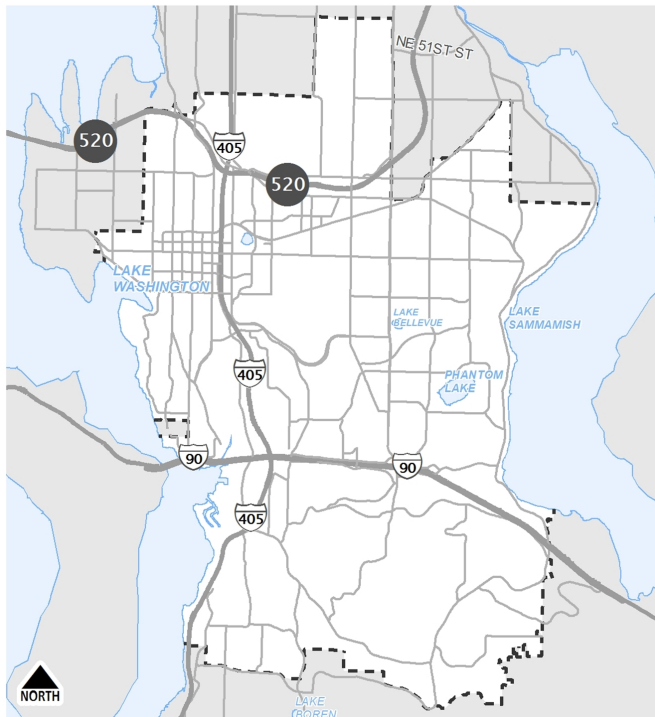
Any projects resulting from this proposal, such as increased tree planting in the right-of-way, will build upon existing planned capital projects and ensure that operating funds are available to ensure proper maintenance of the investment.

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 - 2027	1,295,000

Total Budgetary Cost Estimate: 1,295,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	1,295,000

Total Programmed Funding: 1,295,000
Future Funding Requirements: 0

Comments

CD-50 Major Comprehensive Plan Periodic Update

Category: **High Quality Built & Natural Env** Status: **New**
 Department: **CD** Location: **Citywide**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
500,000	-	200,000	300,000	-	-	-	-	-

Description and Scope

The Comprehensive Plan is Bellevue's foundational policy document. The plan guides other city plans, programs, and services; neighborhood efforts; capital spending; and regulatory actions. The Growth Management Act (RCW 36.70A) requires cities planning under the act to adopt and maintain a comprehensive plan that coordinates planning for land use, transportation, housing, infrastructure, and other elements to accommodate projected growth for the next 20 years. The GMA also requires that plans be consistent with county and regional growth plans and policies, be updated on a regular basis called the periodic update (every 8 years), and provide for citizen requests to amend the plan. State law requires regular monitoring of development activity to ensure adequate capacity for projected growth. The Plan Update will conduct a scoping process to identify relevant issues, topics, and concerns of both external and internal stakeholders. The engagement process will apply a community equity lens (in development for 2020) including but not limited to legislative changes, growth targets adopted through the Countywide Planning Policies Update, and other demographic changes from local and regional land use forecasts based on OFM and PSRC data. Additional funding includes (separately funded) steps to achieve environmental goals resulting from ESI work including a potential climate assessment.

Rationale

The need for reviewing and updating the Comprehensive Plan is compounded by the accelerated nature of growth in Bellevue. Adequate resources for the major update are critical to ensuring sustainable and coordinated growth. The Comprehensive Plan provides updated policy guidance for priorities relating to policy frameworks for designing, funding, and implementing specific capital and operating programs such as affordable housing implementation, park facilities and plan analysis, smart city strategy, neighborhood planning, and other functional plan updates. The plan update also reinforces the basis for actively partnering in regional planning and Regional Growth Strategy implementation in Vision 2050. Funding the major plan update is a unique opportunity to focus an equity lens on the city's changing demographics in light of the 2020 Census. The update will include robust and comprehensive public involvement built with cultural liaisons and translator services. Increasing support for culturally competent outreach is a significant component of ensuring that we are truly listening to and seeking involvement from our diverse communities, and creating open and accessible processes.

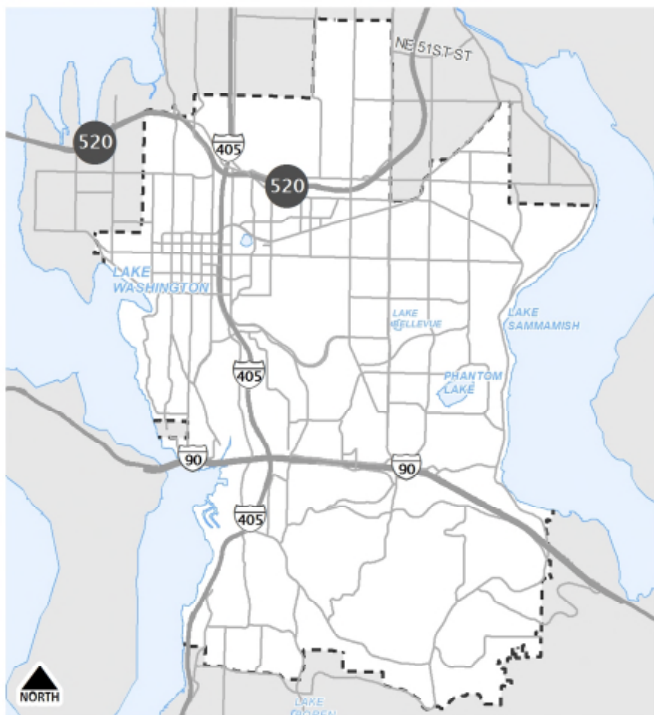
Environmental Impacts

The proposal presumes an accurate level of environmental review through SEPA compliance. The extent of environmental review will be proposed after project scoping is completed to determine if an Environmental Impact Statement is warranted. If the latter, then consultant services will be engaged.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2021 - 2024	500,000

Total Budgetary Cost Estimate: 500,000

Means of Financing

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

Total Programmed Funding: 500,000
Future Funding Requirements: 0

G-38 Smart City Connectivity

Category: **High Quality Built and Natural E** Status: **Ongoing**
 Department: **Information Technology** Location: **Various**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
2,635,567	1,397,000	363,250	298,442	265,384	183,219	128,272	-	-

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 endorsed in 2017. This proposal includes the following objectives:

(1) Fiber - provides resources to maintain the existing fiber-optic infrastructure to address gaps and bottlenecks as opportunities arise while modestly funding the replacement of the fiber network. The fiber-optic network is used to connect City facilities, the Intelligent Transportation System, and streetlight system and is a major component of the Connectivity and Transportation elements in the Smart City plan; (2) Wi-Fi - supports Bellevue's economic competitiveness brand by expanding public Wi-Fi in parks, community centers, housing properties and business districts (3) Security - ensures the physical and cyberinfrastructure of Smart City systems are protected by following best practices for risk assessments and remediation.

Rationale

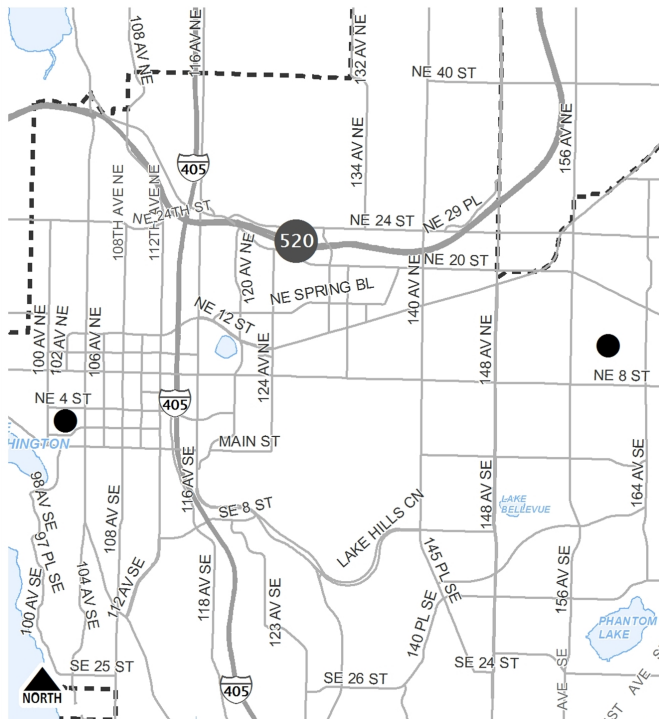
Encouraging reliable, secure, and robust communications infrastructure aligns with the following Council Strategic Target Areas: (1) Economic Development - the 2019 Business Survey shows that 85% of businesses in Bellevue report their current internet services meet their needs today, and 72% believe it will meet their needs in the next 2-3 years. This supports the 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"; (2) High Quality Built and Natural Environment – robust fiber infrastructure can strengthen community institutions, such as 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. 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 has been added to three KCHA housing properties to serve students and families, and this proposal continues the free BellevueConnect Wi-Fi services; (3) Regional Leadership and Influence – regional collaboration and innovation are enabled through this proposal. Joint fiber projects through the Community Connectivity Consortium organization that serves 28 public institutions, including Bellevue College, Bellevue School District, and the University of Washington, enables high-speed connectivity to the internet and cloud providers. This proposal has completed fiber projects to connect the Global Innovation Exchange (GIX) and clinics for Overlake Hospital and University of Washington Medicine and will continue to enable other regional opportunities that will arise as Bellevue continues its regional leadership.

Environmental Impacts

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	2,635,567

Total Budgetary Cost Estimate: 2,635,567

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	2,635,567

Total Programmed Funding: 2,635,567

Future Funding Requirements: 0

2021-2022 Adopted Budget

G-117 Parks Operation and Maintenance Facility

Category: **High Quality Built and Natural E** Status: **New**
 Department: **Parks & Community Services** Location: **To be determined**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
12,600,000	-	800,000	800,000	-	5,500,000	5,500,000	-	-

Description and Scope

Current park operation and maintenance facility sites are beyond space capacity with deteriorated structures beyond their useful life that do not meet ADA or current Land Use requirements. The facilities needed for staff, equipment, and materials required to safely and effectively deliver City services today or to support future growth are inadequate. Facilities are needed to support operations and maintenance of the City's 2,700 acres of park, open space, and park buildings to ensure that they are safe, enjoyable places for the public. Ongoing maintenance and periodic renovation of grounds and structures are needed to protect public resources and ensure the long-term functioning of the park system. The proposal will fund the work needed to refine facility program needs, test development parameters, design, permit, and provide construction documentation and cost estimates. A city-wide coordinated project approach towards developing a park operation maintenance facility will be part of the implementation.

Rationale

Updated efficient facilities are needed to support operations and maintenance of the City's 2,700 acres of park, open space, and park buildings to ensure that they are safe, enjoyable places for the public. The current operations facilities are beyond their useful life, requiring significant and expensive repair to maintain inadequate and inefficient functions. A new approach is needed that will result in a better long-term solution. This proposal supports the City Council Vision of Bellevue having a High Quality Built and Natural Environment and maintaining the city's status as A City in a Park.

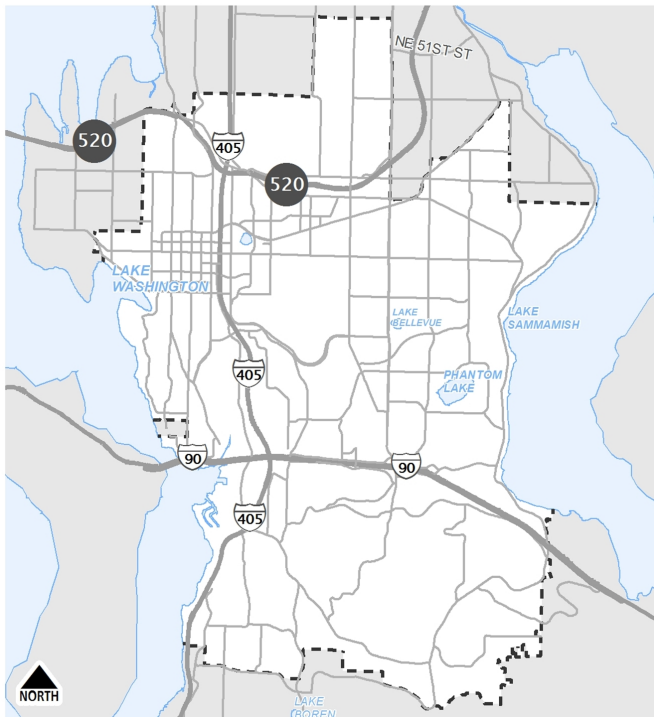
Environmental Impacts

There is no immediate Environmental Impact associated with the initial studies. Depending on future development, SEPA reviews and permitting would occur before Council action and development.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2021 - 2027	12,600,000

Total Budgetary Cost Estimate: 12,600,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	11,404,000
Operating Transfers In	462,000
Real Estate Excise Tax	734,000

Total Programmed Funding: 12,600,000
Future Funding Requirements: 0

Comments

NEP-2 Neighborhood Enhancement Program

Category: **High Quality Built and Natural E** Status: **Approved Prior**
 Department: **CD** Location: **Citywide**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
9,425,000	4,350,000	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 capital projects in neighborhoods. An allocation of \$725,000 per-year, from 2021 to 2027 (\$5.075M total), covers the project costs and program management. NEP funding generally supports 1-4 capital projects per neighborhood area. There is a 3-to-5-year construction/implementation time frame for each NEP project, determined from the year the project is selected. Examples of the types of NEP projects that Bellevue residents have suggested and chosen include; a new four-foot wide multi-use trail through Ardmore Park (Northeast Bellevue), artistic lighting in Lattawood Park (Eastgate/Factoria), landscape enhancements along Bellevue Way north of Downtown (Northwest Bellevue), wetlands improvements on NE 6th Street (Lake Hills), a six-foot wide concrete sidewalk for pedestrians along Lakemont Boulevard to Lewis Creek Park (Cougar Mountain/Lakemont) and an enhanced three-leg intersection at the entrance to Cherry Crest Elementary School (Bridle Trails). NEP is a conduit for the city to better understand the community's needs and help direct projects that may be out of scope for NEP funding to other City budgets for possible implementation. NEP is a One-City program, with strong interdepartmental collaboration that achieves better opportunity for impactful results for the community and cost savings for the city through project management and construction efficiency. NEP will continue its 7-year rotation cycle through the 14 NEP Neighborhood Areas, reaching West Bellevue and Woodridge in 2021; and Newport and Somerset in 2022. The rotation citywide has been previously approved by Council and is available on the city website.

Rationale

NEP ensures that projects meet critical needs, provide maximum public benefit and align with city planning efforts. NEP provides a method for funding small-to medium-scale, capital improvements that would not compete successfully for funding in the larger CIP, while offering residents a voice in deciding how City funding is spent in their neighborhood. NEP supports Council's vision to create safe, welcoming, sustainable and accessible communities for Bellevue residents to live and work.

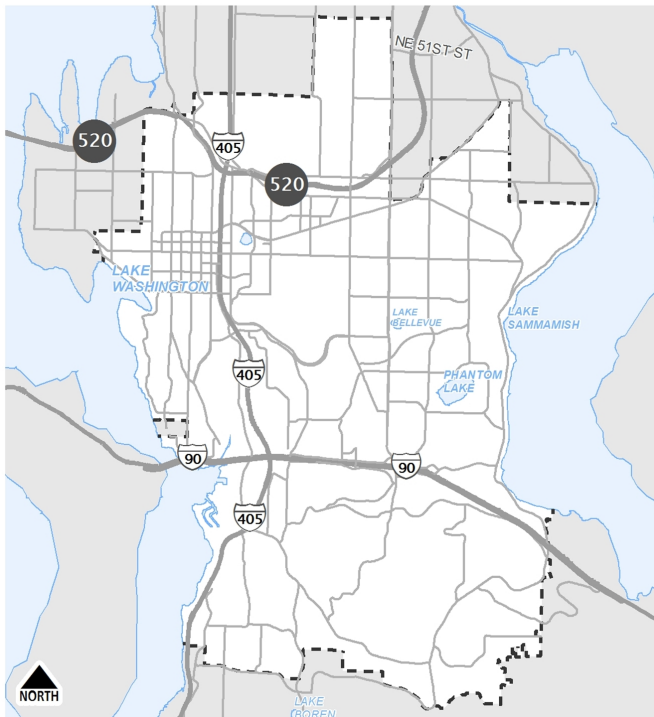
Environmental Impacts

Environmental impact will be determined on a project by 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	2015 - 2023	9,425,000

Total Budgetary Cost Estimate: 9,425,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	9,425,000

Total Programmed Funding: 9,425,000
Future Funding Requirements: 0

Comments

P-AD-27 Park Planning & Design

Category: **High Quality Built and Natural E** Status: **Ongoing**
 Department: **Parks & Community Services** Location: **Citywide**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
9,757,471	7,657,471	300,000	300,000	300,000	300,000	300,000	300,000	300,000

Description and Scope

Parks & Community Services uses this project to coordinate planning, design and technical work for ongoing park planning efforts, advance City Council Vision Priority projects, support multi-departmental planning initiatives, explore potential partnership opportunities as they are presented to the city, and study 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.

Rationale

The park master planning and site design processes evaluate opportunities that guide future development. Planning processes respond to the present and future needs of the community and evaluate opportunities and constraints 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, designs may address issues of liability or safety, pedestrian and vehicular access, and/or changes in adjacent land uses.

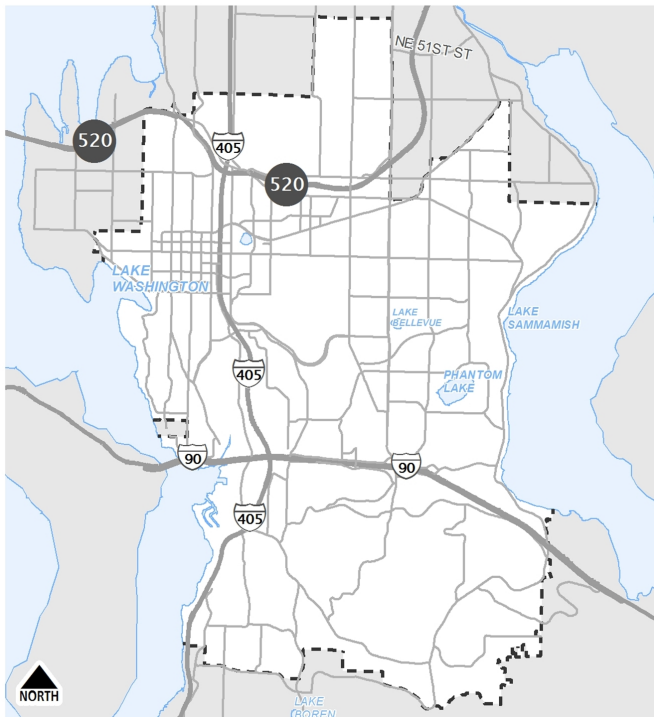
Environmental Impacts

In general, planning activities do not have direct environmental impacts. However, project-level SEPA and other environmental analyses may occur depending on the specific project.

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	9,757,471

Total Budgetary Cost Estimate: 9,757,471

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	7,657,032
Rents and Leases	3,589
Sale of Fixed Assets	1,130,537
Utility Rates/Fees	950

Total Programmed Funding: 9,757,471

Future Funding Requirements: 0

Comments

P-AD-82 Park & Open Space Acquisition

Category: **High Quality Built and Natural E** Status: **Ongoing**
 Department: **Parks & Community Services** Location: **Various**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
21,483,625	11,208,625	1,275,000	1,500,000	1,500,000	1,500,000	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, but are not limited to, neighborhood properties that increase walkable access to parks such as the Eastgate neighborhood, properties that promote access to the Eastside Rail Corridor and Lake-to-Lake Trail connections, downtown Bellevue, the BelRed and Wilburton commercial areas, along Lake Sammamish, and acquisitions that support the Grand Connection.

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 the 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.

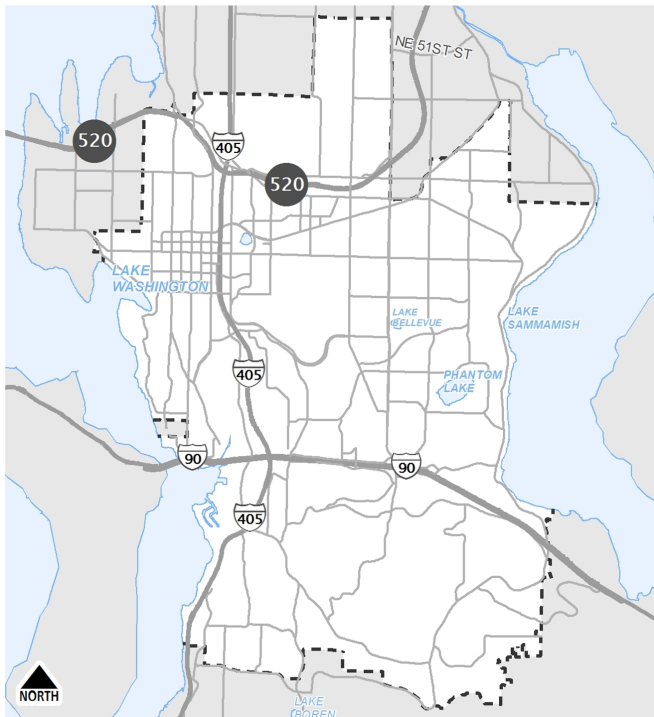
Environmental Impacts

Property acquisition is generally exempt from SEPA review. Among other things, this project prioritizes the preservation of critical open spaces such as streams, wetlands, forests, and habitats.

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	21,483,625

Total Budgetary Cost Estimate: 21,483,625

Means of Financing

Funding Source	Amount
2008 Parks Levy - Property Tax	12,109,798
General Taxes & LTGO Bond Proceeds	-3,624,000
Interlocal Contributions	6,697,104
Real Estate Excise Tax	5,343,000
Rents and Leases	841,701
Sale of Fixed Assets	33,621
State Grants	82,401

Total Programmed Funding: 21,483,625
Future Funding Requirements: 0

Comments

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

Category: **High Quality Built and Natural E** Status: **Approved Prior**
 Department: **Parks & Community Services** Location: **2997 160th Ave SE/SE 30th PI**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
18,319,654	1,519,654	2,500,000	5,000,000	2,500,000	-	-	3,400,000	3,400,000

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 stormwater 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 design and construction.

Rationale

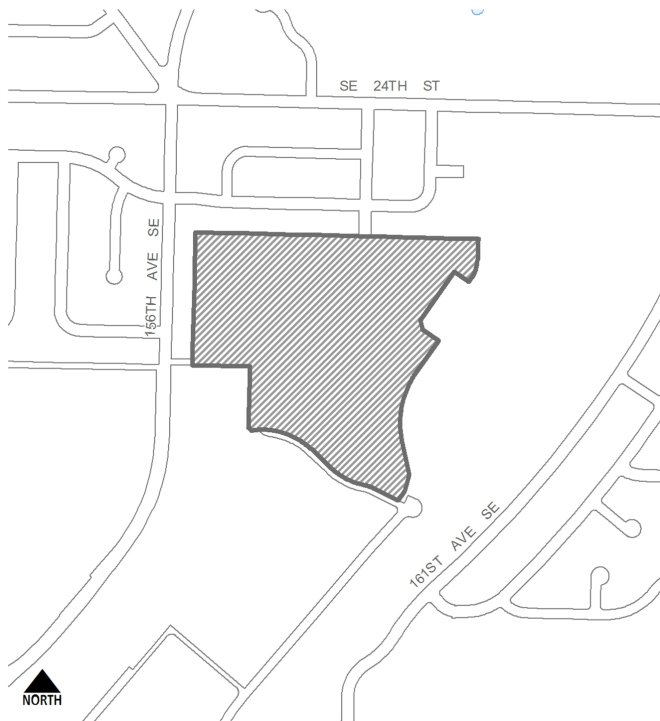
The Bellevue Airfield Park property is one of the few remaining undeveloped large tracts of land in Bellevue. Approximately one-third of the 27-acre site was operated as a municipal landfill from 1951 to 1964 and an airfield until 1983. It is currently a vacant, grass meadow on top of an aging landfill gas migration system, groundwater monitoring wells, stormwater systems, and a major regional sewer line. The remaining site is predominantly natural wooded area with a stormwater collection system. This project will convert this site into a highly useable, state-of-the-art environmental, and recreational asset.

Environmental Impacts

The environmental review will be conducted in conjunction with plan development. Overall, site development is anticipated to improve environmental conditions.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2010 - 2027	18,319,654

Total Budgetary Cost Estimate: 18,319,654

Means of Financing

Funding Source	Amount
2008 Parks Levy - Property Tax	16,530,655
General Taxes & LTGO Bond Proceeds	49,000
Real Estate Excise Tax	1,739,999

Total Programmed Funding: 18,319,654
Future Funding Requirements: 0

Comments

P-AD-96 Mercer Slough East Link Mitigation

Category: **High Quality Built and Natural E** Status: **Approved Prior**
 Department: **Parks & Community Services** Location: **Mercer Slough**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
2,340,000	1,700,000	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 2020 and construction in 2021-2022).

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.

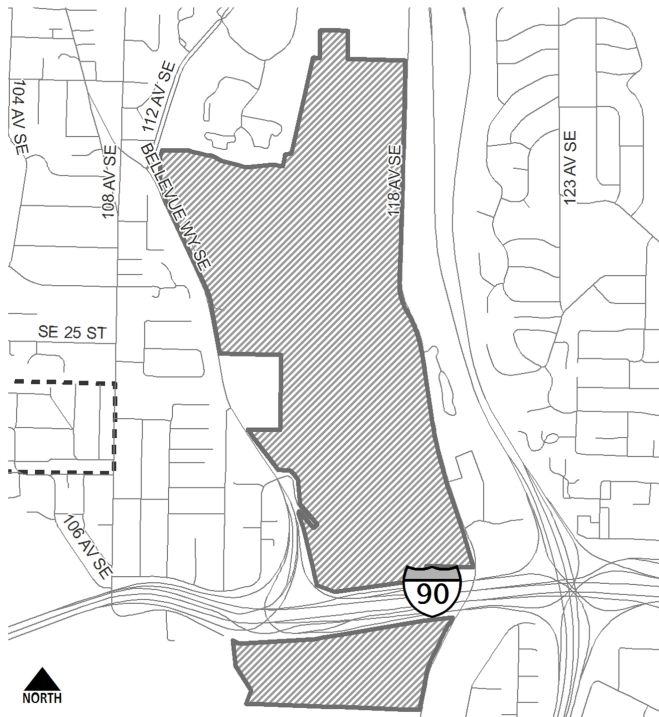
Environmental Impacts

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

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2015 - 2022	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: 0

Comments

P-AD-101 Bridle Trails/140th Street

Category: **High Quality Built and Natural E** Status: **Approved Prior**
 Department: **Parks & Community Services** Location: **4432 140th Avenue NE**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
2,600,000	-	500,000	2,100,000	-	-	-	-	-

Description and Scope

The property was acquired for a neighborhood park in 2014 using funds approved in the 2008 Parks & Open Space Levy. Parks & Community Services worked with the Bridle Trails neighborhood to identify this acquisition opportunity and collaborate on the site design. 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

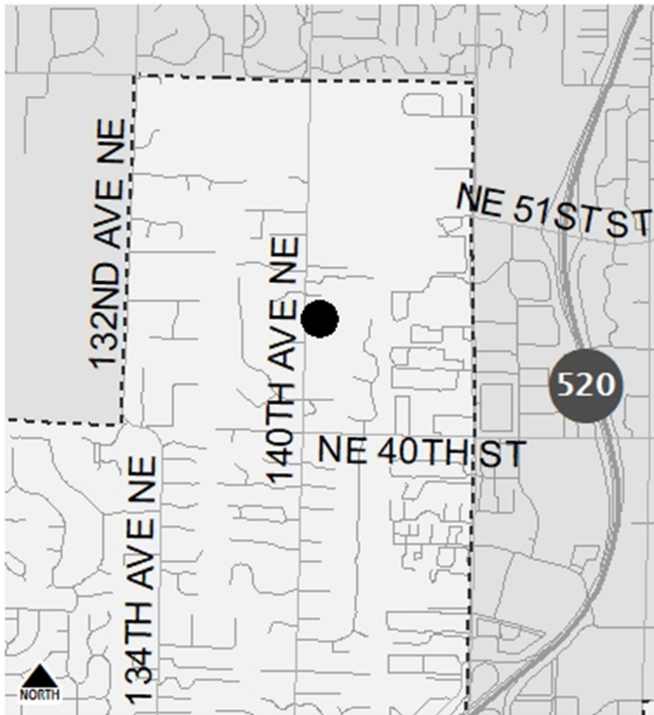
This neighborhood park is located in an area that is underserved by public parks and trails as identified in the 2016 Parks & Open Space System Plan. Further, neighborhood park development in Bridle Trails was an identified project of the 2008 Parks and Natural Areas Levy.

