

Resource Summary

This chapter illustrates 2021-2022 budget resources primarily through the use of graphic presentations. Text describing the graphic presentations is included to highlight some of the key information presented.

This Resource Summary is organized into the following sections:

A. Total City Budget Resources

Figure 8a-1 presents the adopted 2021-2022 resource budget for all City funds and contains a comparison to amended 2019-2020 resources. All comparisons in this section compare the 2021-2022 adopted budget to the 2019-2020 Amended budget.

B. Summary of Locally Levied Taxes

Figure 4a-1 presents total City budget resources.

Figure 4a-2 presents the City and State of Washington revenue policies regarding the sales tax.

Figure 4a-3 presents historical sales tax data as well as revenue projections for the adopted 2021-2022 budget.

Figure 4a-4 presents the City and state revenue policies regarding the business and occupations (B&O) Tax.

Figure 4a-5 presents historical B&O Tax data as well as revenue projections for the adopted 2021-2022 budget.

Figure 4a-6 presents the City and state revenue policies regarding the property tax.

Figure 4a-7 presents historical Property Tax levy rates as well as projected levy rates for the adopted 2021-2022 budget.

Figure 4a-8 presents the City and state revenue policies regarding the Real Estate Excise Tax (REET).

Figure 4a-9 presents historical REET Tax data as well as revenue projections for the adopted 2021-2022 budget.

Figure 4a-10 presents the City and state revenue policies regarding Utility Taxes.

Figure 4a-11 presents the City and state revenue policies regarding the Motor Vehicle Fuel Tax.

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Figure 4a-12(A) presents a city comparison of 2020 property tax rates in State of Washington.

Figure 4a-12(B) presents a city comparison of 2020 B&O tax rates in State of Washington.

Figure 4a-13 presents typical distribution of property tax dollars

Figure 4a-11 presents historical property value and tax levy information.

C. Tax Rate Information

Figures 8a-12a and 8a-12b compare Bellevue property tax and average utilities rates to other local jurisdictions.

Figure 8a-13 displays historical property tax information for comparison purposes. Official property tax records are maintained by the King County Assessor's Office.

Figure 8a-14 displays a typical distribution of property tax dollars for Bellevue taxpayers, as well as an estimate of property tax bills for Bellevue homeowners.

NOTE: This section compares the adopted 2021-2022 budget to the amended 2019-2020 budget.

Resource Summary

A. Total City Budget Resources

Figure 8a-1 presents the 2021-2022 resource budget for all City funds and contains a comparison to amended 2019-2020 resources. All comparisons in this section compare the 2021-2022 adopted budget to the 2019-2020 amended budget.

The City has many revenue sources across all funds, from general government to enterprise funds. Generally, revenue remains consistent with the largest fluctuation happening in the most economically driven revenue streams of Sales and Use Tax and Business and Occupation Tax due to COVID-19 impacts.

Many of the resources received are dedicated to a specific purpose and cannot be spent on non-related services or programs. For example, rate revenues received from water service can only be used for that purpose and cannot be used to pay for general services or other types of utility services.

Several revenue streams are restricted, including but not limited to Development Services permits revenue, Property Tax revenue received from the voter-approved Parks Levy, Fire Facilities Levy and Neighborhood Safety, Connectivity and Congestions Levy, and revenue generated by utility rates. As noted in the chart 8a-1, taxes make up 27.4 percent of the total 2021-2022 a biennial budget. The remaining 72.6 percent is a collection of beginning fund balance, utility rates, and other sources.

Sales tax is the most volatile revenue stream for the City and comprises 8.2 percent of total resources. In prosperous economic times sales tax growth is quite strong; in 2007 sales tax grew 16.6 percent with construction leading the way. In poor economic times, sales tax may drop precipitously as illustrated in 2009 during the Great Recession. Sales tax has been on the rise in the last few years (on average 5 percent growth annually), yet had substantial loss in 2020 with an 11 percent decline from 2019 due to COVID and is projected to recover to 2019 level through 2023.

Property Tax makes up 7.2 percent of the City's total resources which can be seen in Figure 8a-1. This budget incorporated a 1 percent adjustment in Property Tax in both 2021 and 2022. The total property tax levy rate in 2021 is \$0.89 per \$1000 Assessed Value (AV), and the 2022 levy rates are expected to drop further due to increases in AV related to new construction. Estimated 2021 and 2022 levy rates include voter-approved Parks, Fire Facilities, and Neighborhood Congestion, Safety, and Connectivity levies.

Business & Occupation Tax is 5.3 percent of the City's resources and performs similar to sales tax but the tax base is somewhat more expansive giving it slightly more stability than sales tax. Unlike sales tax, B&O tax is based on gross receipts for retail sales or calculated by square footage for those companies that don't necessarily have gross receipts but perform other activities such as management activities of headquarters. Without penalty

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audit revenue, the B&O tax collection had a 10 percent decline from 2019 due to COVID-19 and is forecasted to recover 9.2 percent in 2021 from the deep loss in 2020, then 6.9 percent year-over-year growth in 2022.

Utility Taxes include electric, natural gas, water, sewer, storm drainage, garbage, and telephone utility activity. City-run utilities such as water, sewer and storm drainage, have grown consistently from year to year and were only minimally affected by the recession. Electric and Gas tax has increased due to rates and usage increases. Telephone and cell phone services have been going through systemic changes that have resulted in declining collections and are expected to decline further. Increasingly people are discontinuing landline telephones services and data plan on cell phone bills are exempt from tax, resulting in reduced cell phone tax collections.

Other taxes include hotel/motel, Real Estate Excise (REET), Criminal Justice Sales, Admissions, Gambling, and Leasehold Excise Taxes, as well as tax penalties. Hotel/motel tax collections were heavily impacted by COVID-19 and hotel occupancy is forecasted to recover through 2025. The city has an abundance of large buildings in the downtown area, as well as in Eastgate. When these buildings sell, they contribute significant REET dollars to the city. Commercial construction went down widely during COVID-19, and commercial real estate remained in contraction, which will impact future REET collections. The Criminal Justice Sales tax collections went down with the decrease in King County sales tax collections. Other tax collections like Admissions, Gambling went down due to the COVID-19 and Stay Home order.

Utility Service Fees are the third-largest category of resources making up 18.4 percent of total City resources. Utility Service Fees can only be used to support the specific utility for it was collected. As an example, water service fees cannot be used to support sewer operations. This revenue category is made up of water, sewer, and storm and surface water service fees. These revenues are projected to grow by \$5.2 million over the 2021-2022 biennium, primarily attributable to utility rates increase from 3.8 to 3.9 percent across water, sewer, and storm drainage. More information is provided in 2021-2026 Utilities Forecast.

Beginning Fund Balance (BFB) is the second-largest category of resources at \$359.9 million or 20.6 percent of total City resources. The General Fund's 2021 beginning fund balance is \$38.7 million or 10.8 percent of total Beginning Fund Balance. The other two major funds are Enterprise Fund and Capital Investment Funds, which contribute \$65.0 million or 18.1 percent and \$205.0 million or 57.0 percent of total Beginning Fund Balance respectively. Similar to other resources, fund balance often is restricted to fund only certain types of expenses. As an example, the Sewer Utility fund balance can only be used to fund expenses that support the Sewer Utility. Conversely, the General Fund balance can be used for any purpose.

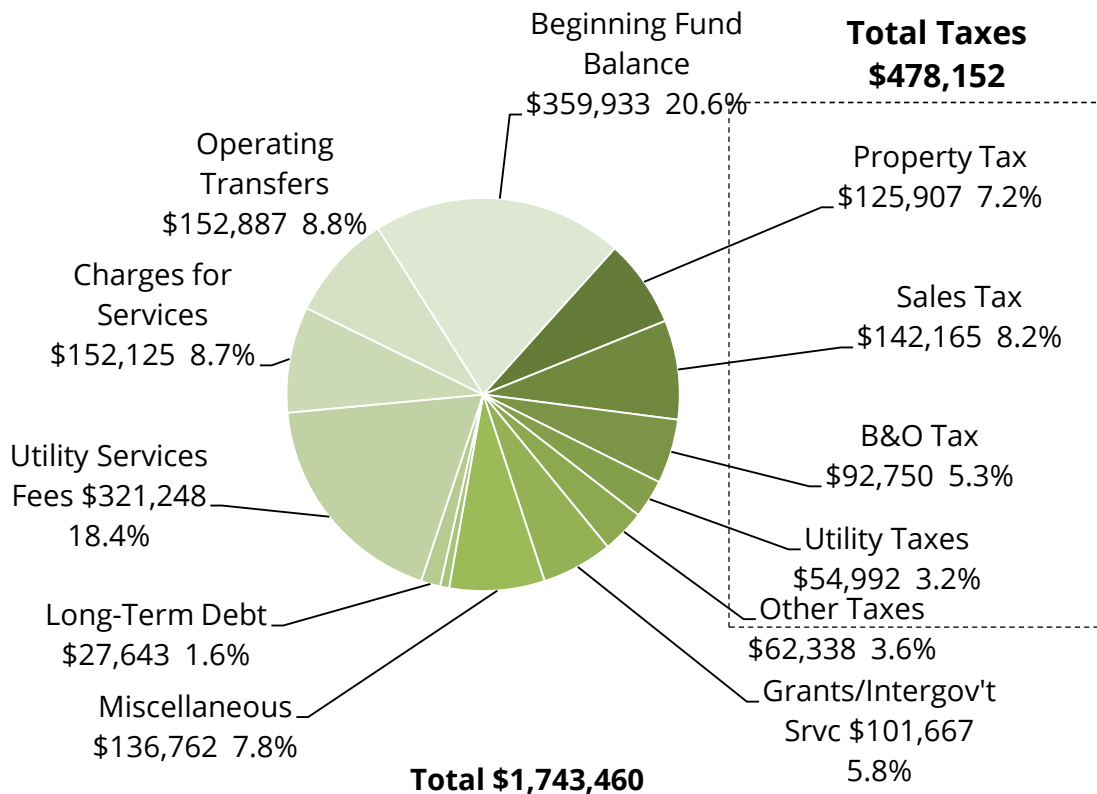
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Operating Transfers, \$152.9 million or 8.8 percent of total resources, are anticipated to decrease by \$11 million or 6.7 percent from 2019-2020 to 2021-2022. Operating Transfers are a transfer between funds. An example of an operating transfer would be a transfer from an operating fund to a capital fund to support future or present capital projects. Another example is a transfer from a capital fund to an operating fund when an operating fund FTE works on a capital project.

The components of Intergovernmental Revenues include but are not limited to Federal and State Grants, Interlocal Contributions including Sound Transit contributions, King County contributions, and Point Communities contributions, and revenue from rents and leases.

Figure 4a-1

2021-2022 Total City Budget Resources \$000



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Comparison to 2019-2020 Budget

	2019-2020 Amended Budget	2021-2022 Adopted Budget	\$ Change	% Change
Taxes				
Sales Tax	\$155,471	\$142,165	(\$13,306)	(8.6%)
Property Tax	119,434	125,907	6,473	5.4%
Business & Occupation Tax	95,133	92,750	(2,383)	(2.5%)
Utility Taxes	58,759	54,992	(3,767)	(6.4%)
Other Taxes	81,838	62,338	(19,500)	(23.8%)
Total Taxes	\$510,636	\$478,152	(\$32,484)	(6.4%)
Beginning Fund Balance	\$363,804	\$359,933	(\$3,871)	(1.1%)
Utility Services Fees	316,096	321,248	5,152	1.6%
Miscellaneous	207,348	136,762	(70,586)	(34.0%)
Short-Term Debt	17,497	13,043	(4,454)	(25.5%)
Long-Term Debt*	0	27,643	27,643	100.0%
Charges for Services	144,620	152,125	7,505	5.2%
Operating Transfers	163,893	152,887	(11,006)	(6.7%)
Grants/Intergovernmental Services	116,760	101,667	(15,093)	(12.9%)
Total Resources	\$1,840,653	\$1,743,460	(\$97,193)	(5.3%)

Figures may not foot due to rounding.

*2021-2022 budget contains a technical correction which shows TIFIA as a long-term debt.

B. Summary of Locally Levied Taxes

1. Sales Tax (RCW 82.14.030)

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

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revenue monthly. The total sales tax rate is 10.0 percent in Bellevue and the city receives 0.85 percent of this rate.

Growth in sales tax revenue is driven by growth in sales at retail outlets, direct expenditures by households and businesses, and development activity. Sales tax revenue support activities of the General Fund, General CIP Fund and Housing Fund. The current method for splitting the sales tax between the General Fund and the General CIP fund is for the General Fund to equal 75 percent plus incremental increases in operations and maintenance minus the bond payment for \$10 million CIP debt. The current policy for the General Fund and the CIP Fund is:

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

(Source: City's Comprehensive Financial Policies)

With the issuance of \$79.1 million in debt in 2015, of which \$10 million allows the city to redirect sales tax to address infrastructure and neighborhood needs, the current sales tax split and the source of splitting methodology is shown below:

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Figure 4a-2

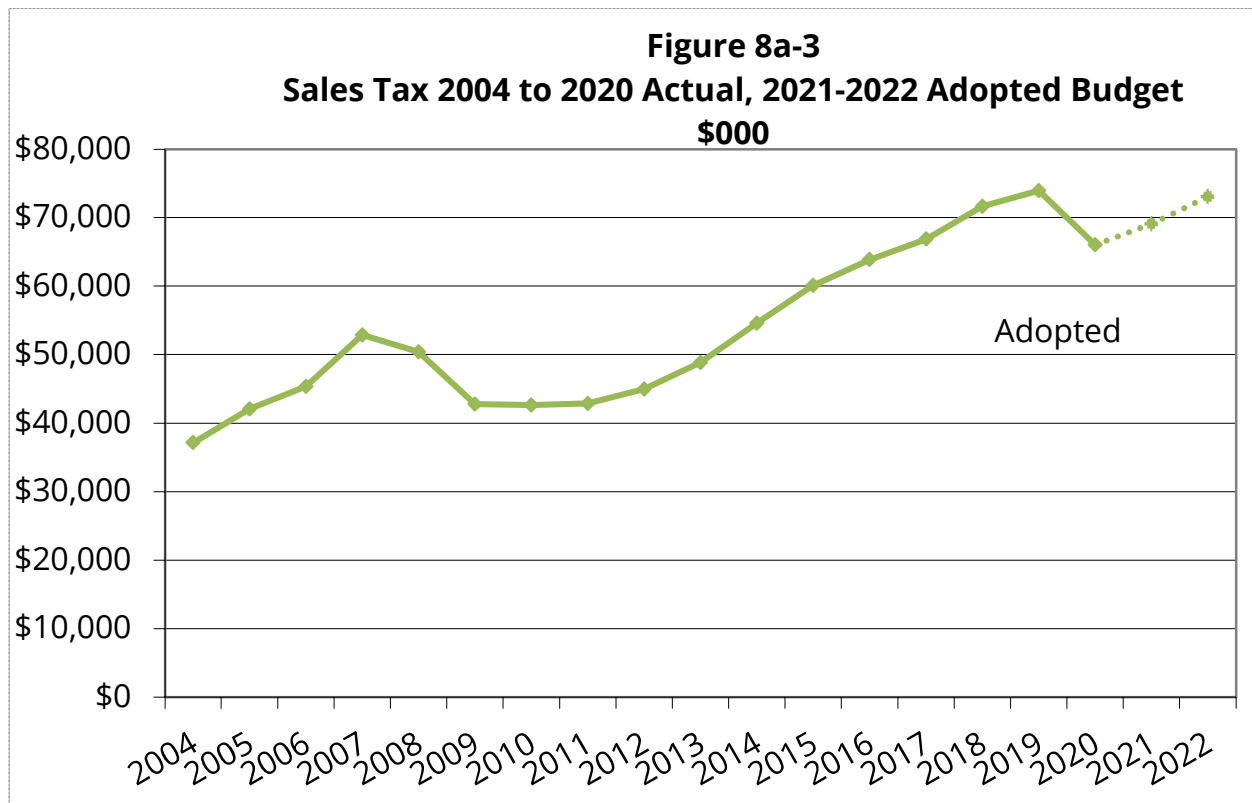
Revenue Stream	Source: RCW; Financial Policy; Ordinance; Guiding Practice	Calculation of where each tax is split to
Sales Tax	<p>RCW 82.14 – establishes sales tax authority for cities.</p> <p>Financial Policy XI.H: splits 75% to the General Fund for CIP M&O plus 25% to the CIP; each year post-2011 the General Fund portion is increased by CPI.</p> <p>2015 Budget Umbrella Ordinance 6209 dated December 14, 2014: Adopted as part of the budget a 2% property tax increase, which allowed for \$694,000 of sales tax to be redirected to the CIP to cover debt service for the 2015 bonds.</p> <p>Housing Trust Fund has been a transfer from sales tax since 1991.</p>	<p>Sales tax Split Calculation:</p> <p>Total Sales Received by the City Less \$100,000 to the Housing Trust Fund Less \$694,000 to the CIP for 2015 Debt Service</p> <p>Subtotal of sales tax to be split between GF/CIP 75% to General Fund (adjusted by CPI from 2011 on) Remainder to CIP (approximately 25%)</p>

In light of the unpredictability of the economic recovery coming out of the COVID shut-down and for the purpose of developing a balanced budget, the adopted budget includes a 2-year adjustment of \$3 million each year, reducing the amount of sales and B&O tax flowing to the CIP, and instead channeling those resources into the General Fund. This is a short-term adjustment to the policy noted above.

Historical Collections & Trends

Sales tax collections grew significantly from 2003 to 2007, primarily due to increases in development activity and consumer spending (retail and services sectors growth). Sales tax collections for 2008 and 2009 reflect the decline in development and taxable retail activity experienced during the recession. Before COVID-19, sales tax collections had moderate and steady growth. However, projection in 2020 sales tax reflects the COVID-19 impact and projections for 2021-2022 biennium recovery from the economic downturn.

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Maximum Rate:	1.0 percent*
Current Rate:	1.0 percent*

2021 Estimate:

General Fund	\$50,579,034
(Including sales tax re-allocation)	+3,000,000
General CIP Fund	18,420,463
(Excluding sales tax re-allocation)	-3,000,000
Housing Fund	<u>100,000</u>
Total 2021 Sales Tax	\$69,099,497

2022 Estimate:

General Fund	\$54,305,247
(Including sales tax re-allocation and technical adjustment)	+\$4,400,000
General CIP Fund	18,660,463
(Excluding sales tax re-allocation and technical adjustment)	-\$4,400,000
Housing Fund	<u>100,000</u>
Total 2022 Sales Tax	\$73,065,710

* 15 percent of the sales tax revenue produced by the city's 1 percent is allocated to the county. In addition to the city's remaining 0.85 percent.

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Comments/Watch Areas

Before COVID-19, overall sales tax has been on a steady growth. One area that has always been a concern is development or construction, which has historically been a large component of the city's sales tax collections. Since it is such a large component of sales tax it leaves it at risk due to how much development is influenced by economic conditions. As has happened in the past when a recession hits, construction will drop dramatically and has dropped as much as 33 percent from its peak during the Great Recession. Many sectors of the economy were hit hard during the pandemic, including food/accommodation, auto sales, retail sales, which together comprised over 55 percent of sales tax revenue. The timing of economic recovery is highly uncertain. The current projection shows sales tax recovery through 2023 mainly due to the slow recovery of consumer confidence. The most impacted industries continue to be food and accommodation, retail, auto sales; services industry and construction industry is projected to recovery relatively faster.

2. Business & Occupation (B&O) Tax (*RCW 35.21.710, RCW 35.21.706, RCW 35.21.711*)

Business and Occupation (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 whose in-city activities produce gross revenue indirectly, such as at headquarter locations. Businesses with taxable gross receipts for a business less than \$170,000 or offices with less than 250 taxable square feet are exempt from B&O Tax. The City levies the same rate for all types of business activities. The gross receipt B&O Tax rate is 0.1496 percent of receipts/income and the quarterly square footage rate is \$0.2593882 per square foot in 2020. B&O revenues support General Fund and the Capital Investment Program (CIP) Fund activities, information concerning both state and city policies concerning the B&O Tax are found in the table provided below:

¹ [RCW 35.21.706](#): Referendum procedure. An ordinance that imposes the tax or increases the tax rate must include a provision for a referendum procedure.

[RCW 35.21.710](#): Maximum B&O tax rates established.

[RCW 35.21.711](#): Voter approval for higher rates.

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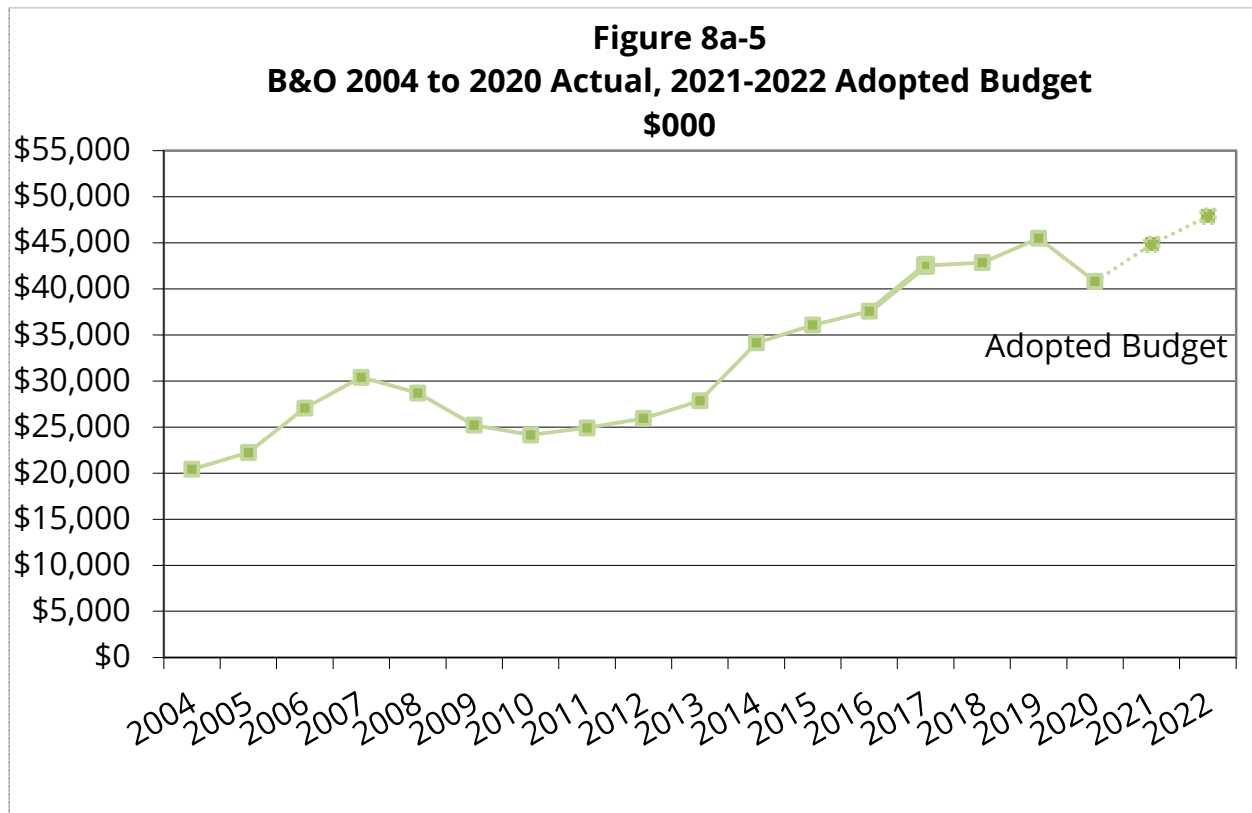
Figure 4a-4
City and State Revenue Policies: B&O Tax

Revenue Stream	Source: RCW; Financial Policy; Ordinance; Guiding Practice	Calculation of where each tax is split to												
Business and Occupation Tax	<p>RCW: 35.21.710 establishes B&O tax authority for cities with a cap rate of 0.2%.</p> <p>Ord. 3740 dated December 15, 1986 - Repealed all previous B&O tax ordinances and set the tax rate at 0.013% of gross receipts, specifies B&O taxes may be allocated to projects or programs designated by City Council through the budget process. Budget 1987 split the 0.13% rate; 0.10% to GF, and 0.03% to CIP.</p> <p>Ord. 4047 dated September 5, 1989 -Tax rate increased to 0.1496%</p> <p>Ord. 4103 dated December 18, 1989 - Allocates Increased tax increment from Ord. 4047 of 0.0196% to Traffic Ordinance Operations Fund.</p> <p>Ord. 4907 dated September 3, 1996 - Eliminates Traffic Ordinance Operating Fund and transferred in part to General Fund and in part to General CIP fund. Budget 1997 split this 50/50 between CIP/GF.</p> <p>Ord. 5436 dated February 18, 2002 repeals BCC Section 4.08 and replaces it with 4.09, bringing Bellevue Code in line with other municipalities that charge a B&O tax. (There was no rate change, and past split practices were not changed.)</p>	<p>B&O Tax Split Calculation:</p> <p>Total B&O Tax is splits based on rate allocations:</p> <table border="1"> <thead> <tr> <th></th><th>GF</th><th>CIP</th></tr> </thead> <tbody> <tr> <td>Ord 3740 & Budget 1987</td><td>0.100%</td><td>0.0300%</td></tr> <tr> <td>Ord 4907 & Budget 1997</td><td>0.0098%</td><td>*0.0098%</td></tr> <tr> <td></td><td>0.1098%</td><td>0.0398%</td></tr> </tbody> </table> <p>*dedicated to transportation.</p> <p>Using the calculations noted, the Final split calculated based on the rate is:</p> <p>Total B&O rate: 0.1496% General Fund rate: 0.1098%: (73%) Unrestricted CIP rate: 0.0300%: (21%) Transportation Only CIP rate: 0.0098%: (6%)</p>		GF	CIP	Ord 3740 & Budget 1987	0.100%	0.0300%	Ord 4907 & Budget 1997	0.0098%	*0.0098%		0.1098%	0.0398%
	GF	CIP												
Ord 3740 & Budget 1987	0.100%	0.0300%												
Ord 4907 & Budget 1997	0.0098%	*0.0098%												
	0.1098%	0.0398%												

Historical Collections & Trends

Following a similar pattern to sales tax, B&O Tax collections grew considerably from 2003-2007, reflecting a strong economy. The recession slowed collections in 2008 and 2009. B&O collections hit bottom in 2010 and since has grown at a slow and steady pace. The city projects a deep loss in B&O tax collection (less audit) in 2020 and recovery through 2023. By adding additional effort into ensuring compliance with existing B&O taxes in 2021, the audit revenue is projected to increase, which partially offsets the projected loss.