Environmental Impacts

The project site is adjacent to the wetland associated with Valley Creek. The park improvements are designed to minimize any potential impact and provide opportunities for park users to observe and enjoy the natural environment. A complete environmental review will be conducted as part of the land use approval and permitting process.

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	2021 - 2022	2,600,000

Total Budgetary Cost Estimate: 2,600,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	2,100,000
Real Estate Excise Tax	500,000

Total Programmed Funding: 2,600,000
Future Funding Requirements: 0

Comments

P-AD-103 Bel-Red Parks & Streams

Category: **High Quality Built and Natural E** Status: **Ongoing**
 Department: **Parks & Community Services** Location: **BelRed Subarea**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
3,199,823	2,756,763	443,060	-	-	-	-	-	-

Description and Scope

The scope for this project includes 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, Eastrail trailheads, and/or supplemental funding to acquire key park and open space along stream corridors.

Rationale

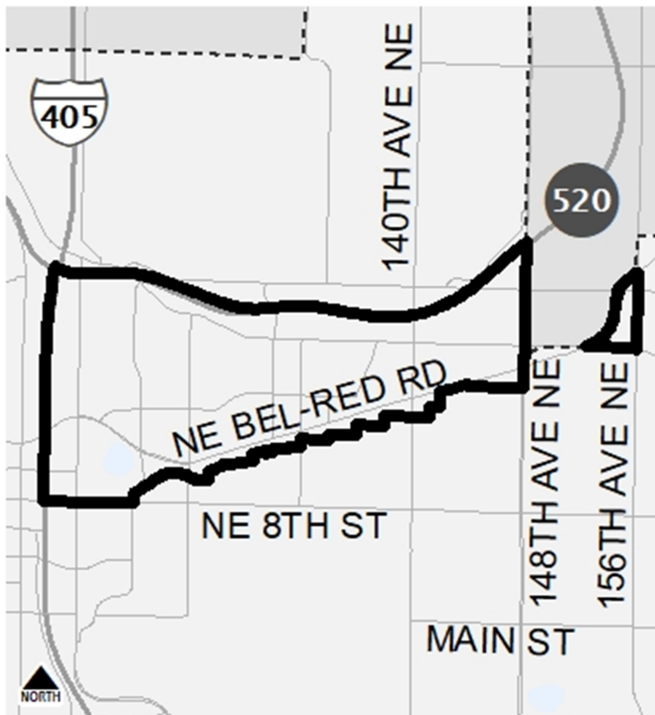
The BelRed Subarea plan projects the creation of at least 5K new housing units and 10K new jobs by 2030. Development activity consistent with that plan has been strong. Over 2K housing units are already completed or are under construction. Seattle Children's Hospital, the Global Innovation Exchange, and office buildings, are among the commercial endeavors. Implementation of public infrastructure in support of this growth is underway, including road improvements, light rail construction, and a new elementary school site. Yet, public parks and stream corridors approved in the plan lag 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 modest improvements or contribute to acquisition efforts to create needed parks and open space amenities.

Environmental Impacts

The light industrial uses common to the BelRed corridor over the past 60 years have significantly altered the environment, removing trees and vegetation and placing streams in underground pipes. The project funded through this proposal will work to reveal and restore the natural environment through parks, open space areas, wetland preservation, and stream restoration.

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 - 2021	3,199,823

Total Budgetary Cost Estimate: 3,199,823

Means of Financing

Funding Source	Amount
Developer Contributions	3,199,823

Total Programmed Funding: 3,199,823
Future Funding Requirements: 0

Comments

P-AD-104 Meydenbauer Bay Park Planning and Design

Category: **High Quality Built and Natural E** Status: **Approved Prior**
 Department: **Parks & Community Services** Location: **S Lake Washington Blvd**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
3,537,000	500,000	500,000	500,000	1,500,000	537,000	-	-	-

Description and Scope

The initial scope of work includes studies needed to inform the next phase of development of the adopted master plan and implementation principles and to design and permit those improvements. Future master plan development envisions features such as marina reconfiguration, an extension of the pedestrian promenade, parking structures, shoreline restoration, floating boardwalk, elevated viewing platform, 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

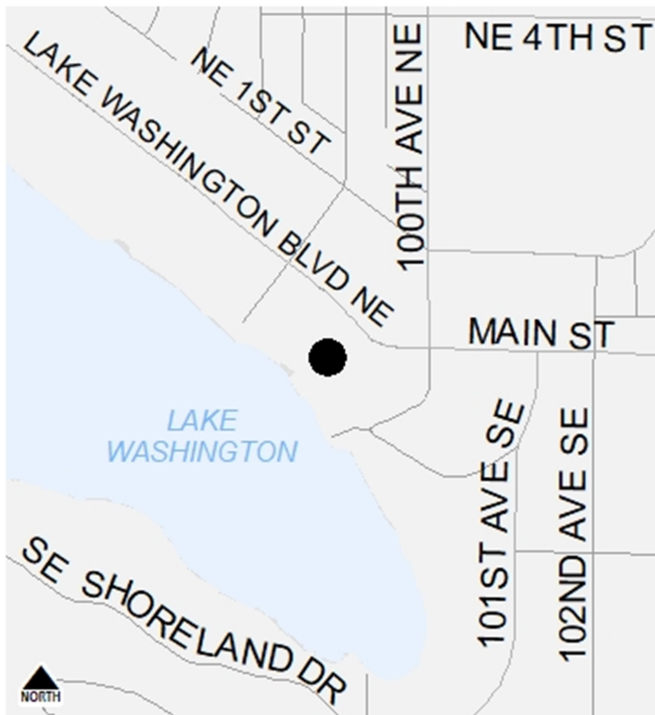
Public access to the waterfront is consistently identified as a top priority in resident surveys, and connecting downtown Bellevue to the waterfront has been a longtime vision of the City. The adopted Meydenbauer Bay Park and Land Use Plan is the result of a comprehensive public outreach process that 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, was open for community use in 2019.

Environmental Impacts

The Meydenbauer Bay Park and Land Use Plan was subject to environmental review. Future phases will be subject to additional review.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2020 - 2027	3,537,000

Total Budgetary Cost Estimate: 3,537,000

Means of Financing

Funding Source	Amount
Contributions from Other City Funds	3,538,000
General Taxes & LTGO Bond Proceeds	-1,236,000
Real Estate Excise Tax	1,235,000

Total Programmed Funding: 3,537,000
Future Funding Requirements: 0

Comments

P-AD-105 King County Parks Levy (2020-2025)

Category: **High Quality Built and Natural E** Status: **Approved Prior**
 Department: **Parks & Community Services** Location: **Various**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
3,734,224	592,000	774,224	592,000	592,000	592,000	592,000	-	-

Description and Scope

This project provides funds to supplement the acquisition, development, renovation, and operation of parks, open space, and trails, consistent with the purpose of the voter-approved 2020-2025 King County Parks, Recreation, Trails, and Open Space Levy. In 2019, the citizens of King County extended a tax increase to expand parks and recreation opportunities countywide that was originally passed in 2007 and extended for another six years by a vote in 2013. Per King County Ordinance 18890, approximately 8 percent of the levy funds are distributed directly per formula to cities in King County for parks system operations and capital improvement projects. Bellevue will continue to receive funds through 2025 per the terms of an agreement between the City and King County. In the previous levies, 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 regional trails planning effort, and funded key trail development in the Coal Creek Natural Area. Similar projects will be identified, consistent with uses allowed by the levy, to continue using these funds to supplement citywide park acquisition and development opportunities throughout the life of the levy. P-AD-105 includes funds remaining from P-AD-79, the 2014-2019 King County levy.

Rationale

Projects may include park and open space property acquisition, park development or renovation, and costs of park operations that meet the purpose of the Parks Property Tax Levy Agreement and allocated from the voter-approved King County parks levy approved in 2019. The funding allocated to Bellevue is distributed by a formula based in part on population and assessed values.

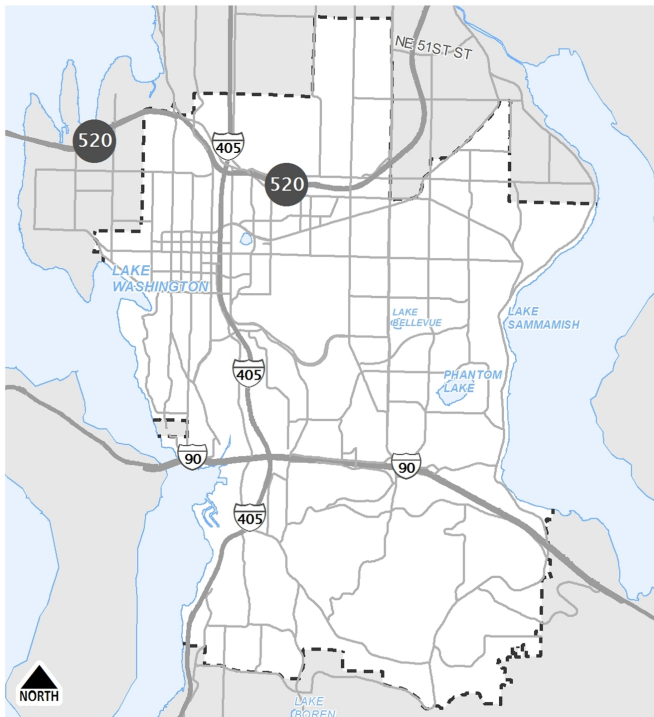
Environmental Impacts

Property acquisition and park operations are generally exempt from the requirements of the State Environment Protection Act (SEPA). The environmental impacts of development or renovation projects will be assessed on a case-by-case 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	2020 - 2025	3,734,224

Total Budgetary Cost Estimate: 3,734,224

Means of Financing

Funding Source	Amount
Interlocal Contributions	3,734,224

Total Programmed Funding: 3,734,224
Future Funding Requirements: 0

Comments

P-R-02 Enterprise Facility Improvements

Category: **High Quality Built and Natural E** Status: **Ongoing**
 Department: **Parks & Community Services** Location: **Various**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
11,250,532	10,610,870	-	-	115,763	121,551	127,628	134,010	140,710

Description and Scope

This project supports 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.

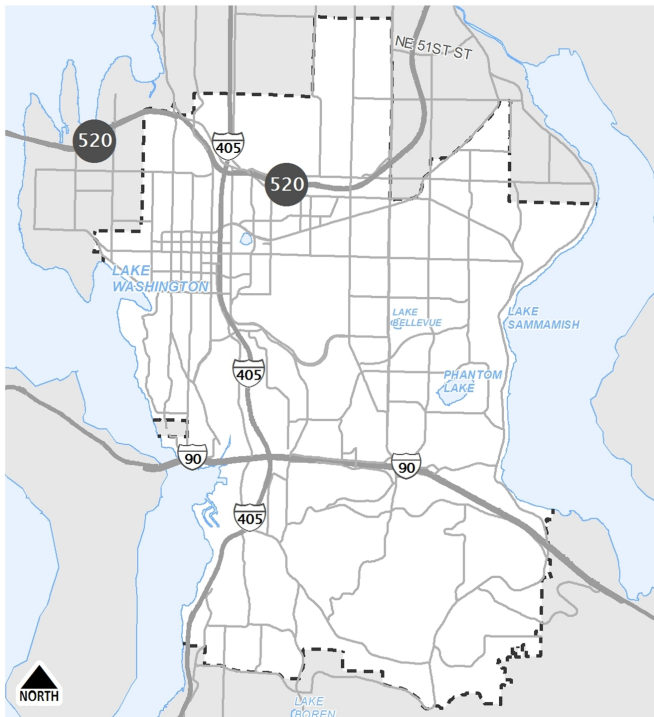
Environmental Impacts

Projects, as they are identified and implemented, will be subject to environmental review to assess any potential impacts to the environment.

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	11,250,532

Total Budgetary Cost Estimate: 11,250,532

Means of Financing

Funding Source	Amount
Charges for Services	5,823
Contributions from Other City Funds	8,920,273
General Taxes & LTGO Bond Proceeds	1,475,730
Judgements/Settlements	146,229
Miscellaneous Revenue	374,440
Rents and Leases	328,037

Total Programmed Funding: 11,250,532
Future Funding Requirements: 0

Comments

P-R-11 Parks Renovation & Refurbishment Plan

Category: **High Quality Built & Natural Env** Status: **Ongoing**
 Department: **Parks & Community Services** Location: **Various**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
115,836,869	74,022,600	5,645,049	5,675,751	5,812,469	5,951,000	6,094,000	6,240,000	6,396,000

Description and Scope

Each year, Parks & Community Services undertakes various renovation projects ranging from major planned lifecycle replacement or maintenance to repairing or replacing an asset that breaks unexpectedly. The parks and open space system is integral to the City Council Vision of maintaining Bellevue as "A City in a Park," so adequate and ongoing funding for renovation and major maintenance is essential. A sufficient renovation budget leads to well-maintained facilities that support exceptional public service to our customers. As reports of malfunctioning or broken equipment are reported, repairs and replacement equipment can be quickly mobilized and installed. This proposal allows the department to maintain and steward its existing assets and the environment. Funding from this project supports energy efficiency upgrades and improvements that support the city's overall environmental goals as expressed in the Environmental Stewardship Initiative. Typical park projects include repairs, renovation, replacement and/or upgrades to piers/docks, play equipment, drainage and irrigation, lighting, signage, fencing, pavement, sports fields, trails, shorelines, vegetation, and open space. Building-related projects include repairs or replacements of roofs, flooring, building envelopes, and mechanical systems, as well as code, accessibility, and efficiency upgrades.

Rationale

The park and open space system include developed parks and trail systems covering over 2.7K acres of land in Bellevue. Park infrastructure includes 34 major buildings with over 360K sq ft of space, 31 restroom buildings, 38 sports fields, 46 playgrounds, 64 sports courts, 17 miles of fencing, and over 90 miles of trails. Over 35K people participated in recreation programs throughout the parks system each year. This budget addresses improvements beyond normal maintenance requirements, including safety, accessibility, and code-related issues. The City has placed a high priority on reducing potential liability and increasing safety and accessibility into our park system. The Renovation Plan catalogs the lifecycle and replacement schedule for each asset in the parks system. These carefully planned repairs and renovations preserve the quality of park facilities, reduce potentially dangerous conditions, and allow continued public access to park properties and facilities. The City of Bellevue's park system is accredited by CAPRA (Commission for Accreditation of Park and Recreation Agencies). With the aid of a properly funded renovation's budget, the city's park system has won and continues to win numerous awards including the National Arbor Day Foundation Tree City USA, Tree City Growth Award, National League of Cities Diversity Award, and National Gold Medal Award from the National Recreation and Park Associations.

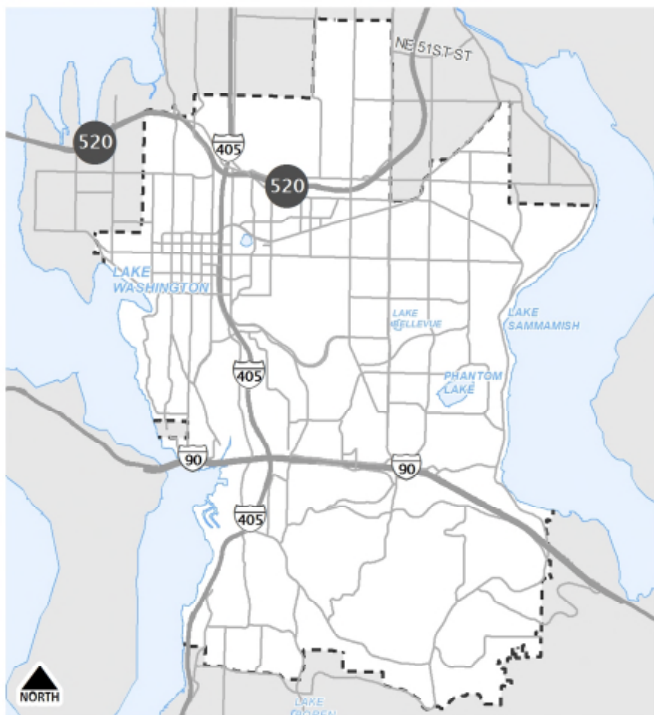
Environmental Impacts

Renovation and refurbishment projects are generally exempt from the State Environmental Protection Act (SEPA). Environmental reviews for larger projects will be completed on a case-by-case 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	115,836,869

Total Budgetary Cost Estimate: 115,836,869

Means of Financing

Funding Source	Amount
Contributions from Other City Funds	221,844
Developer Contributions	246,788
Federal Grants	1,159,851
General Taxes & LTGO Bond Proceeds	14,039,488
Interlocal Contributions	499,999
Miscellaneous Revenue	2,501,024
Private Contributions	183,624
Real Estate Excise Tax	95,261,382
Rents and Leases	747,743
State Grants	975,126

Total Programmed Funding: 115,836,869

Future Funding Requirements: 0

PW-M-15 Wetland Monitoring

Category: **High Quality Built & Natural Env** Status: **Ongoing**
 Department: **Transportation** Location: **Citywide**

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>
542,239	292,239	-	20,000	50,000	50,000	50,000	40,000	40,000

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 Northrup 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

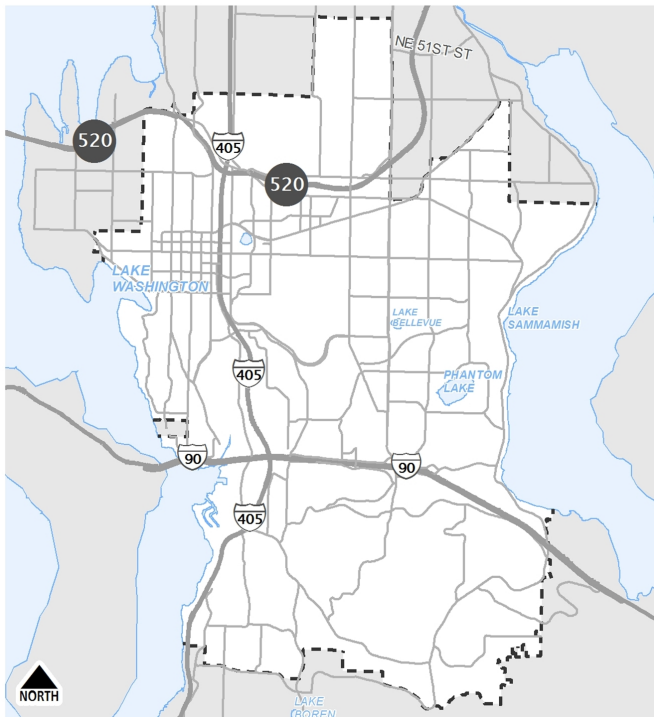
This program will allow specific transportation improvement projects to be closed when construction is complete.

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**

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	542,239

Total Budgetary Cost Estimate: 542,239

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
General Taxes & LTGO Bond Proceeds	266,352
Miscellaneous Revenue	10,887
Real Estate Excise Tax	73,614
Transportation Funding	191,386

Total Programmed Funding: 542,239
Future Funding Requirements: 0

Comments



2021-2027 Capital Investment Program Plan

Bellevue: Great Places Where You Want to Be

The Bellevue: Great Places Where You Want to Be strategic target area addresses the Council mission of supporting the cultural strengths of our city – the arts, heritage, culture, parks, recreation, and community events – while making Bellevue a destination for the rest of the region, and the world.

Projects in this category focus on a celebration of the arts and culture of Bellevue, as well as enhancing community services. These projects include public beautification, public-private partnerships in the provision of strategic transit-oriented development, and cultural installations commemorating our City's past.

Note: In adopting the 2021-2027 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.

2021-2027 Adopted CIP: Bellevue: Great Places Where You Want to Be

Funded CIP Projects

CIP Plan Number	Project Title	\$ in 000s	
		2021-2027	Total
		Project Cost	Estimated Cost
CD-11	Public Art Program	\$ 2,450	\$ 9,356
CD-22	Enhanced Right of Way and Urban Boulevards (ERUB)	3,500	8,399
CD-41	Civic Center Plan	35	585
CD-44	Grand Connection - Early Implementation	5,500	8,500
CD-48	Public-Private Partnership – Pilot BelRed TOD	431	3,708
G-112	Arts and Culture Fund	1,400	2,000
G-118*	Cross-Cultural Center	200	200
Total Bellevue: Great Places Where You Want to Be		\$ 13,516	\$ 32,748

*New CIP Plan for 2021-2027

2021-2027 Adopted CIP: Bellevue: Great Places Where You Want to Be

Combined, Completed Projects

CIP Plan Number	Project Title	\$ in 000s	
		2021-2027 Project Cost	Total Estimated Cost
NONE			
	Total Combined, Completed Projects	-	-

CD-11 Public Art Program

Category: **Bellevue: Great Places Where Y** Status: **Ongoing**
 Department: **CD** Location: **Various**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
9,355,875	6,905,875	350,000	350,000	350,000	350,000	350,000	350,000	350,000

Description and Scope

Under this program, the City of Bellevue seeks to be a vital platform for cultural exchange and creative inspiration. The City turns to living artists to enrich the collective experience of Bellevue's public places through permanent commissions and a growing collection of moveable artworks funded through the Public Art Program. A segment of the collection is devoted to artworks that raise the discourse on the defining aspects of Bellevue's civic life, exploring the diverse identities of our residents, converging cultures, international connections, technological currents and interplay between nature and the urban experience that make Bellevue's environment unique. Bellevue's art collection helps document the dynamic moments and complexities of Bellevue's cultural life and is an important resource for current and future generations.

This proposal funds the maintenance of 75 public art assets including major renovations needed for multiple signature artworks. It creates new permanent public artwork assets across the city from regional landmarks like the future artwork integrated into the Downtown Park's NE corner entrance along the Grand Connection to smaller public artworks that can help tell the story of a neighborhood or community. Additionally, this proposal funds the City's annual contemporary art showcase – Bellwether – and other stakeholder driven initiatives.

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 elevate discourse and connection while contributing aesthetically and culturally to the community's quality of life. They are accessible, in public ownership and open to all, representative of various styles, periods, or materials, and/or relating to the life of the community. Simply put, public art helps tell Bellevue's story.

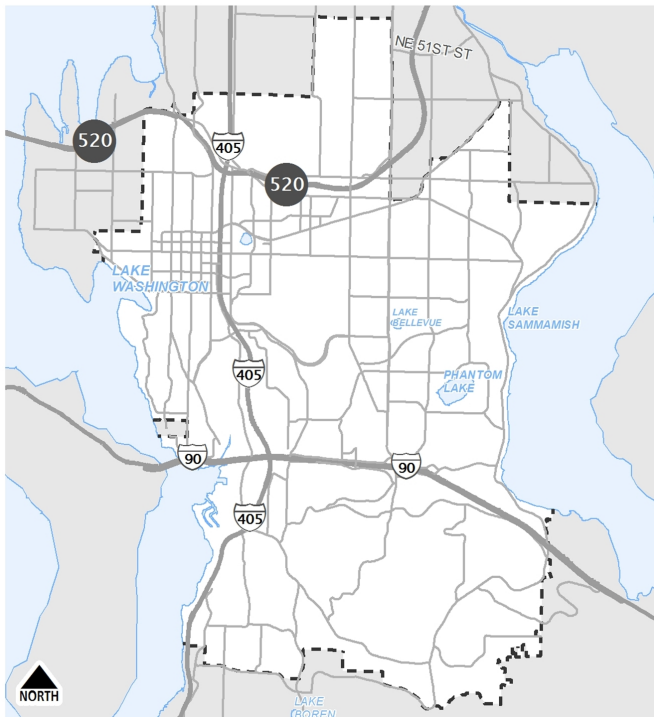
Environmental Impacts

All artworks receive required permits and limit environmental impact. Sustainability is a common theme addressed through public art.

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	9,355,875

Total Budgetary Cost Estimate: 9,355,875

Means of Financing

Funding Source	Amount
Charges for Services	31,834
Contributions from Other City Funds	427,509
General Taxes & LTGO Bond Proceeds	8,471,826
Judgements/Settlements	600
Miscellaneous Revenue	420,495
Operating Transfers In	2,005
Private Contributions	1,606

Total Programmed Funding: 9,355,875
Future Funding Requirements: 0

Comments

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

Category: **Bellevue: Great Places Where Y** Status: **Ongoing**
 Department: **CD** Location: **Various**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
8,399,180	4,899,180	500,000	500,000	500,000	500,000	500,000	500,000	500,000

Description and Scope

The Enhanced Right-of-Way and Urban Boulevards program demonstrates the city's many years of effort and experience in planning, designing, and implementing capital streetscape projects. This cross-departmental program, led by Community Development, works closely with consultants and communities to enhance the character, safety, and environmental functions of key streetscapes and connections across the city through the design and installation of aesthetic landscape areas, lighting, art, sidewalk designs, signage and other elements. Landscape areas enhance environmental functions by filtering air and water pollutants and regulating temperatures. This program combines these with other streetscape elements to create safe and attractive places for walking, biking and social gathering, and supports neighborhood identity. Examples of potential projects include: greenways that support connectivity and multimodal use; innovative designs that increase on-site stormwater infiltration; medians and other streetscape infrastructure that improve pedestrian safety; enhanced landscaping, special lighting, sidewalk designs, and public art that support neighborhood identity.

Rationale

With the tremendous growth and change Bellevue is experiencing, this program leverages opportunities to improve the livability, safety, environmental function and aesthetics of Bellevue's largest asset – the public right of way. Enhancing streetscapes, Bellevue's most used public space, is critical to shaping the experience of residents and workers, and creating great places, where you want to be.

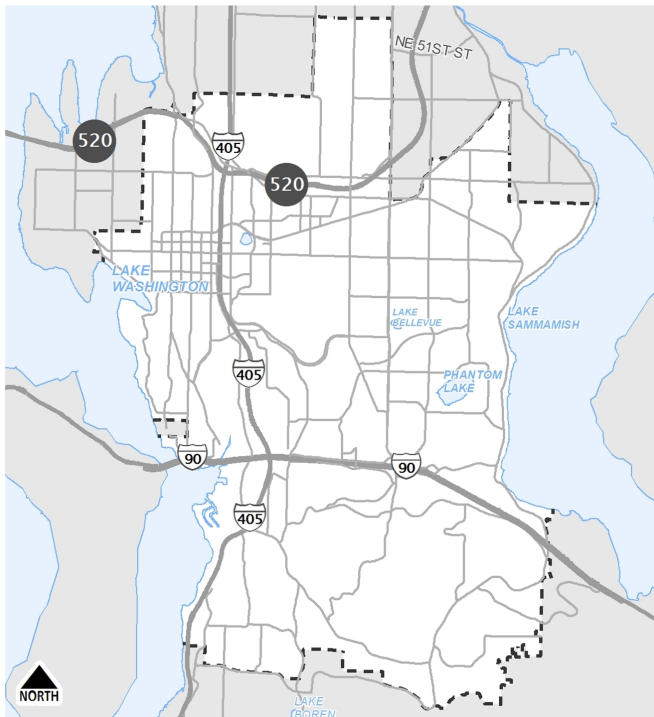
Environmental Impacts

This proposal enhances landscaping in the right of way improving the environmental performance of streetscapes including better stormwater management, vegetation restoration and tree canopy enhancement.

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	8,399,180

Total Budgetary Cost Estimate: 8,399,180

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	7,791,177
Miscellaneous Revenue	608,003

Total Programmed Funding: 8,399,180
Future Funding Requirements: 0

Comments

CD-41 Civic Center Conceptual Development Plan

Category: **Great Places Where You Want to** Status: **Approved Prior**
 Department: **CD** Location: **Various**

Programmed Expenditures								
Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
585,000	550,000	35,000	-	-	-	-	-	-

Description and Scope

This project will result in a master plan for the Civic Center District that will guide the next decade of this area's development. Key elements of the master plan have been identified through a mix of past CIP processes, our city's partnership with the Convention Center Authority, development review staff, Grand Connection related adopted policies, our Transit Master and Ped/Bike Plans, Downtown Land Use Code and Guidelines, ongoing Multimodal Level of Service work, Downtown Livability, and elements of the Comprehensive Plan. Collectively, these sources embody the following expectations:

1) Development scenarios for the Metro and adjacent City Hall sites, including civic uses and public/private partnership opportunities for transit-oriented development; 2) Development scenarios for the Convention Center expansion site; 3) Integrating ongoing development proposals on adjacent parcels; 4) Integration of public open space, including expansion of City Hall Plaza and the Grand Connection; 5) Options for the city-owned Lincoln Center property (Wilburton) and its relationship to the Civic Center District via an I-405 bridge/lid; 6) Pedestrian and bicycle circulation through the study area, connections to the Downtown Transit Center and light rail station; 7) Vehicular access/parking for new uses; 8) Incorporating proposed local right-of-way improvements (108th Avenue improvements, NE 6th & 110th raised intersection); 9) Integrating transit service improvements (STRide, K-Line) including stop locations/access; 10) Accommodating known, anticipated and future mobility options; 11) Public spaces to facilitate transfers between mobility modes; 12) A preferred master plan that integrates all the above elements; and 13) High level cost estimates; Funding and implementation guidance.