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Maximum Rate: 0.2 percent

Current Rate: 0.1496 percent

2021 Estimate:

General Fund	\$31,983,117
General CIP Fund	9,879,418
Mobility CIP Fund	<u>2,979,024</u>
Total 2021 Business & Occupation Tax	\$44,841,559

2022 Estimate:

General Fund	\$34,182,978
General CIP Fund	10,545,731
Mobility CIP Fund	<u>3,179,943</u>
Total 2022 Business & Occupation Tax	\$47,908,652

A majority of voters may approve a rate in excess of 0.2 percent. Each 0.01 percent of the business and occupation tax rate is expected to generate \$3.0 million in 2021 and \$3.2

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million in 2022 of B&O Tax revenue, based on each year's current budgeted tax base (RCW 35.21.711: Voter approval for higher rates).

Note: The City Council reserved from its levied capacity a rate of 0.0001 for convention center purposes per Ord. 4094.

Comments/Watch Areas

As with sales tax, B&O Tax also is highly sensitive to economic conditions. B&O Tax however is slightly less volatile due to the tax base being more diverse. The source of the tax base that provides a greater diversity is the non-retail sectors such as professional services that are not subject to sales tax. Similar to sales tax, the COVID-19 impact on B&O Tax differs by sectors, and the recovery is highly uncertain.

3. Property Tax

(RCW 84.52.010, RCW 84.52.043, RCW 41.16.060, RCW 84.55.010, RCW 84.55.092)

Property Tax is applied to the assessed value (AV) of all taxable real and personal property located within the city, with several exceptions such as public structures (government buildings, roads, etc.), property owned by several types of non-profit organizations, personal property (up to a specified dollar value), and others.

Real property includes land, buildings, and improvements to the land such as driveways. Personal property includes movable assets used in conducting a business such as machinery, supplies, and other non-inventory items. Washington State has a budget-based system of property taxation. There are three main components to the property tax: Levy, Assessed value (AV), and Levy Rate. As part of the budget process, the taxing jurisdiction establishes the amount of property tax revenue needed to fund the budget. The amount needed to fund the budget is called the levy. It is the total amount to be collected from the taxpayers by a taxing district. By November 30 of each year, the amount of taxes to be levied by taxing districts are certified to the county assessor who computes the levy rate necessary to raise that amount of revenue. The county assessor calculates the Levy Rate necessary by dividing the total Levy amount by the assessed value of taxable property in the district. By law, this number is expressed in terms of a dollar rate per \$1,000 of valuation. For example, a rate of \$0.00025 is expressed as 25¢ per \$1,000 of assessed value. The formula for property tax collections is expressed as:

Levy = Levy Rate X Assessed Value (AV). The Property Tax Levy is constrained by the overall limits on the regular levy rate and the limit on annual levy increases (Source: MSRC: Property Tax in Washington State).

Property Tax revenues support General Fund activities as well as the Human Services Fund, which accounts for human services activities, including agency contracts. Information

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concerning both state and city policies concerning the Property Tax is found in the table provided below:

Figure 4a-6
City and State Revenue Policies: Property Tax

Revenue Stream	Source: RCW; Financial Policy; Ordinance; Guiding Practice	Calculation of where each tax is split to
Property Tax	RCW 84.52; 84.55: establishes property tax authority for cities.	General Fund: 100% of General Property Tax CIP: 100% of all Voted Levies (per ballot language)

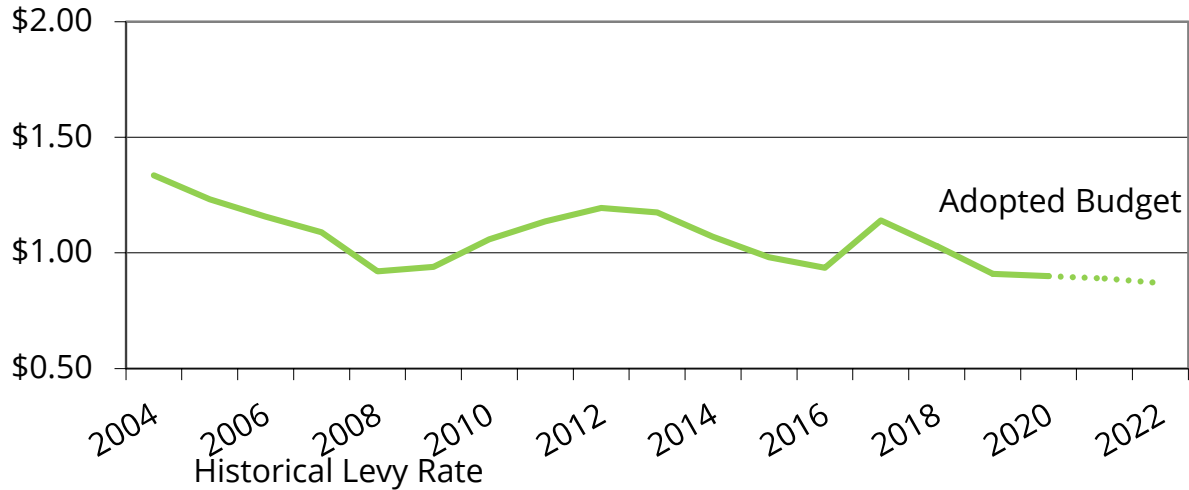
Historical Collections & Trends

Under Initiative 747, the regular Levy can grow at a maximum of 1 percent annually or the rate of “inflation” (defined as the increase in the implicit price deflator (IPD), whichever is less, plus additions for new construction, changes in the value of state-assessed utility property and newly annexed property (referred to as “add-ons”). For 9 of the past 15 years, Bellevue has opted to only levy the additional Property Tax associated with add-ons, but has preserved, or “banked” its remaining allowable levy capacity (maximum allowable levy less actual levy). In 2021, Bellevue has \$9 million in banked capacity available.

As displayed in the following chart, Bellevue’s Property Tax Levy Rate decreased from \$1.34 in 2004 and to \$0.89 in 2021 per \$1,000 AV.

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Figure 4a-7
Total Property Tax Levy Rate
2004 to 2020 Actual, 2021-2022 Adopted Budget



Maximum Rate: \$3.49/\$1,000 AV

2021 Estimated Levy Rate:

Regular Levy Rate: \$0.62/\$1,000 AV

Voted Levy Rate: \$0.27/\$1,000 AV

Total Estimated 2021 Levy Rate \$0.89/\$1,000 AV

2021 Estimated Levy:

General Fund \$39,153,642

Human Services Fund 3,908,600

Parks M&O Fund 660,000

CIP Fund 18,269,005

Total Estimated 2021 Property Tax Levy \$61,991,247

2022 Estimated Levy Rate:

Regular Levy Rate: \$0.61/\$1,000 AV

Voted Levy Rate: \$0.26/\$1,000 AV

Total 2022 Estimated Levy Rate \$0.87/\$1,000 AV

2022 Estimated Levy:

General Fund \$40,762,416

Human Services Fund 4,043,220

Parks M&O Fund 660,000

CIP Fund 18,450,334

Total 2022 Estimated Property Tax Levy \$63,915,970

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Current law limits the Property Tax increase from the prior highest allowable Regular Levy to the lesser of 101 percent or 100 percent plus inflation, where inflation is measured by the percentage change in the Implicit Price Deflator (IPD) (whichever is less) (RCW 84.55.0101). It is often the case that the IPD is higher than the limit factor making the default allowable increase 101% of the prior year's Levy plus new construction. The inflation rate for 2021 Property Tax setting is 0.60152 percent, which means local governments with a population of 10,000 or more may increase their property tax levies by 1 percent in 2021 by adopting a resolution or ordinance of substantial need (Source: MRSC).

The 2021 Regular Levy AV is at \$71.1 billion which is an increase of \$2.9 billion (4.3 percent) from the 2020 AV. Based on the 2021 AV of \$71.1 billion and the Estimated 2022 AV of \$74.2 billion, each additional \$0.01 per \$1,000 assessed value (AV) of the Regular Property Tax Levy Rate generates \$711,000 in 2021 and \$742,000 in 2022 in Property Tax revenue. It should be noted that due to the high increase in AV the Levy Rate is estimated to decrease.

Parks and open space Levy Lid Lift was authorized by the voters in the November 2008 election to provide capital funding over the next 20 years (\$3,389,000 annually) and ongoing maintenance and operations funding (\$660,000 annually). This Levy Lid Lift increased the 2021 Property Tax levy rate by \$0.06 per \$1,000 of assessed value.

In November 2016, the voted Fire Facilities Levy and Neighborhood Safety, Connectivity and Congestions Levy were passed to fund CIP projects. The Fire Facilities Levy increased the 2021 Property Tax Levy Rate by \$0.10 per \$1,000 of assessed value, and the Neighborhood Safety, Connectivity and Congestions Levy increased the 2021 Property Tax Levy Rate by \$0.12 per \$1,000 of assessed value.

4. Real Estate Excise Tax (REET) (RCW 82.46.010 RCW 82.46.035²)

The Real Estate Excise Tax (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, with the added stipulation that they cannot be used for the acquisition of land for parks. REET revenues are cyclical and are largely impacted by the number of big real estate transactions. The City Council has adopted an ordinance allocating the first 0.25 percent to Parks Capital Projects and the second 0.25 percent to Transportation Capital Projects.

² RCW 82.46.010 authorizes all cities and counties to levy a 0.25% tax, described as "the first quarter percent of the real estate excise tax" or "REET 1" on all sales of real estate.

RCW 82.46.035 allows all cities and counties that are planning under the Growth Management Act (GMA) to have the authority to levy a second 0.25% tax (REET 2), on all sales of real estate.

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Information concerning both state and City policies concerning the REET is found in the table provided below:

**Figure 4a-8
City and State Revenue Policies: REET**

Revenue Stream	Source: RCW; Financial Policy; Ordinance; Guiding Practice	Calculation of where each tax is split to
Real Estate Excise Tax (REET)	<p>RCW 82.46 – established REET authority for cities.</p> <p>Ordinance 3213 dated December 13, 1982, directed 0.25% of sales price to transportation (REET1);</p> <p>Ordinance 4366 dated June 1, 1992, directed the second 0.25% to community development (REET2).</p> <p>Ordinance 4549 dated July 19, 1993, adopted the 1993-1999 CIP which re-directed REET 2 from community development to transportation and redirected REET 1 to parks.</p>	<p>CIP: 100% of the 0.5% REET rate is spent on capital in the CIP.</p> <p>Split 50% (or 0.25% tax) to Transportation (REET 2), and 50% (or 0.25% tax) to Parks (REET1).</p>

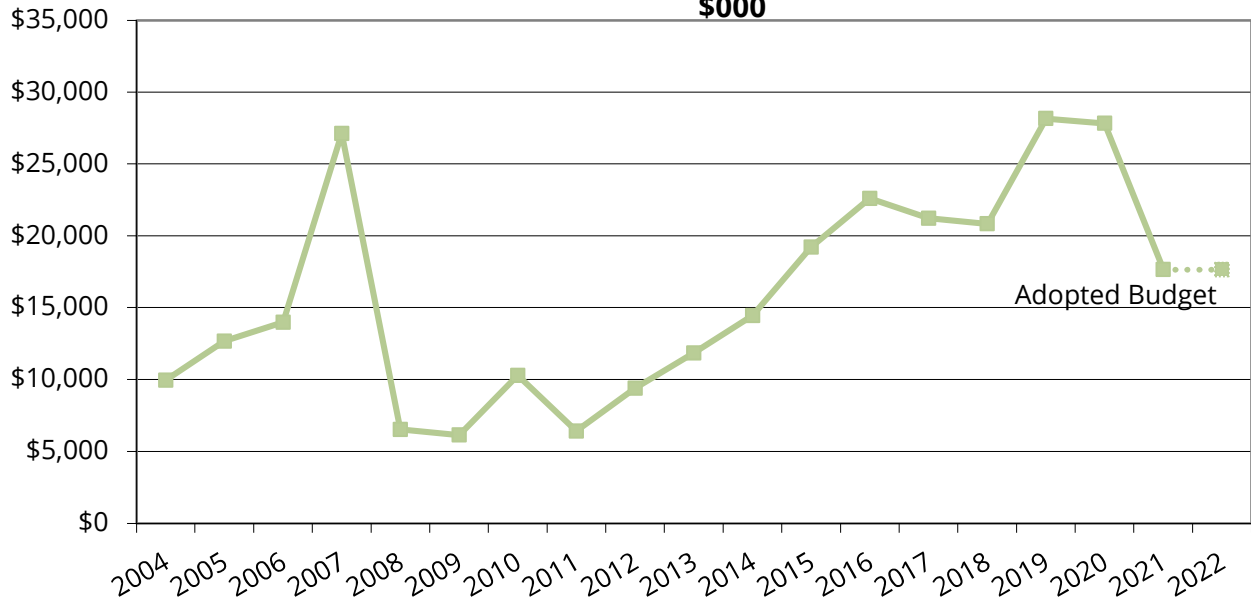
Historical Collections & Trends

Real Estate Excise Tax collections increased an annual average of 21 percent per year between 2001 and 2006. Collections increased 94.3 percent in 2007, fueled by the sale of the portfolio of a major landholder in Bellevue.

In 2019 large transactions rushed to close by the end of December to avoid the higher REET tax rate for property transactions over \$1.5 million effective January 2020 authorized by new state legislation, resulting in a 35 percent increase in 2019 REET collection comparing to the prior year. Large commercial transactions are anticipated to decrease in the coming years due to the anticipated contraction in commercial real estate transactions.

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Figure 8a-9
Real Estate Excise 2004 to 2020 Actual, 2021-2022 Adopted Budget
\$000



Maximum Rate:	0.5 percent
Current Rate:	0.5 percent
2021 Estimate:	\$17,650,000
2022 Estimate:	\$17,650,000

Revenue proceeds are receipted to the General Capital Investment Program Fund to support capital projects.

Watch Areas

REET has been strong for the last few years as real estate companies rebalance their portfolios taking advantage of low-interest rates and a rebound in demand for housing. However, it is projected that REET transactions will slow down in future years, which is consistent with King County's August 2020 forecast. Since the outbreak of COVID-19, commercial construction was down widely, and commercial real estate remained in contraction. Conversely, residential construction was a bright spot, showing growth and resilience. Residential real estate sales were also notably higher, with prices continuing to rise along with demand and a shortage of inventory.

5. Utility Tax

Bellevue levies a tax on the gross income derived from sales of utility services provided in the city. Services include electricity, gas, water, sewer, storm drainage, garbage, telephone,

Resource Summary

and cellular phone. The revenues generated by these taxes support general city operations. Information concerning both state and city policies concerning the Utility Tax is found in the table provided below:

Figure 4a-10
City and State Revenue Policies: Utility Taxes

Revenue Stream	Source: RCW; Financial Policy; Ordinance; Guiding Practice	Calculation of where each tax is split to																														
Utility Taxes	RCW 35.21.870: established Utility Tax authority for cities. <table border="1"> <thead> <tr> <th>Type</th><th>Current Rate</th><th>Max. Rate</th></tr> </thead> <tbody> <tr> <td>Electric</td><td>5%</td><td>6%</td></tr> <tr> <td>Gas</td><td>5%</td><td>6%</td></tr> <tr> <td>Telephone</td><td>6%</td><td>6%</td></tr> <tr> <td>Cellular</td><td>6%</td><td>6%</td></tr> <tr> <td>Water</td><td>10.4%</td><td>No Max.</td></tr> <tr> <td>Sewer</td><td>5%</td><td>No Max.</td></tr> <tr> <td>Storm</td><td>5%</td><td>No Max.</td></tr> <tr> <td>Garbage</td><td>4.5%</td><td>No Max.</td></tr> <tr> <td>Cable Franchise Fee</td><td>4.8%</td><td>5%</td></tr> </tbody> </table>	Type	Current Rate	Max. Rate	Electric	5%	6%	Gas	5%	6%	Telephone	6%	6%	Cellular	6%	6%	Water	10.4%	No Max.	Sewer	5%	No Max.	Storm	5%	No Max.	Garbage	4.5%	No Max.	Cable Franchise Fee	4.8%	5%	100% General Fund.
Type	Current Rate	Max. Rate																														
Electric	5%	6%																														
Gas	5%	6%																														
Telephone	6%	6%																														
Cellular	6%	6%																														
Water	10.4%	No Max.																														
Sewer	5%	No Max.																														
Storm	5%	No Max.																														
Garbage	4.5%	No Max.																														
Cable Franchise Fee	4.8%	5%																														

Electric Utility Tax (RCW 35.21.870³)

Maximum Rate:	6.0 percent
Current Rate:	5.0 percent
2021 Estimate:	\$7,485,361
2022 Estimate:	\$7,636,581

³ RCW 35.21.870 Electricity, telephone, natural gas, or steam energy business—Tax limited to six percent. Cities may impose a higher rate with voter approval (majority vote).

Resource Summary

A majority of the voters may approve a rate in excess of 6 percent. Each 0.1 percent of the electric utility tax rate generates roughly \$150,000 in 2021 and \$153,000 in 2022 of Electric Utility Tax revenue.

Gas Utility Tax (*RCW 35.21.870*)

Maximum Rate:	6.0 percent
Current Rate:	5.0 percent
2021 Estimate:	\$2,286,093
2022 Estimate:	\$2,332,277

Each 0.1 percent of the Gas Utility Tax rate generates approximately \$46,000 in 2021 and \$45,000 in 2021 of Gas Utility Tax revenue.

Water Utility Tax

Maximum Rate:	None
Current Rate:	10.4 percent*
General Fund	5.0 percent
Water Utility Fund	5.4 percent

* Due to an interfund accounting adjustment in how fire capacity charges were handled within the Utilities Funds and General Fund.

2021 Estimate:	
General Fund	\$3,120,316
Water Utility Fund	<u>3,369,941</u>
Total Estimated 2021 Water Utility Tax	\$6,490,257
2022 Estimate:	
General Fund	\$3,262,149
Water Utility Fund	<u>3,523,120</u>
Total Estimated 2022 Water Utility Tax	\$6,785,269

Each 0.1 percent of the Water Utility tax rate generates approximately \$62,000 in 2021 and \$65,000 in 2022 of Water Utility tax revenue.

Resource Summary

Sewer Utility Tax

Maximum Rate:	None
Current Rate:	5.0 percent
2021 Estimate:	\$3,248,505
2022 Estimate:	\$3,429,007

Each 0.1 percent of the Sewer Utility tax rate generates approximately \$65,000 in 2021 and \$69,000 in 2022 of Sewer Utility tax revenue.

Storm Drainage Utility Tax

Maximum Rate:	None
Current Rate:	5.0 percent
2021 Estimate:	\$1,325,288
2022 Estimate:	\$1,382,851

Each 0.1 percent of the Storm Drainage Utility Tax rate generates approximately \$27,000 in 2021 and \$28,000 in 2022 of Storm Drainage Utility Tax revenue.

Garbage Tax

Maximum Rate:	None
Current Rate:	4.5 percent
2021 Estimate:	\$1,498,375
2022 Estimate:	\$1,549,834

Each 0.1 percent of the Garbage Tax rate generates approximately \$33,000 each in 2021 and \$34,000 in 2022 of Garbage Tax revenue.

Resource Summary

Telephone Utility Tax (*RCW 35.21.870*)

Maximum Rate:	6.0 percent
Current Rate:	6.0 percent
2021 Estimate:	
Telephone Utilities	\$1,907,188
Cellular Telephone Utilities	<u>1,315,649</u>
Total 2021 Estimated Telephone Utility Tax	\$3,222,837
2022 Estimate:	
Telephone Utilities	\$1,672,337
Cellular Telephone Utilities	<u>1,222,623</u>
Total 2022 Estimated Telephone Utility Tax	\$2,894,960

Television Cable Franchise Fee (*Cable Communications Policy Act of 1984*)

Maximum Rate:	5.0 percent
Current Rate:	4.8 percent
2021 Estimate:	\$1,698,582
2022 Estimate:	\$1,715,739

Television Cable Franchise Fees are levied on cable television companies operating in the city. Each 0.1 percent of the television cable fee generates approximately \$35,000 in 2021 and \$36,000 in 2022 of television cable franchise revenue. In previous budgets before 2015, the cable franchise fees were included in a Franchise Fund, but there is no longer a need to deposit those funds into a separate fund and are included in the General Fund for the last two bienniums.

Resource Summary

Utility Tax Watch Areas

The biggest tax revenue-generating utilities are Electric, Cell Phone and Water. Electric Tax collections have been virtually flat in the past five years despite the improving economy and the slight annual increase in electric rates. Cell Phone Utility Tax has been declining at 9 percent to 15 percent from 2012 to 2016, and the declining trend is expected to continue in 2021 and 2022. Cell Phone Utility Tax is expected to decline further in the out years due to the changing billing structure that reduces the taxable voice component and increases the untaxable data component of the bill. The Water Utility Tax increased 5 percent in 2017 and is expected to grow with the water rates increases. Except for City-owned utilities, tax collections from utility taxes have been particularly weak in the last few years. Prior to the Great Recession, electric and natural gas had been increasing consistently above inflation. When all utilities are accounted for, the total Utility Tax revenue is expected to stay almost flat in 2021 and 2022 with 1% under collection projected in 2021.

Legislation: State and Federal legislation can affect tax revenues as services/products may be determined taxable or not taxable⁴. Often the timing of new legislation does not coincide with budget development and impacts are difficult to estimate. The Forecast attempts to incorporate the projected impact of new legislation when materiality warrants an adjustment.

Other Factors: Utility Tax revenues can be affected by uncontrollable variables, such as the economy, weather, market saturation, or new technology. While the Forecast incorporates market trends and historical experience into projections, the impact of these variables is not always predictable.

⁴ RCW 35A.82.020 (code cities); RCW 35.22.195 (first class cities)

Resource Summary

6. Select Other Taxes & Fees Information

Accommodations (Hotel/Motel) Tax (*RCW 67.28.180 RCW 67.28.18F*)

Accommodations Taxes are committed to the Bellevue Convention Center Authority (BCCA), a public development authority created by the City Council on December 4, 1989.

Maximum Rate:	5.0 percent ⁶
Current Rate:	5.0 percent
2021 Estimate:	\$4,628,000
2022 Estimate:	\$6,948,000

Accommodations Tax proceeds are used first to pay Convention Center related debt. Collections in excess of debt requirements are transferred to the BCCA to support operations. The accommodations tax may be used only for tourism facilities and tourism promotion purposes. The tax collections are forecasted to decline in 2021 and 2022 due to the COVID-19 impact and virus containment efforts.

Motor Vehicle Fuel Tax (*RCW 82.36.025, RCW 82.38.030*)

2021 Estimate:	\$3,139,278
2022 Estimate:	\$3,264,848

Motor Vehicle Fuel Tax is levied on each gallon of motor vehicle fuel sold and distributed to cities and counties. City distribution is on a per-capita basis.

⁵Most cities may impose a “basic” two percent tax under RCW 67.28.180 on all charges for furnishing lodging at hotels, motels, and similar establishments (including bed and breakfasts and RV parks) for a continuous period of less than one month. In addition, most cities may levy an additional tax of up to two percent, for a total rate of four percent, under RCW 67.28.181(1). Cities that had authority to levy a “special” tax before July 27, 1997 that allowed a total rate higher than four percent, had that rate grandfathered in by the 1997 legislation.¹⁰⁹ All the cities in Grays Harbor and Pierce counties are in this category, plus Chelan, Leavenworth, Long Beach, Bellevue, Yakima, and Winthrop.