This ongoing work (since 2020) is informed by the policies and work programs mentioned above. Given the importance of this district to the city center and the Grand Connection, public engagement is a key component of this initiative. In 2021 the project anticipates the use of consultants for development and funding strategies, economic development (public-private partnerships, other), engagement strategies, as well as architecture and urban design 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. This funding ask seeks to mature the strategy as quickly as possible with the use of external expertise. Urgencies for this work come from development pressures from adjacent properties, the completion schedule of the Sound Transit Station and start of route service, the convention center expansion schedule, and resolution of the Grand Connection.

Environmental Impacts

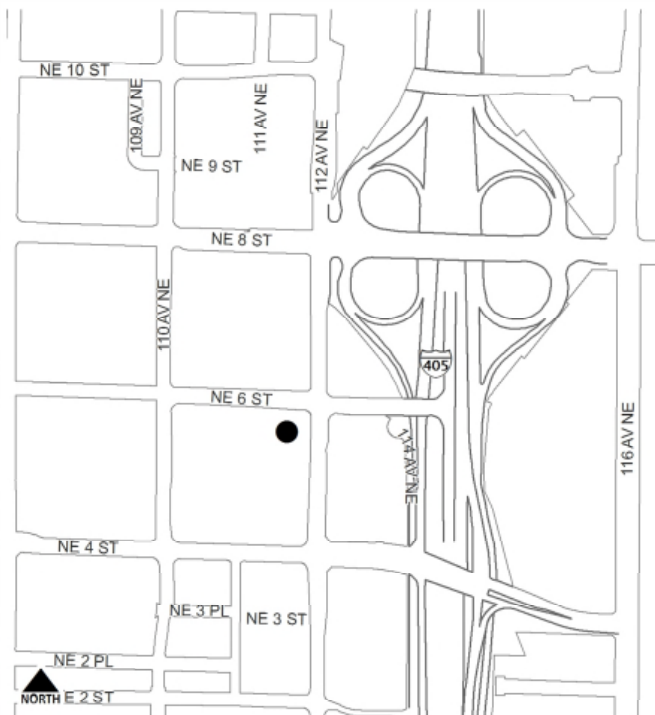
This effort is pre-development. Separate studies to determine any environmental impacts will follow and are outside this scope.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2020 - 2025	585,000

Total Budgetary Cost Estimate: 585,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	585,000

Total Programmed Funding: 585,000
Future Funding Requirements: 0

CD-44 Grand Connection Implementation

Category: **Bellevue: Great Places Where Y** Status: **Ongoing**
 Department: **CD** Location: **Various**

Programmed Expenditures								
Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
8,500,000	3,000,000	500,000	1,000,000	500,000	500,000	500,000	1,000,000	1,500,000

Description and Scope

The Grand Connection is a Council Priority to create the City's signature placemaking feature to connect from Meydenbauer Bay, through Downtown Bellevue, and across I-405 into Wilburton to meet up with the Eastrail regional trail. Council approval of the Grand Connection framework plans and completion of the Wilburton Citizen Advisory Committee (CAC) work set in motion a series of implementation efforts.

- 1) Grand Connection Lid Concept: Through partnerships and a mix of funding sources, the lid presents an opportunity to have the I-405 crossing be a unique, comfortable, and attractive route that catalyzes adjacent development in Downtown and Wilburton. Future work is needed on a technical feasibility study, benefits analysis, environmental review and design refinements, including phasing options.
- 2) Public Infrastructure Investment: The Grand Connection framework plan includes infrastructure investment for items such as raised intersections along the route and wayfinding to make the pedestrian experience more enjoyable and safer.
- 3) Tactical Urbanism and Small-Scale Investments: The Grand Connection process identified near-term, small scale implementation efforts to help advance the vision for corridor. These include items such as seating, identity treatments and temporary art installations.
- 4) Arts and Culture: The Grand Connection framework plan references arts and culture as an essential element to establishing a sense of place. Investment will be pursued for arts and culture as opportunities become available.
- 5) Wilburton Vision: The Wilburton CAC completed their recommended vision for the Wilburton area in 2018. Additional work will include resumption of the environmental impact statement (EIS) process, land use code amendments (LUCA), design guidelines, and a Comprehensive Plan Amendment (CPA) needed to realize the vision for Wilburton. This project will also fund up to \$500K for analysis and conceptual design of the I-405/NE 6th Street HOV extension into the Wilburton area with termination at either 116th Avenue NE or 120th Avenue NE (TBD pending further study).

Rationale

This project funding is critical for implementing the Wilburton vision and Grand Connection framework plans for Downtown Bellevue and the I 405 crossing/Wilburton segment. Capital investment will build upon momentum from the public and private sector and serve as a demonstration to stakeholders and the public of commitment from the City in the Grand Connection. It will continue to advance the Council's vision for the Grand Connection and leverage other investment and partnership opportunities.

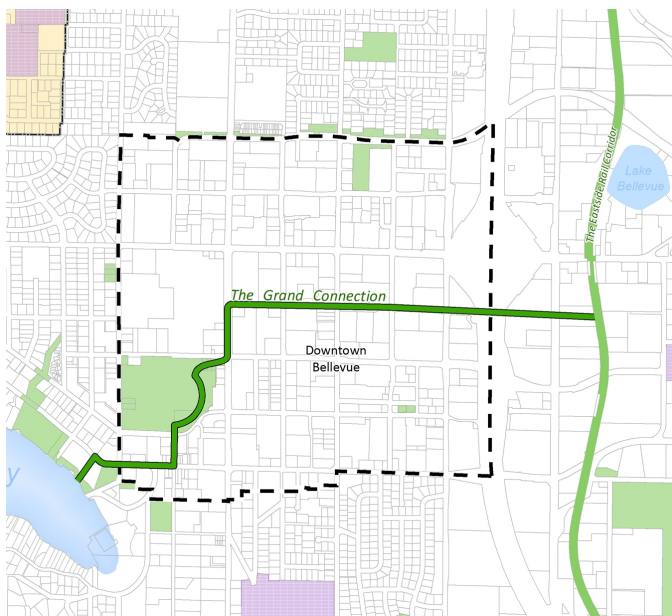
Environmental Impacts

High-level review of the Grand Connection I-405 crossing alternatives were included in the environmental review covering the Wilburton Land Use and Transportation Study. Further work on the lid crossing would include additional environmental review. The completion of the Wilburton Land Use and Transportation Study will include publishing the Final 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	Ongoing	8,500,000

Total Budgetary Cost Estimate: 8,500,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	8,500,000

Total Programmed Funding: 8,500,000
Future Funding Requirements: 0

CD-48 Public-Private Partnership – BelRed TOD

Category: **Bellevue: Great Places Where Y** Status: **Ongoing**
 Department: **CD** Location: **Various**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
3,708,388	3,277,388	179,000	124,000	128,000	-	-	-	-

Description and Scope

This proposal continues the city's work leading the development of catalytic public-private partnerships that generate revenue, community benefits or other opportunities to offset costs to the city for programs, services, amenities and infrastructure.

BelRed/130th Station Transit Oriented Development (TOD): This proposal continues the city's analysis and implementation of development strategies for the 130th parcels. Advancement of this redevelopment effort is not only essential to achieving the Council-adopted 130th Station Area TOD Principles and the city's obligations to Sound Transit, it will also serve as a catalyst for broader investment and redevelopment in the BelRed-130th Station area. Funding will go to support analyzing site feasibility and development scenarios that maximize public benefit; analysis of development strategies that minimize costs for delivery of Sound Transit-required interim and permanent parking facilities; design and implementation of required interim parking solutions; marketing of the TOD opportunity to prospective investors and developers; and execution of a competitive procurement process leading to a qualified development partner(s).

Advancing the BelRed Arts District: Redevelopment of the 130th TOD parcels, including the recently acquired Kelly Autobody site, presents the city with a generational opportunity to directly shape and advance the development of BelRed as an Arts District. Funding from this proposal will go to support analyzing site feasibility and development scenarios for uses that support the creative economy. Additionally, funding will go to support implementation of creative placemaking activations and partnerships that build awareness of BelRed as a creative hub; market the district to accelerate growth and investment; promote and retain existing businesses; and engage residents in the local creative economy.

Rationale

This program leverages public-private partnerships to advance the city's interests in BelRed, deliver significant public benefits, ensure required obligations to Sound Transit are met, and drive catalytic projects that spur redevelopment to support businesses and residents. Continued funding of this proposal provides for more efficient use of resources, expedites development responsiveness, maintains city influence over the development and enhances coordination.

Environmental Impacts

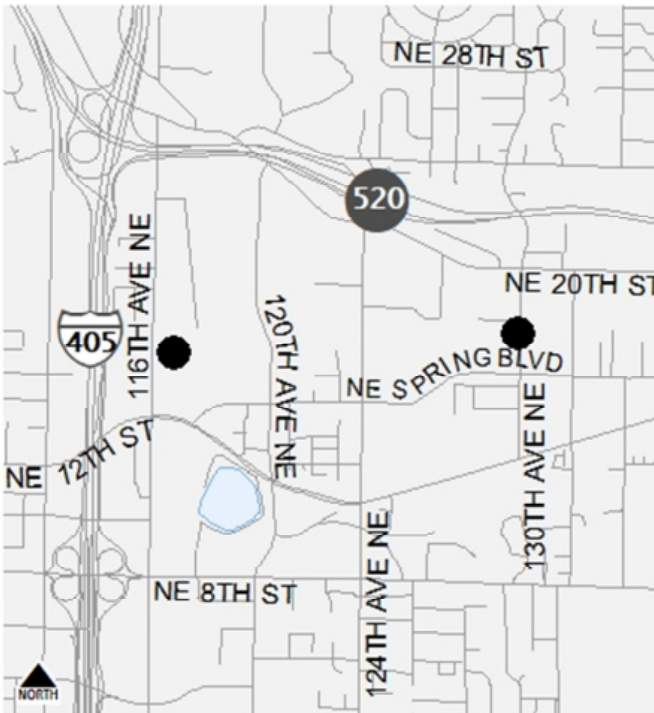
SEPA, including related technical analysis, will be done as needed for individual TOD projects.

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: 0

G-112 Arts and Culture Fund

Category: **Bellevue: Great Places Where Y** Status: **Ongoing**
 Department: **Finance and Asset Management** Location: **Various**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
2,000,000	600,000	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: 1) must have a sustainable long-term financial model, including a strong private sector financial commitment; 2) 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); 3) should provide for City involvement in financial oversight; and 4) must be an investment in a facility, or for support of the operation of the facility; cannot fund fund-raising activities.

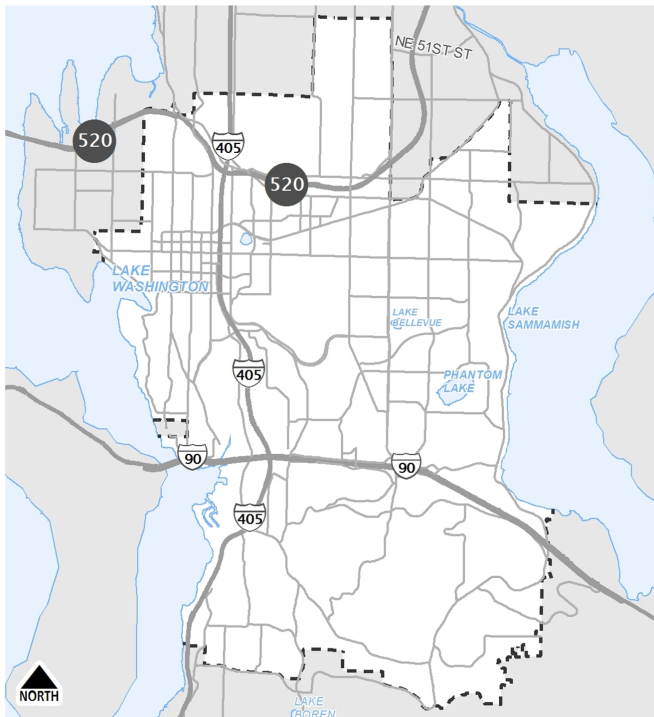
Rationale

Environmental Impacts

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	2,000,000

Total Budgetary Cost Estimate: 2,000,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	2,000,000

Total Programmed Funding: 2,000,000
Future Funding Requirements: 0

Comments

G-118 Cross-Cultural CenterCategory: **Great Places Where You Want to** Status: **New**Department: **City Manager's Office**Location: **City Hall****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
200,000	-	200,000	-	-	-	-	-	-

Description and Scope

This project provides funding for the next phase of the cross-cultural feasibility study. The first phase included an inventory of programs, and second was a feasibility study. The next phase would include strategic visioning and City master planning integration, partnership assessment, and financing. The objective of this phase would be to clarify and narrow the vision, purpose, and objectives for a cross-cultural center in connecting members of the community.

Rationale

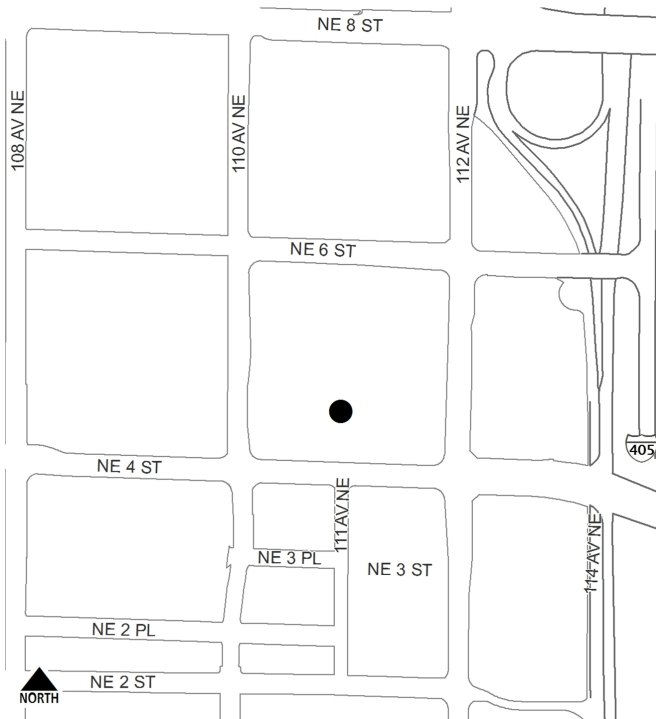
Additional money has been proposed in reserve for community involvement to support the feasibility study. AECOM has recommended "cultivation of a project champion" team made up of staff and community members. Staff will bring back analysis of how much funding is required for the community champions and public outreach as part of the scope of work review in Q1.

Environmental Impacts

N/A

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2021 - 2022	200,000

Total Budgetary Cost Estimate: 200,000

Means of Financing

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

Total Programmed Funding: 200,000
Future Funding Requirements: 0

Comments



2021-2027 Capital Investment Program Plan

Regional Leadership and Influence

The Regional Leadership and Influence strategic target area is focused on establishing partnerships with regional governments and local businesses to promote mutual areas of interest. In the 2021-2027 CIP, there are no projects specifically developed to address this strategic target area.

Note: In adopting the 2021-2027 CIP, the City Council did not specifically identify projects to be funded by General Taxes versus 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.

2021-2027 Adopted CIP: Regional Leadership and Influence

Funded CIP Projects

CIP Plan Number	Project Title	\$ in 000s	
		2021-2027	Total
		Project	Estimated
		Cost	Cost
Total Regional Leadership and Influence		\$ -	\$ -



2021-2027 Capital Investment Program Plan

Achieving Human Potential

The Achieving Human Potential area contains projects that provide residents enjoy a high quality of life. Bellevue is a caring community where our residents feel connected to each other and invested in their community.

A project funded in the 2021-2027 implements the City's affordable housing strategy. The affordable housing project addresses Bellevue's Comprehensive Plan housing goal to promote a variety of housing opportunities to meet the needs of all members of the community.

Note: In adopting the 2021-2027 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.

2021-2027 Adopted CIP: Achieving Human Potential

Funded CIP Projects

CIP Plan Number	Project Title	\$ in 000s	
		2021-2027 Project Cost	Total Estimated Cost
G-109	Affordable Housing Contingency	\$ 14,000	\$ 19,000
	Total Achieving Human Potential	\$ 14,000	\$ 19,000

2021-2027 Adopted CIP: Achieving Human Potential

Combined, Completed Projects

CIP Plan Number	Project Title	\$ in 000s	
		2021-2027 Project Cost	Total Estimated Cost
NONE			
	Total Combined, Completed Projects	<u>-</u>	

G-109 Affordable Housing Contingency

Category: **Achieving Human Potential**
 Department: **CD**

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
19,000,000	5,000,000	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

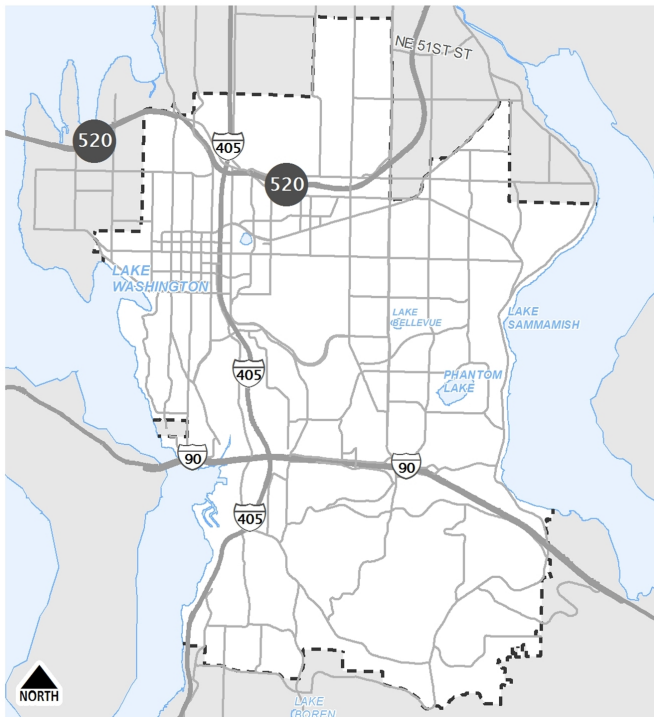
This proposal provides additional resources to implement Bellevue's adopted Affordable Housing Strategy. Affordable housing funding beyond current levels is necessary to achieve a greater outcome in new or preserved housing, especially in units that serve households earning less than 60% of area median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

Environmental Impacts

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	19,000,000

Total Budgetary Cost Estimate: 19,000,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	19,000,000

Total Programmed Funding: 19,000,000
Future Funding Requirements: 0

Comments



2021-2027 Capital Investment Program Plan

High Performance Government

The High Performance Government strategic target area consists of projects that are considered to be of general municipal benefit that promote healthy living in a safe, clean City. The perception of safety and good stewardship contributes to the success of businesses and neighborhoods. People are attracted to Bellevue because they see that the City is well managed and provides high levels of customer service.

Information technology (IT) investments include projects that are aligned with the City's Technology Strategic Plan and technology standards, encourage collaboration, identify low-cost repeatable solutions, and reduce the City's technical debt.

Fire station, facility, and City Hall 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 2021-2027 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.

2021-2027 Adopted CIP: High Performance Government

Funded CIP Projects

CIP Plan Number	Project Title	\$ in 000s	
		2021-2027	Total
		Project Cost	Estimated Cost
G-103	Eastrail	\$ -	\$ 2,500
G-01	COB Fuel System Replacement	7,266	7,911
G-04	Hearing Assistance for Public Spaces	-	480
G-59	JDE System Upgrade and Enhancements	685	16,285
G-107	Council Contingency	1,355	3,605
G-110	Citywide Security Improvements	-	450
G-113	Facility Services Major Maintenance	8,668	12,213
G-115*	City Fleet In-Ground Lift Replacement	1,125	1,125
G-116*	Space Planning to Support Change at City Hall & BSC	1,300	1,300
PS-16	Fire Facility Maintenance	16,533	37,645
PS-63	Fire Facility Master Plan	-	18,250
PS-64	Fire Station 10 (Levy)	3,000	27,100
PS-65	Fire Station 4 (Levy)	23,000	24,230
PS-66*	Fire Station 5	12,500	12,500
PS-67*	Fire Warehouse & Special Projects (Levy)	8,000	8,000
PS-68*	Station 6 Renovations (Levy)	15,224	15,224
G-94	Enterprise Application Replacement Reserve	11,500	15,400
CD-45	Mini City Hall Expansion	-	250
PW-W/B-49	Pedestrian Facilities Compliance Program	1,244	3,706
Total High Performance Government		\$ 111,400	\$ 208,175

*New CIP Plan for 2021-2027

2021-2027 Adopted CIP: High Performance Government

Combined, Completed Projects

CIP Plan Number	Project Title	\$ in 000s	
		2021-2027 Project Cost	Total Estimated Cost
G-111	Long-Range Property & Facilities Plan	-	\$ 280
	Total Combined, Completed Projects	-	\$ 280

G-01 City Fuel System Replacement

Category: **High Performance Government** Status: **Approved Prior**
 Department: **Finance and Asset Management** Location: **Various**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
7,911,000	645,000	266,000	1,500,000	1,500,000	1,500,000	800,000	850,000	850,000

Description and Scope

This project will replace 17 underground fuel storage tanks at 10 of the City's fueling sites, including Bellevue Service Center, Bellevue Municipal Golf Course, 7 fire stations and City Hall. The scope includes planning, design, decommissioning, remediation and replacement of the City fuel tanks and associated fueling equipment. These tanks will enable fuel to be accessible for vehicles, equipment, and emergency generators so they can deliver services. The 10 sites will be scheduled out over a period generally matching their 30-year useful life.

Rationale

The City's existing tanks were installed over 16 years from 1989 to 2004 using CIP projects to replace equipment that no longer met environmental regulatory requirements. These tanks support daily operations for all City departments as well as emergency operations for Police, Fire, Utilities, Parks, and Transportation. The existing tanks are reaching the end of their 30-year useful life and need to be replaced. Underground storage tanks have a 30-year warranty, which is how their useful life is determined, and as they reach the end of their warranty, insurance rates increase from \$10k deductible per leak incident to \$250k per incident.

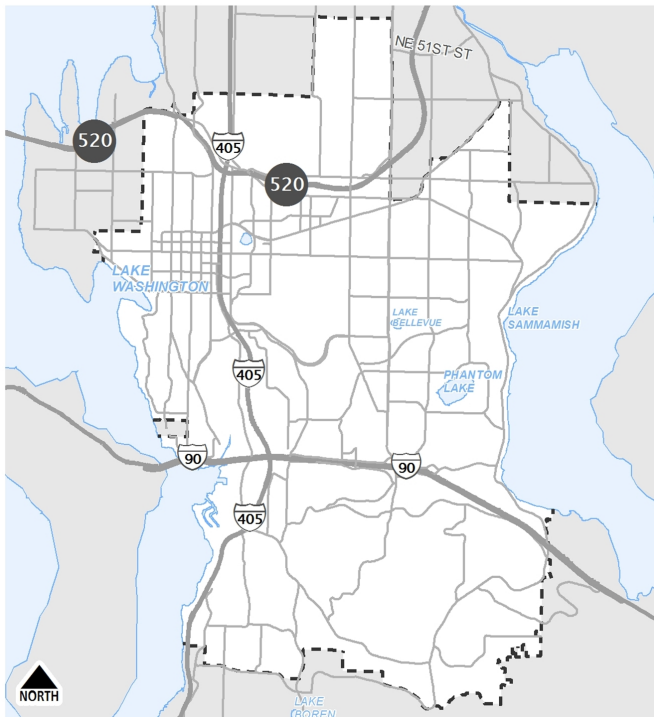
Environmental Impacts

This proposal will replace the aging underground storage tank infrastructure, reducing the potential for environmental contamination from leaking tanks.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2021 - 2034	7,911,000

Total Budgetary Cost Estimate: 7,911,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	7,675,239
Miscellaneous Revenue	61,881
Operating Transfers In	173,880

Total Programmed Funding: 7,911,000
Future Funding Requirements: 0

Comments

G-59 Finance and Asset Management/Human Resources Systems

Category: **High Performance Government** Status: **Approved Prior**
 Department: **Finance and Asset Management** Location: **City Hall**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
16,258,298	15,573,298	460,000	225,000	-	-	-	-	-

Description and Scope

The current CIP provides funding for the replacement of the city's budgeting system, continues funding for upgrades, enhancements to the City's Financial ERP system, support and modification to the Business and Occupation (B&O) tax system (PRAXIS) and minor software purchases that increase productivity and integrate with the existing Finance and Asset Management and HR core system. This project originally provided for the replacement of the City's finance and human resource systems with the JD Edwards ERP system.

Rationale

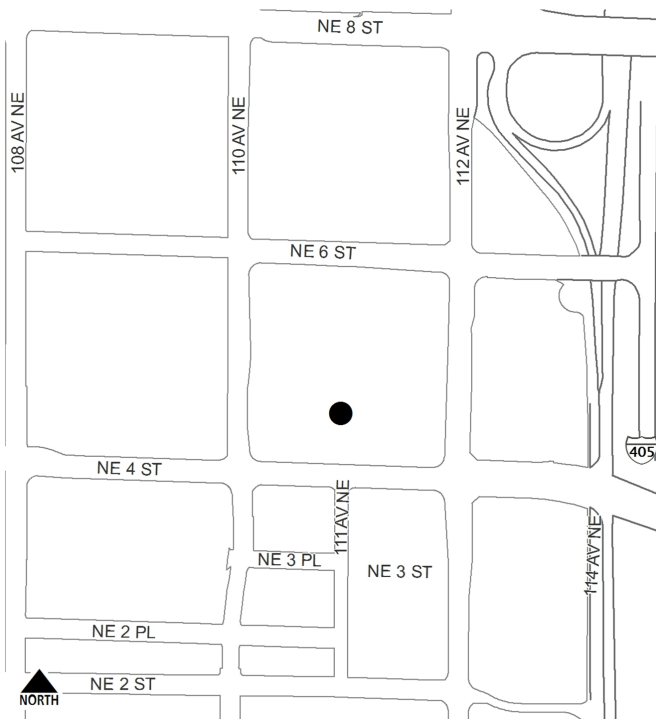
A stable and accurate Finance, Asset Management, and Human Resources System provides information required for financial planning, financial management, and enabling the workforce to achieve their potential. The ERP system equips the organization with the technology to perform financial management and conduct financial operations in a timely, consistent, and predictable manner.

Environmental Impacts

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2003 - 2022	16,258,298

Total Budgetary Cost Estimate: 16,258,298

Means of Financing

Funding Source	Amount
Contributions from Other City Funds	3,664,039
General Taxes & LTGO Bond Proceeds	12,398,526
Miscellaneous Revenue	195,733

Total Programmed Funding: 16,258,298
Future Funding Requirements: 0

Comments

G-107 Council Contingency

Category: **High Performance Government** Status: **Ongoing**
 Department: **Finance and Asset Management** Location: **Citywide**

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>
1,355,000	-	-	-	215,000	285,000	285,000	285,000	285,000

Description and Scope

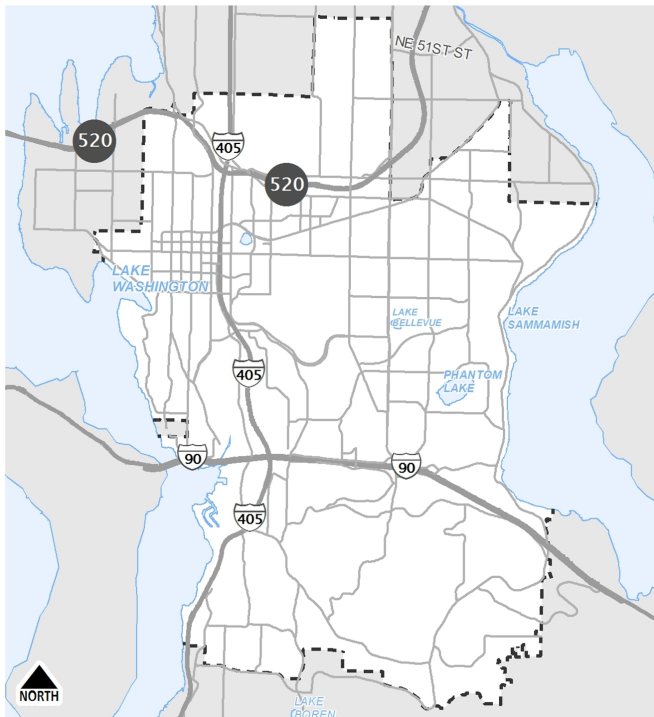
This CIP project is a placeholder of CIP funding for Council Contingency projects that the City Council may identify.

Rationale

Any unexpended appropriations from prior fiscal biennium will not be carried forward.

Environmental Impacts**Operating Budget Impacts**

This program will have no impact on operating expenditures.