⁶Cities that had authority to levy a “special” tax before July 27, 1997 that allowed a total rate higher than four percent, had that rate grandfathered in by the 1997 legislation.¹⁰⁹ All the cities in Grays Harbor and Pierce counties are in this category, plus Chelan, Leavenworth, Long Beach, Bellevue, Yakima, and Winthrop.

Resource Summary

Figure 4a-11
City and State Revenue Policies: Motor Vehicle Fuel Tax

Revenue Stream	Source: RCW; Financial Policy; Ordinance; Guiding Practice	Calculation of where each tax is split to
Motor Vehicle Fuel Tax	<p>RCW 82.38.030 – Rates: 46.68.090 – City Dist.</p> <p>Ordinance 4179 dated October 15, 1990 - creation of 1990 Gas Tax Fund, directing 100% of this increase to CIP</p> <p>Ordinance 4907 dated September 3, 1996, directs the unrestricted motor vehicle fuel tax to General Fund and the restricted motor vehicle fuel tax and the amount authorized by the 1990 state legislature (Gas Tax) to the CIP.</p>	<p>Amount from the 1990 state legislature increase to the CIP</p> <p>Total revenue split of 50% CIP, 50% GF</p>

Admissions Tax (*RCW 35.21.280*)

Maximum Rate:	5.0 percent
Current Rate:	3.0 percent
2021 Estimate:	\$250,000
2022 Estimate:	\$487,553

Admissions Taxes are levied on persons who pay an admission charge for entrance to an event or establishment. It is collected for the city by the business charging the admission for entrance to theaters, amusement parks, and swimming pools, among others. The tax collections are forecasted to decline in 2021 and 2022 due to the COVID-19 impact and virus containment efforts.

Leasehold Excise Tax (*RCW 82.29A.030, RCW 82.29A.040*)

Maximum Rate:	4.0 percent
Current Rate:	4.0 percent
2021 Estimate:	\$134,696
2022 Estimate:	\$137,568

Most leases of publicly-owned real and personal property in the state are subject to a leasehold excise tax in lieu of a property tax. The 1976 legislature established a 12 percent tax to be levied either on the contract rent (when the lease is established by competitive bidding) or, in other instances, by the imputed

Resource Summary

economic rent as determined by the Department of Revenue. The 1982 legislature added a seven percent surcharge making the total rate 12.84 percent. Cities and counties may collectively levy up to six percent of this 12.84 percent. The maximum county rate is six percent and the maximum city rate is four percent. The county must give a credit for any city tax. Therefore, if a city is levying its maximum four percent, the county may collect only two percent in the city. These taxes are collected by the city and remitted to the Department of Revenue. After deducting an administrative fee, the department distributes the taxes to local governments on a bimonthly basis.

Gambling Tax - Amusement & Games (RCW 9.46.110)

Maximum Rate:	2 percent - 5 percent ⁷
Current Rate:	2 percent - 5 percent
2021 Estimate:	\$10,721
2022 Estimate:	\$10,950

Gambling Tax on amusement games, bingo, and raffle activities. State law provides that the city must first use these proceeds to pay for enforcement activities. The tax collections are forecasted to decline in 2021 and 2022 due to the COVID-19 impact and virus containment efforts.

Gambling Tax – Punchboards & Pull Tabs (RCW 9.46.110)

Maximum Rate:	5.0 percent
Current Rate:	5.0 percent

⁷ Currently, the maximum tax rates are as follows:

- Amusement games: 2 percent of gross receipts less prizes (net receipts);
- Amusement games by charitable or nonprofit organizations that have no paid operating or management personnel: no tax on first \$5,000 of net receipts (including that from any bingo games), then 2 percent of net receipts;
- Bingo and raffles: 5 percent of net receipts;
- Raffles by charitable or nonprofit organizations: no tax on first \$10,000 of net receipts, then 5 percent of net receipts;
- Bingo by charitable or nonprofit organizations that have no paid operating or management personnel: no tax on first \$5,000 of net receipts (including that from any amusement games), then 5 percent of net receipts;
- Punch boards and pull-tabs by charitable or nonprofit organizations, 10 percent of net receipts;
- Punch boards and pull-tabs by commercial stimulant operators, 5 percent of gross receipts or 10 percent of net receipts;
- Social card games: 20 percent of gross receipts.

Resource Summary

2021 Estimate: \$109,734

2022 Estimate: \$112,073

Gambling Tax on punch board and pull-tab activities. These are reserved to provide youth facilities to the extent that funds from this tax are not first required to enforce gambling laws as required by State law. The tax collections are forecasted to decline in 2021 and 2022 due to the COVID-19 impact and virus containment efforts.

Fire Inspection Fee

2021 Estimate: \$900,000

2022 Estimate: \$900,000

The 2021-2022 budget adopts a fire inspection fee to recover the cost of providing fire inspections consistent with cost recovery objectives in similar code inspections.

Resource Summary

7. State Shared Revenues

State funding, sometimes referred to as State-Shared Funds, consists of distribution from state taxes such as the liquor excise tax, liquor board profits, motor vehicle fuel tax, and marijuana excise tax. These revenues have been affected by state budget changes in the past and could be affected in future state budgets.

Liquor Excise Tax

A portion of the basic spirits sales tax on sales to consumers and restaurants are shared with eligible counties, cities and/or towns. "Spirits" are any beverage which contain alcohol obtained by distillation, except flavored malt beverages, but including wines exceeding 24 percent of alcohol by volume. Based on the budget suggestions published by the Municipal Research and Services Center (MRSC), the per capita rate for city distributions in 2020 is estimated to be \$5.89, multiplied by the city's 2019 population of 145,300 estimated by the Office of Financial Management (OFM), or \$855,817 in 2020. The city is projecting to receive \$838,040 in 2021 and \$871,562 in 2022.

Resource Summary

Liquor Board Profits

Initiative 1183 not only privatized liquor sales in Washington, but it also changed the types of liquor revenues collected by the state. The state is now collecting revenue in the form of license fees from distributors and retailers, rather than profits from the state-run liquor stores.

A portion of these liquor profits goes to cities, counties, and border jurisdictions. Based on the budget suggestions published by MRSC, the per capita rate for city distributions in 2020 is estimated to be \$8.03, multiplied by the city's 2019 population, or \$ 1,16 million in 2020. The city is projecting to receive \$1.13 million in 2021 and \$1.18 million in 2022.

Motor Vehicle Fuel Tax (MVFT)

Washington State shares fuel tax with local jurisdictions on a per capita basis. Fuel taxes in Washington are assessed as cents per gallon. Fuel tax revenue depends on the number of gallons sold, not the dollar value of the sales. Counties, cities, and towns receive a share of the multi-modal funds and the increase in fuel tax because of Second Engrossed Substitute Senate Bill 5987. The legislation provided for direct distributions to be phased in over the 2015-17 and 2017-19 biennium. The result is a combined annual distribution to counties, cities, and towns, starting with the state fiscal year 2019. These direct transfers are split equally between cities and counties, with the distribution to cities based on population. Based on the budget suggestions published by MRSC, the per capita rate for city distributions in 2020 is estimated to be \$20.02, multiplied by the city's 2019 population, or \$2.9 million in 2020. The MVFT revenue is split equally between the General Fund and CIP (\$1.5 million). The city is projecting to receive \$3.1 million in 2021 and \$3.3 million in 2022. Due to the impact of COVID-19 on statewide transportation revenues, a continued decline in gross fuel tax is anticipated and will require close monitoring, with the potential of revising projections in the middle of the budget year depending upon the evolution of the COVID-19 pandemic and other factors.

Marijuana Excise Tax

The state distributes a portion of the marijuana excise taxes to the Liquor and Cannabis Board (LCB) and various state agencies and programs quarterly. Marijuana-related tax revenues are being shared with local jurisdictions for public safety purposes. Only those cities in counties that have legalized marijuana sales will receive excise tax distributions based on both their jurisdiction's proportion of marijuana-related sales as well as a per capita basis. The state distributes 30 percent of the total marijuana excise tax to cities and counties with a cap at \$15 million in 2020; 70 percent of the distribution will be on a per capita basis with 60 percent going to counties, and the remaining 30 percent will be based on the proportional share of the total marijuana revenues generated. Based on the budget suggestions published by MRSC, the per capita rate for city distributions in 2020 is estimated to be \$1.14, plus another 30 percent based on the marijuana sales in Bellevue. The city is projecting to receive around \$ 236,631 in 2020, \$242,010 in 2021 and \$251,690 in 2022.

Resource Summary

C. Tax Rate Information

Figure 4a-12 (A)

Comparison of 2020 Urban Tax Rates

Rates in Effect for Property as of January 2020

This figure provides a comparison of City of Bellevue tax rates to the tax rates of the other Washington cities with over 20,000 population effective January 2020. Comparisons in the figure below show that Bellevue's property tax rate is well below the average for these Washington cities. In 2020, the City of Bellevue's total property tax levy rate is \$0.90 as shown below.

Resource Summary

Property Tax Regular Levy \$ Tax Per \$1,000 A. V.		Property Tax Total Regular & Excess Levies \$ Tax Per \$1,000 A. V.	
\$3.60 Limit		\$3.60 Limit	
\$3.49 Bellevue Limit	\$3.29 Moses Lake \$3.22 Pullman \$3.21 Camas \$2.92 Spokane \$2.67 Yakima \$2.64 Longview \$2.55 Tumwater \$2.49 SeaTac \$2.46 Olympia \$2.36 Tacoma \$2.30 Walla Walla \$2.30 Richland \$2.28 Vancouver \$2.26 Tukwila \$2.11 Mount Vernon \$1.99 Oak Harbor \$1.97 Bremerton \$1.91 Everett \$1.86 Kennewick \$1.82 Auburn \$1.81 Pasco \$1.78 Ellensburg \$1.50 Sammamish \$1.45 Mill Creek \$1.43 Arlington \$1.38 Kent \$1.35 Battle Ground \$1.34 Mountlake Terrace \$1.33 Puyallup \$1.22 Spokane Valley \$1.20 Shoreline \$1.15 Marysville \$1.12 Des Moines \$1.12 Seattle \$1.11 Wenatchee \$1.10 Renton \$1.04 Mukilteo \$1.04 Burien \$1.03 Bothell \$1.02 Lake Stevens \$1.02 Covington \$1.00 Kenmore \$1.00 Bonney Lake \$0.99 Kirkland \$0.98 Lakewood \$0.98 Lacey \$0.97 University Place \$0.96 Edmonds \$0.95 Maple Valley \$0.94 Federal Way \$0.85 Bainbridge Island \$0.84 Redmond \$0.81 Mercer Island \$0.80 Issaquah \$0.62 Bellevue \$0.57 Lynnwood \$0.19 Bellingham \$0.00	\$3.49 Bellevue Limit	\$4.07 Spokane \$3.29 Moses Lake \$3.22 Pullman \$3.21 Camas \$2.83 Bremerton \$2.73 Tukwila \$2.67 Yakima \$2.64 Longview \$2.61 Olympia \$2.55 Tumwater \$2.49 SeaTac \$2.37 Everett \$2.36 Tacoma \$2.30 Richland \$2.30 Walla Walla \$2.28 Vancouver \$2.22 Seattle \$2.11 Mount Vernon \$1.99 Oak Harbor \$1.97 Bothell \$1.90 Mountlake Terrace \$1.88 Ellensburg \$1.86 Kennewick \$1.84 Mill Creek \$1.82 Auburn \$1.81 Pasco \$1.77 Arlington \$1.65 Marysville \$1.50 Sammamish \$1.39 Mukilteo \$1.38 Kent \$1.35 Battle Ground \$1.34 Shoreline \$1.33 Edmonds \$1.33 Puyallup \$1.22 Spokane Valley \$1.14 Lacey \$1.12 Des Moines \$1.11 Wenatchee \$1.10 Renton \$1.10 Kenmore \$1.09 Redmond \$1.04 Burien \$1.02 Lake Stevens \$1.02 Kirkland \$1.02 Covington \$1.00 Bonney Lake \$0.98 Lakewood \$0.97 University Place \$0.95 Maple Valley \$0.95 Issaquah \$0.94 Federal Way \$0.92 Bainbridge Island \$0.92 Mercer Island \$0.90 Bellevue \$0.57 Lynnwood \$0.21 Bellingham \$0.00
\$1.55 AVG.		\$1.71 AVG.	
	Bellevue Regular Levy \$0.62		Bellevue Levy \$0.90

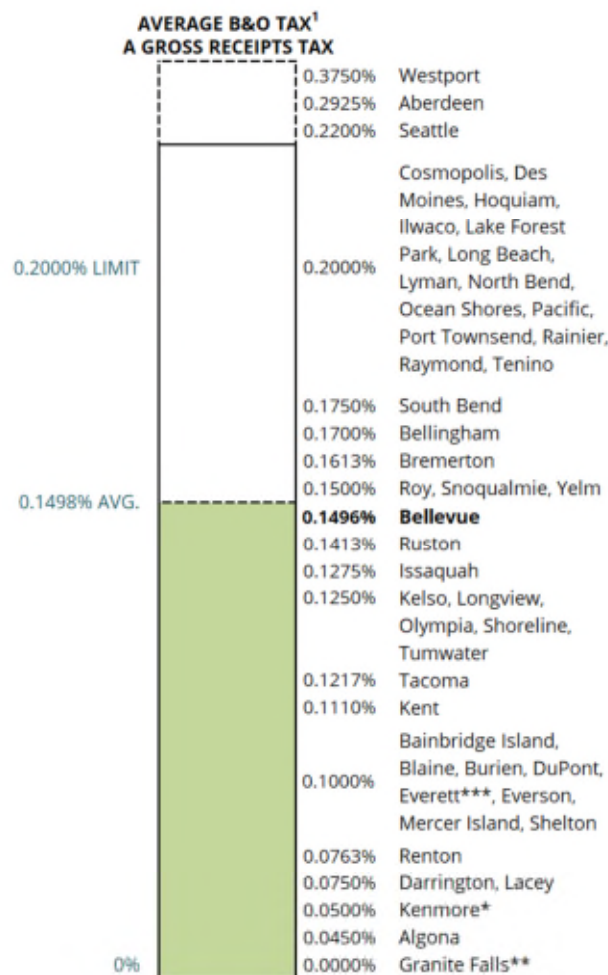
Resource Summary

Figure 4a-12 (B)
Comparison of 2020 Urban Tax Rates
Rates in Effect for B&O Tax as of January 2020

Comparisons in the figure below show that Bellevue's B&O Tax is well below the average of Washington cities for rates effective January 2020. Bellevue's B&O Tax rates remain the same for 2020, individual rates can be found in Figure 8a-2, Summary of Locally Levied Taxes, B&O Tax.

Comparison of 2020 B&O Tax Rates

Effective January 1, 2020



¹ Unweighted average B&O tax on service, retail, wholesale, manufacturing and services activities for those cities which impose a gross receipts business tax.

*Kenmore's B&O tax applies to heavy manufacturing only.

**Granite Falls repealed its B&O tax for all businesses other than extracting.

***For manufacturing gross receipts over \$8 billion, the B&O rate drops to 0.00025.

NOTE: Rates exceeding the 0.20% limit reflect voter approved increases above the statutory limit or grandfathered rates prior to 1982 limit.

Resource Summary

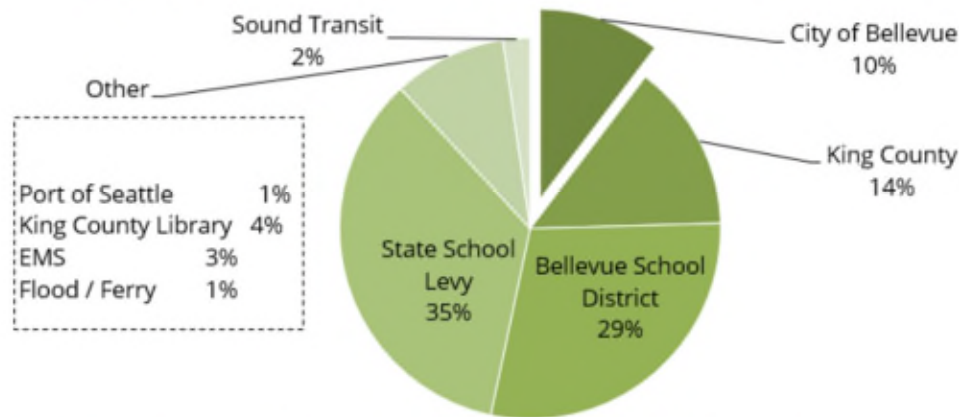
Figure 4a-14

Property Taxes

Typical Distribution of Property Tax Dollars

This figure illustrates the Property Tax distribution for a typical Bellevue taxpayer in 2020. As shown in the pie chart, Bellevue's Property Tax Levies make up only 10 percent of a property owner's tax bill. The largest components are the State School Levy and the Bellevue School District Levy which together comprise 64 percent of the typical taxpayer's property tax obligation.

Official property tax records are maintained by the King County Assessor's Office.



The following table displays the 2020 property tax bills for hypothetical low-, medium-, and high-assessed value (AV) homes.

	2020 Rate/\$1,000 of AV	Low AV = \$500,000	Medium AV = \$936,000	High AV = \$1,500,000
Emergency Medical Services	\$0.27	\$133	\$248	\$398
Port of Seattle	0.12	60	111	176
Flood / Ferry Levy	0.09	46	85	135
King County Library	0.36	180	335	538
City of Bellevue	0.90	450	843	1,352
King County	1.24	620	1,161	1,860
Bellevue School District	2.50	1,252	2,344	3,758
State School Levy	3.03	1,514	2,835	4,544
Sound Transit	0.20	100	188	301
Total	\$8.71	\$4,353	\$8,150	\$13,061

Note: Columns/graph may not foot due to rounding

Resource Summary

Figure 8a-14
Property Valuation & Tax Levy Information
2000 through 2020

This figure displays historical property tax information for comparison purposes. Official property tax records are maintained by the King County Assessor's Office. Property owners are taxed on 100 percent of the Assessed Value of their property.

Year	Regular Levy Assessed Valuation (\$ in Billions)	% Change from Prior Year	Regular Property Tax Levy (\$ in Thousands)	% Change from Prior Year	Tax Rate Per \$1000 Assessed Valuation		
					Voted Levy	Regular Levy	Total Property Tax Rate
2000	14,981	9.7%	22,497	3.7%	0.21	1.50	1.71
2001	17,605	17.5%	23,489	4.4%	0.14	1.34	1.48
2002	19,705	11.9%	24,859	5.8%	0.13	1.26	1.39
2003	20,696	5.0%	25,214	1.4%	0.13	1.22	1.35
2004	21,212	2.5%	25,572	1.4%	0.13	1.21	1.34
2005	22,214	4.7%	25,814	0.9%	0.07	1.16	1.23
2006	23,957	7.8%	26,264	1.7%	0.06	1.10	1.16
2007	26,612	11.1%	27,638	5.2%	0.05	1.04	1.09
2008	31,396	18.0%	28,904	4.6%	0.00	0.92	0.92
2009	37,627	19.8%	31,201	7.9%	0.11	0.83	0.94
2010	34,103	-9.4%	32,011	2.6%	0.12	0.94	1.06
2011	32,079	-5.9%	32,583	1.8%	0.13	1.02	1.14
2012	30,977	-3.4%	32,952	1.1%	0.13	1.06	1.19
2013	32,673	5.5%	34,359	4.3%	0.12	1.05	1.18
2014	36,046	10.3%	34,679	0.9%	0.11	0.96	1.07
2015	41,442	15.0%	36,486	5.2%	0.10	0.88	0.98
2016	44,546	7.5%	37,517	2.8%	0.09	0.84	0.94
2017	49,365	10.8%	38,711	3.2%	0.36	0.78	1.14
2018	56,347	14.1%	39,856	3.0%	0.32	0.71	1.03
2019	64,986	15.3%	41,109	3.1%	0.28	0.63	0.91
2020	68,117	4.8%	42,450	3.3%	0.28	0.62	0.90
2021*	71,059	4.3%	43,716	3.0%	0.27	0.62	0.89
2022	74,206	5.1%	45,111	3.2%	0.26	0.61	0.87

Resource Summary

Notes:

- Prior year AV is used to calculate current year property tax rates. i.e. 2020 AV is used to calculate 2021 rates.
- 2008 Regular Property Tax Levy reflects retirement of 2003 Unlimited Tax General Obligation bonds
- 2009 Regular Property Tax Levy does not include the Parks & Natural Areas Voted Levy
- Figures may not foot due to rounding
- * 2021 AV and levy data are based on King County's final AV report



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Expenditure Summary

This chapter presents a high-level summary of the key components of the 2021-2022 Adopted Budget.

For the purpose of this chapter, the 2021-2022 Adopted Budget is compared to the 2019-2020 Amended Budget including all amendments through 10/01/2020.

The Expenditure Summary is organized into the following sections:

A. Total Adopted City Budget

Figure 4b-1 lists the 2021-2022 total budgeted resources by source and expenditures by Strategic Target Area. The resources and expenditures are divided up into five distinct funding categories.

Figure 4b-2 lists the same 2021-2022 total budgeted resources by source, but displays the expenditures by department.

Figure 4b-3 details the 2021-2022 Adopted Budget net of double-budgeting and reserves for each of the five fund categories, as well as for each fund, and compares net budget growth from the 2019-2020 Amended Budget.

Figure 4b-4 displays the total 2021-2022 Adopted Budget by department and compares it to the 2019-2020 Amended Budget.

Figure 4b-5 displays the 2021-2022 total budget by Strategic Target Area (STA) and department, while excluding reserves.

Figure 4b-6 displays the 2020 personnel positions (known as full time equivalents, or FTEs) by outcome and by department.

B. General Fund

Figure 4b-7 displays the growth in the total appropriation for the General Fund by department.

Figure 4b-8 displays the 2021-2022 Adopted Budget by STA and department for the General Fund.

C. Internal Service and Other Operating Funds

Figure 4b-9 displays the growth in the total appropriation for the Internal Service and Other Operating funds by department.

Expenditure Summary

Figure 4b-10 displays the 2021-2022 Adopted Budget by outcome and department for just the Internal Service and Other Operating funds.

D. Enterprise Funds

Figure 4b-11 displays the growth in the total appropriation for the Enterprise funds by department.

Figure 4b-12 displays the 2021-2022 Adopted Budget by STA and department for just the Enterprise funds.

E. Special Purpose Funds

Figure 4b-13 displays the growth in the total appropriation for the Special Purpose funds by department.

Figure 4b-14 displays the 2021-2022 Adopted Budget by STA and department for just the Special Purpose funds.

F. Capital Investment Funds

Figure 4b-15 displays the growth in the total appropriation for the Capital Investment funds by department.

Figure 4b-16 displays the 2021-2022 Adopted Budget by STA and department for just the Capital Investment funds.

G. Total Debt Information – Based on Statutory Limits

Figure 4b-17 displays the City's total policy and statutory debt limits as of January 1, 2021.

Figure 4b-18 displays the City's total statutory debt capacity and debt issued as of January 1, 2021, comparing general government, parks and open space, and utility system use of debt capacity.

Figure 4b-19 lists the City's general obligation and revenue bond issuance amount and date, maturity date, interest rate, source of funding and debt service requirements for 2021-2022 by bond.

Figure 4b-20 displays the City's annual debt service requirements for existing non-voted general obligation bonds from 2020 through 2044 and lists the city's bond ratings.

Expenditure Summary

A. Total Adopted City Budget

The 2021-2022 Adopted Budget totals \$1.74 billion. It is built on a complex set of differing funds based in generally accepted accounting principles. Funds are used to separate and account for differing types of resources and costs. The following expenditure section separates the funds into 5 distinct categories. These categories are used throughout the expenditure summary section.

General Fund: The General Fund supports most of the direct services to the community, including police, fire, parks, community development, and transportation, as well as many of the administrative operations.

Internal Service and Other Operating funds: The Internal Service and Other Operating funds contain numerous funds where revenues are derived by charging other city funds on a cost-reimbursement basis for goods and services. Included are funds that provide for operating expenditures for departments, such as Information Technology and Finance & Asset Management, and the funds providing for equipment replacement and various employee benefits. There are also funds in this category that hold specific revenues within the city for specific purposes, including the Human Services Fund, the Hotel/Motel Tax Fund, and the Land Purchase Revolving Fund.

Enterprise Funds: Enterprise funds consist of city operations that are financed and operated similar to a private business, and include the various Utilities funds as well as the Development Services Fund, the Parks Enterprise Fund, and the Marina Fund.

Special Purpose Funds: Special Purpose funds hold resources that are restricted either by state law or other requests and are dedicated to specific purposes. This includes the Operating Grants and Donations Fund, the Housing Fund, and other funds.

Capital Investment Funds: Capital Investment funds include the two funds that make up the city's CIP: the General CIP Fund and the Utilities CIP Fund.

The following two tables provide the total 2021-2022 Adopted Budget appropriation in two views – one by STA and the second by department:

Figure 4b-1 lists the **2021-2022 Adopted Budget Resources by Source and Expenditures by STA** sorted by the five categories noted above. More information regarding the STAs and services provided can be found in Chapter 1.

Figure 4b-2 lists the same **2021-2022 Adopted Budget Resources by Source** but displays the **Expenditures by Department** sorted by the five fund categories. More information regarding the STAs and services provided can be found in Chapter 1.