Project Map**Schedule of Activities**

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	2021 - 2027	1,355,000

Total Budgetary Cost Estimate: 1,355,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
General Taxes & LTGO Bond Proceeds	1,355,000

Total Programmed Funding: 1,355,000
Future Funding Requirements: 0

Comments

G-113 Facility Operations Major Maintenance Plan

Category: **High Performance Government** Status: **Ongoing**
 Department: **Finance and Asset Management** Location: **City Hall**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
12,212,939	3,544,526	679,909	853,505	3,152,995	1,514,188	1,028,888	644,792	794,136

Description and Scope

Projects in the Major Maintenance Plan include building systems, repairs and upgrades, major building remodels, and projects to improve energy efficiency at City Hall and the Bellevue Service Center that are beyond the scope of normal maintenance and operations. In 2020, an updated professional facilities condition assessment was conducted to evaluate the current condition of building structures, site pavement, roofing, building envelopes, and equipment. The current CIP budget incorporates the information from this assessment, which identified high priority projects and a recommendation time frame for completion. Projects have been planned in each year to address the highest priorities. The budget also includes annual funding for energy efficiency, interior, and ADA projects.

Rationale

This CIP project addresses necessary major maintenance projects, 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 these sites given their strategic value in the delivery of services. Continuing to address major maintenance work at these facilities in a methodical, safe, and responsible manner provides for the most effective and efficient use of the facilities. The major repairs and improvements accomplished through this project will maintain or enhance the operating condition of these primary City facilities and preserve and extend the useful life of these buildings.

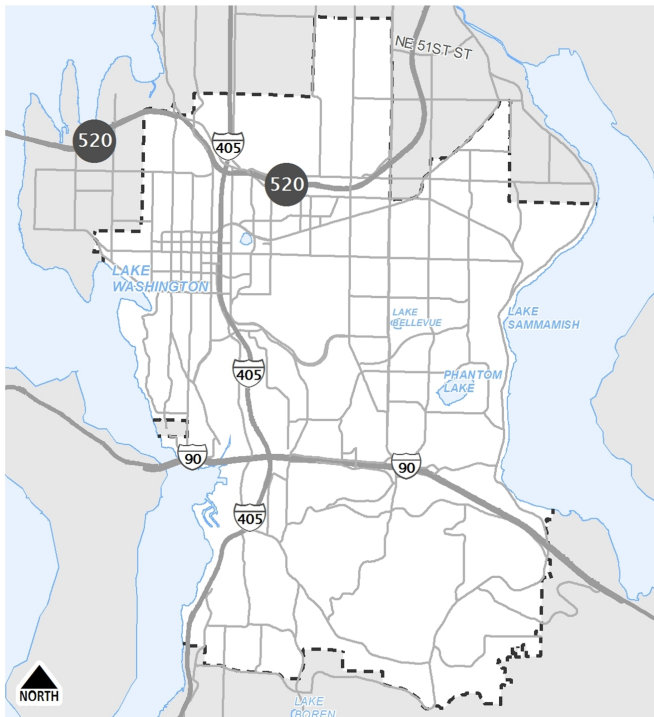
Environmental Impacts

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

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	12,212,939

Total Budgetary Cost Estimate: 12,212,939

Means of Financing

Funding Source	Amount
Charges for Services	12,212,939

Total Programmed Funding: 12,212,939
Future Funding Requirements: 0

Comments

G-115 City Fleet In-Ground Lift Replacement

Category: **High Performance Government** Status: **New**
 Department: **Finance and Asset Management** Location: **Bellevue Service Center**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
1,125,000	-	765,000	360,000	-	-	-	-	-

Description and Scope

Replacement of 6 in-ground, hydraulically operated vehicle and equipment lift systems. This project involves the removal of the old systems and preparation and installation of the new systems, including architectural details, permits, project management, concrete slab cut/pour, and electrical work.

Rationale

The lifts are an essential and indispensable tool for our business and key to servicing the City's fleet. The success of the City's fleet maintenance and repair program relies on having the correct number of these systems and those systems being in sound working order. Two lifts per technician is the industry standard and the City has 1.8. Further reduction of lifts per technician would diminish our ability to effectively perform work and result in service delays. In 2019, two lift systems in our shop failed. In both cases, the cost of repairs was not justified, and they were replaced with newer, more modern systems. We have six lifts remaining that are the same age as those that failed. It can be reasoned that the remaining lifts are on 'borrowed' time and moving forward, we will continue to experience similar critical failures. When a lift system fails, it creates production bottlenecks and diminishes our capacity for processing work in-house. Vendors are then used for the overflow. Vendors are more costly and equipment downtime increases as it leaves us susceptible to the vendors' priorities and timetables. In addition, when lifts are down, technicians spend more time shuttling equipment back and forth to vendors, further reducing technician productivity and availability for addressing other repairs. As the remaining lifts fail, they will need to remain out-of-service until replacement funding is sourced.

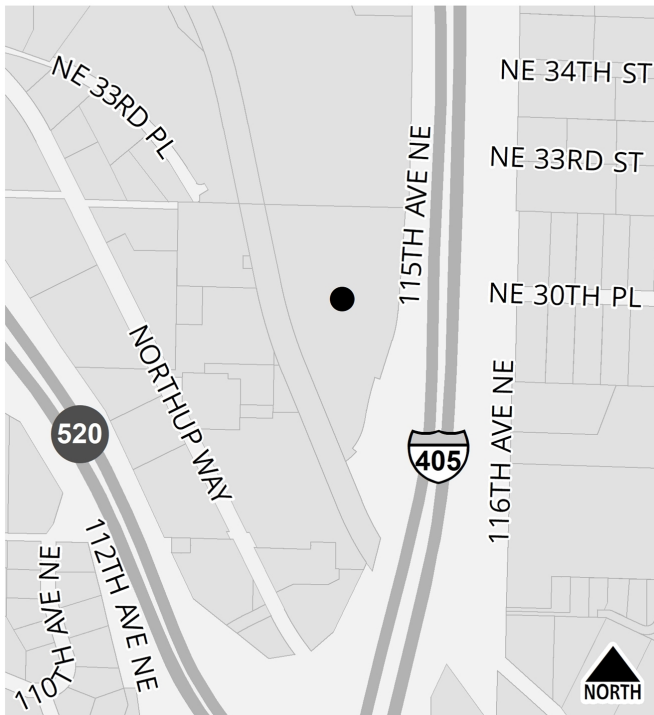
Environmental Impacts

Modern lift systems are designed to promote environmental stewardship through increased efficiencies, such as a reduced footprint, superior containment attributes, and ability for relocation (mobile systems). It's anticipated that there will be no adverse environmental impacts. Project-specific environmental determination will be made in conjunction with the final phase of the project.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2021 - 2022	1,125,000

Total Budgetary Cost Estimate: 1,125,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	1,125,000

Total Programmed Funding: 1,125,000
Future Funding Requirements: 0

Comments

G-116 Space Planning to Support Change at City Hall & BSC

Category: **High Performance Government** Status: **New**
 Department: **Finance and Asset Management** Location: **City Hall**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
1,300,000	-	100,000	300,000	300,000	300,000	300,000	-	-

Description and Scope

This project is requesting funding for the planning, design, construction, and change management services to support the conversion of space from seating and storage, to conference, collaboration and shared productive space across City Hall. Over the next ten years, this project will enable the City to develop efficient and cost-effective solutions needed to maximize the use of our space, providing for productive services provided by our staff in support of the citizen's needs. The scope will include: modifications to existing HVAC and electrical systems, infrastructure additions to support IT provided equipment in conference rooms and collaboration spaces, additional lighting plans, office furniture and fixtures in common areas (where existing is not able to be repurposed), updates to existing restrooms and fit/finish updates in impacted areas.

Rationale

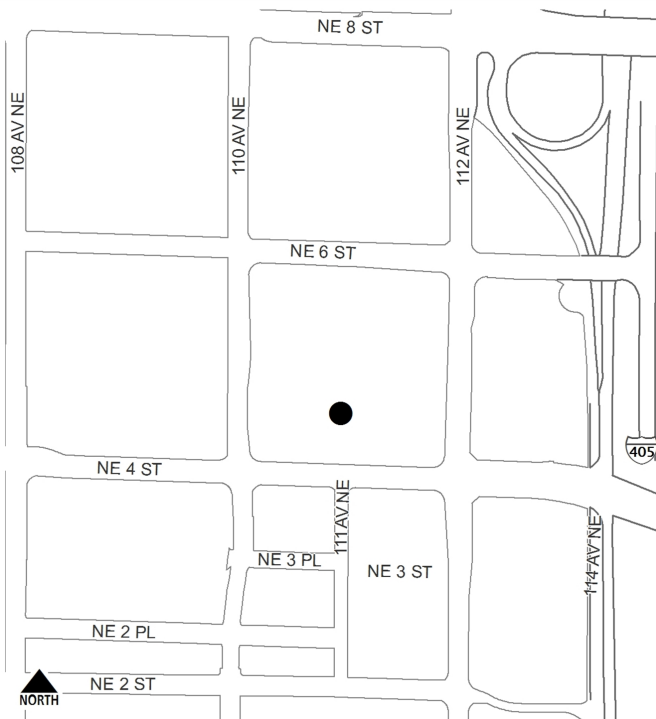
This project enables the City to address known future space needs to maximize the use of City Hall and BSC, providing for productive support of the citizen's needs.

Environmental Impacts

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2021 - 2025	1,300,000

Total Budgetary Cost Estimate: 1,300,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	1,300,000

Total Programmed Funding: 1,300,000
Future Funding Requirements: 0

Comments

PS-16 Fire Facility Major Maintenance

Category: **High Performance Government** Status: **Approved Prior**
 Department: **Fire** Location: **Citywide**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
37,526,160	20,993,048	2,910,347	2,317,443	2,147,137	2,474,538	2,255,894	2,227,628	2,200,125

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 safely and responsibly 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.

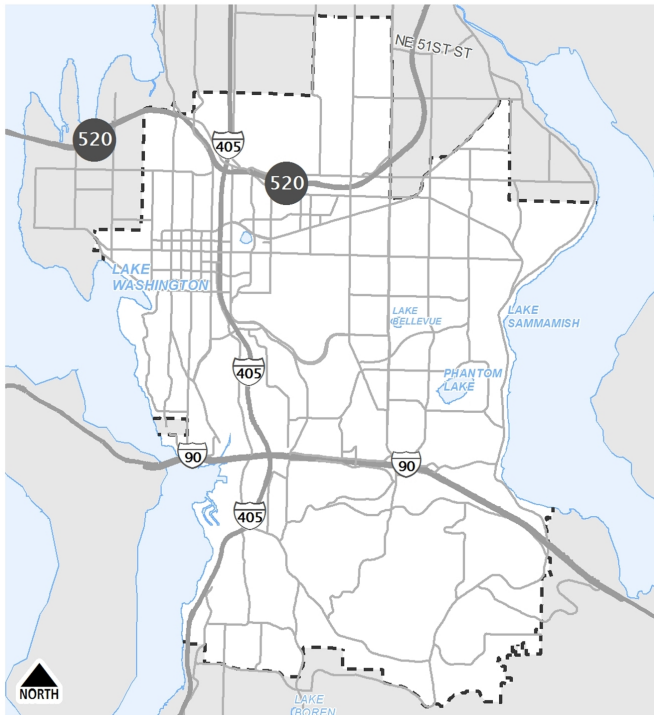
Preserving existing capital infrastructure before building new facilities is a critical element of the city's financial policy (Citywide Financial Policy XI: I). While the Fire Levy was approved to replace two fire stations and build a new urban fire station, there is continuous maintenance required 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

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 - 2027	37,526,160

Total Budgetary Cost Estimate: 37,526,160

Means of Financing

Funding Source	Amount
Charges for Services	1,477
General Taxes & LTGO Bond Proceeds	32,462,025
Interlocal Contributions	4,655,645
Miscellaneous Revenue	227,007
Operating Transfers In	137,140
Private Contributions	16,115
Sale of Fixed Assets	26,751

Total Programmed Funding: 37,526,160
Future Funding Requirements: 0

PS-64 Fire Station 10 (Levy)

Category: **High Performance Government**
 Department: **Fire**

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

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>
27,100,000	24,100,000	-	3,000,000	-	-	-	-	-

Description and Scope

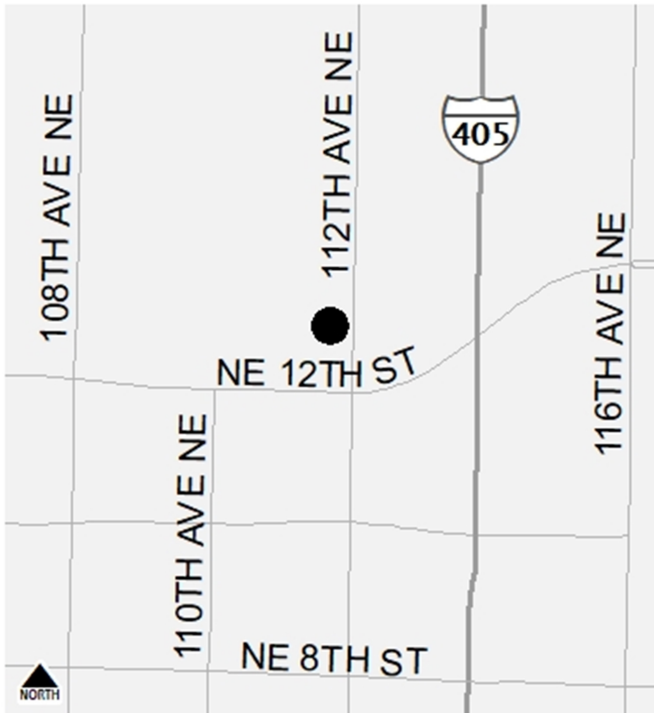
The downtown has a majority of high-rises in the city and high-rise development is continuing at a fast pace. In the next decade, it is expected that the downtown area will have a significant increase in jobs and residential population. The location of the new fire station in the downtown area will address current response shortfalls and will ensure the 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 play a factor: 1) Current and projected population and call volume growth in the city; 2) Emergency response time patterns; 3) Protecting the health and safety of firefighters; 4) Ability to maintain operational effectiveness during all types of emergencies; and, 5) 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**Operating Budget Impacts**

This program will have no impact on operating expenditures.

Project Map**Schedule of Activities**

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	2017 - 2023	27,100,000

Total Budgetary Cost Estimate: 27,100,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Fire Levy Revenue	27,100,000

Total Programmed Funding: 27,100,000
Future Funding Requirements: 0

Comments

PS-65 Fire Station 4 (Levy)

Category: **High Performance Government** Status: **Ongoing**
 Department: **Fire** Location: **Factoria**

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>
24,230,206	1,230,206	-	2,486,500	6,918,690	7,038,170	6,556,640	-	-

Description and Scope

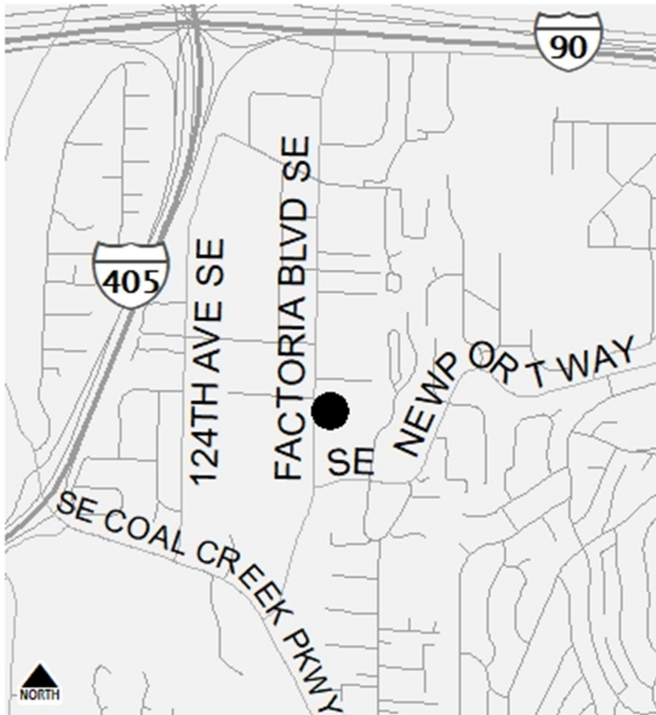
This project provides funding to relocate Fire Station 4 where site limitations preclude reconfiguration or expansion at the existing location. Due to continued growth throughout the city, Fire Station 4 has been designated as a future taskforce station. This designation requires additional space to house more emergency response units. Relocation of Battalion taskforces to new station 4 and station 6 provides 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 are being considered: 1) Current and projected population and call volume growth in the city; 2) Emergency response time patterns; 3) Protecting the health and safety of firefighters; Ability to maintain operational effectiveness during all types of emergencies; and, 4) 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**Operating Budget Impacts**

This program will have no impact on operating expenditures.

Project Map**Schedule of Activities**

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	2017 - 2025	24,230,206

Total Budgetary Cost Estimate: 24,230,206

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Fire Levy Revenue	24,230,206

Total Programmed Funding: 24,230,206
Future Funding Requirements: 0

Comments

PS-66 Fire Station 5

Category: **High Performance Government** Status: **Approved Prior**
 Department: **Fire** Location: **Clyde Hill**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
12,500,000	-	7,500,000	5,000,000	-	-	-	-	-

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 the PS-63 project. One of the most critical needs identified in the study was rebuilding Fire Station Five (\$15.1M).

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.

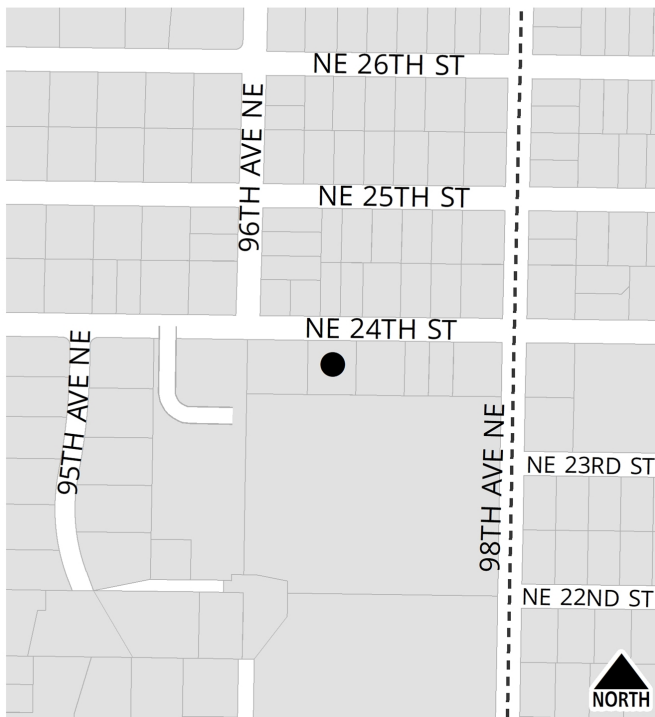
Environmental Impacts

The new fire station 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 impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2021 - 2022	12,500,000

Total Budgetary Cost Estimate: 12,500,000

Means of Financing

Funding Source	Amount
General Taxes	12,500,000

Total Programmed Funding: 12,500,000
Future Funding Requirements: 0

Comments

PS-67 Fire Warehouse & Special Projects (Levy)

Category: **High Performance Government** Status: **New**
 Department: **Fire** Location: **Various**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
8,000,000	-	6,685,805	1,314,195	-	-	-	-	-

Description and Scope

This proposal would allow for the first right of refusal for the existing warehouse and property adjacent to the current training center. This acquisition would allow the BFD to make positive strides in fulfilling the Fire Facility Master Plan. The warehouse would support other station renovations, the training center as well as being a central warehouse for supplies and create the ability for an inhouse airfill unit for both the SCBA and the CCBA.

Rationale

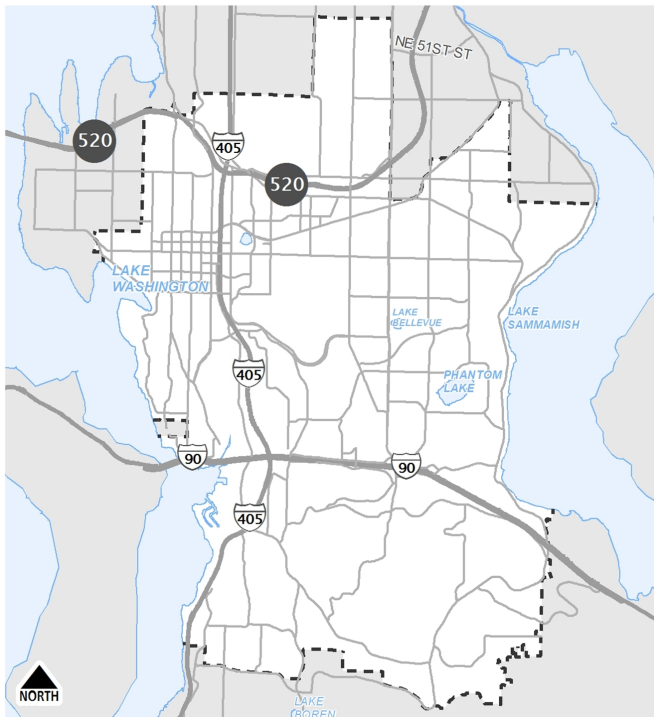
It is important to note that the Warehouse/Special Projects will enable the special projects from individual stations to relocate here to vacate space needed to create bunker gear storage, decontamination area, etc. These remodels will address both operational and firemen health and safety. Without the warehouse, The City cannot start the individual station remodels. Maintaining emergency response capabilities and providing adequate training facilities for firefighters is important for a community that is prepared for and responds to emergencies.

Environmental Impacts

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2021 - 2022	8,000,000

Total Budgetary Cost Estimate: 8,000,000

Means of Financing

Funding Source	Amount
Fire Levy Revenue	8,000,000

Total Programmed Funding: 8,000,000
Future Funding Requirements: 0

Comments

PS-68 Station 6 Renovations (Levy)

Category: **High Performance Government**
 Department: **Fire**

Status: **New**
 Location: **1850 132nd Ave NE**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
15,223,913	-	-	-	-	-	605,716	7,250,166	7,368,031

Description and Scope

This project provides funding for initial site selection, design, and construction of Fire Station 6, which was constructed in 1983. Due to limited capacity, this rebuild will incorporate current best practices to improve firefighter safety and the operational work efficiency of the department by including a dedicated bunker gear storage room, a dedicated medical clean-up and medical supply storage room, individual sleeping quarters and unisex restroom facilities, an appropriately sized fitness room, and a dedicated in-house training space. Additionally, establishing a new site will improve the department's ability to establish an effective firefighting force for larger incidents in areas that have the highest projected growth and density.

Rationale

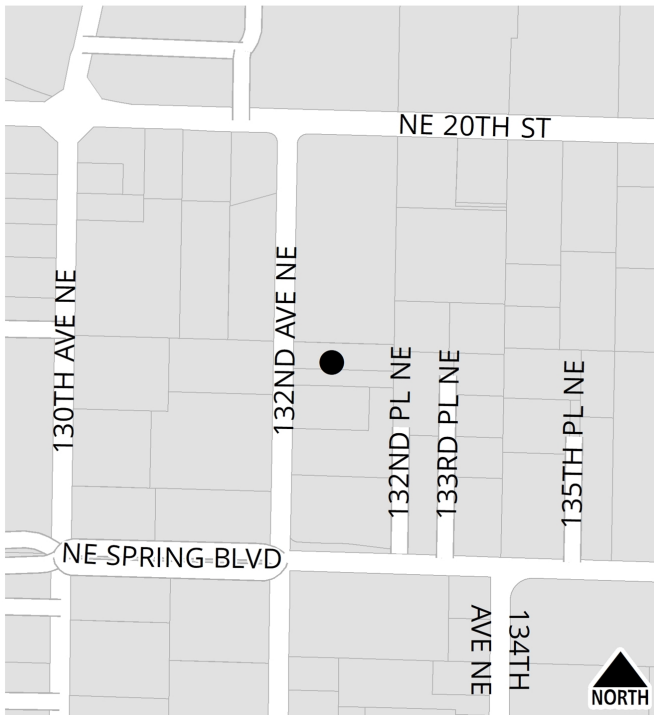
Maintaining emergency response capabilities, providing a healthy and safe working environment for fire personnel, and providing adequate training facilities for firefighters is directly related to the Key Community Indicator described as a community that is prepared for and responds to emergencies.

Environmental Impacts

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2025 - 2027	15,223,913

Total Budgetary Cost Estimate: 15,223,913

Means of Financing

Funding Source	Amount
Other Taxes	15,223,913

Total Programmed Funding: 15,223,913
Future Funding Requirements: 0

Comments

G-94 Enterprise Application Replacement Reserve

Category: **High Performance Government** Status: **Ongoing**
 Department: **Information Technology** Location: **City Hall**

Programmed Expenditures								
Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
15,400,000	3,900,000	-	-	2,000,000	2,000,000	2,500,000	2,500,000	2,500,000

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 is used as a financing mechanism to partially fund 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 \$22 million to procure and implement in 2020 dollars. Inadequate replacement funding hampers the ability to respond to future business needs in an ever-changing technology industry.

Rationale

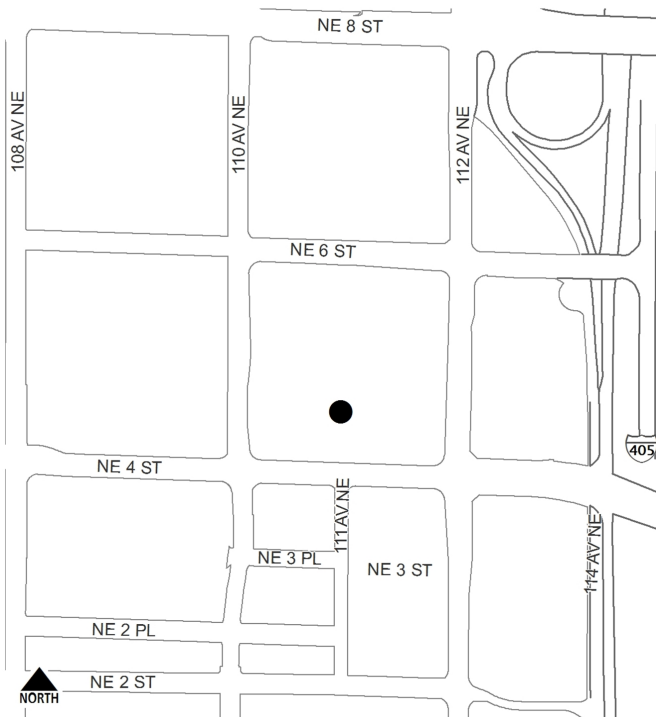
The fund was established for eventually replacing enterprise systems, including JDE, Maximo, point of sale, the City website, and others. These enterprise applications, funded through the CIP and phased in over the past 10 years, have no established replacement funding, unlike some departmental line-of-business 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, human resources, and 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. The current implementation of JDE reaches the end of its useful life in 2030 and this CIP funds ERP system upgrade before the end of life is reached. This proposal supports the City Council Vision of High Performance Government. 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 financial resources to maintain investments and replace them as necessary. The replacement cost will differ from initial implementation costs resulting in a gap, but this reasonable approach of saving for replacement can mitigate the size of additional funding requests 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

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	15,400,000

Total Budgetary Cost Estimate: 15,400,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	15,337,392
Miscellaneous Revenue	62,608

Total Programmed Funding: 15,400,000
Future Funding Requirements: 0

PW-W/B-49 Pedestrian Facilities Compliance Program

Category: **High Performance Government** Status: **Ongoing**
 Department: **Transportation** Location: **Various**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
3,383,214	2,139,214	514,000	114,000	114,000	114,000	114,000	135,000	139,000

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).

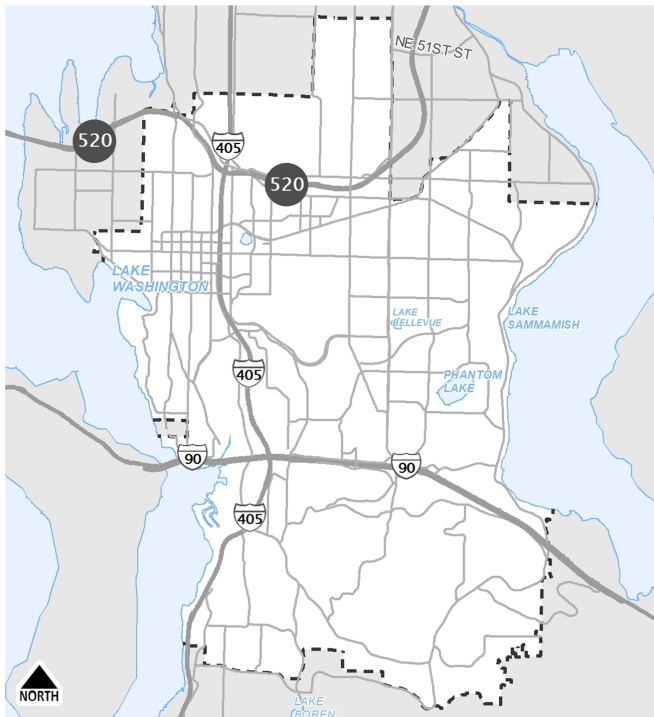
Environmental Impacts

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	3,383,214

Total Budgetary Cost Estimate: 3,383,214

Means of Financing

Funding Source	Amount
Charges for Services	309
General Taxes & LTGO Bond Proceeds	1,009,509
Interlocal Contributions	33,200
Miscellaneous Revenue	271,741
Real Estate Excise Tax	263,261
State Grants	193,715
Transportation Funding	1,611,479

Total Programmed Funding: 3,383,214
Future Funding Requirements: 0

Comments



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Utilities 2021-2027 Capital Investment Program

Executive Summary:

The Utilities 2021-2027 Capital Investment Program (CIP) is a plan and budget for critical utility system infrastructure improvements that will be implemented in the next seven years. The Utilities CIP totals \$236 million for the water, sewer, and storm and surface water utilities.