Expenditure Summary

Figure 4b-1

2021-2022 Total Adopted City Budget

Resources by Source & Expenditures by Strategic Target Area

\$000

	General Fund	Internal Service and Other Operating Funds	Enterprise Funds	Special Purpose Funds	Capital Investment Funds	2021-2022 Biennial Budget
Beginning Fund Balance	\$38,738	\$37,402	\$65,029	\$13,739	\$205,024	\$359,933
Revenues by Source						
Property Tax	\$81,236	\$7,952	\$0	\$0	\$36,719	\$125,907
Sales Tax	112,284	0	0	200	29,681	142,165
Business & Occupation Tax	66,166	0	0	0	26,584	92,750
Utility Taxes	54,992	0	0	0	0	54,992
Other Taxes	11,718	11,576	0	2,243	36,800	62,338
Grants	6,304	0	601	5,090	23,512	35,507
Intergovernmental Services	47,257	11,120	1,297	2,759	3,728	66,160
Charges for Services	41,259	64,246	31,976	60	14,584	152,125
Utility Services Fees	0	0	317,524	0	3,724	321,248
Miscellaneous Revenues	13,110	79,233	29,652	2,570	12,197	136,762
Short-Term Debt	0	0	0	0	13,043	13,043
Long-Term Debt	0	0	0	0	27,643	27,643
Operating Transfers	1,134	820	10,485	47,405	93,043	152,887
Total Revenues by Source	\$435,461	\$174,946	\$391,534	\$60,328	\$321,258	\$1,383,527
Total Resources	\$474,200	\$212,348	\$456,563	\$74,067	\$526,283	\$1,743,460
Expenditures by STA						
Economic Development	\$1,878	4,557	\$0	\$0	\$1,896	\$8,331
High Quality Built and Natural Environment	75,433	1,081	98,446	0	110,257	285,217
Transportation and Mobility	15,026	45	0	205	93,330	108,606
Bellevue: Great Places Where You Want to Be	0	0	10,109	1,534	4,138	15,781
Achieving Human Potential	47,750	15,619	1,489	4,742	4,000	73,600
Regional Leadership and Influence	5,978	0	0	0	0	5,978
High Performance Government	224,827	119,423	152,878	48,931	37,352	583,410
Total Expenditures By Outcome	\$370,891	\$140,725	\$262,922	\$55,412	\$250,972	\$1,080,923
Interfunds and Other Expenditures	\$69,350	\$39,250	\$135,730	\$4,157	\$38,747	\$287,234
Ending Fund Balance	\$33,958	\$32,373	\$57,911	\$14,499	\$236,563	\$375,303
Total Expenditures	\$474,200	\$212,348	\$456,563	\$74,067	\$526,283	\$1,743,460

Figures may not foot due to rounding

Expenditure Summary

Figure 4b-2

2021-2022 Total Adopted City Budget

Resources by Source & Expenditures by Department

\$000

	General Fund	Internal Service and Other Operating Funds	Enterprise Funds	Special Purpose Funds	Capital Investment Funds	2021-2022 Biennial Budget
Beginning Fund Balance	\$38,738	\$37,402	\$65,029	\$13,739	\$205,024	\$359,933
Revenues by Source						
Property Tax	\$81,236	\$7,952	\$0	\$0	\$36,719	\$125,907
Sales Tax	112,284	0	0	200	29,681	142,165
Business & Occupation Tax	66,166	0	0	0	26,584	92,750
Utility Taxes	54,992	0	0	0	0	54,992
Other Taxes	11,718	11,576	0	2,243	36,800	62,338
Grants	6,304	0	601	5,090	23,512	35,507
Intergovernmental Services	47,257	11,120	1,297	2,759	3,728	66,160
Charges for Services	41,259	64,246	31,976	60	14,584	152,125
Utility Services Fees	0	0	317,524	0	3,724	321,248
Miscellaneous Revenues	13,110	79,233	29,652	2,570	12,197	136,762
Short-Term Debt	0	0	0	0	13,043	13,043
Long-Term Debt	0	0	0	0	27,643	27,643
Operating Transfers	1,134	820	10,485	47,405	93,043	152,887
Total Revenues by Source	\$435,461	\$174,946	\$391,534	\$60,328	\$321,258	\$1,383,527
Total Resources	\$474,200	\$212,348	\$456,563	\$74,067	\$526,283	\$1,743,460
Expenditures by Department						
City Attorney	\$8,549	\$15,542	\$0	\$0	\$0	\$24,091
City Clerk	5,241	0	0	0	0	5,241
City Council	1,242	0	0	0	0	1,242
City Manager	10,975	0	0	0	200	11,175
Community Council	10	0	0	0	0	10
Community Development	12,373	0	0	4,493	14,384	31,250
Development Services	10,415	0	62,534	0	0	72,948
Finance & Asset Management	25,095	55,220	0	46,874	44,575	171,764
Fire	120,728	126	0	4,228	31,214	156,297
Human Resources	5,821	57,549	0	0	0	63,370
Information Technology	0	32,900	0	0	662	33,562
Miscellaneous Non-Departmental	5,010	0	0	0	0	5,010
Parks & Community Services	72,780	18,607	14,316	3,768	29,845	139,316
Police	102,352	0	0	0	0	102,352
Transportation	59,650	30	0	205	91,560	151,445
Utilities	0	0	321,802	0	77,280	399,082
Total Expenditures By Department	\$440,242	\$179,975	\$398,652	\$59,568	\$289,720	\$1,368,157
Ending Fund Balance	\$33,958	\$32,373	\$57,911	\$14,499	\$236,563	\$375,303
Total Expenditures	\$474,200	\$212,348	\$456,563	\$74,067	\$526,283	\$1,743,460

Figures may not foot due to rounding

Expenditure Summary

Figure 4b-3 details the **2021-2022 Adopted Budget Net of Double-Budgeting and Reserves** for each of the five fund categories, as well as for each fund, and compares net budget growth from the 2019-2020 Amended Budget. This table differs from the previous tables since it is removing the double-budgeting and the reserves from each fund in order to display the true expenditure growth.

The double-budgeting is primarily made up of interfund transfers within the city, where one fund is paying another fund. An example of this would be how computer replacements work within the city. A department would spend money to buy a new computer, but those funds would first be sent to the Information Technology Fund before then being spent again on the computer. In order to account for this expenditure only once, double-budgeting would be removed.

General Funds are increasing by 2.4 percent in the 2021-2022 biennium. This is due to both inflation in personnel and operating costs, as well as targeted investments in Fire Station 10, B&O tax compliance, affordable housing, a Communities of Color Coordinating team, and the City's Cultural Liaison Program. Due to the impacts of COVID-19, the City has focused on cost containment efforts to reflect the City's near-term 2021-2022 financial strategy. As part of that strategy, reductions have been made to internal operations across lines of business in discretionary expenditures and capacity while also reflecting COVID-19's known operational impacts. In addition, the strategy reduces maintenance across City facilities and puts the City on a more reactive, rather than proactive footing as it responds to non-safety-based repairs and maintenance. These efforts ensure that expenditures remain within resources in the 2021-2022 Adopted Budget. These investments are further highlighted both below in Figure 4b-4, as well as in Section B.

Internal Service and Other Operating funds are decreasing by 6.9 percent. Increases include the Human Services Fund due to population, inflation and other costs. Other notable increases are increases to the General Self Insurance fund and Workers Compensation Fund due to an increased risk environment for the City. Equipment Rental Fund due to increases in the City's fleet and equipment which include transportation assets (e.g. signals, lights, etc.), Fire Station 10 equipment, and net-new purchases occurring during the 2019-2020 biennium. LEOFF I Medical Reserve Fund is decreasing due to depletion of the reserve and transferring the pay-as-you portion to the General Fund. The Hotel/Motel expenditures are decreasing due to the revenue impacts of COVID-19 on tourism to the City. More detail is provided in Section C.

Enterprise funds are increasing by 1.4 percent, mainly due to increases in Development Services due to continued high construction activity in the near term. Increases in the Sewer Utilities funds are primarily attributable to costs associated with King County Metro wastewater treatment, and decreases in the CIP plan during 2021-2022 due to completion of some major projects in the prior biennium.

Special Purpose funds are decreasing by 51.9 percent, mainly due to the City taking advantage of the low interest rate environment to refinance bond debt in 2020. There are lower projected expenditures from the Operating Grants and Donations as well. The increase in the Housing Fund is

Expenditure Summary

do to a commitment to provide more support to affordable housing through increases in services funded by HB 1406. More detail is provided in Section E.

Capital Investment funds are decreasing by 12.9 percent. There have been reductions due to completion of several major projects within the General CIP and the Utilities CIP. There have also been impacts from COVID-19 on funding sources. More detail is provided in Section F.

Figure 4b-3
Adopted Budget Summary - Net of Double-Budgeting and Reserves
\$000

	2019-2020 Amended Budget	2019-2020 Double- Budgeting*	2020 Reserves	2019-2020 Net Budget	2021-2022 Adopted Budget	2021-2022 Double- Budgeting*	2022 Reserves	2021-2022 Net Budget	Net Budget \$ Change	% Change
TOTAL CITY BUDGET										
General Funds	\$480,298	(\$66,493)	(\$50,855)	\$362,950	\$474,200	(\$68,565)	(\$33,958)	\$371,676	\$8,726	2.4%
Internal Service & Other Operating Funds										
Equipment Rental	\$29,392	(\$3,755)	(\$5,507)	\$20,129	\$32,264	(\$3,858)	(\$4,612)	\$23,794	\$3,664	18.2%
Facilities Services	15,159	(2,747)	(722)	11,690	16,214	(4,214)	(771)	11,230	(459)	(3.9%)
General Self-Insurance Fund	10,757	(566)	(3,796)	6,394	15,597	(887)	(4,146)	10,564	4,169	65.2%
Health Benefits Fund	63,006	(28)	(3,205)	59,773	63,674	(29)	(6,538)	57,107	(2,666)	(4.5%)
Hotel/Motel Taxes Fund	27,382	(4,019)	0	23,363	11,576	(7,019)	0	4,557	(18,806)	(80.5%)
Human Services Fund	15,694	0	(207)	15,487	15,819	0	(200)	15,619	132	0.9%
Information Services Fund	36,229	(2,689)	(5,386)	28,153	37,854	(2,978)	(4,954)	29,922	1,769	6.3%
Land Purchase Revolving Fund	6,724	(3,281)	(1,935)	1,508	4,353	(810)	(1,978)	1,564	56	3.7%
LEOFF I Medical Reserve Fund	470	0	(324)	147	657	0	(531)	126	(20)	(13.9%)
Park M&O Reserve Fund	6,633	(1,052)	(5,581)	0	5,916	(1,192)	(4,724)	0	0	n/a
Unemployment Compensation Fund	626	(12)	(232)	382	616	(12)	(203)	401	19	4.9%
Workers' Compensation Fund	6,995	(392)	(3,288)	3,315	7,808	(411)	(3,716)	3,680	365	11.0%
Total	\$219,067	(\$18,542)	(\$30,183)	\$170,341	\$212,348	(\$21,410)	(\$32,373)	\$158,565	(\$11,776)	(6.9%)
Enterprise Funds										
Development Services Fund	\$78,824	(\$21,465)	(\$20,318)	\$37,041	\$84,357	(\$21,812)	(\$21,823)	\$40,722	\$3,681	9.9%
Marina Fund	1,605.6	-800.0	-283.3	522.3	1,846.9	-800.0	-502.8	544.1	21.8	4.2%
Parks Enterprise Fund	14,136.1	-2,644.8	-1,267.6	10,223.7	13,591.5	-2,862.4	-620.0	10,109.1	-114.6	(1.1%)
Sewer Utility Fund	137,444.2	-32,173.5	-8,618.1	96,652.5	142,209.4	-32,994.1	-9,507.5	99,707.8	3,055.2	3.2%
Solid Waste Fund	3,926.2	-1,030.1	-1,451.8	1,444.3	4,683.8	-1,191.5	-2,020.4	1,471.9	27.6	1.9%
Storm & Surface Water Utility Fund	60,057.3	-31,521.3	-6,164.8	22,371.2	63,523.7	-33,985.1	-7,967.3	21,571.4	-799.8	(3.6%)
Water Utility Fund	151,604.0	-43,409.1	-15,546.4	92,648.5	146,350.3	-40,417.9	-15,469.5	90,462.9	-2,185.6	(2.4%)
Total	\$447,598	(\$133,044)	(\$53,650)	\$260,904	\$456,563	(\$134,062)	(\$57,911)	\$264,589	\$3,685	1.4%
Special Purpose Funds										
Firemen's Pension Fund	\$7,288	\$0	(\$6,648)	\$640	\$7,429	\$0	(\$6,791)	\$638	(\$2)	(0.3%)
Housing Fund	10,120	(12)	(6,538)	3,570	8,971	(28)	(4,478)	4,465	895	25.1%
I&D Redemption-Regular Levy Fund	105,362	0	(414)	104,949	47,282	0	(408)	46,874	(58,074)	(55.3%)
LID Control Fund	72	(71)	(1)	(0)	0	0	0	0	0	(100.0%)
LID Guaranty Fund	752	0	(752)	0	0	0	0	0	0	n/a
Operating Grants & Donations Fund	20,069	(457)	(5,958)	13,654	10,385	(480)	(2,822)	7,083	(6,571)	(48.1%)
Total	\$143,663	(\$540)	(\$20,311)	\$122,813	\$74,067	(\$508)	(\$14,499)	\$59,060	(\$63,753)	(51.9%)
Capital Investment Funds										
General Capital Investment Program	\$237,732	(\$32,280)	\$0	\$205,452	\$212,440	(\$25,492)	\$0	\$186,947	(\$18,505)	(9.0%)
Utility Capital Investment Program	312,295	0	(214,463)	97,832	\$313,843	0	(236,563)	77,280	(20,552)	(21.0%)
Total	\$550,028	(\$32,280)	(\$214,463)	\$303,284	\$526,283	(\$25,492)	(\$236,563)	\$264,227	(\$39,057)	(12.9%)
TOTAL CITY BUDGET	\$1,840,653	(\$250,899)	(\$369,462)	\$1,220,292	\$1,743,460	(\$250,038)	(\$375,303)	\$1,118,118	(\$102,174)	(8.4%)

Figures may not foot due to rounding

*Removing double budgeting seeks to eliminate the internal transactions between city funds including transfers between funds and charges for services provided by one fund to another within the city.

Expenditure Summary

Figure 4b-4 displays the total **2021-2022 Adopted Budget by Department** and compares it to the 2019-2020 Amended Budget. This look displays all of the funds together by department, while subsequent tables will present this information by each of the fund category types. Overall, the total appropriation decreases by 5.3 percent. However, once reserves and double-budgeting are removed, net expenditure shrinks by 8.4 percent for the biennium, as displayed in Figure 4b-3.

The increases for most departments are explained by general inflation for both personnel and operating costs. However, there are a few departments with additional investments, including:

- **Fire:** The budget for the Fire Department is increasing above inflation primarily due to the phased opening of Fire Station #10. The 2021-2022 includes partial staffing to allow for a full opening by Spring of 2023.
- **City Attorney:** Growth for the City Attorney's Office is mostly driven by costs associated with increases in projected costs for the General Self Insurance Fund and the Workers' Compensation Fund due to an increased risk environment as determined by our outside actuary.
- **Community Development:** Growth for the Community Development Department is primarily in the Housing Fund reflecting the increased commitment from Council to the providing affordable housing solutions with increases in funding from HB 1406.
- **Development Services:** To meet the demand within the city due to a high level of construction activity, an increase in review, inspection, and land use hours is included in the budget.

Some department budgets are also decreasing in 2021-2022. For Transportation this is due to capital projects being completed in 2019-2020 and the impact of COVID-19 on CIP plans as well as one-time transfer in 2019 in Land Purchase Revolving Fund. Reductions in Miscellaneous Non-Departmental are reflecting one time costs that were incurred in 2019-2020. Reductions to HR reflect a reduction in health care costs to the City.

Expenditure Summary

Figure 4b-4
2021-2022 Adopted Budget by Department
\$000

	2019-2020	2021-2022	\$	%
Total Budget	Amended Budget	Adopted Budget	Change	Change
City Attorney	\$19,251	\$24,091	\$4,840	25.1%
City Clerk	5,654	5,241	-413	-7.3%
City Council	1,210	1,242	32	2.6%
City Manager	17,289	11,175	-6,115	-35.4%
Community Council	9	10	0	5.0%
Community Development	29,144	31,250	2,107	7.2%
Development Services	68,352	72,948	4,596	6.7%
Finance & Asset Management	244,754	171,764	-72,989	-29.8%
Fire	142,604	156,297	13,693	9.6%
Human Resources	65,978	63,370	-2,607	-4.0%
Information Technology	33,142	33,562	419	1.3%
Miscellaneous Non-Departmental	8,090	5,010	-3,079	-38.1%
Parks & Community Services	144,132	139,316	-4,816	-3.3%
Police	100,129	102,352	2,224	2.2%
Transportation	172,371	151,445	-20,926	-12.1%
Utilities	419,083	399,082	-20,000	-4.8%
Reserves	369,462	375,303	5,842	1.6%
Total Budget	\$1,840,653	\$1,743,460	-\$97,193	-5.3%
<i>Double-Budgeting</i>	<i>250,899</i>	<i>250,038</i>	<i>-860</i>	<i>-0.3%</i>
<i>Reserves</i>	<i>369,462</i>	<i>375,303</i>	<i>5,842</i>	<i>1.6%</i>
Expenditures Net of Double-Budgeting and Reserves	\$1,220,292	\$1,118,118	-\$102,174	-8.4%

Figures may not foot due to rounding.

Expenditure Summary

Figure 4b-5 displays the **2021-2022 Total Adopted Budget by Outcome and Department**, while excluding reserves. This display provides a look at how each department fits into the STA categories. More information on the outcomes can be found in Chapter 1.

Figure 4b-5

2021-2022 Adopted Budget by Strategic Target Area and Department
\$000

All Funds	Economic Development	High Quality Built and Natural Environment	Transportation and Mobility	Bellevue: Great Places Where You Want to Be	Achieving Human Potential	Regional Leadership and Influence	High Performance Government	Interfunds and Other Expenses	Total	%
City Attorney	\$0	\$0	\$0	\$0	\$578	\$0	\$21,699	\$1,814	\$24,091	1.8%
City Clerk	0	0	0	0	0	0	4,396	845	5,241	0.4%
City Council	0	0	0	0	0	1,005	0	237	1,242	0.1%
City Manager	0	0	0	200	1,168	1,190	7,895	722	11,175	0.8%
Community Council	0	0	0	0	0	0	10	0	10	0.0%
Community Development	3,774	7,112	2,500	3,538	8,164	0	1,124	5,038	31,250	2.4%
Development Services	0	13,903	0	0	0	0	26,819	32,226	72,948	5.5%
Finance & Asset Management	4,557	125	45	400	0	0	98,658	29,314	133,099	10.0%
Fire	0	1,216	0	1,534	22,313	0	111,044	20,190	156,297	11.8%
Human Resources	0	0	0	0	2,875	0	59,838	657	63,370	4.8%
Information Technology	0	662	0	0	0	0	24,089	8,811	33,562	2.5%
Miscellaneous	0	0	0	0	0	172	9,363	-4,525	5,010	0.4%
Non-Departmental Parks & Community Services	0	74,651	0	10,109	36,545	0	2,992	15,019	139,316	10.5%
Police	0	0	2,129	0	468	0	85,097	14,658	102,352	7.7%
Transportation	0	26,268	103,932	0	0	3,611	4,326	13,226	151,363	11.4%
Utilities	0	161,279	0	0	1,489	0	126,059	110,256	399,082	30.0%
Total All Proposals	\$8,331	\$285,217	\$108,606	\$15,781	\$73,600	\$5,978	\$583,410	\$248,486	\$1,329,409	100.0%
Percent of Total	0.6%	21.5%	8.2%	1.2%	5.5%	0.4%	43.9%	18.7%	100.0%	
Debt Service (Finance)									+	38,747
Total Expenditures									=	1,368,157
2022 Reserves									+	375,303
Total Appropriation										1,743,460

Figures may not foot due to rounding.

Expenditure Summary

Figure 4b-6 displays the **2022 FTE Comparison by STA and Department** (known as full time equivalents, or FTEs). For a more detailed breakout of FTEs by fund and changes from the 2019-2020 budget please refer to the FTE summary in the 2021-2022 Deatil Book.

Figure 4b-6
2022 FTE Comparison by Strategic Target Area and Department

FTEs by Department	Economic Development	High Quality Built and Natural Environment	Transportation and Mobility	Bellevue: Great Places Where You Want to Be	Achieving Human Potential	Regional Leadership and Influence	High Performance Government	Total	%
City Attorney	-	-	-	-	2.00	-	26.75	28.75	2.0%
City Clerk	-	-	-	-	-	-	14.00	14.00	1.0%
City Council	-	-	-	-	-	7.00	-	7.00	0.5%
City Manager	-	-	-	-	3.00	2.00	13.00	18.00	1.3%
Community Development	5.00	13.00	-	-	14.60	-	3.00	35.60	2.5%
Development Services	-	46.65	-	-	-	-	79.10	125.75	8.8%
Finance & Asset Management	-	0.25	-	-	-	-	121.75	122.00	8.5%
Fire	-	3.00	-	-	58.89	-	206.11	268.00	18.7%
Human Resources	-	-	-	-	9.00	-	7.80	16.80	1.2%
Information Technology	-	-	-	-	-	-	61.00	61.00	4.3%
Parks & Community Services	-	96.00	-	17.00	44.28	-	11.00	168.28	11.7%
Police	-	-	-	-	1.00	-	232.00	233.00	16.3%
Transportation	-	41.50	83.74	-	-	12.21	12.00	149.45	10.4%
Utilities	-	151.25	-	-	0.95	-	20.80	173.00	12.1%
Miscellaneous Non-Departmental	-	-	-	-	-	-	12.00	12.00	0.8%
Total FTEs	5.00	351.65	83.74	17.00	133.72	21.21	820.31	1,432.63	100.0%
Percent of Total	0.3%	24.5%	5.8%	1.2%	9.3%	1.5%		100.0%	

Figures may not foot due to rounding

Expenditure Summary

B. General Fund

Figure 4b-7 displays the growth in the total appropriation for the **2021-2022 Adopted General Fund Budget by department**. The General Fund supports most of the direct services to the community, including police, fire, parks, community development, and transportation, as well as many of the administrative operations. These services are primarily funded by taxes and other sources. The General Fund shows an overall decrease of 1.3 percent, as well as a net budget increase of 2.4 percent, between the two bienniums. Some highlights of this growth are provided below.

The General Fund reflected in the 2021-2022 Adopted Budget uses the Amended 2020 Budget as a starting point to build upon. Known technical adjustments are then layered on to provide uniform assumptions about across the City. These adjustments include inflationary changes to personnel and nonpersonnel expenditures, charges for internal City services, accounting for known contractual obligations and other miscellaneous transfers across funds. These technical changes explain nominal percent changes in General Fund departments when not otherwise explained below.

Utilizing this adjusted General Fund budget, City leadership executed on financial strategies to contain General Fund costs, fund targeted investments, and create “bridge” structures in response to the short-term and long-term financial impacts of COVID-19. The following outlines these substantive changes as reflected in Figure 4b-7.

This budget reduces internal operations by approximately \$6.5 million by curtailing spending for consultants, discretionary travel/training, temporary help, seasonal help and other expenditures. Containing costs for internal operations will limit the City's flexibility to address surge workloads across internal operations and, in some cases, may result in limiting existing workloads. Additionally, the General Fund accounts for a reduction of approximately \$1.5 million dollars over the 2021-2022 biennium to account for the new way of work that COVID-19 has precipitated. This reduction reflects the known changes to how the City does business going forward. However, further analysis will be needed to determine its full long-term impact on the General Fund services and operations.

The Adopted 2021-2022 Budget reduces maintenance across General Fund services provided to the public. The City will continue to fund and prioritize safety and, long-term assets replacements. Though, the City will move toward a more reactive response to certain maintenance areas including tree removal and non-safety-based repairs in sidewalks and streetlights. Streetscapes and some parks will also see aesthetic impacts with less frequent mowing and weeding, some lawns will be allowed to brown out due to limited summer watering. In total, these maintenance cost containment measures reduce the General Fund by approximately \$6.9 million.

To further reduce the General Fund gap, the 2021-2022 Adopted Budget proposes expanding the Tax Division within the Finance & Asset Management Department to ensure compliance with the City's existing B&O Taxes. While greater compliance will increase the City's revenues by

Expenditure Summary

approximately \$2.1 million over the biennium, the cost of hiring additional compliance personnel increases the General Fund budget by roughly \$400,000 annually.

To ensure that City provides essential services to its vibrant and diverse communities, the 2021-2022 Adopted Budget utilizes an equity lens to provide targeted investments for Bellevue communities in most need. These investments include \$900,000 for a 24-hour homeless shelter as well as \$100,000 for the City's Community Cultural Liaison Program. The investment in the Program will provide cultural liaisons with the training and equipment necessary to thoughtfully engage with a wide range individuals and groups in Bellevue. In addition, the 2021-2022 Adopted Budget invests in planning and development resources to execute on affordable housing initiatives expected during the next biennium.

Finally, the 2021-2022 Adopted Budget for the General Fund provides funding to hire, train and equip 7 of the 13 Fire personnel that will be staffing Fire Station 10 upon its opening in 2023 (partial opening planned for 2022). The remaining 6 personnel will be hired and trained in 2023. Additionally, the Budget includes the initial payment for significant fire equipment, most notably, a new fire apparatus which will be delivered prior to Fire Station 10's opening. Rethinking the opening date for Fire Station 10 has allowed the City to sequence the upfront costs associated with operating the station in a way that is more manageable for the City's near-term financial future. Upon opening, this investment will provide the downtown community and surrounding areas with greater coverage for fire suppression and ambulatory services.

Department Detail

- **City Attorney** – reflects year-over-year inflation assumptions and cost containment reductions in discretionary professional services and office supplies. The City Attorney's Office 2021-2022 Adopted Budget also reflects a more accurate allocation of time spent by Office personnel on General CIP Fund and General Self-Insurance Fund activities. The reallocation of personnel costs shows as an expenditure reduction in the General Fund but will be shown as increases to both the General CIP and General Self-Insurance funds.
- **City Clerk** – contains year-over-year inflation assumptions and cost containment measures that reduce professional services for the City Clerk's Office. The Office's 2021-2022 Adopted Budget makes a technical personnel adjustment that reduces expenditures by repurposing a vacant position to better meet the Office's operational needs.
- **City Council** – adjusts for updated internal service rates and year-over-year inflation assumptions.
- **City Manager** – includes year-over-year inflation adjustments as well as cost containment reductions to internal operations for travel/training, professional services and 1 FTE dedicated to organizational development. The 2021-2022 Adopted Budget invests in the City's Cultural Liaison Program which resides in the City Manager's Office and is dedicated to engaging with Bellevue's diverse communities.

Expenditure Summary

- **Coummunity Council** – increase is entirely attributed to year-over-year inflationary changes.
- **Community Development** – accounts for increases to year-over-year inflation and internal services charges. Additionally, the growth invests in the Community Development resources needed to sustain the City's robust development and community planning efforts during the 2021-2022 biennium. Community Development contained costs for professional services and reduced 1 FTE supporting public engagement efforts including the City's Arts Program and community planning.
- **Development Services** – adjusts for year-over-year inflationary increases during the biennium and increased charges for internal services. The Adopted 2021-2022 Budget provides expenditures to ensure Development Services has the resources to meet the service needs of planned and expected developments in the pipeline for the next biennium.
- **Finance & Asset Management** – increases personnel costs to reflect an additional 4 FTEs to ensure greater compliance of City B&O taxes as well as including additional expenditures for internal service fund charges. Finance & Asset Management contributed to the cost containment efforts across the General Fund by thoughtfully evaluating COVID-19's impact on the way the City conducts business during 2021 and 2022. These reductions included 3 FTEs as part of organizational efficiencies and savings directly tied to a more remote workforce.
- **Fire** – includes notable increases related to the staffing, equipment and operating costs associated with the phased opening of Fire Station 10 in 2023 (partial opening 2022). This 2021-2022 Adopted Budget provides the Fire Department with 7 FTEs in 2022 to hire staff that will be trained that year in anticipation of the Station's opening in Spring of 2023. In analyzing personnel costs for the next biennium, the Department made technical adjustments to better align its budget with operational needs. Additionally, this reflects increases in interfund charges for City services and risk pooling.
- **Human Resources** – modestly increases expenditures as much of the year-over-year inflationary costs are offset by cost containment measures targeting discretionary travel/training and supplies within the department.
- **Micellaneous Non-Departmental** – declines due to the removal of a one-time double-budgeted expenditure transfer occurring in 2020. This technical adjustment is no longer needed for the 2021-2022 biennium.
- **Parks & Community Services** – decreases year-over-year despite inflationary and internal service increases across bienniums. The decrease includes cost containment efforts which reduce the Department's nonpersonnel expenditures in travel/training, youth development services as well as professional services focused on park planning efforts. The 2021-2022

Expenditure Summary

Adopted Budget reduces expenditures for Park maintenance including structural, street tree and vegetation maintenance.

- **Police** – increases in expenditures include year-over-year inflation assumptions and a contractual increase for the cost of housing prisoners in jails around the area. The Police Department has contributed to closing the City's General Fund gap by containing costs on discretionary travel/training, professional services and miscellaneous supplies.
- **Transportation** – reductions have been made to internal operations and services provided to the public including pothole repair, sidewalk maintenance, roadway sign and striping, vegetation control and street sweeping. Additionally, the 2021-2022 Adopted Budget includes notable increases in interfund charges for City services and risk pooling.
- **Reserves** – decreasing reserves reflect the City's one-time use of funds to maintain services to the public and sustain our commitment to City employees during the 2020 revenue shortfall resulting from COVID-19. The General Fund will continue to meet the 15 percent cash reserves mandated by the City's Comprehensive Finance and Asset Management Policies.

Expenditure Summary

Figure 4b-7

2021-2022 Adopted General Fund Budget by Department

\$000

	2019-2020	2021-2022	\$	%
General Fund Budget	Amended Budget	Adopted Budget	Change	Change
City Attorney	\$8,583	\$8,549	-\$35	-0.4%
City Clerk	5,654	5,241	-413	-7.3%
City Council	1,210	1,242	32	2.6%
City Manager	10,751	10,975	224	2.1%
Community Council	9	10	0	5.0%
Finance & Asset Management	23,791	25,095	1,304	5.5%
Community Development	11,908	12,373	466	3.9%
Development Services	9,846	10,415	569	5.8%
Fire	113,158	120,728	7,571	6.7%
Human Resources	5,783	5,821	38	0.7%
Information Technology	0	0	0	0.0%
Miscellaneous Non-Departmental	8,090	5,010	-3,079	-38.1%
Parks & Community Services	73,295	72,780	-515	-0.7%
Police	100,129	102,352	2,224	2.2%
Transportation	57,236	59,650	2,414	4.2%
Utilities	0	0	0	0.0%
Reserves	50,855	33,958	-16,897	-33.2%
Total General Fund	\$480,298	\$474,200	-\$6,098	-1.3%
<i>Double-Budgeting</i>	<i>66,493</i>	<i>68,565</i>	<i>2,073</i>	<i>3.1%</i>
<i>Reserves*</i>	<i>50,855</i>	<i>33,958</i>	<i>-16,897</i>	<i>-33.2%</i>
Expenditures Net of Double-Budgeting and Reserves	\$362,950	\$371,676	\$8,726	2.4%

Figures may not foot due to rounding.

*Reserves reduction is mainly attributable to the projected ending fund balance in 2020 being lower due to COVID-19 impacts.

Expenditure Summary

Figure 4b-8 displays the **2021-2022 Adopted General Fund Budget by STA and Department**.

Figure 4b-8

2021-2022 Adopted General Fund Budget by Strategic Target Area and Department

\$000

General Fund	Economic Development	High Quality Built and Natural Environment	Transportation and Mobility	Bellevue: Great Places Where You Want to Be	Achieving Human Potential	Regional Leadership and Influence	High Performance Government	Interfunds and Other Expenses	Total	%
City Attorney	\$0	\$0	\$0	\$0	\$578	\$0	\$7,177	\$794	\$8,549	1.9%
City Clerk	0	0	0	0	0	0	4,396	845	5,241	1.2%
City Council	0	0	0	0	0	1,005	0	237	1,242	0.3%
City Manager	0	0	0	0	1,168	1,190	7,895	722	10,975	2.5%
Community Council	0	0	0	0	0	0	10	0	10	0.0%
Community Development	1,878	4,662	0	0	2,710	0	1,124	2,000	12,373	2.8%
Development Services	0	0	0	0	0	0	0	10,415	10,415	2.4%
Finance & Asset Management	0	77	0	0	0	0	23,127	1,891	25,095	5.7%
Fire	0	1,216	0	0	22,313	0	77,647	19,551	120,728	27.4%
Human Resources	0	0	0	0	2,875	0	2,331	615	5,821	1.3%
Miscellaneous	0	0	0	0	0	172	9,363	-4,525	5,010	1.1%
Non-Departmental Parks & Community Services	0	43,229	0	0	17,638	0	2,992	8,921	72,780	16.5%
Police	0	0	2,129	0	468	0	85,097	14,658	102,352	23.2%
Transportation	0	26,248	12,897	0	0	3,611	3,667	13,226	59,650	13.5%
Total General Fund Proposals	\$1,878	\$75,433	\$15,026	\$0	\$47,750	\$5,978	\$224,827	\$69,350	\$440,242	100.0%
Percent of Total	0.4%	17.1%	3.4%	0.0%	10.8%	1.4%	51.1%	15.8%	100.0%	

Net General Funds	=	440,242
2022 General Fund Reserves	+	33,958
Total General Fund		474,200

Figures may not foot due to rounding.

Expenditure Summary

C. Internal Service and Other Operating Funds

The Internal Service and Other Operating funds contain numerous funds where revenues are derived by charging other city funds on a cost-reimbursement basis for goods and services. Included are funds that provide for operating expenditures for departments, such as Information Technology and Finance & Asset Management, and the funds providing for equipment replacement and various employee benefits. These services are primarily funded by rates and premiums. There are also funds in this category that hold specific revenues within the city for specific purposes, including the Human Services Fund, the Hotel/Motel Tax Fund, and the Land Purchase Revolving Fund. See Figure 4b-3 for a detailed fund listing.

Figure 4b-9 displays the growth in the total appropriation for the **2021-2022 Adopted Internal Service and Other Operating Fund Budget by Department**. These funds collectively are showing an overall decrease of 3.1 percent, with a net budget decrease of 6.9 percent, between the two bienniums.

The growth in City Attorney's Office is attributable to increases in the General Self Insurance Fund. This fund handles all insurance claims for the City and changes in the insurance environment have increased the cost of providing coverage.

The growth in Parks & Community Services is due to both increases in expenditures from the Human Services Fund and increases from the Parks Maintenance and Operations Fund. For Human Services, growth is due to inflation, population growth, and other costs. The Parks Maintenance & Operations Fund reflects an increase in expenditures as more parks levy projects are completed and more money is drawn from the reserve to pay for the maintenance of these parks in alignment with the voter language.

The growth in the Information Technology Department is primarily driven by changes in software contracts increasing costs for enterprise software used by the City. There are also increased costs in the cybersecurity program to enhance the City's already robust program to ensure continuity of City services to citizens.

The large decrease in Transportation is attributed to a one-time purchase of land in the 2019-2020 biennium.

The decrease in Finance & Asset Management is primarily due to a decrease in expenditures in the Hotel/Motel fund due to impacts on tourism revenue from COVID-19. This is offset by growth in the City's Equipment Rental Fund to support new equipment for Fire Station 10 among others. There is also a one-time budgeted transfer in the Facilities fund for major equipment replacement on City properties.

Reductions to Human Resources reflect a reduction in health care costs to the City.

Expenditure Summary

Other increases are explainable by general inflation.

Figure 4b-9

2021-2022 Adopted Internal Service & Other Operating Fund Budget by Department
\$000

<u>Internal Service & Other Operating Fund Budget</u>	<u>2019-2020 Amended Budget</u>	<u>2021-2022 Adopted Budget</u>	<u>\$ Change</u>	<u>% Change</u>
City Attorney	\$10,668	\$15,542	\$4,874	45.7%
Finance & Asset Management	66,272	55,220	-11,052	-16.7%
Fire	147	126	-20	-13.9%
Human Resources	60,195	57,549	-2,646	-4.4%
Information Technology	30,842	32,900	2,058	6.7%
Parks & Community Services	18,251	18,607	356	2.0%
Transportation	2,509	30	-2,479	-98.8%
Reserves	30,183	32,373	2,190	7.3%
Total Internal Service & Other Operating Fund	\$219,067	\$212,348	-\$6,718	-3.1%
<i>Double-Budgeting</i>	<i>18,542</i>	<i>21,410</i>	<i>2,868</i>	<i>15.5%</i>
<i>Reserves</i>	<i>30,183</i>	<i>32,373</i>	<i>2,190</i>	<i>7.3%</i>
Expenditures Net of Double- Budgeting and Reserves	\$170,341	\$158,565	-\$11,776	-6.9%

Figures may not foot due to rounding.

Expenditure Summary

Figure 4b-10 displays the **2021-2022 Adopted Internal Service and Other Operating Funds Budget by STA and Department**.

Figure 4b-10

2021-2022 Adopted Internal Service and Other Operating Funds Budget by Strategic Target Area and Department
\$000

Internal Service and Other Operating Funds	Economic Development	High Quality Built and Natural Environment	Transportation and Mobility	Bellevue: Great Places Where You Want to Be	Achieving Human Potential	Regional Leadership and Influence	High Performance Government	Interfunds and Other Expenses	Total	%
City Attorney	\$0	\$0	\$0	\$0	\$0	\$0	\$14,522	\$1,020	\$15,542	8.6%
Finance & Asset Management	4,557	48	45	0	0	0	23,147	27,422	55,220	30.7%
Fire	0	0	0	0	0	0	126	0	126	0.1%
Human Resources	0	0	0	0	0	0	57,508	41	57,549	32.0%
Information Technology	0	0	0	0	0	0	24,089	8,811	32,900	18.3%
Parks & Community Services	0	1,033	0	0	15,619	0	0	1,955	18,607	10.3%
Transportation	0	0	0	0	0	0	30	0	30	0.0%
Total Internal Service & Other Operating Fund Proposals	\$4,557	\$1,081	\$45	\$0	\$15,619	\$0	\$119,423	\$39,250	\$179,975	100.0%
Percent of Total	2.5%	0.6%	0.0%	0.0%	8.7%	0.0%	66.4%	21.8%	100.0%	

Net Internal Service & Other Operating Funds	=	179,975
2022 Internal Service & Other Operating Fund Reserves	+	32,373
Total Internal Service & Other Operating Funds		212,348

Figures may not foot due to rounding.

Expenditure Summary

D. Enterprise Funds

Enterprise funds consist of city operations that are financed and operated similar to a private business, and include the various Utilities funds (Water, Sewer, Storm and Surface Water, and Solid Waste), as well as the Development Services Fund, the Parks Enterprise Fund, and the Marina Fund. These services are primarily funded by fees. See Figure 4b-3 for a detailed fund listing.

Figure 4b-11 displays the growth in the total appropriation for the **2021-2022 Adopted Enterprise Fund Budget by Department**. These funds collectively are showing an overall increase of 2.0 percent, with a net budget increase of 1.4 percent (less reserves and double budgeting), between the two bienniums.

The largest change on a percentage basis is in Development Services, which continues to reflect a high level of development activity within the city in the near term. Development Services Fund expenditures exceed revenues in 2021-2022 as reserves are used to complete prepaid work and to invest in technology and infrastructure. Utilities have cost increases due to inflation and partially offset by strong cost containment measures to offset COVID-19 impacts. Parks increases are very modest due to ongoing impacts from COVID-19 on the facilities availability.

Figure 4b-11

2021-2022 Adopted Enterprise Fund Budget by Department **\$000**

<u>Enterprise Fund Budget</u>	<u>2019-2020 Amended Budget</u>	<u>2021-2022 Adopted Budget</u>	<u>\$ Change</u>	<u>% Change</u>
Development Services	\$58,506	\$62,534	\$4,027	6.9%
Parks & Community Services	14,191	14,316	125	0.9%
Utilities	321,251	321,802	552	0.2%
Reserves	53,650	57,911	4,261	7.9%
Total Enterprise Fund	\$447,598	\$456,563	\$8,965	2.0%
<i>Double-Budgeting</i>	<i>133,044</i>	<i>134,062</i>	<i>1,018</i>	<i>0.8%</i>
<i>Reserves</i>	<i>53,650</i>	<i>57,911</i>	<i>4,261</i>	<i>7.9%</i>
Expenditures Net of Double-Budgeting and Reserves	\$260,904	\$264,589	\$3,685	1.4%

Figures may not foot due to rounding.

Expenditure Summary

Figure 4b-12 displays the **2021-2022 Adopted Enterprise Fund Budget by STA and Department**.

Figure 4b-12

2021-2022 Adopted Enterprise Funds Budget by Strategic Target Area and Department

\$000

Enterprise Funds	Economic Development	High Quality Built and Natural Environment	Transportation and Mobility	Bellevue: Great Places Where You Want to Be	Achieving Human Potential	Regional Leadership and Influence	High Performance Government	Interfunds and Other Expenses	Total	%
Development Services	\$0	\$13,903	\$0	\$0	\$0	\$0	\$26,819	\$21,812	\$62,534	15.7%
Parks & Community Services	0	544	0	10,109	0	0	0	3,662	14,316	3.6%
Utilities	0	83,999	0	0	1,489	0	126,059	110,256	321,802	80.7%
Total Enterprise Fund Proposals	\$0	\$98,446	\$0	\$10,109	\$1,489	\$0	\$152,878	\$135,730	\$398,652	100.0%
Percent of Total	0.0%	24.7%	0.0%	2.5%	0.4%	0.0%	38.3%	34.0%	100.0%	

Net Enterprise Funds	=	398,652
2022 Enterprise Fund Reserves	+	57,911
Total Enterprise Funds		456,563

Figures may not foot due to rounding.

E. Special Purpose Funds

Special Purpose funds hold resources that are restricted either by state law or other requests and are dedicated to specific purposes. This includes the Operating Grants and Donations Fund, the Housing Fund, and other funds. These services are primarily funded by taxes, grants, donations, and transfers. See Figure 4b-3 for a detailed fund listing.

Figure 4b-13 displays the growth in the **2021-2022 Adopted Special Purpose Fund Budget by Department**. These funds collectively are showing an overall decrease of 48.4 percent, with a net budget decrease of 51.9 percent, between the two bienniums. The City Manager impact is attributable to a one time increase in 2020 for COVID-19 funding. Community Development increases reflect the HB 1406 sales tax credit to be used for eligible affordable housing costs. Finance and Asset Management manages the debt funds for the City and the decrease reflects the City taking advantage of the low interest rate environment to refinance bond debt in 2020. The Fire change due adjustments to grants and other technical issues. Parks and Community Service reductions and transportation reductions are due to grants expiring from the 2019-2020 budget.

Expenditure Summary

Figure 4b-13

2021-2022 Adopted Special Purpose Fund Budget by Department

\$000

	2019-2020	2021-2022	\$	%
Special Purpose Fund Budget Amended Budget		Adopted Budget	Change	Change
City Manager	\$6,538	\$0	-\$6,538	-100.0%
Community Development	3,844	4,493	649	16.9%
Finance & Asset Management	104,949	46,874	-58,074	-55.3%
Fire	3,218	4,228	1,010	31.4%
Parks & Community Services	3,863	3,768	-96	-2.5%
Transportation	940	205	-735	-78.2%
Reserves	20,311	14,499	-5,812	-28.6%
Total Special Purpose Funds	\$143,663	\$74,067	-\$69,596	-48.4%
<i>Double-Budgeting</i>	<i>540</i>	<i>508</i>	<i>-31</i>	<i>-5.8%</i>
<i>Reserves</i>	<i>20,311</i>	<i>14,499</i>	<i>-5,812</i>	<i>-28.6%</i>
Expenditures Net of Double-Budgeting and Reserves	\$122,813	\$59,060	-\$63,753	-51.9%

Figures may not foot due to rounding.

Figure 4b-14 displays the **2021-2022 Adopted Special Purpose Fund Budget by Outcome and Department**.

Figure 4b-14

2021-2022 Adopted Special Purpose Funds Budget by Strategic Target Area and Department

\$000

Special Purpose Funds	Economic Development	High Quality Built and Natural Environment	Transportation and Mobility	Bellevue: Great Places Where You Want to Be	Achieving Human Potential	Regional Leadership and Influence	High Performance Government	Interfunds and Other Expenses	Total	%
Community Development	\$0	\$0	\$0	\$0	\$1,455	\$0	\$0	\$3,038	\$4,493	7.5%
Finance & Asset Management	0	0	0	0	0	0	46,874	0	46,874	78.7%
Fire	0	0	0	1,534	0	0	2,056	638	4,228	7.1%
Parks & Community Services	0	0	0	0	3,287	0	0	480	3,768	6.3%
Transportation	0	0	205	0	0	0	0	0	205	0.3%
Total Special Purpose Fund Proposals	\$0	\$0	\$205	\$1,534	\$4,742	\$0	\$48,931	\$4,157	\$59,568	100.0%
Percent of Total	0.0%	0.0%	0.3%	2.6%	8.0%	0.0%	82.1%	7.0%	100.0%	

Net Special Purpose Funds	=	59,568
2022 Special Purpose Fund Reserves	+	14,499
Total Special Purpose Fund		74,067

Figures may not foot due to rounding.

Expenditure Summary

F. Capital Investment Funds

Capital Investment funds include the two funds that make up the city's CIP: the General CIP Fund and the Utilities CIP Fund. These figures are different from those provided in Chapter 10 since they only represent the first two years of the seven-year CIP. Further, large fluctuations happen between bienniums due to project timelines and expenditure needs. These projects are primarily funded by taxes, intergovernmental contributions, and grants. See Figure 4b-3 for a detailed fund listing.

Figure 4b-15 displays the growth in the total appropriation for the **2021-2022 Adopted Capital Investment Fund Budget by Department**. These funds collectively are showing an overall decrease of 4.3 percent, with a net budget decrease of 12.9 percent, between the two bienniums. The is primarily due to timing of projects over the seven year period.

The Utilities CIP decreases by 21 percent in 2021-2022. This is primarily attributable to several major projects being completed in 2019-2020. Ongoing projects include the Advanced Metering Infrastructure Implementation, as well as the acquisition of land for a new operations facility.

More information on changes for Capital Investment section of Chapter 4.

Expenditure Summary

Figure 4b-15

2021-2022 Adopted Capital Investment Fund Budget by Department

\$000

	2019-2020	2021-2022	\$	%
<u>Capital Investment Fund Budget</u>	<u>Amended Budget</u>	<u>Adopted Budget</u>	<u>Change</u>	<u>Change</u>
Community Development	\$13,392	\$14,384	\$992	7.4%
Finance & Asset Management	49,742	44,575	-5,167	-10.4%
Fire	26,081	31,214	5,133	19.7%
Information Technology	2,300	662	-1,638	-71.2%
Parks & Community Services	34,531	29,845	-4,686	-13.6%
Transportation	111,686	91,560	-20,127	-18.0%
Utilities	97,832	77,280	-20,552	-21.0%
Reserves	214,463	236,563	22,100	10.3%
Total Capital Investment Fund	\$550,028	\$526,283	-\$23,745	-4.3%
<i>Double-Budgeting</i>	32,280	25,492	-6,788	-21.0%
<i>Reserves</i>	214,463	236,563	22,100	10.3%
Expenditures Net of Double-Budgeting and Reserves	\$303,284	\$264,227	-\$39,057	-12.9%

Figures may not foot due to rounding.

Expenditure Summary

Figure 4b-16 displays the **2021-2022 Adopted Capital Investment Fund Budget by STA and Department**.

More information on changes for Capital Investment section of chapter 4.

Figure 4b-16

2021-2022 Adopted Capital Investment Funds Budget by Strategic Target Area and Department
\$000

Capital Investment Funds	Economic Development	High Quality Built and Natural Environment	Transportation and Mobility	Bellevue: Great Places Where You Want to Be	Achieving Human Potential	Regional Leadership and Influence	High Performance Government	Interfunds and Other Expenses	Total	%
Community Development	\$1,896	2,450	2,500	3,538	4,000	0	\$0	\$0	\$14,384	5.7%
Finance & Asset Management	0	0	0	400	0	0	5,509	0	5,909	2.4%
Fire	0	0	0	0	0	0	31,214	0	31,214	12.4%
Information Technology	0	662	0	0	0	0	0	0	662	0.3%
Parks & Community Services	0	29,845	0	0	0	0	0	0	29,845	11.9%
Transportation	0	20	90,830	0	0	0	628	0	91,478	36.4%
Utilities	0	77,280	0	0	0	0	0	0	77,280	30.8%
Total Capital Investment Fund Proposals	\$1,896	\$110,257	\$93,330	\$4,138	\$4,000	\$0	\$37,352	\$0	\$250,972	100.0%
Percent of Total	0.8%	43.9%	37.2%	1.6%	1.6%	0.0%	14.9%	0.0%	100.0%	

Debt Service (Finance)	+	38,747
Net Capital Investment Funds	=	289,720
2022 Capital Investment Fund Reserves	+	236,563
Total Capital Investment Funds		526,283

Figures may not foot due to rounding.

Expenditure Summary

G. Total Debt Information – Based on Statutory Limits

State law enables the City to issue debt for three general categories of use: General Government, Park and Open Space, and the Utility System. The debt issued in each category is limited to 2.5 percent of the City's assessed valuation (for a total limit of 7.5 percent). In addition, the State Constitution also allows for non-voted (councilmanic) debt limited to 1.5 percent of the City's assessed valuation, to be included within the General Government 2.5 percent limit. Such councilmanic debt can be funded by Property Taxes, but does not result in an increase to Regular Levy Property Taxes. Publicly-voted bonds (which exclude councilmanic debt) require a 60 percent majority approval for passage of a bond election and a total voter turnout of at least 40 percent of the total votes cast in the last general election. Publicly-voted bonds are funded by Voted Levy Property Taxes and the approval of these bonds results in an increase to Voted Levy Property Taxes.