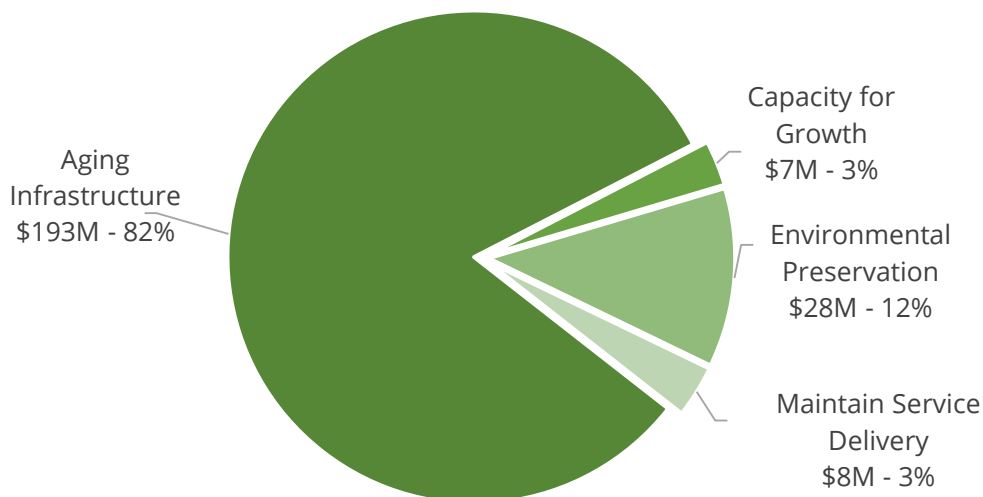
Key drivers for the 2021-2027 CIP are:

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

Overview

The city's utility infrastructure is aging, and increased maintenance and capital investment are inevitable. The 2021-2027 Utilities CIP, summarized in the chart below, will enable Utilities to responsibly maintain and replace aged assets and avoid an increase in system failures and degradation of service to customers, provide capacity to support economic growth, meet regulatory requirements, support environmental preservation and maintain service delivery to customers.

Figure 10-1
Adopted 2021-2027 Utilities CIP - \$236M



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 - 1970s, 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. System renewal is the most significant driver of the Utilities CIP.

Utilities has a strategic asset management plan in place to minimize system failures and to mitigate future rate spikes through proactive planning focused on optimal infrastructure life cycle 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 57 percent of the aging infrastructure projects are for this utility. The sewer utility is just beginning systematic infrastructure replacement. The storm and surface water utility has not begun systematic infrastructure replacement and is focusing 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 will 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 primarily by restoring streams, improving culverts and fish passage, and reducing flood hazards through storm water infrastructure projects.

Maintaining Service Delivery

The CIP includes funding to build an additional operational facility to maintain service delivery to the community. 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 needs 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 peak capital needs. Proactive planning consistent with council-adopted policies allows for funding of infrastructure now and into the future 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 investment to maintain continuity of service to customers.

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 50 -70 years ago and is past its midlife. About 40 percent of the pipes are asbestos cement (AC), which are prone to catastrophic failure, especially the small diameter AC pipes. The rest of the water system pipes are predominantly ductile or cast iron, with an average expected life of 125 years.

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 Bel-Red 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.

2021-2027 Water Utility CIP: \$135.1 million

What type of projects are needed and why?

- ♦ A significant portion of the water utility CIP addresses the 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 \$125.5 million is budgeted for replacement and rehabilitation of aging infrastructure in the water fund. Major programs include the following:
 - Replacement of aging water pipe, especially asbestos cement pipe, is a key ongoing annual program to address age-related degradation and risk of failures. Based on pipe age and life cycle assessments, the Utility determined

about 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. The Utility is budgeting a total of \$81.3 million over the 7-year CIP period, to continue proactive replacement of water pipe with the goal of 5 miles of water pipe replacement per year.

- Similarly, reservoirs and pump stations experience age and use-related degradation and regularly require structural upgrade or replacement, retrofitting for earthquakes, and replacement of system components (such as lining systems, pumps, and control systems). With 24 reservoirs and 68 pump stations in the system, Utilities is spending \$30.4 million to ensure water is consistently available, even after emergencies, for peak demands and to fight fires.
 - 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 \$6.0 million for this effort.
- ◆ New growth brings with it many challenges, including increased water needs. Utilities continually assesses and meets these demands, either through expansion of existing storage, pipelines, and supply inlet facilities or by optimizing system operation. The cost is estimated to be \$6.9 million in new or improved infrastructure.
 - ◆ 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 cost estimates to construct the new facility is \$8.0 million, of which \$2.7 million will be provided by the water utility CIP.

The following table is a list of the Water Utility CIP Plans included in the 2021-2027 Budget:

Figure 10-2
Water CIP Overview

CIP Plan Number	Description	2021-2027 Adopted Budget (\$000)
W-16	Asbestos Cement Water Main Replacement	\$81,290
W-67	Pressure Reducing Valves	6,000
W-69	Minor Capital Improvement Projects	1,290
W-85	Reservoir Rehabilitation or Replacement	23,380
W-91	Water Pump Station Rehabilitation or Replacement	7,040
W-98	Large Commercial Meter Vault Replacement	3,350
W-99	Service Lines & Saddle Replacement	640
W-103	Reservoir Storage for Downtown	4,080
W-105	NE Spring Blvd.	2,850
W-111	Maintenance and Operations Yard - Water	2,667
W-115	SCADA Upgrades – Water	1,410
W-117	170 th Pl. Pressure Improvements	1,080
Water Utility CIP Total		\$135,077

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 need significant repair or replacement; the timing of this work is determined through proactive asset management assessments.

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 Bel-Red Corridor as these two areas develop to higher density zoning.

2021-2027 Sewer Utility CIP: \$58.0 million

What types of projects are needed and why?

- ♦ A major portion of the work for the sewer utility CIP addresses the need for rehabilitation or replacement of aging sewer pipelines and other system infrastructure, such as pump stations and SCADA control systems. These upgrades or replacements can have significant costs associated with them; proactive planning is performed to ensure these investments are made to meet customer needs at the lowest life cycle cost. Utilities has budgeted \$52.6 million for replacement of pipe infrastructure and rehabilitation of sewer systems.
- ♦ 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 or more. 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 \$0.3 million for Lake Washington Lake Line program planning; the outcome of this work will inform future sewer lake lines capital investment needs.

- ♦ 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 cost estimate to construct the new facility is \$8.0 million, of which \$5.3 million will be provided by the sewer utility CIP.

The following table is a list of the Sewer Utility CIP Plans included in the 2021-2027 Budget:

Figure 10-3
Sewer CIP Overview

CIP Plan Number	Description	2021-2027 Adopted Budget (\$000)
S-16	Sewage Pump Station Improvements	15,300
S-24	Sewer System Trunk Rehabilitation	25,710
S-32	Minor Capital Improvement Projects	60
S-58	Sewer Lake Line Replacement Program	250
S-60	Wilburton Sewer Capacity Upgrade	20
S-61	Midlakes Pump Station Improvements	50
S-66	Sewer System Pipeline Replacement Program	5,720
S-111	Operations and Maintenance Land Acquisition - Sewer	5,333
S-112	Sewer Planning Program	730
S-115	SCADA Upgrades - Sewer	4,860
Sewer Utility CIP Total		\$58,033

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 system components working together to manage storm water, prevent flooding, improve water quality, and carry this water to streams, wetlands, and lakes.

Annual capital investment increases will be needed to replace infrastructure prior to failure to prevent property damage and protect the environment. To date, infrastructure investment has consisted primarily of storm pipe repairs and replacing some major culverts in danger of failure and 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 flood 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.

2021-2027 Storm and Surface Water Utility CIP: \$42.4 million

(Approximately \$9.9 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 stormwater management work. The Factoria Boulevard Conveyance Improvement Project is a \$9.3 million project, of which \$5.7 million is funded by the King County Flood Control District. It will mitigate flooding in the Factoria business corridor by increasing flow capacity and improving collection and distribution of stormwater. In addition to the Factoria project, \$9.5 million is budgeted for other flood control projects in the next 7 years, of which \$4.2 million is funded by the King County Flood Control District.
- ♦ Utilities rehabilitates or replaces defective drainage pipelines and rehabilitates roadside ditches annually. With close to 400 miles of piped system alone, this is an ongoing program that will continue into the future. The 7-year CIP planning horizon allocates \$13.1 million toward this effort.

- ♦ The stream channel modification program includes work on public land to stabilize stream banks, improve stream channels, in-stream habitat, and sediment movement. The budget for this work is \$3.2 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 \$1.8 million.

The following table is a list of the Storm & Surface Water Utility CIP Plans included in the 2021-2027 Budget:

Figure 10-4
Storm and Surface Water CIP Overview

CIP Plan Number	Description	2021-2027 Adopted Budget (\$000)
D-59	Minor Capital Improvement Projects	190
D-64	Infrastructure Rehabilitation Program	13,100
D-81	Fish Passage Improvement Projects	1,800
D-86	Stream Channel Modification Program	3,240
D-94	Flood Control Program	9,490
D-103	Replace Coal Creek Pkwy Culvert	50
D-109	Storm Water Quality Retrofit Kelsey Creek	750
D-112	Storm and Surface Water Planning Program	2,000
D-114	Factoria/Richard Creek Flood Reduction	9,320
D-115	SCADA Upgrades – Storm	1,450
D-116	Post-Construction Monitoring and Maintenance Program	1,050
Storm & Surface Water Utility CIP Total		\$42,440

2021-2027 Utilities CIP Project Expenditures

City of Bellevue 2021-2022 Adopted Budget

CIP Plan No.	Project Name	2020 Approp. To Date	2021 Budget	2022 Budget	2023 Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2021-2027 Total	Total Project Budget
WATER CIP											
W-16	Small Diameter Water Main Replacement	108,396,885	6,320,000	12,820,000	9,860,000	12,680,000	12,730,000	12,770,000	14,110,000	81,290,000	189,686,885
W-67	Pressure Reducing Valve (PRV) Rehabilitation	9,401,971	430,000	240,000	350,000	790,000	1,000,000	1,790,000	1,400,000	6,000,000	15,401,971
W-69	Minor (Small) Water Capital Improvement Projects	7,751,619	700,000	270,000	130,000	-	-	-	190,000	1,290,000	9,041,619
W-82	Fire Hydrant Standardization	1,877,497	-	-	-	-	-	-	-	-	1,877,497
W-85	Reservoir Rehabilitation or Replacement	17,819,477	7,680,000	3,250,000	2,570,000	890,000	600,000	2,880,000	5,510,000	23,380,000	41,199,477
W-91	Water Pump Station Rehabilitation or Replacement	18,781,473	-	-	1,460,000	2,780,000	980,000	790,000	1,030,000	7,040,000	25,821,473
W-98	Replacement of Large Commercial Water Meters	3,769,163	40,000	340,000	570,000	430,000	700,000	690,000	580,000	3,350,000	7,119,163
W-99	Water Service Line and Saddle Replacement	3,005,500	240,000	280,000	120,000	-	-	-	-	640,000	3,645,500
W-103	Increase Drinking Water Storage Availability for West Op Area	3,939,086	1,100,000	190,000	-	-	-	1,170,000	1,620,000	4,080,000	8,019,086
W-104	New Water Inlet Station	5,229,000	-	-	-	-	-	-	-	-	5,229,000
W-105	Water Facilities for NE 15th Multi Modal Corridor	1,513,822	-	-	-	1,600,000	1,250,000	-	-	2,850,000	4,363,822
W-105-B	Water Facilities for NE 15th Multi Modal Corridor (Bank)	1,517,135	-	-	-	-	-	-	-	-	1,517,135
W-108	Advanced Metering Infrastructure (AMI) Implementation (Water)	16,161,800	-	-	-	-	-	-	-	-	16,161,800
W-109	Richards Road Inlet Supply Saturation Improvements (Carry forward)	500,000	-	-	-	-	-	-	-	-	500,000
W-110	NE 40th and Enatai Inlet Water Station	2,314,000	-	-	-	-	-	-	-	-	2,314,000
W-111	Operations and Maintenance Land Acquisition - Water	5,333,000	-	-	1,333,500	1,333,500	-	-	-	2,667,000	8,000,000
W-115	SCADA Upgrades - Water	-	-	80,000	1,000,000	330,000	-	-	-	1,410,000	1,410,000
W-117	170th PI Pressure Improvements	-	220,000	530,000	330,000	-	-	-	-	1,080,000	1,080,000
TOTAL WATER CIP		207,311,428	16,730,000	18,000,000	17,723,500	20,833,500	17,260,000	20,090,000	24,440,000	135,077,000	342,388,428
SEWER CIP											
S-16	Sewage Pump Station Improvements	16,826,155	5,260,000	2,010,000	600,000	1,800,000	3,340,000	1,230,000	1,060,000	15,300,000	32,126,155
S-24	Sewer System Pipeline Major Repairs	25,545,785	2,720,000	3,310,000	3,480,000	3,310,000	3,180,000	4,540,000	5,170,000	25,710,000	51,255,785
S-32	Minor (Small) Sewer Capital Improvement Projects	3,838,530	40,000	-	-	-	-	-	20,000	60,000	3,898,530
S-58	Lake Washington Sewer Lake Line Assessment Program	2,074,955	250,000	-	-	-	-	-	-	250,000	2,324,955
S-59	Add on-site Power at Sewer Pump Station (Carry Forward)	302,994	-	-	-	-	-	-	-	-	302,994
S-60	Wilburton Sewer Capacity Upgrade	10,700,599	-	20,000	-	-	-	-	-	20,000	10,720,599
S-61	Midlakes Pump Station Capacity Improvements	8,432,695	50,000	-	-	-	-	-	-	50,000	8,482,695
S-66	Sewer System Pipeline Replacement	12,350,889	2,920,000	650,000	1,030,000	1,120,000	-	-	-	5,720,000	18,070,889
S-67	I&I Investigations and Flow Monitoring	1,272,382	-	-	-	-	-	-	-	-	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	419,000	-	-	-	-	-	-	-	-	419,000
S-108	Advanced Metering Infrastructure (AMI) Implementation (Sewer)	6,927,200	-	-	-	-	-	-	-	-	6,927,200
S-111	Operations and Maintenance Land Acquisition - Sewer	2,667,000	-	-	2,666,500	2,666,500	-	-	-	5,333,000	8,000,000
S-112	Sewer Planning Program	-	-	-	360,000	370,000	-	-	-	730,000	730,000
S-115	SCADA Upgrades - Sewer	-	1,500,000	210,000	1,000,000	-	1,200,000	950,000	-	4,860,000	4,860,000
TOTAL SEWER CIP		96,917,063	12,740,000	6,200,000	9,136,500	9,266,500	7,720,000	6,720,000	6,250,000	58,033,000	154,950,063
STORM & SURFACE WATER CIP											
D-59	Minor (Small) Storm Capital Improvement Projects	3,665,286	190,000	-	-	-	-	-	-	190,000	3,855,286
D-64	Storm System Conveyance Repairs and Replacement	19,325,231	2,360,000	1,420,000	1,530,000	1,640,000	2,010,000	2,050,000	2,090,000	13,100,000	32,425,231
D-81	Fish Passage Improvement Program	6,045,895	-	350,000	100,000	190,000	610,000	500,000	50,000	1,800,000	7,845,895
D-86	Stream Channel Modification Program	6,278,568	1,390,000	160,000	180,000	-	80,000	440,000	990,000	3,240,000	9,518,568
D-94	Flood Control Program	12,850,973	2,950,000	2,450,000	2,070,000	520,000	500,000	500,000	500,000	9,490,000	22,340,973
D-103	Replace Coal Creek Pkwy Culvert at Coal Creek	5,287,250	50,000	-	-	-	-	-	-	50,000	5,337,250
D-104	Stream Restoration for Mobility & Infrastructure Initiative	2,630,559	-	-	-	-	-	-	-	-	2,630,559
D-105	Replace NE 8th St Culvert at Kelsey Creek	4,376,000	-	-	-	-	-	-	-	-	4,376,000
D-106	Lower Coal Creek Flood Hazard Reduction Phase I	14,349,889	-	-	-	-	-	-	-	-	14,349,889
D-107	Storm Water Video Inspection Enhancement	2,581,000	-	-	-	-	-	-	-	-	2,581,000
D-109	Water Quality Retrofit Program	657,000	-	750,000	-	-	-	-	-	750,000	1,407,000
D-112	Storm and Surface Water Planning Program	-	590,000	600,000	240,000	-	-	280,000	290,000	2,000,000	2,000,000
D-114	Factoria/Richard Creek Flood Reduction	-	5,220,000	4,100,000	-	-	-	-	-	9,320,000	9,320,000
D-115	SCADA Upgrade - Storm	-	-	600,000	200,000	20,000	-	630,000	-	1,450,000	1,450,000
D-116	Post-Construction Monitoring and Maintenance Program	-	220,000	210,000	270,000	160,000	110,000	40,000	40,000	1,050,000	1,050,000
TOTAL STORM & SURFACE WATER CIP		78,047,651	12,970,000	10,640,000	4,590,000	2,530,000	3,310,000	4,440,000	3,960,000	42,440,000	120,487,651
TOTAL UTILITIES CIP		382,276,142	42,440,000	34,840,000	31,450,000	32,630,000	28,290,000	31,250,000	34,650,000	235,550,000	617,826,142

Reserves are excluded from the table above.



2021-2027 Capital Investment Program Plan

Water

The Water Utility owns and operates over 600 miles of water distribution and transmission mains, 24 reservoirs with 41.5 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 adjacent communities of Clyde Hill, Hunts Point, Medina, Yarrow Point, and sections of the city of Kirkland.

Capital improvements for the Water Utility are generally based on Bellevue's 2016 Water System Plan and are informed by ongoing asset management analyses and other emerging system operational needs. 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 continues to be analyzed on an ongoing basis to identify pressure, capacity, and storage needs to inform future capital projects.

The 2021-2027 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 CIP also includes investments that are necessary to meet system capacity needs in response to growth and demand in the system.

2021-2027 Adopted CIP: Healthy and Sustainable Environment - Water

Funded CIP Projects

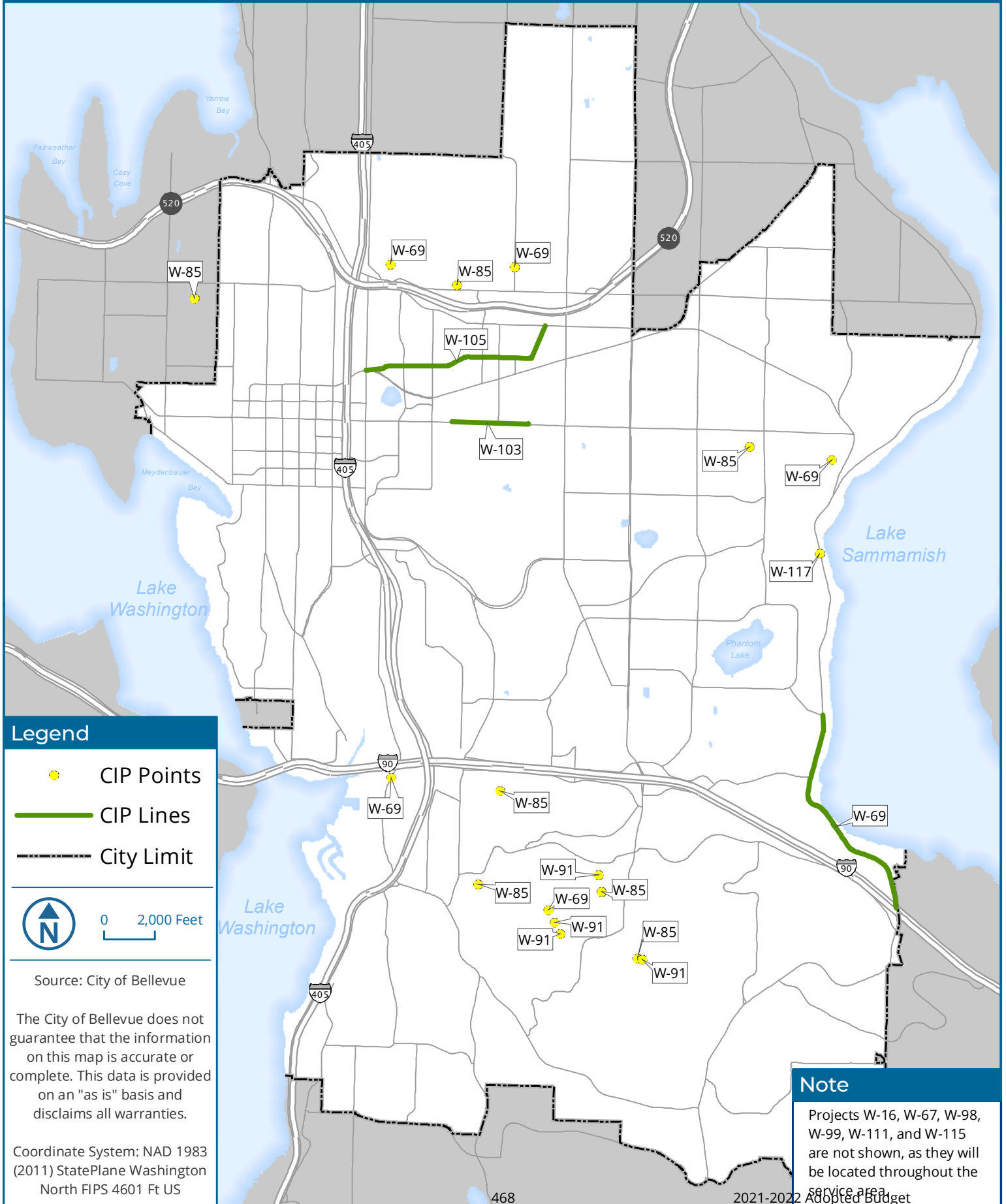
CIP Plan Number	Project Title	\$ in 000s	
		2021-2027 Project Cost	Total Estimated Cost
W-16	Small Diameter Water Main Replacement	\$ 81,290	\$ 189,687
W-67	Pressure Reducing Valve (PRV) Rehabilitation	6,000	15,402
W-69	Minor (Small) Water Capital Improvement Projects	1,290	9,042
W-82	Fire Hydrant Standardization	-	1,877
W-85	Reservoir Rehabilitation or Replacement	23,380	41,199
W-91	Water Pump Station Rehabilitation or Replacement	7,040	25,821
W-98	Replacement of Large Commercial Water Meters	3,350	7,119
W-99	Water Service Line and Saddle Replacement	640	3,646
W-103	Increase Drinking Water Storage Availability for West Op Area	4,080	8,019
W-104	New Water Inlet Station	-	5,229
W-105	Water Facilities for NE 15th Multi Modal Corridor	2,850	4,364
W-105-B	Water Facilities for NE 15th Multi Modal Corridor (Bank)	-	1,517
W-108	Advanced Metering Infrastructure (AMI) Implementation (Water)	-	16,162
W-109	Richards Road Inlet Supply Saturation Improvements	-	500
W-110	NE 40th and Enatai Inlet Water Station	-	2,314
W-111	Operations and Maintenance Land Acquisition - Water	2,667	8,000
W-115	SCADA Upgrades - Water	1,410	1,410
W-117	170th PI Pressure Improvements	1,080	1,080
		\$ 135,077	\$ 342,388

2021-2027 Adopted CIP: Healthy and Sustainable Environment - Water

Combined, Completed Projects

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

2021-2027 Water CIP Projects



W-16 Small Diameter Water Main Replacement

Category: **High Quality Built & Natural Env** Status: **Ongoing**
 Department: **Utilities** Location: **Water Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
189,686,885	108,396,885	6,320,000	12,820,000	9,860,000	12,680,000	12,730,000	12,770,000	14,110,000

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.

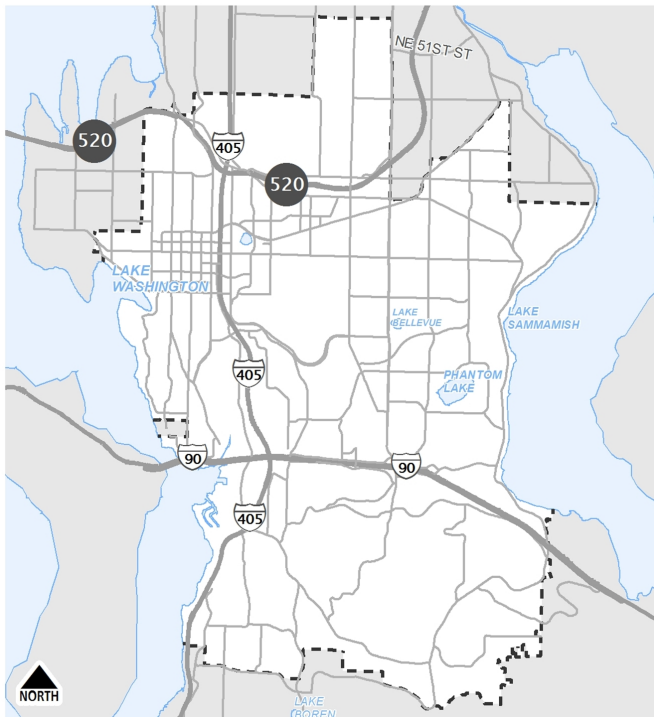
Environmental Impacts

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

Operating Budget Impacts

Estimated Annual M&O Costs: 0

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	189,686,885

Total Budgetary Cost Estimate: 189,686,885

Means of Financing

Funding Source	Amount
Utility Rates/Fees	189,686,885

Total Programmed Funding: 189,686,885
Future Funding Requirements: 0

Comments

W-67 Pressure Reducing Valve (PRV) Station Rehabilitation

Category: **High Quality Built & Natural Env** Status: **Ongoing**
 Department: **Utilities** Location: **Water Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
15,401,971	9,401,971	430,000	240,000	350,000	790,000	1,000,000	1,790,000	1,400,000

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.

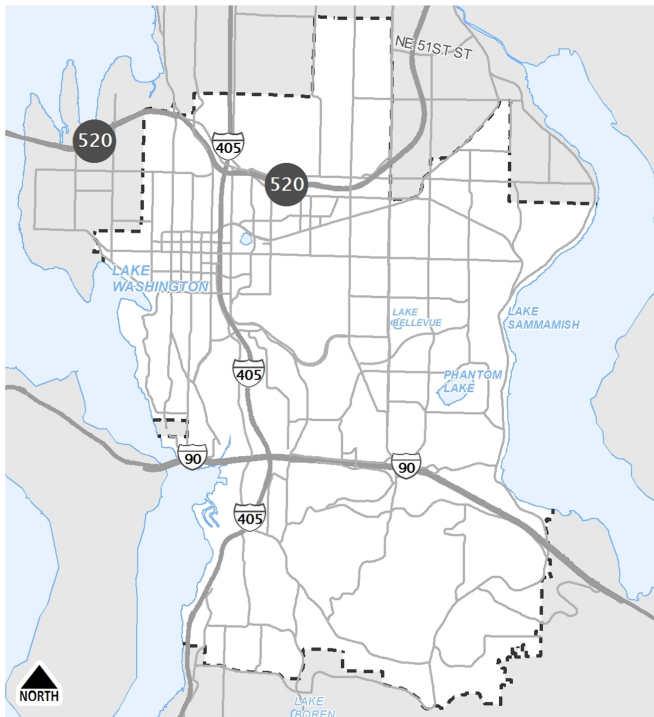
Environmental Impacts

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

Operating Budget Impacts

Estimated Annual M&O Costs: 0

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	15,401,971

Total Budgetary Cost Estimate: 15,401,971

Means of Financing

Funding Source	Amount
Utility Rates/Fees	15,401,971

Total Programmed Funding: 15,401,971
Future Funding Requirements: 0

Comments

W-69 Minor (Small) Water Capital Improvement Projects

Category: **High Quality Built & Natural Env** Status: **Ongoing**
 Department: **Utilities** Location: **Water Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
9,041,619	7,751,619	700,000	270,000	130,000	-	-	-	190,000

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.