The City of Bellevue maintains a debt policy as part of the overall Comprehensive Finance and Asset Management policies. The full text of financial policies can be found on the City's Finance and Asset Management Department home page at: <https://bellevuewa.gov/city-government/departments/finance/budget-and-performance/budgets/current-budget>

Figure 4b-17 displays the City's total policy and statutory debt limits as of January 1, 2021

Figure 4b-17
Estimated Total Policy and Statutory Debt Limits as of January 1, 2021

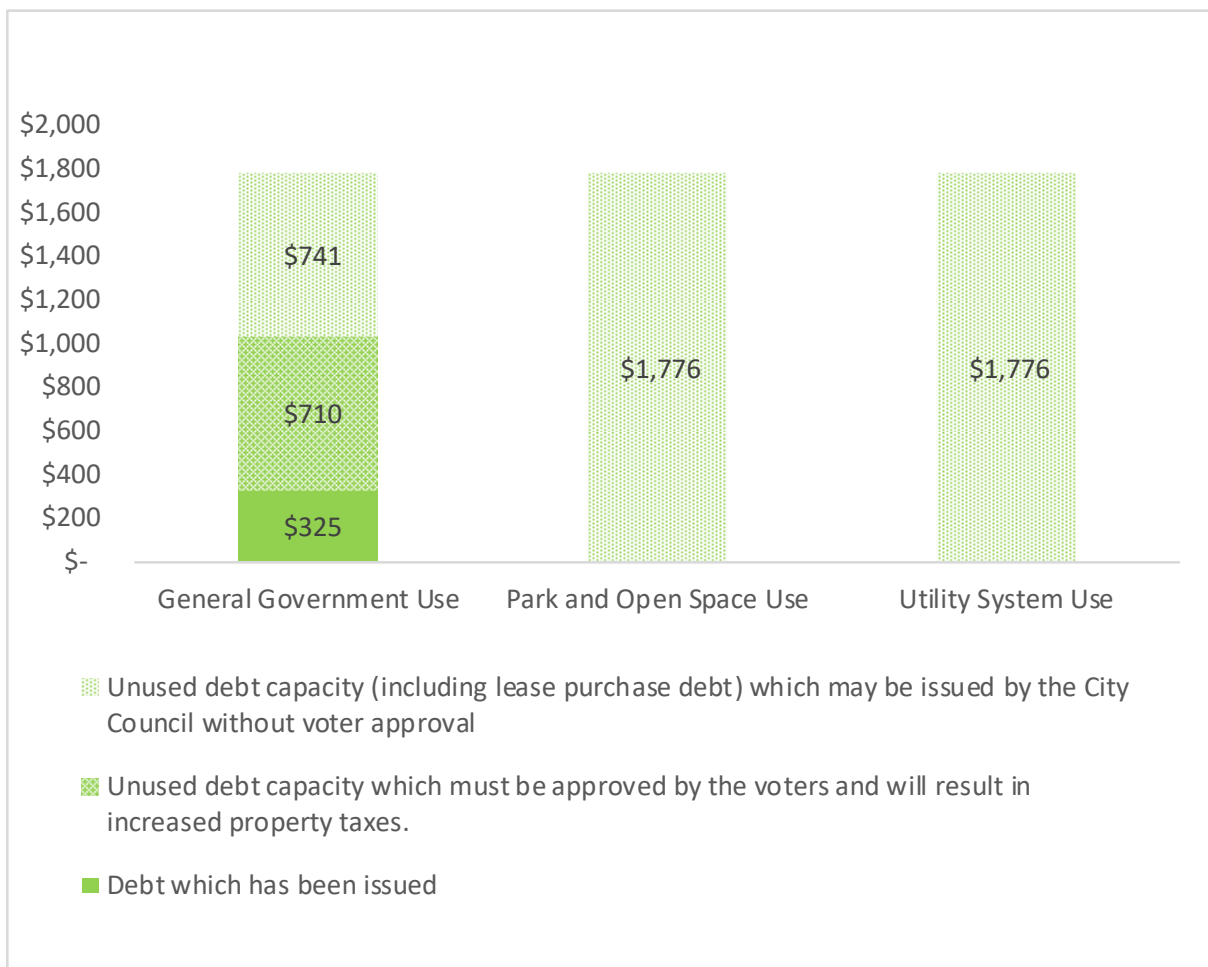
Type of Debt	% of Assessed Value (\$71.1B) as of January 1, 2021			Capacity Available (\$) as of January 1, 2021		
	Statutory Limitations	Policy Limitations	Policy Limit Available	Statutory Limitations	Policy Limitations	Policy Limit Available
General Purpose:	2.50%	1.75%	1.29%	1,776,480,913	1,243,536,639	916,664,151
Non-Voted (Councilmanic)	1.50%	1.00%	0.54%	1,065,888,548	710,592,365	383,719,877
Voted	1.00%	0.75%	0.75%	710,592,365	532,944,274	532,944,274
Parks and Open Space - Voted	2.50%	1.75%	1.75%	1,776,480,913	1,243,536,639	1,243,536,639
Utilities – Voted	2.50%	1.75%	1.75%	1,776,480,913	1,243,536,639	1,243,536,639
Revenue	No Limit	No Limit	No Limit	No Limit	No Limit	No Limit
Local Improvement District	No Limit	No Limit	No Limit	No Limit	No Limit	No Limit

Expenditure Summary

Figure 4b-18 exhibits by category the City's total general obligation debt capacity, the amount of debt issued, and the allocation of remaining debt capacity between voted and councilmanic limits. As of January 1, 2021, the City's remaining general government debt capacity is approximately \$1.45 billion, of which there is approximately \$710 million in voted capacity and \$741 million in councilmanic capacity. The approximate remaining debt capacity for park and open space use is \$1.77 billion and for utility system use is \$1.77 billion.

Figure 4B-18
Total Debt Capacity and Debt Issued
as of January 01, 2021
(\$ Millions)

$$\text{Maximum Legal Capacity} = \$71,059 \times 0.025 = \$1,776$$



Expenditure Summary

Figure 4b-19 presents detailed information on the City's General Obligation and Special Obligation Revenue Bond debt. For each debt issue, this figure lists the amount issued, the issue and maturity dates, interest rate, source of debt payment funding, and the debt service requirements included in the 2021-2022 Budget.

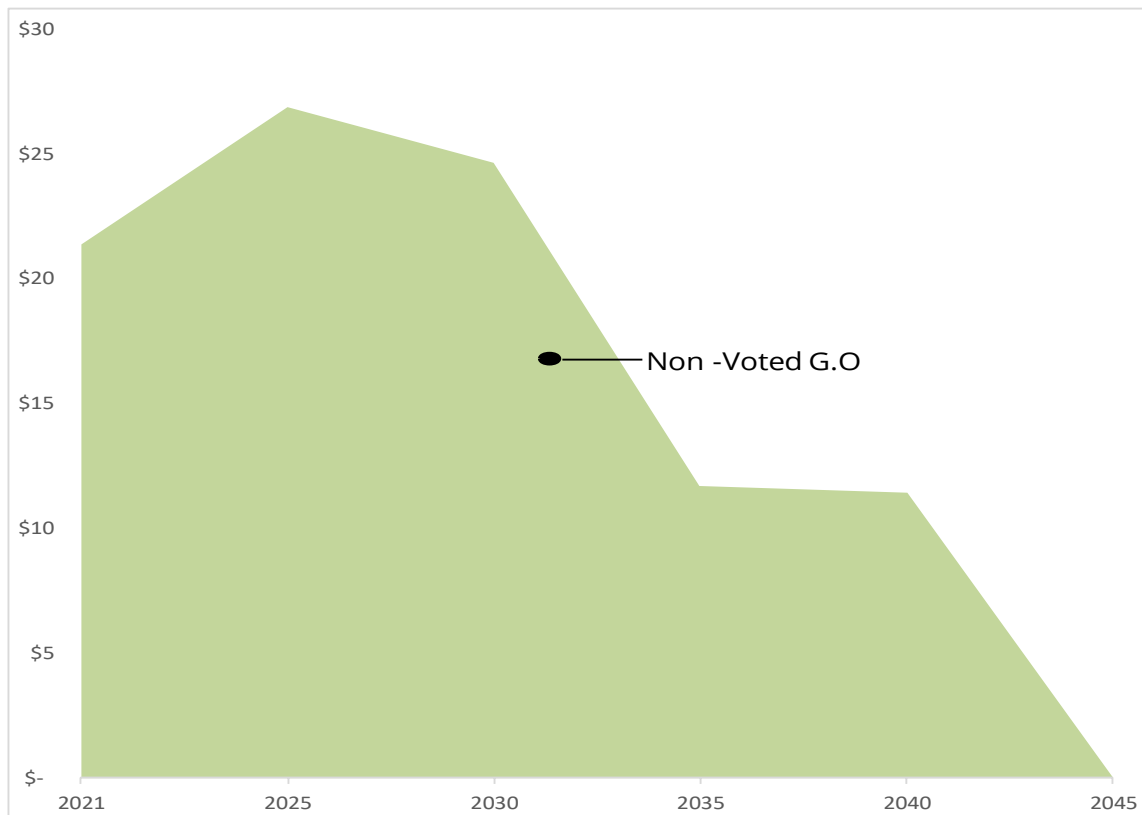
Figure 4B-19
NON-VOTED GENERAL OBLIGATION AND SPECIAL OBLIGATION REVENUE BOND DEBT INFORMATION
\$000

	Original Amount Issued	Issue Date	Final Maturity Date	Interest Rate	Source of Debt Service Funding	2020-2021 Debt Service Requirement	
						Principal	Interest
Non-Voted General Obligation (G.O.) Bonds:							
1995 Limited G.O.	\$5,140	1995	2025	5.15 - 5.80%	Hotel/Motel Taxes	\$355	\$1,165
2012 Limited GO Refunding (City Building)	55,875	2012	2039	2.00 - 5.00%	Sales Tax	3,950	4,413
2012B Limited GO Refunding (City Building)	43,185	2012	2043	2.00 - 5.00%	Sales Tax	130	3,767
2013 Limited G.O. (Sound Transit)	62,605	2013	2032	2.00 - 5.00%	Sales Tax	5,565	4,103
2013 Limited G.O. (Local Revitalization Financing)	7,800	2013	2037	2.00 - 5.00%	Sales Tax	480	517
2015 Limited G.O. Refunding (2006 City Building II)	3,295	2015	2026	3.00 - 5.00%	Sales Tax	620	216
2015 Limited G.O. Refunding (2008 Supplemental CIP)	7,855	2015	2027	3.00 - 5.00%	Sales Tax	1,420	547
2015 Limited G.O. Refunding (General CIP)	79,140	2015	2034	3.00 - 5.00%	Sales Tax	6,865	5,544
2015 Limited G.O. (BCCA Improvement)	7,645	2015	2034	3.00 - 5.00%	Hotel/Motel Taxes	635	581
2020 Limited G.O. Refunding (2010 Limited GO)	10,915	2020	2030	2.00 - 5.00%	Sales Tax	505	417
2020 Limited G.O. Refunding (1994 Bellevue Conventi	42,370	2020	2030	2.00 - 5.00%	Hotel/Motel Taxes		456
Total Non-Voted G.O. Revenue Bonds	\$325,825					\$20,525	\$21,726

Expenditure Summary

Figure 4b-20 presents the annual debt service requirements for the City's councilmanic (non-voted) and special obligation revenue debt through 2044. The 2021 debt service requirements are \$21.8 for councilmanic revenue debt. If no further debt is issued, the final debt payment for the councilmanic debt occurs in 2043. This graph shows the City's annual debt service requirements decreasing over time.

Figure 4b-20
Annual Debt Service Requirements
For Existing Non-Voted General Obligation and
Special Obligation Revenue Bonds
 (\$ Millions)



On January 1, 2021 the City held the following bond ratings:

<u>Bond Type</u>	<u>Standard and Poor's</u>	<u>Moody's</u>
Unlimited Tax General Obligation	AAA	Aaa
Limited Tax General Obligation	AAA	Aaa



Council Vision and Strategic Target Areas

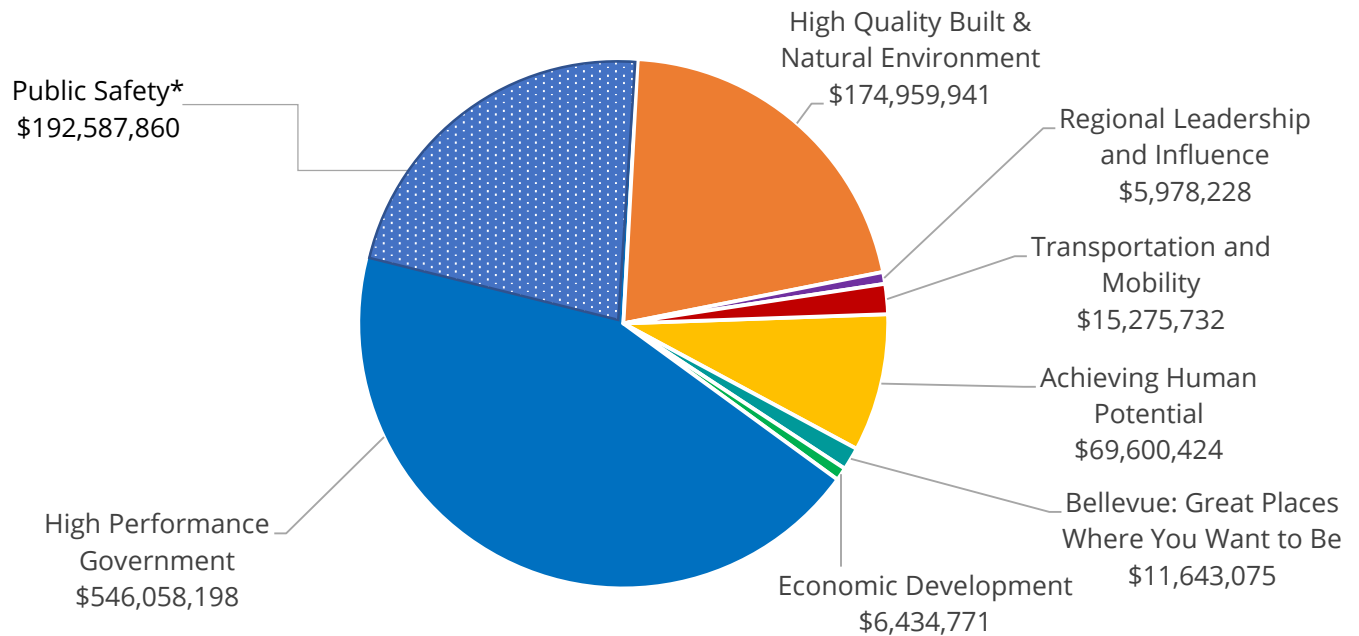
In May 2018, the Bellevue City Council revised the Vision, Strategic Target Areas (STA), and 3-Year Council Priorities. The following section displays the Strategic Target Areas, Budget Proposals that most directly address these areas, and metrics that deliver on the Council Vision and Strategic Target Areas. The full City Council Vision Priorities document can be found at <https://bellevuewa.gov/city-government/city-council/council-vision>.

The Strategic Target Areas were adopted in 2014 with City Council's approval for a 20-year vision for the City of Bellevue. In alignment with past practices and continuing the evolution of the city's "Budget One" process, the 2021-2022 Budget Process will be framed with these Strategic Target Areas. Historically, the budget has been framed by "Outcomes"; these outcomes pre-date the Council's Vision document and have caused some confusion, as the titles are similar yet slightly different than the Council's updated Strategic Target Areas. Adjusting the frame for the budget will create a clearer alignment to the Council's Vision statement and update the frame to current City Council work.

This section represents a high-level analysis of how the City of Bellevue is achieving the City Council Vision and Strategic Target Areas through the operating and special purpose fund budgets. Operating and special purpose funds include: the General Fund; internal service funds, such as the Information Technology Fund and the Facilities Services Fund; enterprise funds, such as the Parks Enterprise Fund and the Water, Sewer, and Storm and Surface Water Utility Funds; other operating funds, such as the Human Services Fund; and special purpose funds, such as the Housing Fund and the Operating Grants and Donations Fund. After excluding reserves, interfund transfers, and debt service, the 2021-2022 budget for operating and special purpose funds totals \$830 million. As a proportion of the total \$1.7 billion 2021-2022 budget, operating and special purpose fund spending on the City Council's Vision and Strategic Target areas is 48 percent. A breakdown of Capital Investment Program (CIP) Plan spending by Strategic Target Area can be found in Chapter 4 – General CIP Overview. A more detailed breakdown of each of the proposal summaries and their alignment to the Strategic Target Areas may be found in Chapter 4 – Expenditure Summary.

Council Vision and Strategic Target Areas

2021-2022 Operating and Special Purpose Funds \$829,950,369



* Public Safety – made up of Fire and Police proposals – is a subset of multiple Strategic Target Areas, including High Performance Government, Transportation and Mobility, and Achieving Human Potential. Public Safety spending in 2021-2022 totals \$192 million, which makes up 23 percent of the total operating and special purpose funds budget.

What follows is an overview of each Strategic Target Area. These sections include Council's definition for each STA, the proposals that fund City activities in each STA in 2021-2022, the FTEs in each STA, and the key performance indicators for measuring success in achieving Council's vision. The proposals in each section are presented in alphabetical order – additional information regarding each proposal can be found in Chapter 5 in the Operating Budget by Strategic Target Area section.

Council Vision and Strategic Target Areas



Economic Development

“Bellevue is known as a hub for global business. We attract the best – a highly educated, entrepreneurial and talented work force. The best choose Bellevue – we are home to headquarters for global businesses as well as innovative startups that are moving beyond the garage.

The city does all the things it needs to provide an attractive business environment. Infrastructure is ample and in excellent condition, including roads, rails, high-speed data, reliable electricity, and clean water. Business regulation is fair and the tax structure is attractive. The city, region, and state offer appropriate incentives to locate business in Bellevue. Affordable and flexible workspaces nurture small businesses, start-ups, and entrepreneurs.

We provide the lifestyle, amenities and institutions that attract the next generation of business leaders and innovators: high-end entertainment, outdoor recreation, exceptional K-12 and higher education, high capacity transit, and a green and sustainable environment. Our educational institutions inspire innovation and train the talent needed to support our high-tech sector right here in Bellevue.

We foster a diversified suite of business activities. We support our existing and traditional sectors including retail, auto sales, financial services, aerospace, and light industrial businesses. We are a growing center for a broad range of technologies – including software, mobile communications, and medical devices and services. Our arts and cultural opportunities, shopping, and proximity to major recreational activities make us a premier destination for tourism and conventions.”

Source: Economic Develop Strategic Target Area: <https://bellevuewa.gov/city-government/city-council/council-vision/economic-development>

Council Vision and Strategic Target Areas

Budget Proposals for Economic Development

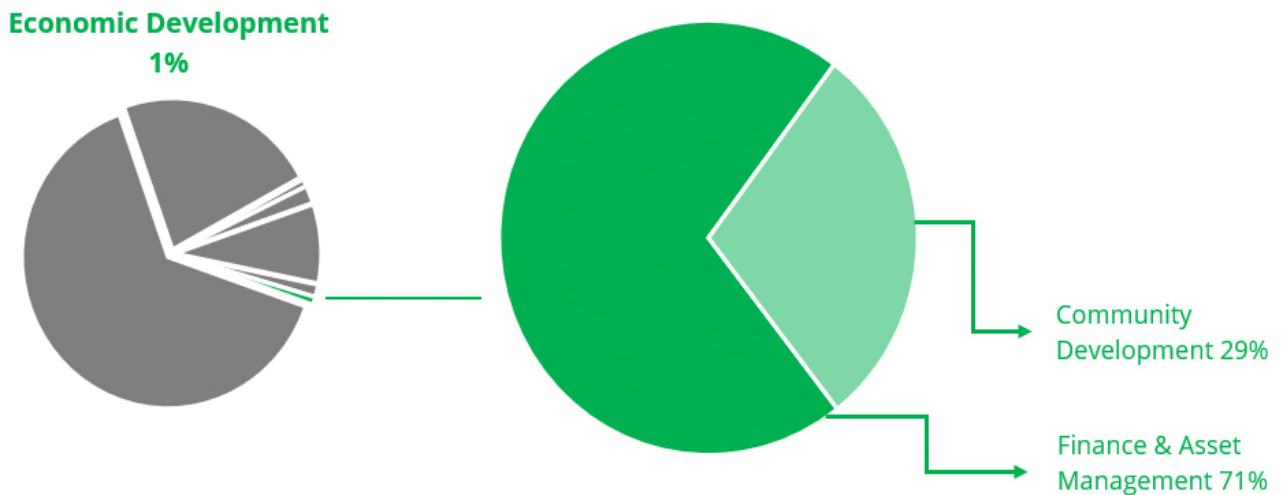
This budget delivers the Council priority for Economic Development within the following budget proposals:

Budget Proposal	2021 Budget	2022 Budget	2021 FTE	2022 FTE
Bellevue Convention Center Authority (BCCA) Operations	\$1,617,800	\$2,939,325	-	-
Cultural and Economic Development – Core Services	\$927,178	\$950,468	5.0	5.0
Total	\$2,544,978	\$3,889,793	5.0	5.0

More detailed descriptions of budget proposals by Strategic Target Area may be found in the Appendix. For more information about specific departments, see the department pages in Chapter 4.

The following chart indicates the departments that comprise the 2021-2022 budget in the Economic Development STA and their relative share of Economic Development spending.

Percentage of Operating and Special Purpose Funds Budget:



Council Vision and Strategic Target Areas

Are We Achieving Results that Matter?

Resident and business opinion of Bellevue's economic environment remains high. Nearly eight in ten residents agree that the city does a good job of creating a competitive business environment. A significant majority of businesses believe that Bellevue is a better place to operate than other municipalities and that the quality of city services exceed expectations. In recent years, thousands of businesses have opened in Bellevue with a high employment growth rate, and millions of annual visitors to the city inject new dollars into the local economy.

The below indicators were collected by staff subject matter experts, after an in-depth review of each Strategic Target Area (STA). The review process included an examination of the STA description and the desired outcomes defined therein, the identification of a well-rounded set of relevant performance metrics, and an analysis of year-over-year data trends and performance against target.

Key Community Indicators: Economic Development	Results			
	2016	2017	2018	2019
Percent of residents who agree that the city is doing a good job helping to create a business environment that is competitive, supports entrepreneurs, creates jobs, and supports the economic environment of the community	83%	79%	78%	80%
Percent of businesses that believe Bellevue is a somewhat or significantly better place to operate a business than other cities and towns	N/A	75%	N/A	77%
Percent of businesses that feel that the quality of services provided to businesses by the city exceeds or greatly exceeds their expectations	N/A	68%	N/A	72%

Council Vision and Strategic Target Areas

Key Performance Indicators	2017 Actual	2018 Actual	2019 Actual	2019 Target
Percent of region's job growth captured within Bellevue since 2000	5.9%	6.2%	14.1%	6.7%
Difference between regional unemployment rate and Bellevue's unemployment rate	0.7%	1%	1.1%	>0%
Number of overnight visitors to Bellevue annually	N/A	2,151,644	2,203,708	2,150,000
Number of annual business openings in Bellevue	1,755	3,010	2,008	3,500

Council Vision and Strategic Target Areas



Transportation and Mobility

"Getting into, around and through Bellevue is a given. Transportation is both reliable and predictable. Mode choices are abundant and safe.

Bellevue is well connected to the rest of the region and its activities via roads and transit. Bellevue's commercial centers are bustling, but can be reliably traversed by their employees and customers even during commute hours and holidays. People come to Bellevue for entertainment and shopping because it is convenient to get around.

Adequate regional road capacity handles a high volume of demand. Regional trips are accommodated on regional roads, thus limiting the impacts to neighborhoods from cut-through traffic. Roads are well designed and maintained and are managed to minimize congestion and keep people moving even at peak periods. A state-of-the-art intelligent transportation system moves people through the city with a minimum of wait times and frustration. Those who choose to drive can find convenient parking. Visitors and those who do not drive enjoy ample public transportation with seamless, reliable connections through a wide variety of services including local transit, circulator buses, taxis and ride-sharing services. Walking and biking is safe and enjoyable, and pedestrians are comfortable and safe."

Source: Transportation and Mobility Strategic Target Area: <https://bellevuewa.gov/city-government/city-council/council-vision/transportation-and-mobility>

Budget Proposals for Transportation and Mobility

This budget delivers the Council priority for Transportation and Mobility in the following proposals:

Budget Proposal	2021 Budget	2022 Budget	2021 FTE	2022 FTE
Bridge and Pavement Management	-\$52,745	-\$57,616	3.50	3.50
Downtown Parking Enforcement	\$130,855	\$134,786	-	-

Council Vision and Strategic Target Areas

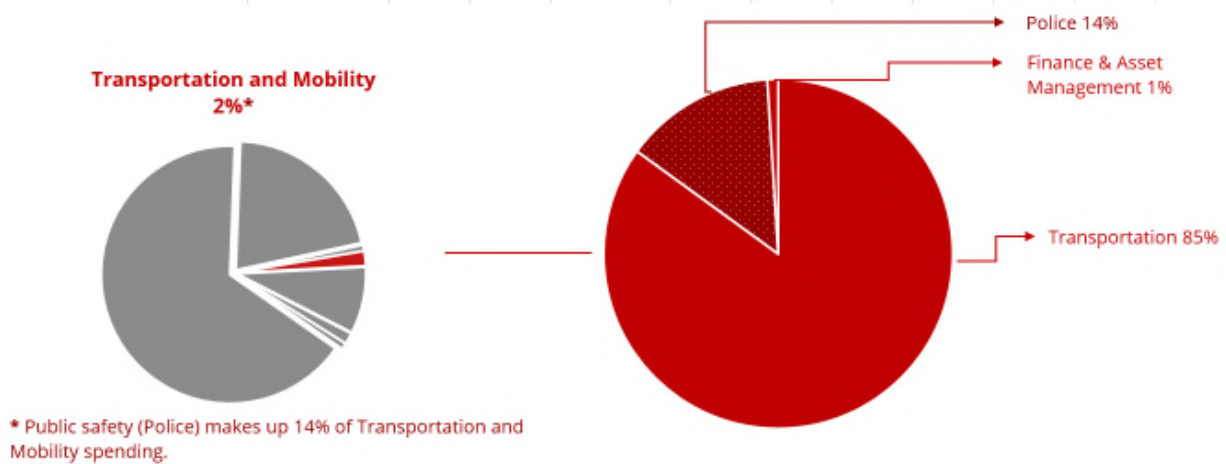
Budget Proposal	2021 Budget	2022 Budget	2021 FTE	2022 FTE
East Link Overall	-\$45,693	-\$132,436	3.50	2.50
Emergency Management/Preparedness for the Transportation System	\$410,833	\$381,142	2.00	2.00
Long-Range Transportation Planning	\$763,107	\$698,890	4.00	4.00
Modeling and Analysis Core Functions	\$665,414	\$679,744	4.00	4.00
Smart Mobility Operations and Implementation	\$1,184,526	\$1,209,172	7.50	7.50
Traffic Flagging*	\$1,177,723	\$951,083	-	-
Traffic Safety and Engineering	\$1,373,905	\$1,472,487	12.80	12.80
Traffic Signal Maintenance	\$1,254,536	\$1,339,315	8.50	8.50
Transportation CIP Delivery Support	-\$201,160	-\$154,957	32.44	33.44
Transportation Implementation Strategies	\$1,036,089	\$1,056,732	5.5	5.5
Total	\$7,697,390	\$7,578,342	83.74	83.74

* Public safety (Police) proposal. Public safety costs make up 14 percent of total Transportation and Mobility spending.

More detailed descriptions of budget proposals by Strategic Target Area may be found in the Appendix. For more information about specific departments, see the department pages in Chapter 4.

The following chart indicates the departments that comprise the 2021-2022 budget in the Transportation and Mobility STA and their relative share of Transportation and Mobility spending.

Percentage of Operating and Special Purpose Funds Budget:



Council Vision and Strategic Target Areas

Are We Achieving Results that Matter?

Community survey results highlight Bellevue's strong mobility and transportation system. Eight in ten residents believe that transportation in Bellevue is safe. The city consistently increases the availability of trails and walkways each year. City staff are evaluating new pavement preservation strategies to improve the condition of arterial roadways. Mass transit use has declined in recent years, partly due to East Link construction impacts, but transit use is expected to grow significantly in the future. The city will continue working to reduce traffic deaths and serious injuries and achieve its Vision Zero goals.

The below indicators were collected by staff subject matter experts, after an in-depth review of each Strategic Target Area (STA). The review process included an examination of the STA description and the desired outcomes defined therein, the identification of a well-rounded set of relevant performance metrics, and an analysis of year-over-year data trends and performance against target.

Key Community Indicators: Transportation and Mobility	Results			
	2016	2017	2018	2019
Percent of residents who agree or strongly agree that Bellevue is providing a safe transportation system for all users	87%	78%	83%	80%
Percent of residents who say they can travel within the city of Bellevue in a reasonable and predictable amount of time	72%	62%	73%	66%
Percent of residents who agree that Bellevue is doing a good job of planning for and implementing a range of transportation options (such as light rail, bus, bikeways, walkways and streets)	75%	70%	80%	73%

Council Vision and Strategic Target Areas

Key Performance Indicators	2017 Actual	2018 Actual	2019 Actual	2019 Target
Mass Transit Use - Average weekday transit boardings and alightings (citywide)	60,000	52,315	51,066	68,000
Connectivity of Trails and Walkways – Linear feet completed (sidewalks, on-street bike facilities, off-street bike facilities and trails)	61,899	64,785	67,519	65,000
Street Maintenance Conditions – Average pavement rating across the arterial roadway system	78	75	69	78
Street Maintenance Conditions – Average pavement rating for residential streets	79	77	80	76
Number of vehicle, pedestrian and bicycle collisions that resulted in serious injuries and fatalities	21	18	30	0

Council Vision and Strategic Target Areas



High Quality Built and Natural Environment

“Bellevue has it all. From a livable high-rise urban environment to large wooded lots in an equestrian setting, people can find exactly where they want to live and work in Bellevue. The diverse and well-balanced mix of business and commercial properties and a wide variety of housing types attract workers and families who desire a safe, sustainable and accessible community.

Bellevue has an abundance of parks and natural open space. Known as a “City in a Park,” our park system is one of the best in the nation due to its high park acreage-to-population ratio. From neighborhood walking paths and forested trails to a regional waterfront park, we enjoy a variety of recreational opportunities within walking distance of our homes and businesses. Bellevue is a “Smart City” with a clean, high-quality environment and excellent, reliable infrastructure that supports our vibrant and growing city, including high-tech connectivity. The city has a connected multi-modal transportation system which blends seamlessly with its buildings, plazas and parks.

Whether it’s an urban high rise, a classic Bellevue Rambler, or a historic resource, the constant is our people. Our neighborhoods and businesses transcend age, ethnicity and culture to create safe, welcoming places to live and work.”

Source: High-Quality Built and Natural Environment Strategic Target Area:

<https://bellevuewa.gov/city-government/city-council/council-vision/high-quality-built-and-natural-environment>

Budget Proposals for High-Quality Built and Natural Environment

This budget delivers the Council priority for High Quality Built and Natural Environment in the following proposals:

Budget Proposal	2021 Budget	2022 Budget	2021 FTE	2022 FTE
Capital Project Delivery	\$2,401,388	\$2,236,314	29.91	29.91
Cascade Regional Capital Facility Charges	\$2,292,898	\$2,306,116	-	-

Council Vision and Strategic Target Areas

Budget Proposal	2021 Budget	2022 Budget	2021 FTE	2022 FTE
Code Compliance Inspection and Enforcement Services	\$903,908	\$922,687	6.50	6.50
Community and Neighborhood Parks Program	\$7,008,767	\$7,160,614	34.00	34.00
Development Services Review Services	\$9,111,164	\$9,291,741	61.00	61.00
Franchise and Data Telecommunications Program Manager	\$152,813	\$155,480	1.00	1.00
Natural Resource Management	\$3,316,699	\$3,407,831	15.00	15.00
Park Planning and Property Management	\$1,243,662	\$1,266,108	8.00	8.00
Parks & Community Services Management and Support	\$2,099,014	\$2,144,881	13.00	13.00
Planning Division	\$2,305,105	\$2,357,158	13.00	13.00
Private Utility Systems Maintenance Programs	\$656,729	\$793,165	4.55	5.55
Sewer Condition Assessment Program	\$615,857	\$631,540	4.45	4.45
Sewer Mainline Preventive Maintenance Program	\$1,150,959	\$1,179,117	8.30	8.30
Sewer Mains, Laterals and Manhole Repair Program	\$1,067,178	\$1,091,817	7.00	7.00
Sewer Pump Station Maintenance, Operations and Repair Program	\$1,071,653	\$1,099,638	5.95	5.95
Solid Waste Management, Waste Prevention, and Recycling	\$972,438	\$1,029,205	3.30	3.30
Storm & Surface Water Preventive Maintenance Program	\$1,951,712	\$1,955,935	11.75	11.75
Storm and Surface Water Infrastructure Condition Assessment	\$470,777	\$360,811	1.20	1.20
Storm and Surface Water Pollution Prevention	\$394,351	\$403,349	1.55	1.55
Storm and Surface Water Repair and Installation Program	\$1,075,718	\$1,040,990	4.65	4.65
Street Cleaning (Sweeping)	\$538,903	\$552,161	3.00	3.00
Street Lighting Maintenance	\$1,464,326	\$1,500,363	2.00	2.00
Street Trees Landscaping & Vegetation Management Program	\$2,332,248	\$2,403,200	4.00	4.00
Structural Maintenance Program	\$6,125,759	\$6,297,051	22.00	22.00

Council Vision and Strategic Target Areas

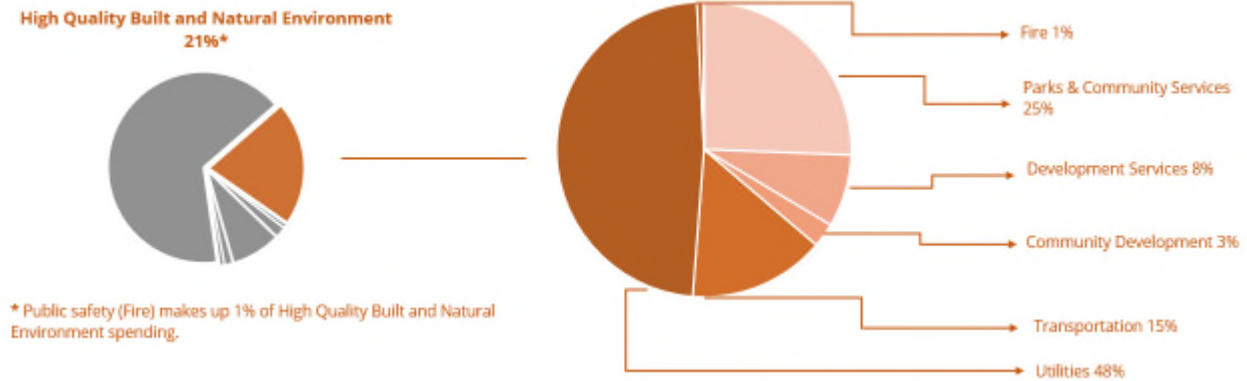
Budget Proposal	2021 Budget	2022 Budget	2021 FTE	2022 FTE
Transportation Drainage Billing	\$5,010,925	\$5,260,721	-	-
Transportation System Maintenance (Non-Electric)	\$3,912,985	\$3,927,268	22.50	22.50
Utilities Customer Service and Billing	\$1,701,157	\$1,823,166	8.75	8.75
Utilities Department Management and Support	\$935,972	\$844,778	4.00	4.00
Utilities Telemetry and Security Systems	\$877,336	\$898,360	3.80	3.80
Utility Asset Management Program	\$771,915	\$760,443	5.00	5.00
Utility Locates Program	\$450,163	\$462,116	3.40	3.40
Utility Planning and Systems Analysis	\$1,432,515	\$1,328,173	6.09	6.09
Utility Taxes and Franchise Fees	\$14,606,733	\$15,311,649	-	-
Utility Water Meter Reading	\$626,291	\$437,823	6.00	4.00
Water Distribution System Preventive Maintenance Program	\$888,881	\$912,749	6.85	6.85
Water Mains and Service Lines Repair Program	\$1,914,708	\$1,967,844	10.65	10.65
Water Meter Repair and Replacement Program	\$281,174	\$288,863	2.25	2.25
Water Pump Station, Reservoir and PRV Maintenance Program	\$1,197,204	\$1,226,826	3.70	3.70
Water Quality Regulatory Compliance and Monitoring Programs	\$839,967	\$895,202	3.30	3.30
Water Service Installation and Upgrade Program	\$296,589	\$302,554	1.00	1.00
Water Systems and Conservation	\$126,264	\$129,329	0.25	0.25
Total	\$86,594,805	\$88,365,136	352.65	351.65

More detailed descriptions of budget proposals by Strategic Target Area may be found in the Appendix. For more information about specific departments, see the department pages in Chapter 4.

The following chart indicates the departments that comprise the 2021-2022 budget in the High Quality Built and Natural Environment STA and their relative share of High Quality Built and Natural Environment spending.

Council Vision and Strategic Target Areas

Percentage of Operating and Special Purpose Funds Budget:



Are We Achieving Results that Matter?

Bellevue’s beautiful landscapes and thoughtful planning continue to satisfy residents. Eight out of ten residents believe that Bellevue is doing a good job of creating a healthy natural environment that supports their personal health and well-being, as well as healthy living for current and future generations. Bellevue remains a “City in a Park” with easy access to trails and green spaces. A majority of residents feel that Bellevue is planning for growth in ways that will add value to their quality of life. Development services are convenient and user-friendly, with ninety-nine percent of permits now applied for online. Key utilities indicators have also met or exceeded targets.

The below indicators were collected by staff subject matter experts, after an in-depth review of each Strategic Target Area (STA). The review process included an examination of the STA description and the desired outcomes defined therein, the identification of a well-rounded set of relevant performance metrics, and an analysis of year-over-year data trends and performance against target.

Council Vision and Strategic Target Areas

Key Community Indicators: High Quality Built and Natural Environment	Results			
	2016	2017	2018	2019
Percent of residents who agree or strongly agree that Bellevue is doing a good job of creating a healthy natural environment that supports healthy living for current and future generations	88%	82%	85%	80%
Percent of residents who agree or strongly agree that Bellevue's environment supports their personal health and well-being.	88%	84%	89%	85%
Percent of residents who somewhat or strongly agree Bellevue can rightly be called a "City in a Park"	68%	65%	73%	68%

Key Performance Indicators	2017 Actual	2018 Actual	2019 Actual	2019 Target
Percent of households living within one-third mile walking distance of park or trail access point	73%	73%	73%	72%
Percent of businesses who rate City of Bellevue development services related to permitting and licensing as better than other cities and towns	49%	N/A	50%	60%
Percent of development services permits applied for online	85%	98%	99%	85%
Acres of park and open space per 1,000 population	19.2	19	18.6	20
Percent of residents who agree or strongly agree that Bellevue is doing a good job planning for growth in ways that will add value to residents' quality of life	72%	72%	67%	80%
Percent of residents who believe Bellevue's public parks and park facilities appearances are good or excellent	95%	94%	97%	95%



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Council Vision and Strategic Target Areas



Great Places Where You Want to Be

“Bellevue is the place to be inspired by culture, entertainment, and nature. Learn, relax, shop, eat, cook, read, play or marvel at our natural environment. Whatever your mood, there is a place for you in Bellevue.

From the sparkling waters of Meydenbauer Bay Park you can walk or bike east, through Downtown, across the Grand Connection to the Wilburton West center for business and entertainment. Along the way you enjoy nature, culture, street entertainment, a world fusion of food and people from all over the planet.

For many of us, Bellevue is home. For the rest of the region and the world, Bellevue is a destination unto itself.

The arts are celebrated. Bellevue’s Performing Arts Center is a success, attracting the best in onstage entertainment. Cultural arts organizations throughout the city are supported by private philanthropy and a cultural arts fund. Arts and cultural opportunities stimulate our creative class workers and residents, whether they are members of the audience or performers. The cultural arts attract Fortune 500 companies to our community, whether it is to locate their headquarters or visit for a convention.

The past is honored. Residents experience a sense of place through an understanding of our history.

Our community buildings, libraries, community centers, City Hall and museums provide places where neighbors gather, connect with each other, and support our civic and business institutions.

Bellevue College, the Global Innovation Exchange (GIX), and our other institutes of higher learning are connected physically and digitally from Eastgate to Bel-Red, Downtown, and the University of Washington in Seattle. We’ve leveraged our commitment to higher education into some of the most successful new companies of the future.

Council Vision and Strategic Target Areas

From the constant beat of an urban center, you can quickly escape into nature in our parks, streams, trails and lakes. You can kayak the slough, hike the lake-to-lake trail, and have the opportunity to enjoy the latest thrill sport.”

Source: Bellevue: Great Places Where You Want to Be Strategic Target Area:

<https://bellevuewa.gov/city-government/city-council/council-vision/great-places-where-you-want-to-be>

Budget Proposal for Great Places You Want to Be

This budget delivers the Council priority for Bellevue: Great Places Where You Want to Be in the following proposals:

Budget Proposal	2021 Budget	2022 Budget	2021 FTE	2022 FTE
Fire Department Small Grant and Donations*	\$767,000	\$767,000	-	-
Parks Enterprise Programs	\$4,829,605	\$5,279,470	17.00	17.00
Total	\$5,596,605	\$6,046,470	17.00	17.00

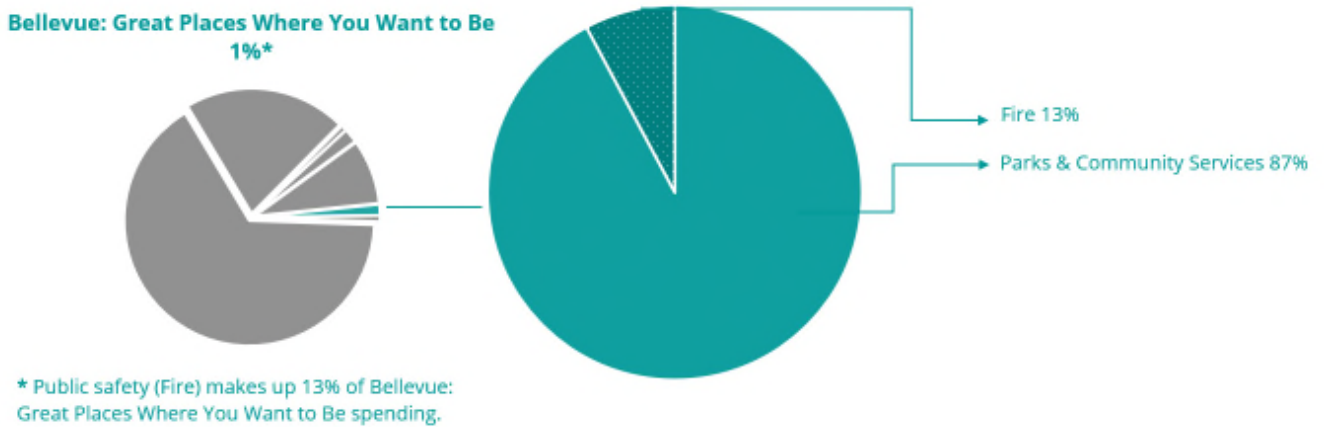
* Public safety (Fire) proposal. Public safety costs make up 13 percent of total Achieving Human Potential spending.

More detailed descriptions of budget proposals by Strategic Target Area may be found in the Appendix. For more information about specific departments, see the department pages in Chapter 4.

The following chart indicates the departments that comprise the 2021-2022 budget in the Bellevue: Great Places Where You Want to Be STA and their relative share of Bellevue: Great Places Where You Want to Be spending.

Council Vision and Strategic Target Areas

Percentage of Operating and Special Purpose Funds Budget:



Are We Achieving Results that Matter?

Community survey data show that residents appreciate Bellevue as a place to be. For years, the vast majority of residents have rated Bellevue as a good or excellent place to live. Over nine in ten residents have high opinions of Bellevue's parks and park facilities. The city provides effective parks programming that serves all residents regardless of age and ability. Over ninety percent of participants rate recreation programs as good or excellent.

The below indicators were collected by staff subject matter experts, after an in-depth review of each Strategic Target Area (STA). The review process included an examination of the STA description and the desired outcomes defined therein, the identification of a well-rounded set of relevant performance metrics, and an analysis of year-over-year data trends and performance against target.

Key Community Indicators: Great Places	Results			
	2016	2017	2018	2019
Percent of residents who describe Bellevue as a good or excellent place to live	95%	97%	95%	95%
Percent of residents who agree that the appearance of Bellevue's public parks and park facilities are good or excellent	95%	94%	97%	95%

Council Vision and Strategic Target Areas

Key Performance Indicators	2017 Actual	2018 Actual	2019 Actual	2019 Target
Percent of cost recovery in Parks Enterprise Fund	99.5%	102.8%	108.3%	100%
Percent of recreation program participants rating programs as good or excellent	93%	94.9%	94.6%	90%

Council Vision and Strategic Target Areas



Regional Leadership and Influence

“Bellevue will lead, catalyze and partner with our neighbors throughout the region. We are at the center of the lakeside crescent formed by the cities of Redmond, Kirkland, Bellevue, Issaquah and Renton. The lakeside crescent is made up of distinct cities that share common goals.

Transportation, land use and a common agenda are at the heart of our success. The Eastside represents a major political, economic, cultural and educational force in the region. Bellevue and Seattle collaborate, partner and celebrate the benefits of working together as one region.”

Source: Regional Leadership and Influence Strategic Target Area: <https://bellevuewa.gov/city-government/city-council/council-vision/regional-leadership-and-influence>

Budget Proposals for Regional Leadership and Influence

This budget delivers the Council priority for Regional Leadership and Influence in the following proposals:

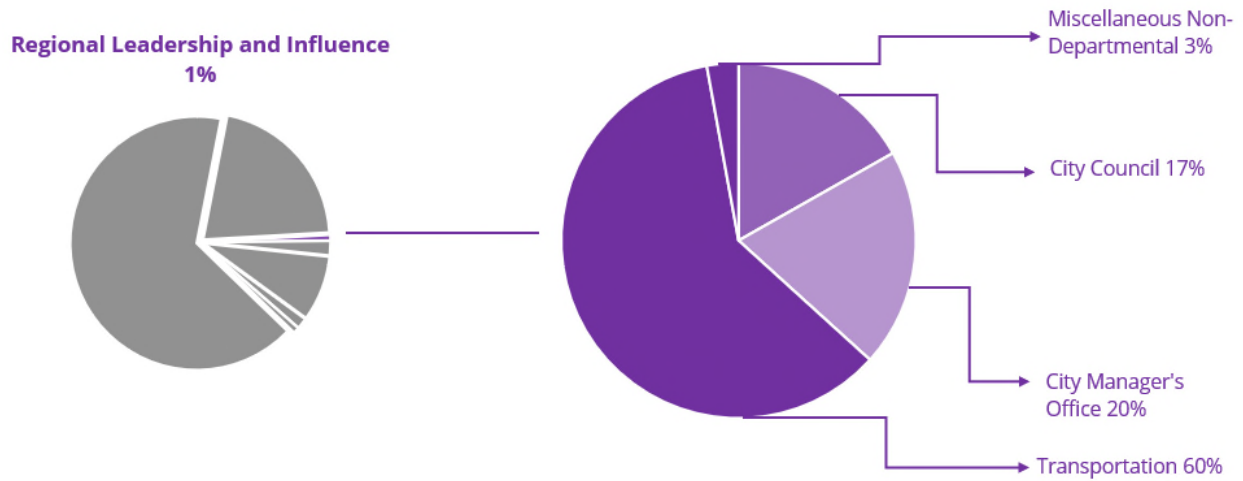
Budget Proposal	2021 Budget	2022 Budget	2021 FTE	2022 FTE
City Council	\$500,437	\$504,892	7.00	7.00
Department Management and Administration	\$1,786,783	\$1,824,548	12.21	12.21
Intergovernmental Relations/Regional Issues	\$672,056	\$689,512	2.00	2.00
Total	\$2,959,276	\$3,018,952	21.21	21.21

More detailed descriptions of budget proposals by Strategic Target Area may be found in the Appendix. For more information about specific departments, see the department pages in Chapter 4.

Council Vision and Strategic Target Areas

The following chart indicates the departments that comprise the 2021-2022 budget in the Regional Leadership and Influence STA and their relative share of Regional Leadership and Influence spending.

Percentage of Operating and Special Purpose Funds Budget:



Council Vision and Strategic Target Areas

Are We Achieving Results that Matter?

Bellevue is vital to the success of the region. The city coordinates regional services to efficiently and cost-effectively serve the community. Bellevue's relationships leverage state and federal funding, shape regulatory decisions, and lead to fulfilling many regional goals, including the build-out of I-405, East Link, and Eastrail. Survey data show that the vast majority of residents enjoy an excellent quality of life and believe the city does a good job of meeting regional challenges. Nearly eight in ten businesses believe that Bellevue is a better place to operate a business than other jurisdictions. Likewise, the city's financial condition remains competitive with other municipalities in the region.

The below indicators were collected by staff subject matter experts, after an in-depth review of each Strategic Target Area (STA). The review process included an examination of the STA description and the desired outcomes defined therein, the identification of a well-rounded set of relevant performance metrics, and an analysis of year-over-year data trends and performance against target.