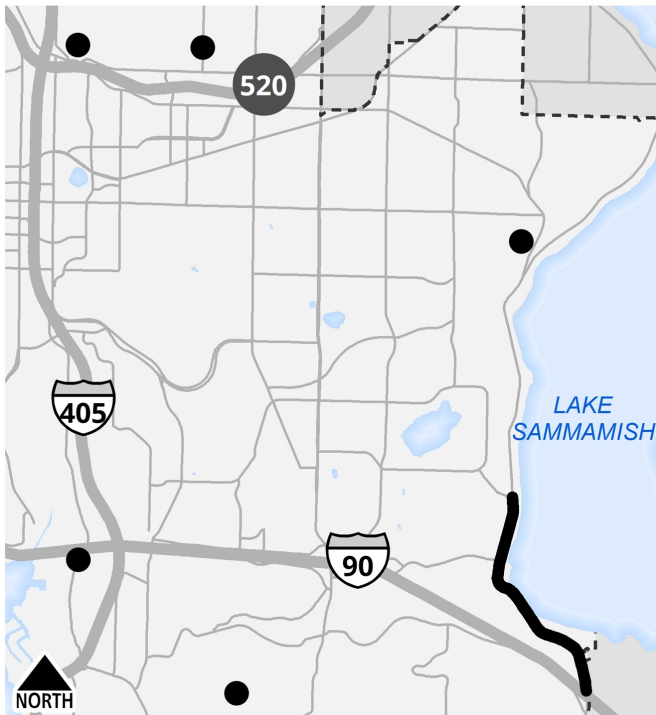
Environmental Impacts

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

Operating Budget Impacts

Estimated Annual M&O Costs: 0

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	9,041,619

Total Budgetary Cost Estimate: 9,041,619

Means of Financing

Funding Source	Amount
Utility Rates/Fees	9,041,619

Total Programmed Funding: 9,041,619
Future Funding Requirements: 0

Comments

W-85 Reservoir Rehabilitation or Replacement

Category: **High Quality Built & Natural Env** Status: **Ongoing**
 Department: **Utilities** Location: **Water Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
41,199,477	17,819,477	7,680,000	3,250,000	2,570,000	890,000	600,000	2,880,000	5,510,000

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.

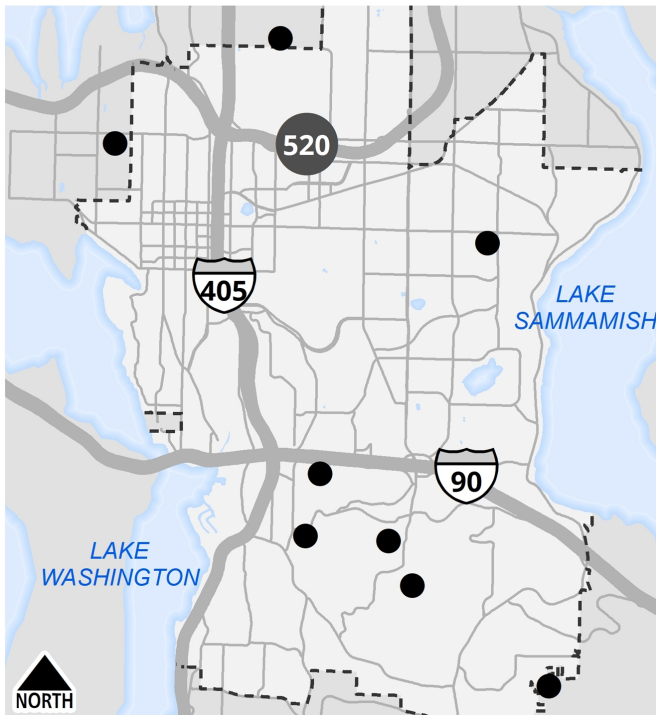
Environmental Impacts

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

Operating Budget Impacts

Estimated Annual M&O Costs: 0

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	41,199,477

Total Budgetary Cost Estimate: 41,199,477

Means of Financing

Funding Source	Amount
Utility Rates/Fees	41,199,477

Total Programmed Funding: 41,199,477
Future Funding Requirements: 0

Comments

W-91 Water Pump Station Rehabilitation or Replacement

Category: **High Quality Built & Natural Env** Status: **Ongoing**
 Department: **Utilities** Location: **Water Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
25,821,473	18,781,473	-	-	1,460,000	2,780,000	980,000	790,000	1,030,000

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.

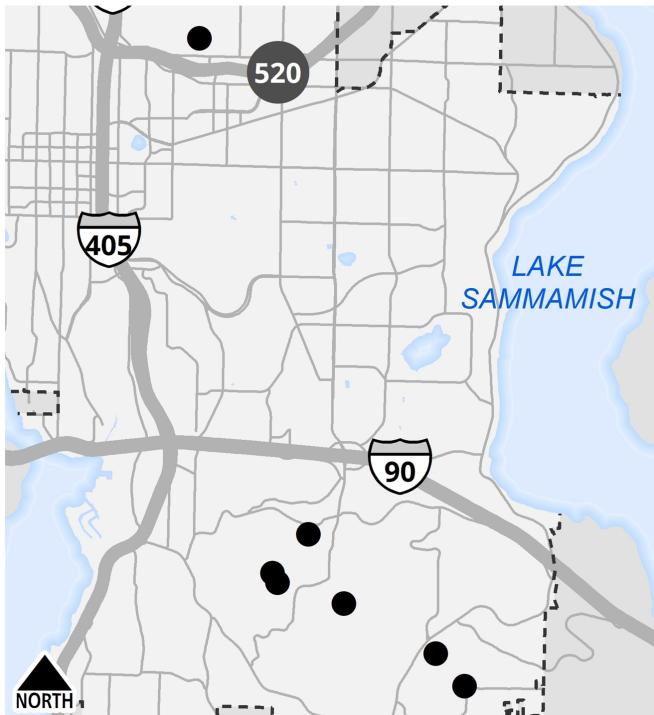
Environmental Impacts

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

Operating Budget Impacts

Estimated Annual M&O Costs: 0

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	25,821,473

Total Budgetary Cost Estimate: 25,821,473

Means of Financing

Funding Source	Amount
Utility Rates/Fees	25,821,473

Total Programmed Funding: 25,821,473
Future Funding Requirements: 0

Comments

W-98 Replacement of Large Commercial Water Meter Vaults

Category: **High Quality Built & Natural Env** Status: **Ongoing**
 Department: **Utilities** Location: **Water Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
7,119,163	3,769,163	40,000	340,000	570,000	430,000	700,000	690,000	580,000

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.

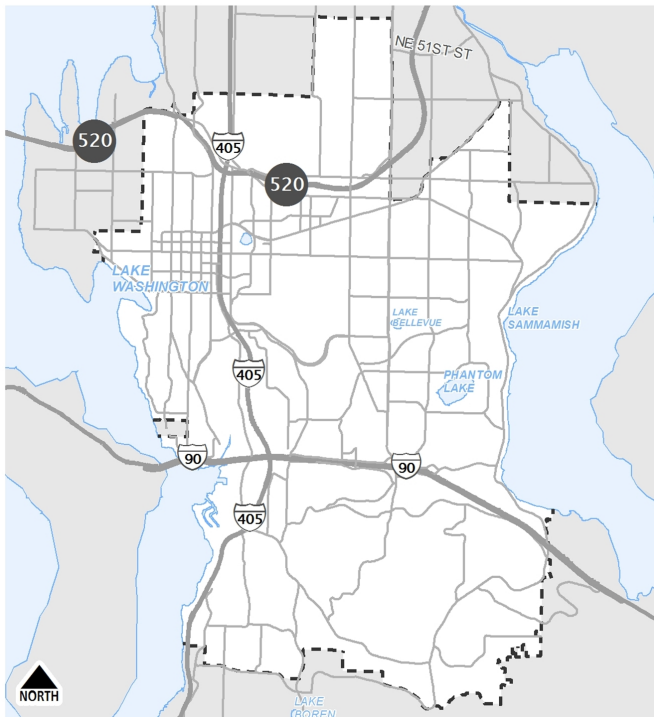
Environmental Impacts

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

Operating Budget Impacts

Estimated Annual M&O Costs: 0

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	7,119,163

Total Budgetary Cost Estimate: 7,119,163

Means of Financing

Funding Source	Amount
Utility Rates/Fees	7,119,163

Total Programmed Funding: 7,119,163
Future Funding Requirements: 0

Comments

W-99 Water Service Line and Service Saddle Replacement Program

Category: **High Quality Built & Natural Env** Status: **Ongoing**
 Department: **Utilities** Location: **Water Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
3,645,500	3,005,500	240,000	280,000	120,000	-	-	-	-

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.

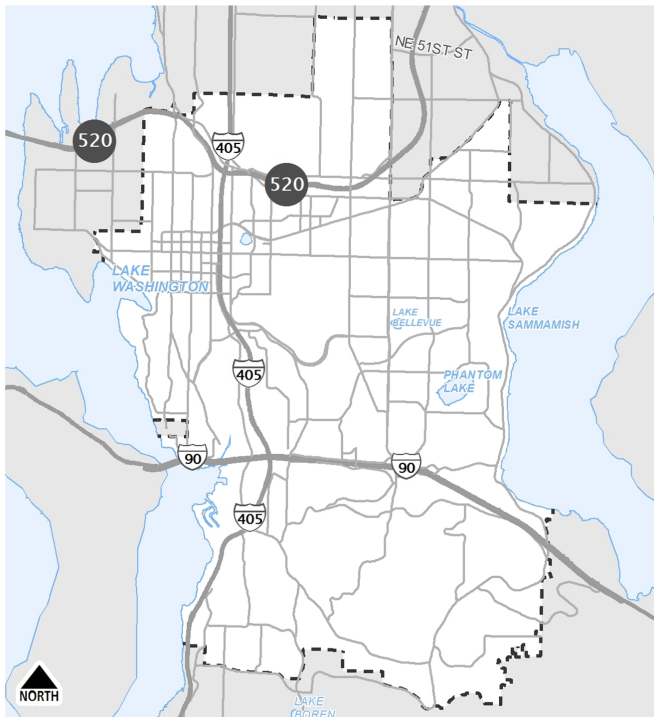
Environmental Impacts

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

Operating Budget Impacts

Estimated Annual M&O Costs: 0

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	3,645,500

Total Budgetary Cost Estimate: 3,645,500

Means of Financing

Funding Source	Amount
Utility Rates/Fees	3,645,500

Total Programmed Funding: 3,645,500
Future Funding Requirements: 0

Comments

W-103 Increase Drinking Water Storage Availability for West OperatingCategory: **High Quality Built & Natural Env** Status: **Ongoing**Department: **Utilities**Location: **West Operating Area****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
8,019,086	3,939,086	1,100,000	190,000	-	-	-	1,170,000	1,620,000

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

Operating Budget Impacts

Estimated Annual M&O Costs: 0

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	Ongoing	8,019,086

Total Budgetary Cost Estimate: 8,019,086

Means of Financing

Funding Source	Amount
Utility Rates/Fees	8,019,086

Total Programmed Funding: 8,019,086
Future Funding Requirements: 0

Comments

W-105 Water Facilities for NE Spring Blvd Multi-Modal Corridor

Category: **High Quality Built & Natural Env** Status: **Ongoing**Department: **Utilities**Location: **NE Spring Boulevard from 116th Ave NE at NE 121**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
4,363,822	1,513,822	-	-	-	1,600,000	1,250,000	-	-

Description and Scope

Water pipes will be needed to provide utility services to properties adjacent to the new NE Spring Boulevard Corridor, and to improve water transmission capacity for anticipated growth throughout the Bel-Red Corridor. This project will eventually design and construct approximately 2 miles of 12- and 16-inch water pipe in the new NE Spring Blvd right-of-way. Utility design and construction will be coordinated with corridor design and construction, so that utilities are in place and do not conflict with surface design of street/path/bikeway/light rail.

This proposal involves close collaboration between Transportation and Utilities to assure the design and construction of utility facilities is done in coordination with the corridor design and construction.

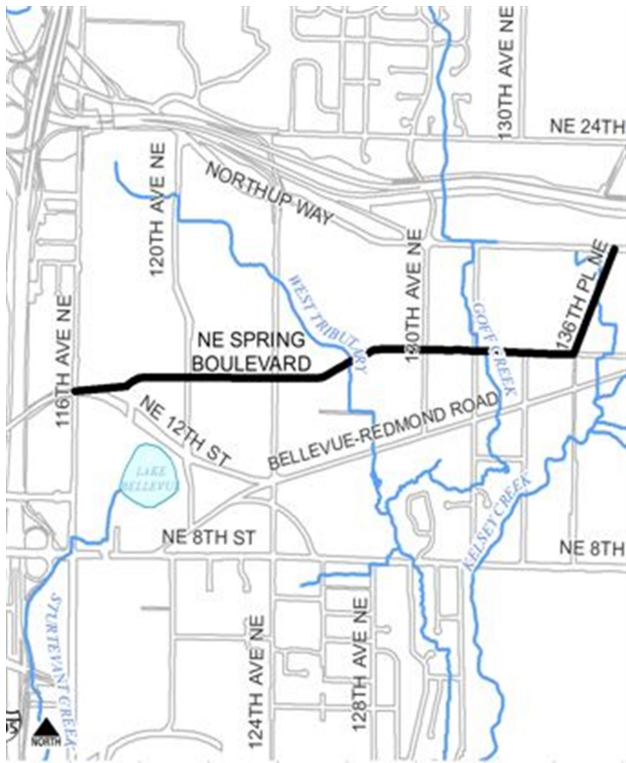
Rationale

Environmental Impacts

Operating Budget Impacts

Estimated Annual M&O Costs: 0

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	4,363,822

Total Budgetary Cost Estimate: 4,363,822

Means of Financing

Funding Source	Amount
Utility Rates/Fees	4,363,822

Total Programmed Funding: 4,363,822
Future Funding Requirements: 0

Comments

W-111 Maintenance and Operations Facility Land Acquisition and

Category: **High Quality Built & Natural Env** Status: **Ongoing**
 Department: **Utilities** Location: **TBD**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
8,000,000	5,333,000	-	-	1,333,500	1,333,500	-	-	-

Description and Scope

Based on the alternatives analysis within the O&M Facilities Plan, property acquisition and site development is being recommended in the 2021-2027 CIP for the maintenance facility. While a specific site has not been determined, this proposal establishes a budget of \$16.0 million for property acquisition and development. The estimated cost of the land purchase for this CIP Project was funded by excess operating reserves which were allocated in the 2019-2020 biennium. The Design and Construction costs are being proposed as part of the 2021-2027 CIP Plan and will be funded as part of the annual transfer to CIP from Operations.

Rationale

The Utilities Operations and Maintenance Facilities Plan outlines strategic, 20-year investments to address vulnerabilities caused by inadequate, poorly positioned, and deteriorating facilities. Land acquisition and development of the Utilities North End Yard will start the Utility on the path to:

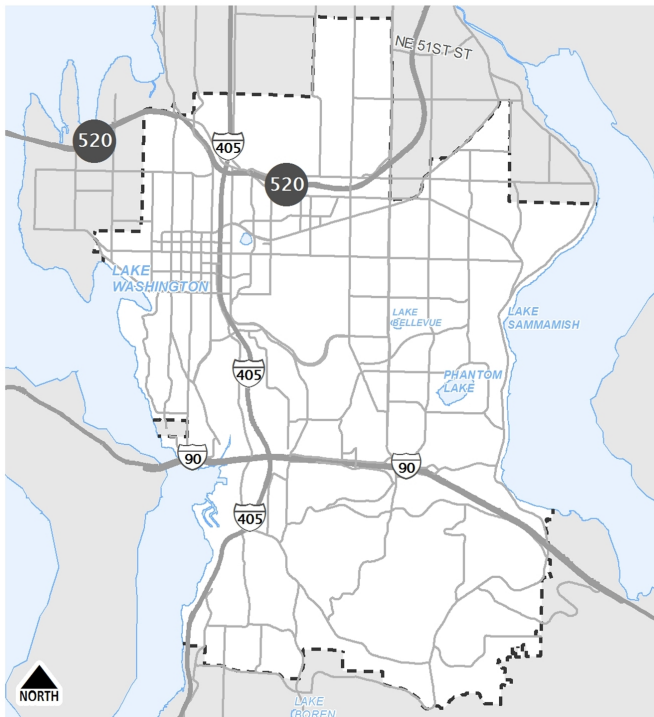
- Build capacity for yard functions and equipment storage on the north end of Bellevue,
- Build right-sized facilities capable of supporting today's operations and future growth, and
- Position facilities so crews can respond efficiently to routine work orders and emergencies

Environmental Impacts

Operating Budget Impacts

Estimated Annual M&O Costs: 0

Project Map



Schedule of Activities

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

Total Budgetary Cost Estimate: 8,000,000

Means of Financing

Funding Source	Amount
Utility Rates/Fees	8,000,000

Total Programmed Funding: 8,000,000
Future Funding Requirements: 0

Comments

W-115 SCADA Upgrade - Water

Category: **High Quality Built & Natural Env** Status: **New**Department: **Utilities**Location: **Various locations.**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
1,410,000	-	-	80,000	1,000,000	330,000	-	-	-

Description and Scope

This project funds replacement or rehabilitation of drinking water system infrastructure. Bellevue's water system is a complex network of pipes, reservoirs, pump stations, supply inlets, valves and meters that together deliver roughly 6 billion gallons of drinking water to our customers annually. System replacement value is estimated at \$1.6 billion construction cost plus engineering and administration, and most of the system is more than halfway through its useful life. Failure trends and obsolete equipment provides evidence that system components are rapidly approaching the end of their service life and must be replaced. This project implements Utilities' long term water system renewal and replacement strategy by funding CIP programs for each major type of water system component, right-sized for proactive, sustainable water system management, to maintain acceptable service levels at the lowest life-cycle cost.

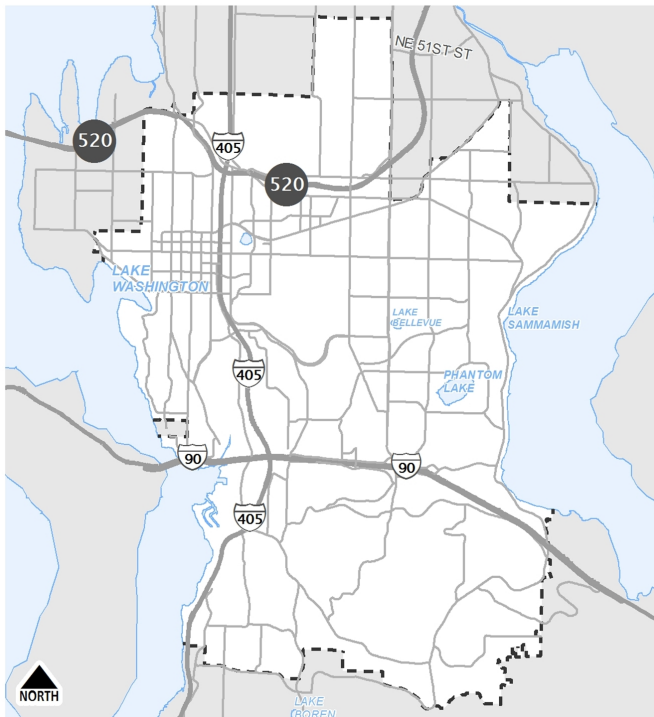
Rationale

Environmental Impacts

Operating Budget Impacts

Estimated Annual M&O Costs: 0

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2023	1,410,000

Total Budgetary Cost Estimate: 1,410,000

Means of Financing

Funding Source	Amount
Utility Rates/Fees	1,410,000

Total Programmed Funding: 1,410,000

Future Funding Requirements: 0

Comments

W-117 170th PI Pressure Improvements

Category: **Need to fix**
 Department: **Utilities**

Status: **New**
 Location: **Various locations.**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
1,080,000	-	220,000	530,000	330,000	-	-	-	-

Description and Scope

This project funds replacement or rehabilitation of drinking water system infrastructure. Bellevue's water system is a complex network of pipes, reservoirs, pump stations, supply inlets, valves and meters that together deliver roughly 6 billion gallons of drinking water to our customers annually. System replacement value is estimated at \$1.6 billion construction cost plus engineering and administration, and most of the system is more than halfway through its useful life. Failure trends and obsolete equipment provides evidence that system components are rapidly approaching the end of their service life and must be replaced. This proposal implements Utilities' long term water system renewal and replacement strategy by funding CIP programs for each major type of water system component, right-sized for proactive, sustainable water system management, to maintain acceptable service levels at the lowest life-cycle cost.

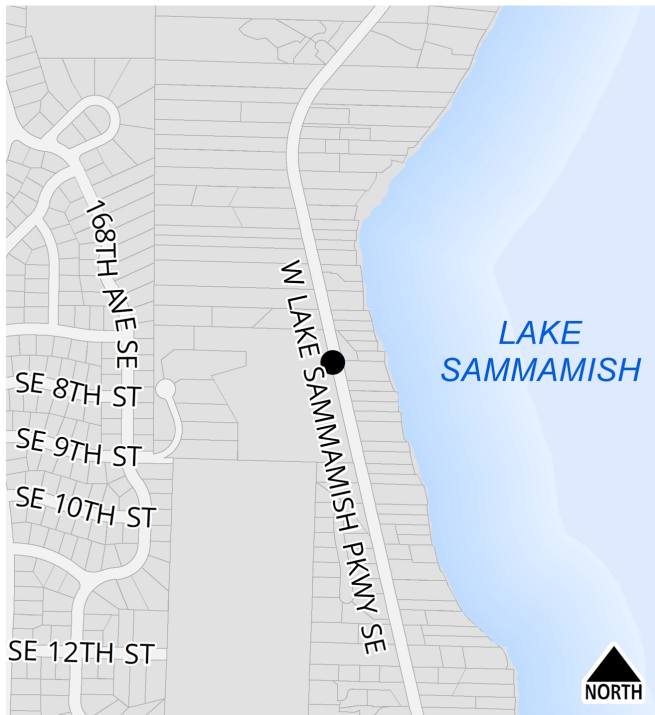
Rationale

Environmental Impacts

Operating Budget Impacts

Estimated Annual M&O Costs: 0

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2023	1,080,000

Total Budgetary Cost Estimate: 1,080,000

Means of Financing

Funding Source	Amount
Utility Rates/Fees	1,080,000

Total Programmed Funding: 1,080,000
Future Funding Requirements: 0

Comments



2021-2027 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, 14,000 maintenance holes, and 46 pump and flush stations throughout its service area. All sewage is conveyed to King County 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 adjacent communities of Beaux Arts, Clyde Hill, Hunts Point, Medina, Yarrow Point, and an area in unincorporated King County.

Capital improvements for the Sewer Utility are generally based on the 2014 Wastewater System Plan and are informed by ongoing asset management analyses and other emerging system operational needs. 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 need for infrastructure renewal and replacement in order to maintain a high level of service and reliability as the sewer system ages, and capacity projects are necessary to meet anticipated population growth.

The 2021-2027 CIP Plan recognizes that significant investments are needed to maintain aging systems and replace components that are reaching the end of their useful life.

2021-2027 Adopted CIP: Healthy and Sustainable Environment - Sewer

Funded CIP Projects

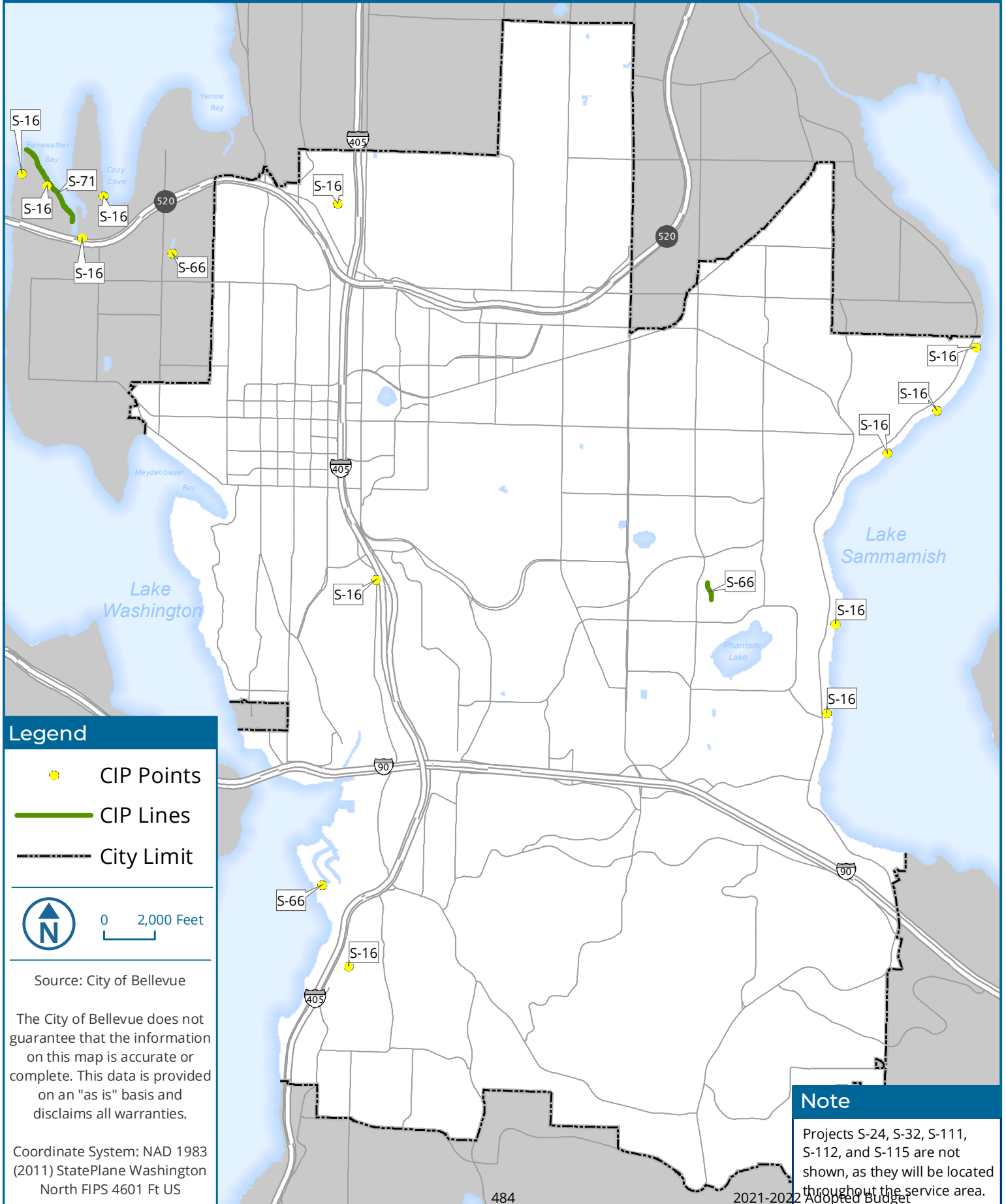
CIP Plan Number	Project Title	\$ in 000s	
		2021-2027 Project Cost	Total Estimated Cost
S-16	Sewage Pump Station Improvements	\$ 15,300	\$ 32,126
S-24	Sewer System Pipeline Major Repairs	25,710	51,256
S-32	Minor (Small) Sewer Capital Improvement Projects	60	3,899
S-58	Lake Washington Sewer Lake Line Assessment Program	250	2,325
S-59	Add on-site Power at Sewer Pump Station (Carry Forward)	-	303
S-60	Wilburton Sewer Capacity Upgrade	20	10,721
S-61	Midlakes Pump Station Capacity Improvements	50	8,483
S-66	Sewer System Pipeline Replacement	5,720	18,071
S-67	I&I Investigations and Flow Monitoring	-	1,272
S-68	Sewer Force Main Condition Assessment (Carry Forward)	-	779
S-69	Meydenbauer Bay Park Sewer Line Replacement (Carry Forward)	-	4,780
S-71	Lakeline Sewer Replacement	-	419
S-108	Advanced Metering Infrastructure (AMI) Implementation (Sewer)	-	6,927
S-111	Operations and Maintenance Land Acquisition - Sewer	5,333	8,000
S-112	Sewer Planning Program	730	730
S-115	SCADA Upgrades - Sewer	4,860	4,860
		\$ 58,033	\$ 154,950

2021-2027 Adopted CIP: Healthy and Sustainable Environment - Sewer

Combined, Completed Projects

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

2021-2027 Sewer CIP Projects



S-16 Sewer Pump Station Improvements

Category: **High Quality Built & Natural Env** Status: **Ongoing**
 Department: **Utilities** Location: **Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
32,126,155	16,826,155	5,260,000	2,010,000	600,000	1,800,000	3,340,000	1,230,000	1,060,000

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

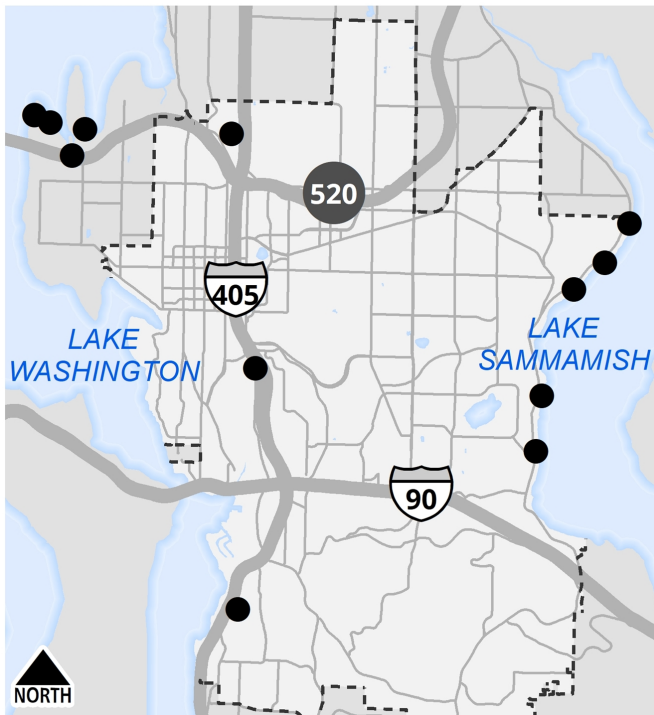
Sewer infrastructure rehabilitation and replacement is based on asset criticality and business risk, per industry best practices. In the short term, this program reduces the likelihood of catastrophic system failures, damage claims, and sharp rate increases to react to failures rather than proactively 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

Operating Budget Impacts

Estimated Annual M&O Costs: 0

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	32,126,155

Total Budgetary Cost Estimate: 32,126,155

Means of Financing

Funding Source	Amount
Utility Rates/Fees	32,126,155

Total Programmed Funding: 32,126,155
Future Funding Requirements: 0

Comments

S-24 Sewer System Pipeline Repairs and Replacement

Category: **High Quality Built & Natural Env** Status: **Ongoing**
 Department: **Utilities** Location: **Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
51,255,785	25,545,785	2,720,000	3,310,000	3,480,000	3,310,000	3,180,000	4,540,000	5,170,000

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.

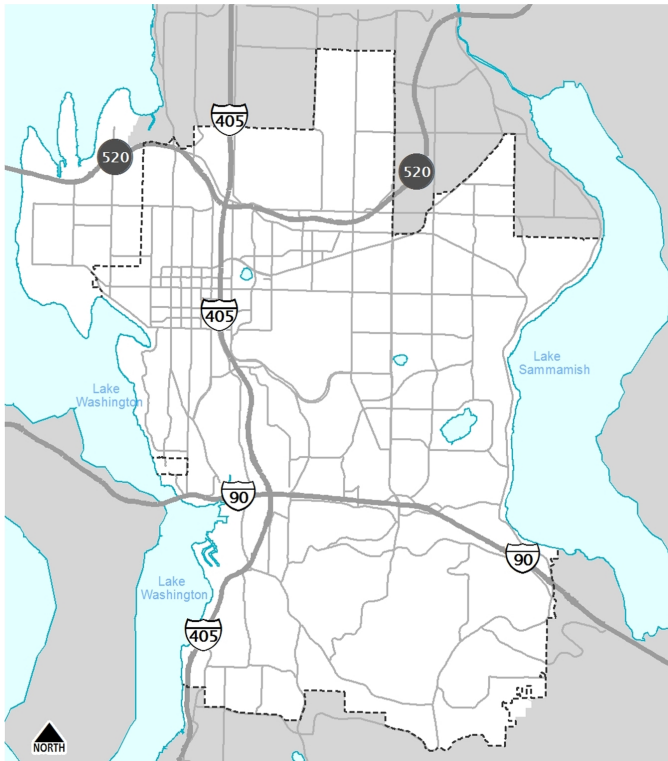
Environmental Impacts

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

Operating Budget Impacts

Estimated Annual M&O Costs: 0

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	51,255,785

Total Budgetary Cost Estimate: 51,255,785

Means of Financing

Funding Source	Amount
Utility Rates/Fees	51,255,785

Total Programmed Funding: 51,255,785
Future Funding Requirements: 0

Comments

S-32 Minor (Small) Sewer Capital Improvements and Projects

Category: **High Quality Built & Natural Env** Status: **Ongoing**
 Department: **Utilities** Location: **Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
3,898,530	3,838,530	40,000	-	-	-	-	-	20,000

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.

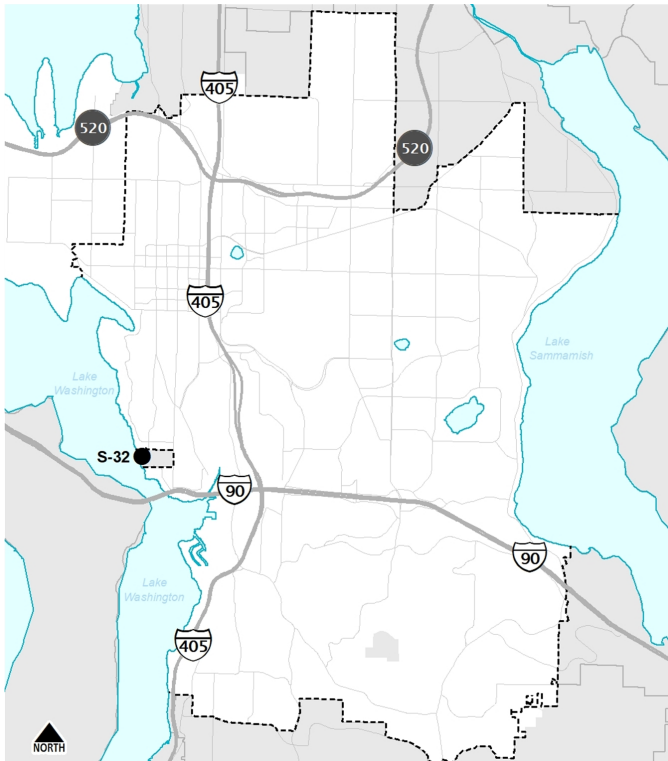
Environmental Impacts

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

Operating Budget Impacts

Estimated Annual M&O Costs: 0

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	3,898,530

Total Budgetary Cost Estimate: 3,898,530

Means of Financing

Funding Source	Amount
Utility Rates/Fees	3,898,530

Total Programmed Funding: 3,898,530
Future Funding Requirements: 0

Comments

S-58 Lake Line Management Plan

Category: **High Quality Built & Natural Env** Status: **Ongoing**
 Department: **Utilities** Location: **Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
2,324,955	2,074,955	250,000	-	-	-	-	-	-

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.

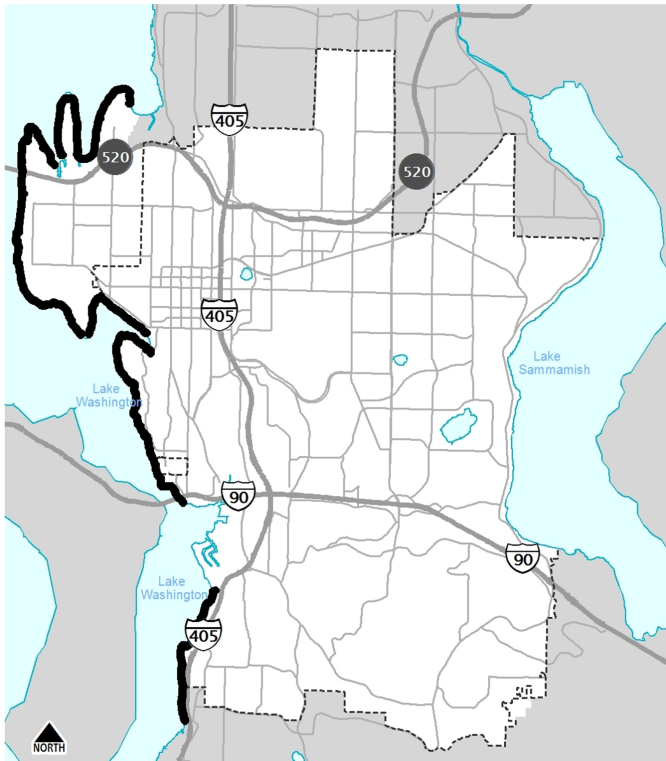
Environmental Impacts

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

Operating Budget Impacts

Estimated Annual M&O Costs: 0

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	2,324,955

Total Budgetary Cost Estimate: 2,324,955

Means of Financing

Funding Source	Amount
Utility Rates/Fees	2,324,955

Total Programmed Funding: 2,324,955
Future Funding Requirements: 0

Comments

S-60 Wilburton Sewer CapacityCategory: **High Quality Built & Natural Env** Status: **Ongoing**Department: **Utilities**Location: **Water and Sewer Service Areas****Programmed Expenditures**

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>
10,720,599	10,700,599	-	20,000	-	-	-	-	-

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

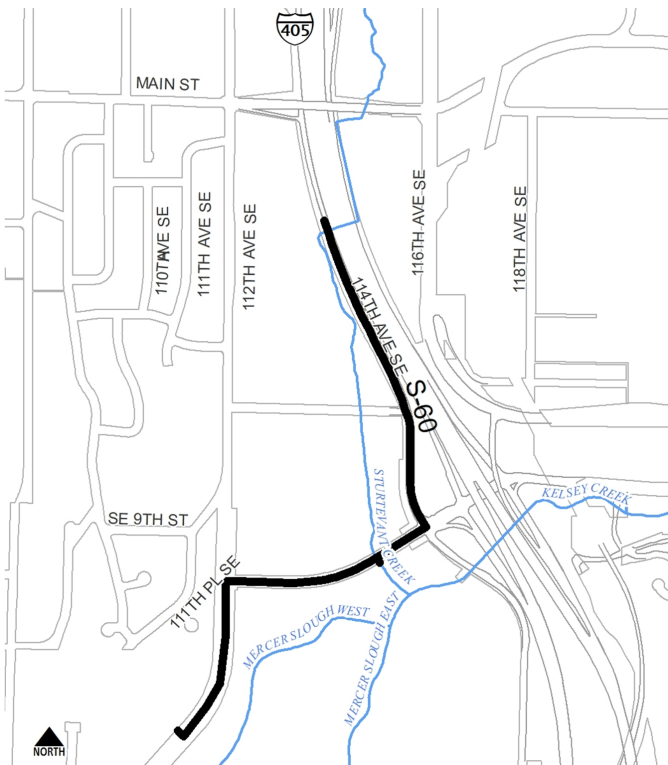
In the short term, utility capacity will be available without delaying development and redevelopment projects. In the long term, recovering the cost of projects from growth will reduce future rate increases to pay for utility system replacement.

Environmental Impacts

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

Operating Budget Impacts

Estimated Annual M&O Costs: 0

Project Map**Schedule of Activities**

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	2017 - 2023	10,720,599

Total Budgetary Cost Estimate: 10,720,599

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Utility Rates/Fees	10,720,599

Total Programmed Funding: 10,720,599
Future Funding Requirements: 0

Comments

S-61 Midlakes Pump Station Capacity Improvements

Category: **High Quality Built & Natural Env** Status: **Ongoing**Department: **Utilities**Location: **Midlakes Pump Station Bel-Red Road**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
8,482,695	8,432,695	50,000	-	-	-	-	-	-

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

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

Operating Budget Impacts

Estimated Annual M&O Costs: 0

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	8,482,695

Total Budgetary Cost Estimate: 8,482,695

Means of Financing

Funding Source	Amount
Utility Rates/Fees	8,482,695

Total Programmed Funding: 8,482,695
Future Funding Requirements: 0

Comments

S-66 Sewer System Pipeline Replacement

Category: **High Quality Built & Natural Env** Status: **Ongoing**Department: **Utilities**Location: **Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
18,070,889	12,350,889	2,920,000	650,000	1,030,000	1,120,000	-	-	-

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.

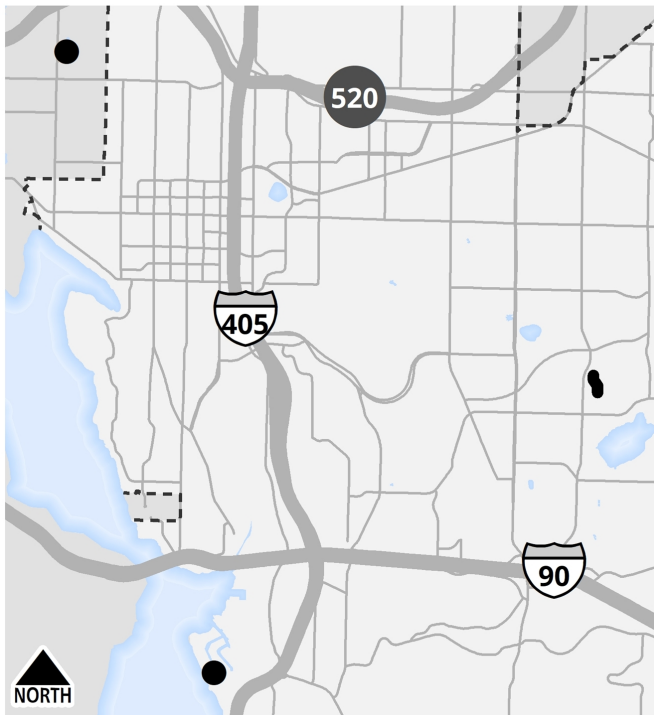
Environmental Impacts

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

Operating Budget Impacts

Estimated Annual M&O Costs: 0

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	18,070,889

Total Budgetary Cost Estimate: 18,070,889

Means of Financing

Funding Source	Amount
Utility Rates/Fees	18,070,889

Total Programmed Funding: 18,070,889

Future Funding Requirements: 0

Comments

S-111 Maintenance and Operations Facility Land Acquisition and

Category: **High Quality Built & Natural Env** Status: **Ongoing**
 Department: **Utilities** Location: **TBD**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
8,000,000	2,667,000	-	-	2,666,500	2,666,500	-	-	-

Description and Scope

Based on the alternatives analysis within the O&M Facilities Plan, property acquisition and site development is being recommended in the 2021-2027 CIP for the maintenance facility. While a specific site has not been determined, this proposal establishes a budget of \$16.0 million for property acquisition and development. The estimated cost of the land purchase for this CIP Project was funded by excess operating reserves which were allocated in the 2019-2020 biennium. The Design and Construction costs are being proposed as part of the 2021-2027 CIP Plan and will be funded as part of the annual transfer to CIP from Operations.

Programs included in this proposal are:

- W-111 Operations and Maintenance Land Acquisition - Water
- S-111 Operations and Maintenance Land Acquisition - Sewer

Rationale

The Utilities Operations and Maintenance Facilities Plan outlines strategic, 20-year investments to address vulnerabilities caused by inadequate, poorly positioned, and deteriorating facilities. Land acquisition and development of the Utilities North End Yard will start the Utility on the path to:

- Build capacity for yard functions and equipment storage on the north end of Bellevue,
- Build right-sized facilities capable of supporting today's operations and future growth, and
- Position facilities so crews can respond efficiently to routine work orders and emergencies

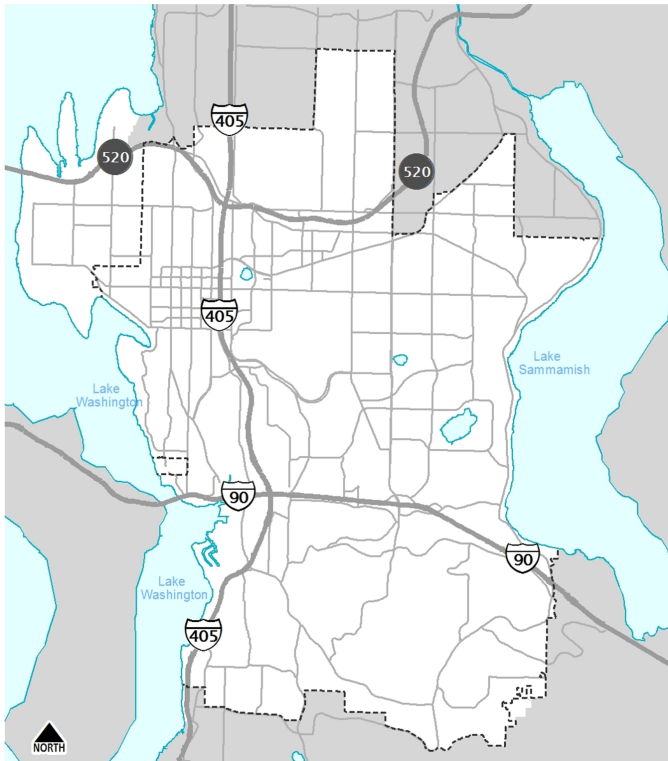
Environmental Impacts

TBD

Operating Budget Impacts

Estimated Annual M&O Costs: 0

Project Map



Schedule of Activities

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

Total Budgetary Cost Estimate: 8,000,000

Means of Financing

Funding Source	Amount
Utility Rates/Fees	8,000,000

Total Programmed Funding: 8,000,000
Future Funding Requirements: 0

Comments

S-112 Sewer Planning Program

Category: **High Quality Built & Natural Env** Status: **New**
 Department: **Utilities** Location: **Various locations.**

Programmed Expenditures								
Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
730,000	-	-	-	360,000	370,000	-	-	-

Description and Scope

This proposal funds replacement of sewer system components as they approach the end of their functional life or rehabilitates facilities to maximize their service life. This proposal is entirely supported by utility rates. It assumes 2.5% inflation per year, consistent with regional cost indices for public works engineering and construction.

Programs included in this proposal are:

- S-16 Sewer Pump Station Improvements
- S-24 Sewer System Pipeline Repairs and Replacement
- S-32 Minor (Small) Sewer Capital Improvements Projects
- S-58 Lake Line Management Plan
- S-67 Inflow and Infiltration Investigations and Flow Monitoring
- S-68 Sewer Force Main Condition Assessment
- S-112 Sewer Planning Program
- S-115 SCADA System Upgrade - Sewer

Bellevue's wastewater system is comprised of over 650 miles of pipe and 46 pump and flush stations which reliably remove 11 million gallons of sewage every day (on average) from homes and businesses and convey it safely to King County's regional system for treatment and disposal. System replacement value is estimated at \$1.4 Billion, or about \$9,600 for each of 145,000+ residential population served. Most of the system is more than halfway through its useful life. Ongoing inspection of pipe condition reveals that many pipes require significant repair or will soon need to be replaced. Failures and claims experience trends provide further evidence.

Utilities Financial Policies (adopted by Council) require appropriate capital investment for asset replacement. The Washington Depts. of Ecology and Health require sewer system operators to minimize overflows to surface water bodies. Repeated overflows can lead to enforcement action or state-mandated capital projects. (WAC 173 240 060) Bellevue's NPDES Permit (Western Washington Phase II Municipal Stormwater Permit) requires Bellevue to reduce the discharge of pollutants to surface water to the maximum extent practicable.

Rationale

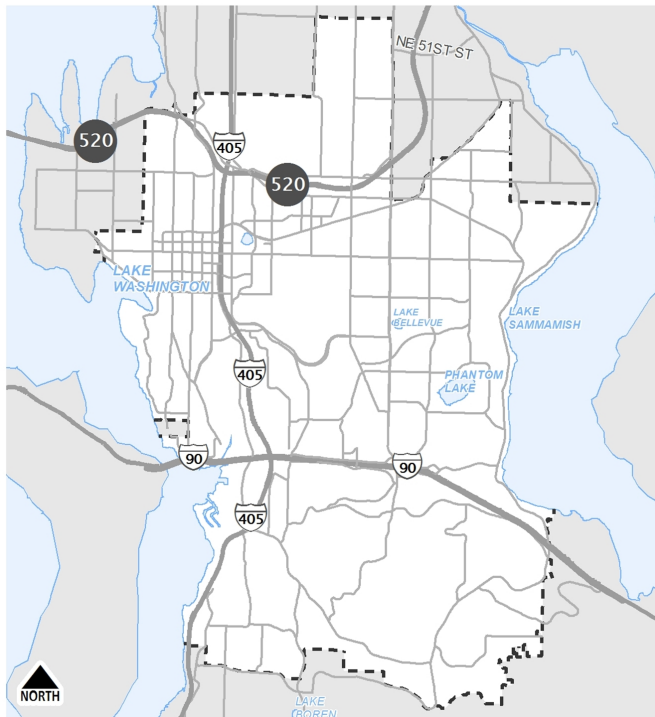
Environmental Impacts

Operating Budget Impacts

Estimated Annual M&O Costs: 0

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2021 - 2024	730,000

Total Budgetary Cost Estimate: 730,000

Means of Financing

Funding Source	Amount
Utility Rates/Fees	730,000

Total Programmed Funding: 730,000
Future Funding Requirements: 0

Comments

S-115 SCADA System Upgrade - SewerCategory: **High Quality Built & Natural Env** Status: **New**Department: **Utilities**Location: **Various locations.****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
4,860,000	-	1,500,000	210,000	1,000,000	-	1,200,000	950,000	-

Description and Scope

This proposal funds replacement of sewer system components as they approach the end of their functional life or rehabilitates facilities to maximize their service life. This proposal is entirely supported by utility rates. It assumes 2.5% inflation per year, consistent with regional cost indices for public works engineering and construction.

Programs included in this proposal are:

- S-16 Sewer Pump Station Improvements
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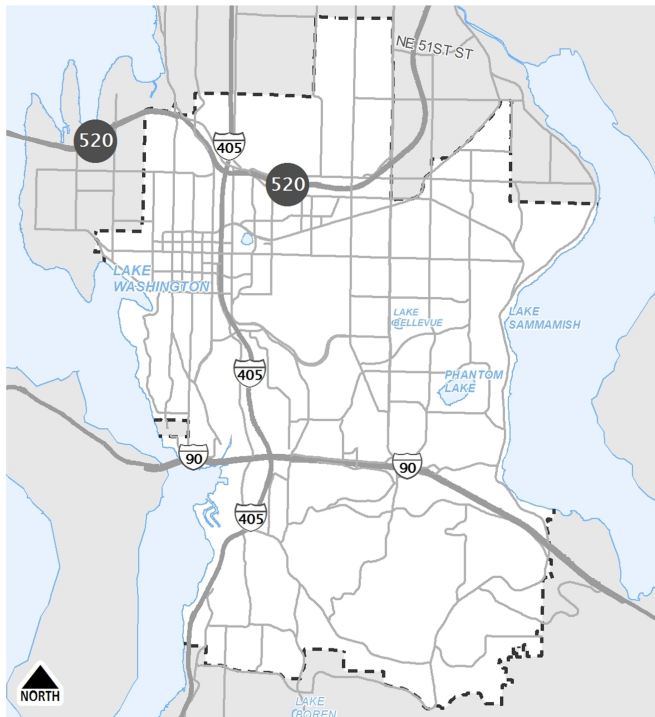
Utilities Financial Policies (adopted by Council) require appropriate capital investment for asset replacement. The Washington Depts. of Ecology and Health require sewer system operators to minimize overflows to surface water bodies. Repeated overflows can lead to enforcement action or state-mandated capital projects. (WAC 173 240 060) Bellevue's NPDES Permit (Western Washington Phase II Municipal Stormwater Permit) requires Bellevue to reduce the discharge of pollutants to surface water to the maximum extent practicable.

Rationale**Environmental Impacts****Operating Budget Impacts**

Estimated Annual M&O Costs: 0

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2021 - 2026	4,860,000

Total Budgetary Cost Estimate: 4,860,000

Means of Financing

Funding Source	Amount
Utility Rates/Fees	4,860,000

Total Programmed Funding: 4,860,000
Future Funding Requirements: 0

Comments



2021-2027 Capital Investment Program Plan

Storm & Surface Water

Bellevue's Storm & Surface Water system includes a network of streams, lakes, pipelines, storm water runoff control, and water quality facilities. The Utility owns, operates and maintains 11 regional detention facilities, 350 city-owned residential detention facilities, and monitors nearly 1,000 commercial detention facilities. Stormwater is conveyed via over 400 miles of pipelines, 86 miles of open ditch, and over 80 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.

Ongoing Utility objectives for the system include managing stream flows and flooding; limiting stream bank erosion; replacing undersized and/or deteriorating pipelines and culverts; reducing sedimentation and other water quality problems; and preserving or restoring aquatic wildlife habitat. The Utility's stormwater capital investment projects are developed to address the highest priority needs to meet these objectives.

The Utility utilizes the Storm and Surface Water System Plan, adopted in 2016, and ongoing assessments to identify and prioritize system improvement needs. In addition, current watershed management planning, drainage basin studies, analysis of storm events, input from maintenance staff, asset management analyses, and citizen input identify additional system improvement needs.

The 2021-2027 CIP recognizes that significant investments are needed to maintain aging systems and replace components that are reaching the end of their useful life. The CIP also includes investments to support the Utility's environmental stewardship goals and objectives.

2021-2027 Adopted CIP: Healthy and Sustainable Environment - Storm & Surface Water

Funded CIP Projects

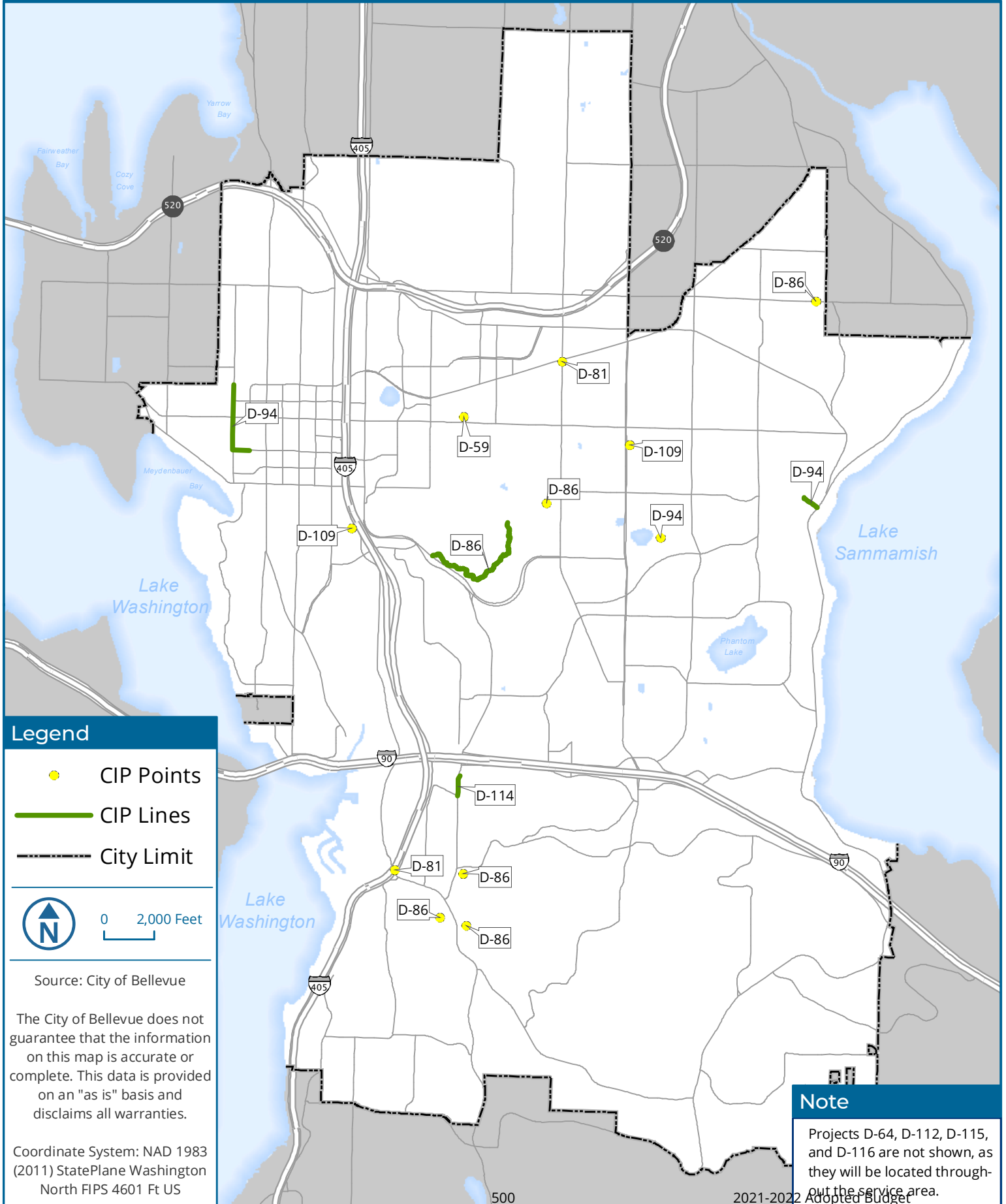
CIP Plan Number	Project Title	\$ in 000s	
		2021-2027	Total
		Project Cost	Estimated Cost
D-59	Minor (Small) Storm Capital Improvement Projects	\$ 190	\$ 3,855
D-64	Strom System Conveyance Repairs and Replacement	13,100	32,425
D-81	Fish Passage Improvement Program	1,800	7,846
D-86	Stream Channel Modification Program	3,240	9,519
D-94	Flood Control Program	9,490	22,341
D-103	Replace Coal Creek Pkwy Culvert at Coal Creek	50	5,337
D-104	Stream Restoration for Mobility & Infrastructure Initiative	-	2,631
D-104-B	Stream Restoration for Mobility & Infrastructure Initiative (Bank)	-	-
D-105	Replace NE 8th St Culvert at Kelsey Creek	-	4,376
D-106	Lower Coal Creek Flood Hazard Reduction Phase I	-	14,350
D-107	Storm Water Video Inspection Enhancement	-	2,581
D-109	Storm Retrofit in Kelsey Creek	750	1,407
D-112	Storm and Surface Water Planning Program	2,000	2,000
D-114	Factoria/Richard Creek Flood Reduction	9,320	9,320
D-115	SCADA Upgrade - Storm	1,450	1,450
D-116	Post-Construction Monitoring and Maintenance Program	1,050	1,050
		\$ 42,440	\$ 120,488

2021-2027 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>

2021-2027 Storm CIP Projects



D-59 Minor (Small) Storm Capital Improvement Projects

Category: **High Quality Built & Natural Env** Status: **Ongoing**
 Department: **Utilities** Location: **Storm Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
3,855,286	3,665,286	190,000	-	-	-	-	-	-

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.

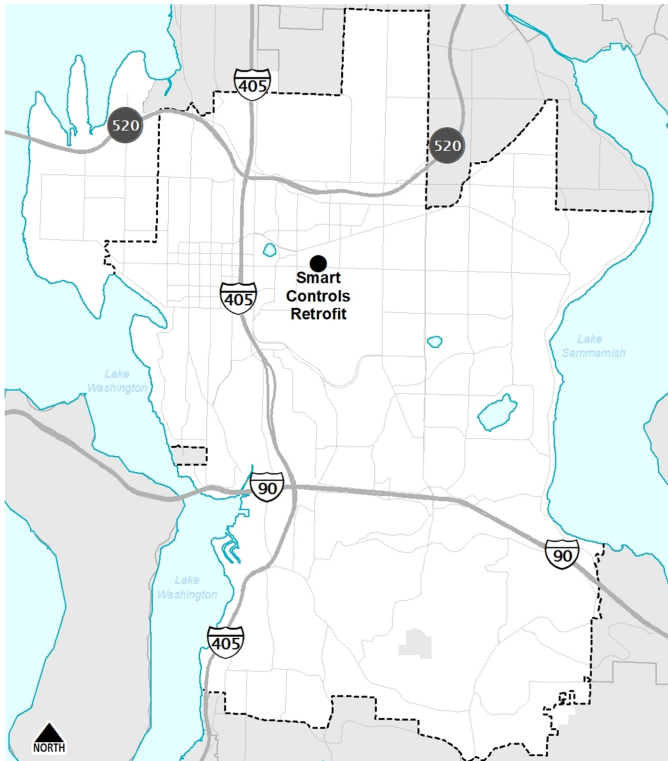
Environmental Impacts

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

Operating Budget Impacts

Estimated Annual M&O Costs: 0

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2021	3,855,286

Total Budgetary Cost Estimate: 3,855,286

Means of Financing

Funding Source	Amount
Utility Rates/Fees	3,855,286

Total Programmed Funding: 3,855,286
Future Funding Requirements: 0

Comments

D-64 Storm Water System Conveyance Infrastructure Rehabilitation

Category: **High Quality Built & Natural Env** Status: **Ongoing**
 Department: **Utilities** Location: **Storm Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
32,425,231	19,325,231	2,360,000	1,420,000	1,530,000	1,640,000	2,010,000	2,050,000	2,090,000

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.

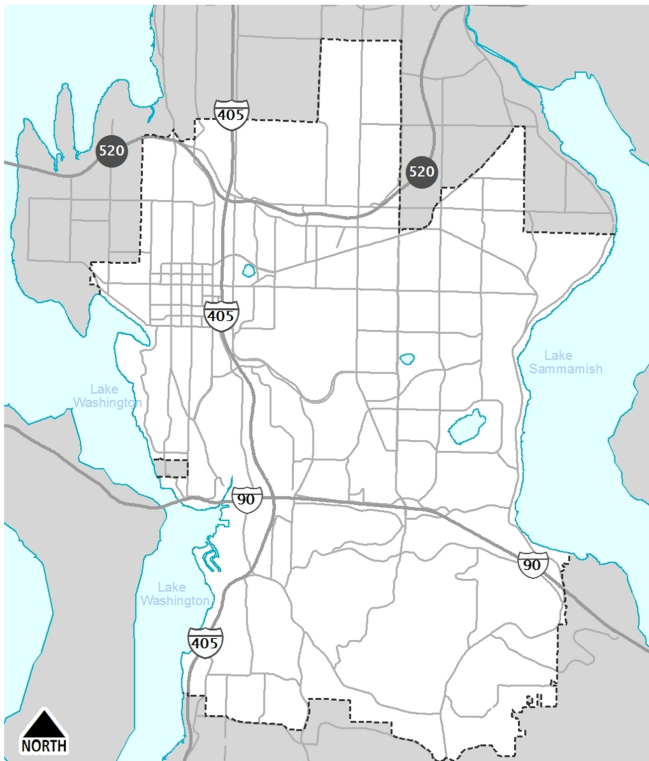
Environmental Impacts

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

Operating Budget Impacts

Estimated Annual M&O Costs: 0

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	32,425,231

Total Budgetary Cost Estimate: 32,425,231

Means of Financing

Funding Source	Amount
Utility Rates/Fees	32,425,231

Total Programmed Funding: 32,425,231
Future Funding Requirements: 0

Comments

D-81 Fish Passage Improvement Program

Category: **High Quality Built & Natural Env** Status: **Ongoing**Department: **Utilities**Location: **Storm and Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
7,845,895	6,045,895	-	350,000	100,000	190,000	610,000	500,000	50,000

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

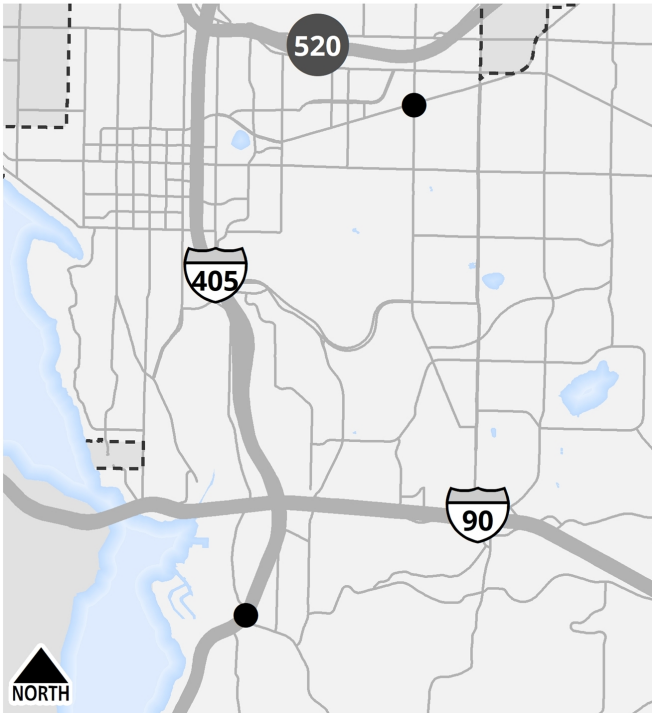
This program will have no significant impact on operating revenues and/or expenditures.

Operating Budget Impacts

Estimated Annual M&O Costs: 0

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	Ongoing	7,845,895

Total Budgetary Cost Estimate: 7,845,895

Means of Financing

Funding Source	Amount
Utility Rates/Fees	7,845,895

Total Programmed Funding: 7,845,895
Future Funding Requirements: 0

Comments

D-86 Stream Channel Modification ProgramCategory: **High Quality Built & Natural Env** Status: **Ongoing**Department: **Utilities**Location: **Storm and Sewer Service Area****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
9,518,568	6,278,568	1,390,000	160,000	180,000	-	80,000	440,000	990,000

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

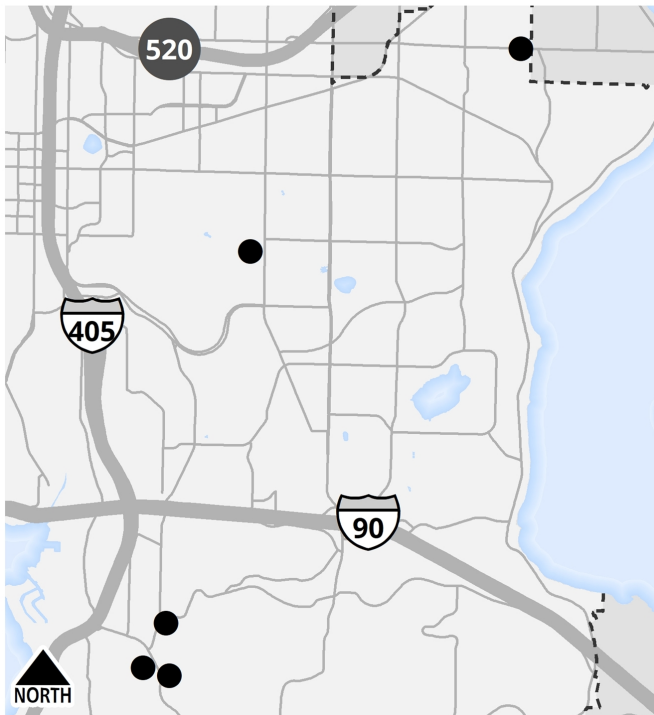
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Environmental Impacts

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

Operating Budget Impacts

Estimated Annual M&O Costs: 0

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	Ongoing	9,518,568

Total Budgetary Cost Estimate: 9,518,568

Means of Financing

Funding Source	Amount
Utility Rates/Fees	9,518,568

Total Programmed Funding: 9,518,568
Future Funding Requirements: 0

Comments

D-94 Flood Control ProgramCategory: **High Quality Built & Natural Env** Status: **Ongoing**Department: **Utilities**Location: **Storm and Sewer Service Area****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
22,340,973	12,850,973	2,950,000	2,450,000	2,070,000	520,000	500,000	500,000	500,000

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

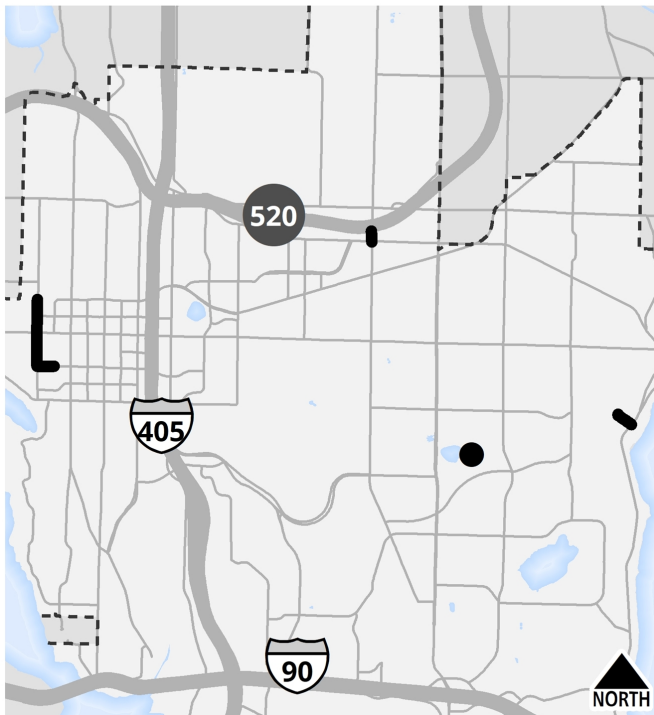
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Environmental Impacts

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

Operating Budget Impacts

Estimated Annual M&O Costs: 0

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	Ongoing	22,340,973

Total Budgetary Cost Estimate: 22,340,973

Means of Financing

Funding Source	Amount
Interlocal Contributions	5,449,000
Utility Rates/Fees	16,891,973

Total Programmed Funding: 22,340,973

Future Funding Requirements: 0

Comments

D-103 Replace the Coal Creek Parkway Culvert at Coal Creek

Category: **High Quality Built & Natural Env** Status: **Ongoing**
 Department: **Utilities** Location: **Storm Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
5,337,250	5,287,250	50,000	-	-	-	-	-	-

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.

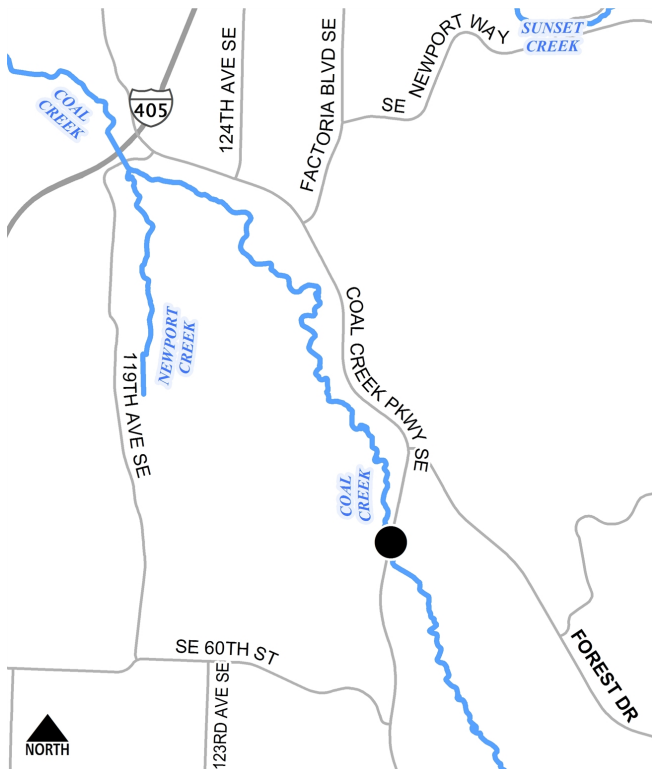
Environmental Impacts

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

Operating Budget Impacts

Estimated Annual M&O Costs: 0

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2009 - 2021	5,337,250

Total Budgetary Cost Estimate: 5,337,250

Means of Financing

Funding Source	Amount
Utility Rates/Fees	5,337,250

Total Programmed Funding: 5,337,250
Future Funding Requirements: 0

Comments

D-109 Water Quality Retrofit Program

Category: **High Quality Built & Natural Env** Status: **Ongoing**Department: **Utilities**Location: **Storm and Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
1,407,000	657,000	-	750,000	-	-	-	-	-

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.

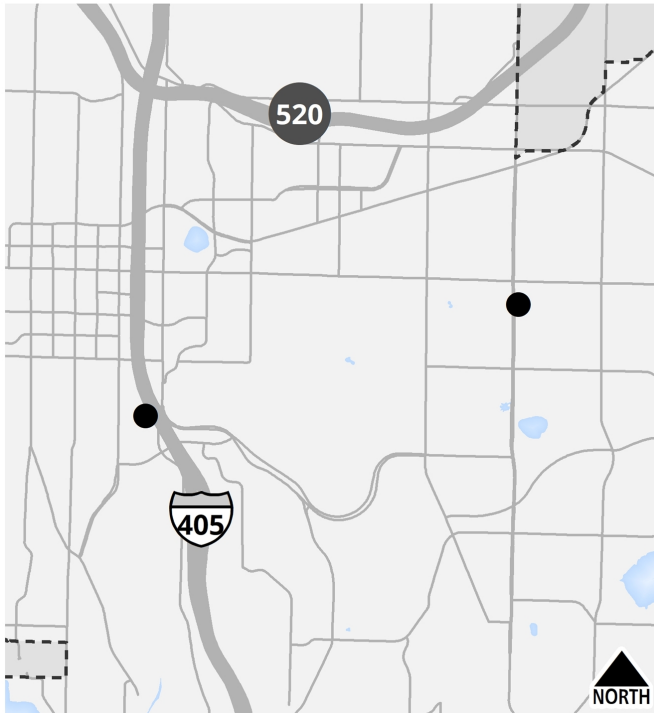
Environmental Impacts

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

Operating Budget Impacts

Estimated Annual M&O Costs: 0

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2022	1,407,000

Total Budgetary Cost Estimate: 1,407,000

Means of Financing

Funding Source	Amount
Utility Rates/Fees	1,407,000

Total Programmed Funding: 1,407,000
Future Funding Requirements: 0

Comments

D-112 Storm and Surface Water Planning Program

Category: **High Quality Built & Natural Env** Status: **New**Department: **Utilities**Location: **Various locations.**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
2,000,000	-	590,000	600,000	240,000	-	-	280,000	290,000

Description and Scope

This proposal is for Utility CIP projects with environmental preservation or restoration as the primary goal. It includes programs and projects intended to restore stream health and environmental habitat or prevent pollution of those resources. These projects guard against detrimental impacts from city operations or repair environmental damage on public lands or lands with public responsibilities, such as easement obligations and at past project sites. CIP Plans included in this proposal are:

- D-81 Fish Passage Improvement Program
- D-86 Stream Channel Modification Program
- D-94 Flood Control Program (funded in part by King County Flood Control District (KCFCD))
- D-104 Stream Restoration for Mobility and Infrastructure Initiative
- D-106 Lower Coal Creek Flood Hazard Reduction Phase 1 (funded in whole by KCFCD)
- D-109 Water Quality Retrofit Program
- D-112 Storm and Surface Water Planning Program
- D-114 Factoria/Richards Creek Flood Reduction
- D-116 Post-Construction Monitoring and Maintenance Program

D-106 is funded entirely by the King Co. Flood Control Zone District (KCFCD) as a regional priority flood control project. D-94 and D-114 are funded in part by the KCFCD. All other proposed investments are funded by utility rates.

Most of the CIP programs in this proposal are included in the adopted 2019-2025 CIP. Council approved rate increases to pay for these CIP Plans, and the projects contained in them, when they approved prior budgets; revenues have been collected since then toward construction of those projects. 2.5% inflation per year is assumed, consistent with regional cost indices for public works engineering and construction. New CIP Plans are described in the next section.

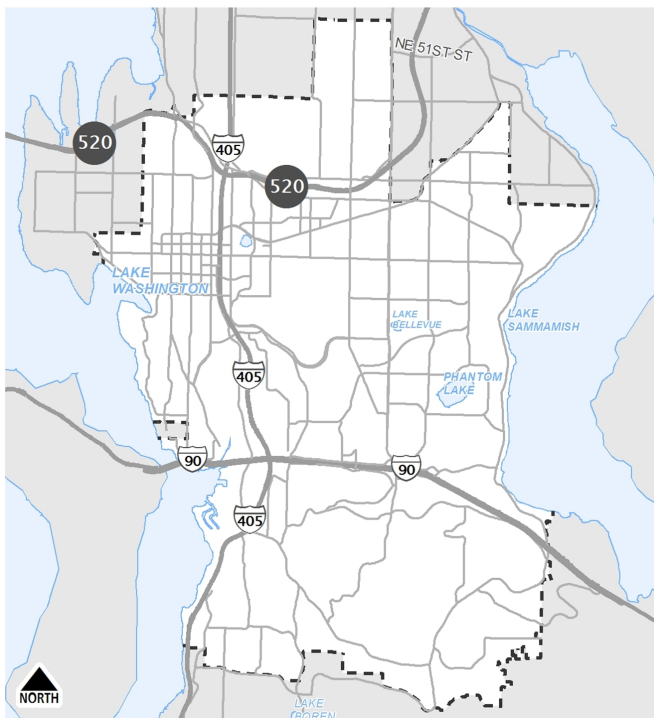
Rationale

Environmental Impacts

Operating Budget Impacts

Estimated Annual M&O Costs: 0

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2023	2,000,000

Total Budgetary Cost Estimate: 2,000,000

Means of Financing

Funding Source	Amount
Utility Rates/Fees	2,000,000

Total Programmed Funding: 2,000,000
Future Funding Requirements: 0

D-114 Factoria/Richards Creek Flood Reduction

Category: **High Quality Built & Natural Env** Status: **New**Department: **Utilities**Location: **Various locations.**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
9,320,000	-	5,220,000	4,100,000	-	-	-	-	-

Description and Scope

This proposal is for Utility CIP projects with environmental preservation or restoration as the primary goal. It includes programs and projects intended to restore stream health and environmental habitat or prevent pollution of those resources. These projects guard against detrimental impacts from city operations or repair environmental damage on public lands or lands with public responsibilities, such as easement obligations and at past project sites. CIP Plans included in this proposal are:

- D-81 Fish Passage Improvement Program
- D-86 Stream Channel Modification Program
- D-94 Flood Control Program (funded in part by King County Flood Control District (KCFCD))
- D-104 Stream Restoration for Mobility and Infrastructure Initiative
- D-106 Lower Coal Creek Flood Hazard Reduction Phase 1 (funded in whole by KCFCD)
- D-109 Water Quality Retrofit Program
- D-112 Storm and Surface Water Planning Program
- D-114 Factoria/Richards Creek Flood Reduction
- D-116 Post-Construction Monitoring and Maintenance Program

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Most of the CIP programs in this proposal are included in the adopted 2019-2025 CIP. Council approved rate increases to pay for these CIP Plans, and the projects contained in them, when they approved prior budgets; revenues have been collected since then toward construction of those projects. 2.5% inflation per year is assumed, consistent with regional cost indices for public works engineering and construction. New CIP Plans are described in the next section.

Rationale

Environmental Impacts

Operating Budget Impacts

Estimated Annual M&O Costs: 0

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2023	9,320,000

Total Budgetary Cost Estimate: 9,320,000

Means of Financing

Funding Source	Amount
Intergovernmental Contributions	5,743,000
Utility Rates/Fees	3,577,000

Total Programmed Funding: 9,320,000
Future Funding Requirements: 0

D-115 SCADA Upgrade - StormCategory: **High Quality Built & Natural Env** Status: **New**Department: **Utilities**Location: **Various locations.****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
1,450,000	-	-	600,000	200,000	20,000	-	630,000	-

Description and Scope

This proposal funds replacement or rehabilitation of the constructed portions (pipes, ponds, vaults) of Bellevue's aging stormwater system. This program is entirely supported by utility rates. 2.5% inflation per year is assumed, consistent with regional cost indices for public works engineering and construction.

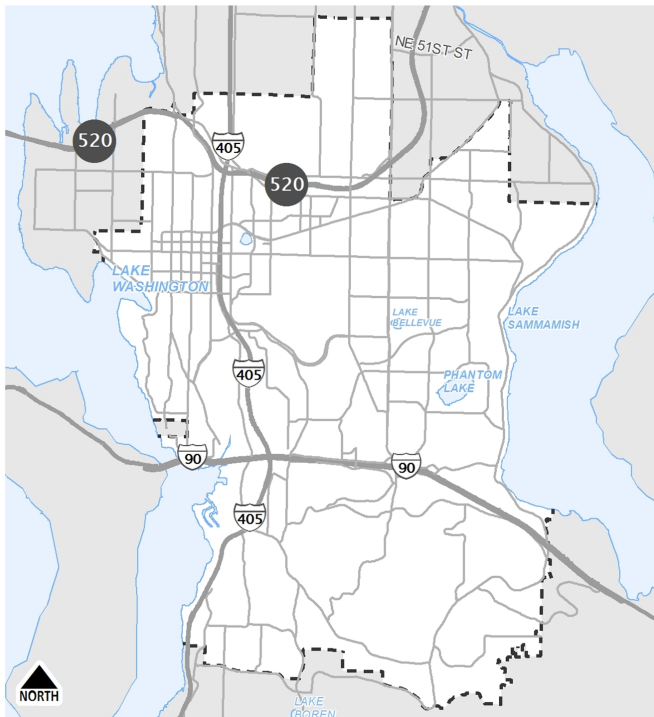
Programs included in this proposal are:

- D-64 Storm Water System Conveyance Infrastructure Rehabilitation
- D-103 Replace the Coal Creek Parkway Culvert at Coal Creek
- D-115 SCADA Upgrade - Storm

Bellevue's stormwater system includes 410 miles of pipes and culverts, 11 regional ponds, and over 22,000 catch basins, inlets, and manholes. Replacement of infrastructure prior to failure prevents flooding of public facilities and private property, erosion and traffic disruption, and protects the natural environment (streams, lakes and wetlands) from high velocity, erosive stormwater runoff and detrimental water quality pollutants. This proposal implements a long term strategy to manage storm infrastructure at the least life-cycle cost, while maintaining acceptable service levels. Utilities Financial Policies (adopted by Council) require appropriate capital investment for asset replacement. These are long term renewal and replacement programs. Asset replacement is based on asset criticality and business risk, per industry best practices. Bellevue's NPDES Permit (Western Washington Phase II Municipal Stormwater Permit) requires Bellevue to reduce the discharge of pollutants to surface water to the maximum extent practicable.

Rationale**Environmental Impacts****Operating Budget Impacts**

Estimated Annual M&O Costs: 0

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2017 - 2023	1,450,000

Total Budgetary Cost Estimate: 1,450,000

Means of Financing

Funding Source	Amount
Utility Rates/Fees	1,450,000

Total Programmed Funding: 1,450,000
Future Funding Requirements: 0

Comments

D-116 Post-Construction Monitoring and Maintenance Program

Category: **High Quality Built & Natural Env** Status: **New**Department: **Utilities**Location: **Various locations.**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
1,050,000	-	220,000	210,000	270,000	160,000	110,000	40,000	40,000

Description and Scope

This proposal is for Utility CIP projects with environmental preservation or restoration as the primary goal. It includes programs and projects intended to restore stream health and environmental habitat or prevent pollution of those resources. These projects guard against detrimental impacts from city operations or repair environmental damage on public lands or lands with public responsibilities, such as easement obligations and at past project sites. CIP Plans included in this proposal are:

- D-81 Fish Passage Improvement Program
- D-86 Stream Channel Modification Program
- D-94 Flood Control Program (funded in part by King County Flood Control District (KCFCD))
- D-104 Stream Restoration for Mobility and Infrastructure Initiative
- D-106 Lower Coal Creek Flood Hazard Reduction Phase 1 (funded in whole by KCFCD)
- D-109 Water Quality Retrofit Program
- D-112 Storm and Surface Water Planning Program
- D-114 Factoria/Richards Creek Flood Reduction
- D-116 Post-Construction Monitoring and Maintenance Program

D-106 is funded entirely by the King Co. Flood Control Zone District (KCFCD) as a regional priority flood control project. D-94 and D-114 are funded in part by the KCFCD. All other proposed investments are funded by utility rates.

Most of the CIP programs in this proposal are included in the adopted 2019-2025 CIP. Council approved rate increases to pay for these CIP Plans, and the projects contained in them, when they approved prior budgets; revenues have been collected since then toward construction of those projects. 2.5% inflation per year is assumed, consistent with regional cost indices for public works engineering and construction. New CIP Plans are described in the next section.

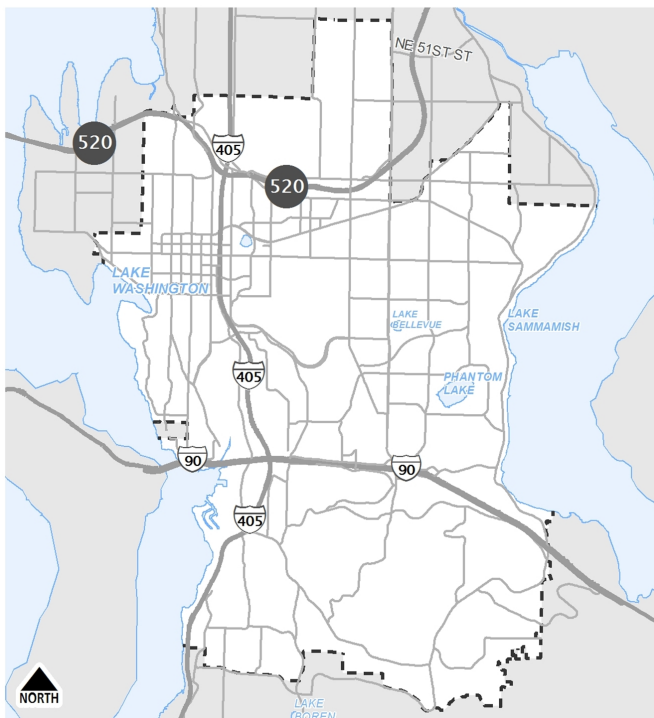
Rationale

Environmental Impacts

Operating Budget Impacts

Estimated Annual M&O Costs: 0

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2021 - 2027	1,050,000

Total Budgetary Cost Estimate: 1,050,000

Means of Financing

Funding Source	Amount
Utility Rates/Fees	1,050,000

Total Programmed Funding: 1,050,000
Future Funding Requirements: 0