Key Community Indicators: Regional Leadership and Influence	Results			
	2016	2017	2018	2019
Percent of residents who rate the overall quality of life in Bellevue as exceeding or greatly exceeding expectations	94%	91%	93%	94%
Percent of residents who somewhat or strongly agree Bellevue is doing a good job of looking ahead to meet regional challenges	78%	65%	70%	71%
Percent of businesses that believe Bellevue is a somewhat or significantly better place to operate a business than other cities and towns	N/A	75%	N/A	77%

Key Performance Indicators	2017 Actual	2018 Actual	2019 Actual	2019 Target
6-Year General Fund forecast growth factors are within 1% of regional jurisdiction average	0.73%	0.6%	0.98%	0%



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Council Vision and Strategic Target Areas



Achieving Human Potential

“Bellevue is a caring community where all residents enjoy a high quality of life. People from around the world are welcomed by people from around the corner. People in Bellevue know that they are an important part of their community.

Our residents feel connected to each other and invested in their community. People connect to each other through a variety of organizations. Bellevue is an intellectual community that values education. We have an array of excellent educational opportunities for life-long learning, from one of the nation’s best K-12 school districts to a variety of secondary and higher educational opportunities including technical and trades education, college, and graduate programs at a top international research university.

We enjoy access to high-level medical services that attract top providers from around the region. We serve our entire community regardless of address, ethnicity, age or capability.”

Source: Achieving Human Potential Strategic Target Area: <https://bellevuewa.gov/city-government/city-council/council-vision/achieving-human-potential>

Budget Proposals for Achieving Human Potential

This budget delivers the Council priority for Achieving Human Potential in the following proposals:

Budget Proposal	2021 Budget	2022 Budget	2021 FTE	2022 FTE
Advanced Life Support (ALS) Services*	\$9,138,372	\$9,395,909	46.39	46.39
Bellevue Diversity Initiative	\$535,603	\$544,444	3.00	3.00
Community Cultural Liaison Program	\$47,800	\$39,800	-	-
Community Recreation	\$6,714,883	\$6,874,987	32.68	32.68

Council Vision and Strategic Target Areas

Budget Proposal	2021 Budget	2022 Budget	2021 FTE	2022 FTE
Domestic Violence Prevention and Response*	\$623,140	\$637,936	4.00	4.00
Fire and Life Safety Community Risk Reduction*	\$365,217	\$374,419	2.00	2.00
Fire Prevention*	\$1,501,565	\$1,537,798	10.50	10.50
Housing Trust Fund Contribution and ARCH Administration	\$891,810	\$911,385	7.00	7.00
HR Workforce Development-High Performance Work Culture Programs	\$1,090,899	\$1,115,134	7.00	7.00
Human Resources Tuition Reimbursement	\$40,000	\$40,000	-	-
Human Services Planning Funding and Regional Collaboration	\$10,558,448	\$9,937,088	5.60	5.60
Neighborhood Services Division	\$1,167,686	\$1,193,616	7.60	7.60
Talent Acquisition	\$291,356	\$297,861	2.00	2.00
Utilities Rate Relief Program	\$727,967	\$760,623	0.95	0.95
Youth Development Services	\$1,107,657	\$1,137,021	5.00	5.00
Total	\$34,802,403	\$34,798,021	133.72	133.72

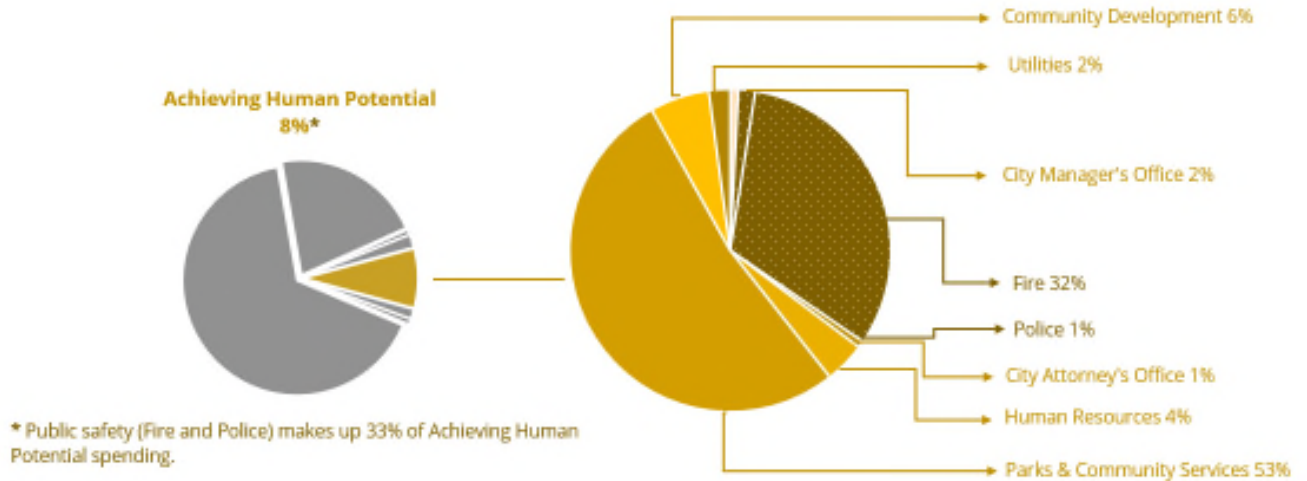
* Public safety (Fire and Police) proposal. Public safety costs make up 36 percent of total Achieving Human Potential spending.

More detailed descriptions of budget proposals by Strategic Target Area may be found in the Appendix. For more information about specific departments, see the department pages in Chapter 4.

Council Vision and Strategic Target Areas

The following chart indicates the departments that comprise the 2021-2022 budget in the Achieving Human Potential STA and their relative share of Achieving Human Potential spending.

Percentage of Operating and Special Purpose Funds Budget:



Council Vision and Strategic Target Areas

Are We Achieving Results that Matter?

Survey results confirm that Bellevue is a welcoming, connected community in which all generations have opportunities to live, work and play. Nine in ten residents believe their neighborhoods are good or excellent places to live. Each year, the city created or preserved more affordable housing units than the previous year. The city also consistently increased funding to ensure that human services are readily available for community members.

The below indicators were collected by staff subject matter experts, after an in-depth review of each Strategic Target Area (STA). The review process included an examination of the STA description and the desired outcomes defined therein, the identification of a well-rounded set of relevant performance metrics, and an analysis of year-over-year data trends and performance against target.

Key Community Indicators: Achieving Human Potential	Results			
	2016	2017	2018	2019
Percent of residents who agree that the city promotes a community that encourages citizen engagement	82%	77%	81%	82%
Percent of residents who agree that the city fosters and supports a diverse community in which all generations have good opportunities to live well, work and play	77%	76%	80%	78%
Percent of residents rating their neighborhood as having a strong sense of community	60%	57%	55%	56%
Percent of residents who agree that Bellevue is a welcoming and supportive and demonstrates caring for people through actions	85%	79%	84%	84%
Percent of residents who say their neighborhood is a good or excellent place to live	94%	95%	94%	90%

Council Vision and Strategic Target Areas

Key Performance Indicators	2017 Actual	2018 Actual	2019 Actual	2019 Target
Total hours of diversity, equity and inclusion training completed city-wide	N/A	5,086	4,680	4,700
Number of new or preserved affordable housing units	144	160	268	176
Percent of residents that rate human services in Bellevue as either readily or very readily available	71%	71%	59%	65%



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Council Vision and Strategic Target Areas



High Performance Government

"Bellevue is characterized by high performance government. Our residents live in a safe, clean city that promotes healthy living. The perception of safety contributes to the success of businesses and neighborhoods. Police, fire and emergency personnel are seen by citizens every day, and we ensure that these services reflect high standards and pride.

People are attracted to live here because they see that city government is well managed. Our high quality of customer service ensures that residents realize a direct link between their tax dollar investments and the services they receive. We make public investments wisely, assuring taxpayers that we are living within our means, while also ensuring that we have superb infrastructure to support growing businesses and desirable residential opportunities. We have beautiful public buildings that residents point to with pride. Government plays its role in supporting the careful balance of neighborhoods, commercial and retail growth, diverse residential living opportunities, and amenities that characterize Bellevue. City leadership fosters careful long-term planning, responsible financial policy, and thoughtful partnerships with businesses, the non-profit sector, and the region.

We seek input from our residents and businesses and this input informs city decision-making. We make decisions in a transparent manner. We support public engagement and connectivity. Bellevue does its business through cutting edge technology. City government uses technology to connect with its residents giving them voice in their community. Our boards, commissions, and other citizen advisory groups assist the City Council in providing superior leadership by representing the diverse interests of the city and providing thoughtful and creative ideas that assure sound policy direction and decisions.

Our residents care for Bellevue. They speak up and collectively work to address our mutual needs. In Bellevue, our commitment to public service is paramount. Our residents know that their local government listens, cares about, and responds to them."

Source: High-Performance Government Strategic Target Area: <https://bellevuewa.gov/city-government/city-council/council-vision/high-performance-government>

Council Vision and Strategic Target Areas

Budget Proposals for High-Performance Government

This budget delivers the Council priority for High-Performance Government in the following proposals:

Budget Proposal	2021 Budget	2022 Budget	2021 FTE	2022 FTE
Application Development Services	\$2,253,314	\$2,302,847	13.00	13.00
Bellevue Fire CARES Program*	\$820,362	\$838,781	6.50	6.50
Bellevue Probation and Electronic Home Detention	\$1,479,432	\$1,512,620	11.00	11.00
Budget Office	\$930,601	\$951,017	7.00	7.00
Business Tax and License Administration	\$1,596,029	\$1,622,136	10.00	10.00
CD Department Management and Support	\$556,108	\$568,130	3.00	3.00
City Attorney Department Management and Support	\$827,057	\$845,458	4.00	4.00
City Clerk's Operations	\$987,568	\$1,007,551	6.00	6.00
Citywide Emergency Management Services*	\$524,664	\$536,363	3.00	3.00
Civil Litigation Services	\$1,007,260	\$1,028,603	6.50	6.50
Client Services	\$823,582	\$841,852	7.00	7.00
Communications	\$1,050,462	\$1,074,785	6.00	6.00
Computer Technology Services	\$1,108,481	\$1,133,238	8.00	8.00
Council Legislative and Administrative Support	\$258,801	\$264,559	2.00	2.00
Courts and Custody Unit*	\$2,593,087	\$2,654,864	11.00	11.00
Criminal Prosecution Services	\$895,076	\$917,122	6.00	6.00
Development Services Automation Proposal	\$923,558	\$675,306	1.00	1.00
Development Services Department Management & Support	\$1,248,037	\$1,272,804	5.00	5.00
Development Services Financial Management	\$667,488	\$681,845	5.00	5.00
Development Services Information Delivery	\$2,015,661	\$2,067,092	12.65	12.65

Council Vision and Strategic Target Areas

Budget Proposal	2021 Budget	2022 Budget	2021 FTE	2022 FTE
Development Services Inspection Services	\$10,216,934	\$10,416,564	68.67	68.67
Development Services Office Remodel	\$150,000	\$150,000	-	-
Disclosure of Public Records and Information	\$375,075	\$400,154	3.00	3.00
East Bellevue Community Council	\$4,729	\$4,845	-	-
East Metro Training Group*	\$506,800	\$506,800	-	-
eCityGov Alliance Fees and Services	\$197,859	\$202,118	1.00	1.00
Electronic Communication Services	\$343,124	\$352,587	2.00	2.00
Facility Operations	\$3,803,986	\$3,864,556	10.00	10.00
Facility Planning and Project Management	\$1,096,216	\$1,113,000	6.00	6.00
FAM Business Systems	\$776,454	\$793,487	5.00	5.00
Finance and Asset Management Department Management and Support	\$1,919,066	\$2,022,807	10.00	10.00
Financial Services	\$27,148,850	\$28,244,455	25.00	25.00
Fire Department Management & Support*	\$1,524,111	\$1,556,768	9.25	9.25
Fire Department Training Division*	\$761,677	\$783,009	4.00	4.00
Fire Facilities Maintenance & Operations*	\$911,532	\$931,768	1.80	1.80
Fire Suppression and Emergency Medical Response*	\$30,912,007	\$33,950,964	169.56	176.56
Fiscal Management	\$821,351	\$836,773	5.50	5.50
Fleet & Communications Asset Management	\$205,991	\$210,531	1.50	1.50
Fleet & Communications Management	\$370,825	\$379,040	2.50	2.50
Fleet & Communications Parts Inventory & Fuel System	\$2,334,320	\$2,409,481	3.50	3.50
Fleet Services Maintenance & Repair	\$2,287,244	\$2,348,366	14.50	14.50
Geospatial Technology Services (GTS)	\$994,903	\$1,018,210	5.00	5.00
Health Benefits Operating Fund	\$27,625,217	\$29,481,530	1.90	1.90

Council Vision and Strategic Target Areas

Budget Proposal	2021 Budget	2022 Budget	2021 FTE	2022 FTE
HR Workforce Administration– Program Administration	\$1,350,641	\$1,380,884	5.90	5.90
Investigations*	\$5,121,196	\$5,269,070	31.00	31.00
IT Department Management and Support	\$1,265,790	\$1,294,421	7.00	7.00
King County District Court - Bellevue Division (BDC) Services	\$1,148,126	\$1,181,529	-	-
Legal Advice Services	\$819,264	\$837,124	4.50	4.50
LEOFF 1 Medical Operating Costs	\$63,079	\$63,079	-	-
Management and Support*	\$1,371,985	\$1,403,022	7.00	7.00
Miscellaneous Non-Departmental (MND)	\$3,750,385	\$3,264,487	12.00	12.00
Network Systems and Security	\$2,654,014	\$2,836,652	12.00	12.00
OEM Grant Participation: UASI and EMPG*	\$159,959	\$194,611	-	-
Office Auditors	\$222,380	\$227,316	2.00	2.00
Office of Accountability*	\$379,109	\$389,959	2.00	2.00
Overall City Management	\$1,943,356	\$1,948,859	7.00	7.00
Parking & Employee Transportation Services	\$528,023	\$563,444	1.00	1.00
Patrol*	\$21,449,034	\$22,064,722	132.00	132.00
Personnel Services Unit*	\$1,815,495	\$1,871,398	9.00	9.00
Police Records*	\$2,680,075	\$2,755,293	22.00	22.00
Policy Implementation Code Amendments & Consulting Service	\$2,417,593	\$2,468,648	14.08	14.08
Professional Land Survey Services	\$608,315	\$677,652	8.75	8.75
Property and Evidence*	\$466,803	\$480,713	4.00	4.00
Public Defense Services	\$936,537	\$959,670	-	-
Public Safety Dispatch Services*	\$4,897,331	\$5,001,645	-	-
Budget Proposal	2021 Budget	2022 Budget	2021 FTE	2022 FTE
Real Property Services	\$671,434	\$721,121	6.00	6.00
Records Management Services	\$550,223	\$552,225	3.00	3.00

Council Vision and Strategic Target Areas

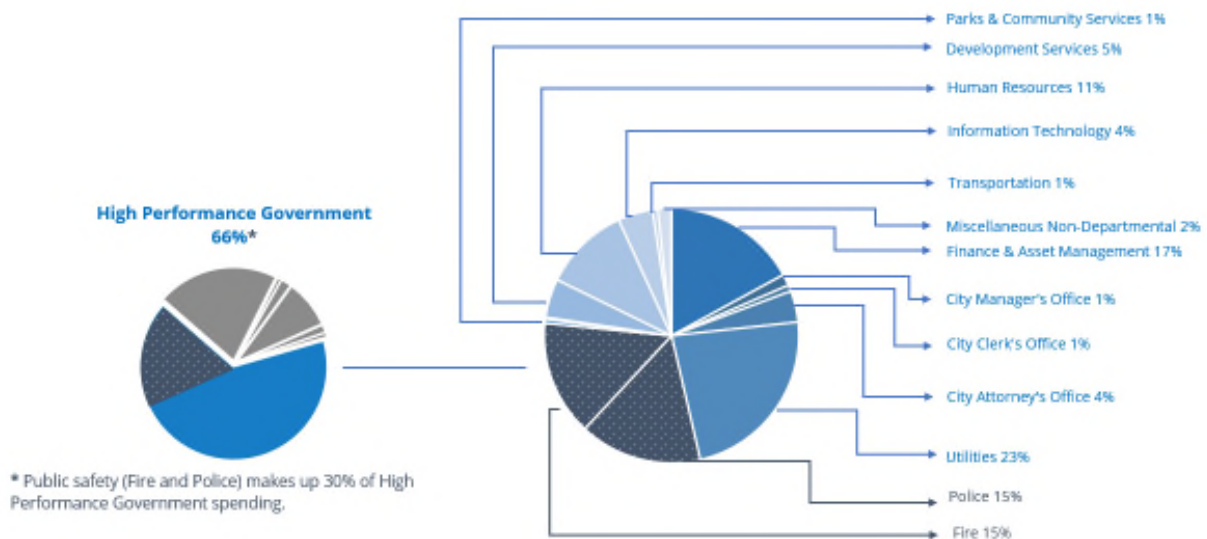
Risk Management—Insurance, Claims and Loss Control	\$7,468,224	\$7,054,057	5.75	5.75
Special Details: SWAT/CRT; Bomb Squad; CDU; Honor Guard*	\$128,260	\$143,243	-	-
Special Operations Group*	\$2,365,380	\$2,435,832	14.00	14.00
Technology Business Systems Support	\$3,414,597	\$3,412,380	15.00	15.00
Utilities Computer and Systems Support	\$1,366,668	\$1,345,706	4.50	4.50
Utilities Water Supply Purchase and Sewage Disposal	\$58,312,253	\$60,304,222	0.50	0.50
Total	\$268,180,428	\$277,877,770	813.31	820.31

* Public safety (Fire and Police) proposal. Public safety costs make up 30 percent of total High Performance Government spending.

More detailed descriptions of budget proposals by Strategic Target Area may be found in the Appendix. For more information about specific departments, see the department pages in Chapter 4.

The following chart indicates the departments that comprise the 2021-2022 budget in the High Performance Government STA and their relative share of High Performance Government spending.

Percentage of Operating and Special Purpose Funds Budget:



Council Vision and Strategic Target Areas

Are We Achieving Results that Matter?

Operational data show that the city excels in providing the customer service, technological reliability, financial stewardship, and land and building development that community members deserve. Almost nine in ten residents believe that city services exceed their expectations. Public safety data show that Bellevue is a safe place in which to live, learn, work and play. Significant trends in fire response and containment are being evaluated to identify opportunities for improvement in reporting, dispatch and response.

The below indicators were collected by staff subject matter experts, after an in-depth review of each Strategic Target Area (STA). The review process included an examination of the STA description and the desired outcomes defined therein, the identification of a well-rounded set of relevant performance metrics, and an analysis of year-over-year data trends and performance against target.

Key Community Indicators: High Performance Government	Results			
	2016	2017	2018	2019
Percent of residents who feel that Bellevue listens to them and seeks their involvement	81%	78%	78%	81%
Percent of residents who agree that the quality of city services exceeds or greatly exceeds their expectations	92%	89%	91%	90%
Percent of residents who agree or strongly agree that city government is giving them value for their money	79%	71%	76%	76%
Percent of residents who agree that the city is doing a good job of looking ahead to meet local challenges	78%	67%	70%	71%
Percent of residents who agree or strongly agree that Bellevue is a safe community in which to live, learn, work and play	98%	96%	93%	96%
Percent of residents who agree or strongly agree that Bellevue plans appropriately to respond to emergencies	93%	88%	82%	85%
Percent of residents who agree or strongly agree that Bellevue is well-prepared to respond to emergencies	98%	92%	92%	91%

Council Vision and Strategic Target Areas

Key Performance Indicators	2017 Actual	2018 Actual	2019 Actual	2019 Target
City bond rating	Aaa	Aaa	Aaa	Aaa
Percent of customers who rate the Service First desk as a knowledgeable resource	95%	99%	98%	97%
Technology Systems Reliability - percent of time that city network is up and available for use	99.89%	99.93%	99.96%	99.90%
Police patrol response time to critical emergencies (life threatening) from the time officer receives a call to arrival at the scene (minutes : seconds)	3:35	3:34	3:52	4:15
Number of Part 1 (violent and property) crimes per 1,000 residents	33	33	31.5	35
Percent of incidents where total Fire Department emergency response from call to arrival on the scene is 6 minutes or less	64.63%	67%	61.9%	90%
Survival rate from cardiac arrest	56.3%	57.1%	52.4%	50%
Total dollar loss from fire (in millions)	\$3.47	\$2.88	\$4.57	2
Percent of fires confined to the room of origin	85.19%	77.4%	75.8%	85%
Percentage of residents who agree the city's land use planning efforts are open and accessible	63%	67%	66%	75%
Percent of development services permits applied for online	80%	85%	98%	85%
Building Code Effectiveness Grading Schedule rating	2	2	2	2
Percent of residents who believe Bellevue's public parks and park facilities appearances are good or excellent	95%	94%	97%	95%

2021-2022 Adopted Budget Operating and Special Purpose Funds

Adopted Budget by Strategic Target Area

Department Name	AHP	BGP	ED	HPG	HQ	RLI	TM	Total	%
City Attorney	577,882	-	-	21,699,245	-	-	-	22,277,127	2.68
City Clerk	-	-	-	4,396,156	-	-	-	4,396,156	0.53
City Council	-	-	-	-	-	1,005,329	-	1,005,329	0.12
City Manager	1,167,647	-	-	7,895,355	-	1,189,550	-	10,252,552	1.24
Community Council	-	-	-	9,574	-	-	-	9,574	0.00
Community Development	4,164,497	-	1,877,646	1,124,238	4,662,263	-	-	11,828,644	1.43
Development Services	-	-	-	26,819,353	13,902,965	-	-	40,722,318	4.91
Finance & Asset Management	-	-	4,557,125	93,148,826	124,904	-	45,104	97,875,959	11.79
Fire	22,313,280	1,534,000	-	79,829,830	1,216,257	-	-	104,893,367	12.64
Human Resources	2,875,250	-	-	59,838,272	-	-	-	62,713,522	7.56
Information Technology	-	-	-	24,088,824	-	-	-	24,088,824	2.90
Miscellaneous Non-Departmental	-	-	-	9,362,841	-	172,018	-	9,534,859	1.15
Parks & Community Services	36,544,834	10,109,075	-	2,992,052	44,805,834	-	-	94,451,795	11.38
Police	468,444	-	-	85,097,243	-	-	2,128,806	87,694,493	10.57
Transportation	-	-	-	3,697,514	26,248,486	3,611,331	13,101,822	46,659,153	5.62
Utilities	1,488,590	-	-	126,058,875	83,999,232	-	-	211,546,697	25.49
Total Operating & Special Purpose Fund	69,600,424	11,643,075	6,434,771	546,058,198	174,959,941	5,978,228	15,275,732	829,950,369	100
Percent of Total	8.39	1.40	0.78	65.79	21.08	0.72	1.84	100.00	

Strategic Target Area Abbreviations

AHP	Achieving Human Potential
BGP	Great Places Where You Want to Be
ED	Economic Development
HPG	High Performance Government
HQ	High Quality Built and Natural Environment
RLI	Regional Leadership and Influence
TM	Transportation and Mobility

Figures may not foot due to rounding.

2021-2022 Adopted Budget Operating General Fund

Adopted Budget by Strategic Target Area

Department Name	AHP	BGP	ED	HPG	HQ	RLI	TM	Total	%
City Attorney	577,882	-	-	7,176,964	-	-	-	7,754,846	2.09
City Clerk	-	-	-	4,396,156	-	-	-	4,396,156	1.19
City Council	-	-	-	-	-	1,005,329	-	1,005,329	0.27
City Manager	1,167,647	-	-	7,895,355	-	1,189,550	-	10,252,552	2.76
Community Council	-	-	-	9,574	-	-	-	9,574	0.00
Community Development	2,709,510	-	1,877,646	1,124,238	4,662,263	-	-	10,373,657	2.80
Finance & Asset Management	-	-	-	23,126,895	77,147	-	-	23,204,042	6.26
Fire	22,313,280	-	-	77,647,467	1,216,257	-	-	101,177,004	27.28
Human Resources	2,875,250	-	-	2,330,525	-	-	-	5,205,775	1.40
Miscellaneous Non-Departmental	-	-	-	9,362,841	-	172,018	-	9,534,859	2.57
Parks & Community Services	17,638,272	-	-	2,992,052	43,228,739	-	-	63,859,063	17.22
Police	468,444	-	-	85,097,243	-	-	2,128,806	87,694,493	23.64
Transportation	-	-	-	3,667,252	26,248,486	3,611,331	12,896,876	46,423,945	12.52
Total Operating General Fund Proposals	47,750,285	0	1,877,646	224,826,562	75,432,892	5,978,228	15,025,682	370,891,295	100
Percent of Total	12.87	0.00	0.51	60.62	20.34	1.61	4.05	100.00	

Strategic Target Area Abbreviations

AHP	Achieving Human Potential
BGP	Great Places Where You Want to Be
ED	Economic Development
HPG	High Performance Government
HQ	High Quality Built and Natural Environment
RLI	Regional Leadership and Influence
TM	Transportation and Mobility

Figures may not foot due to rounding.

2022 FTE Comparison by Strategic Target and Department

Adopted Budget by Strategic Target Area

Department Name	AHP	BGP	ED	HPG	HQ	RLI	TM	Total	%
City Attorney	2	-	-	27	-	-	-	29	2.01
City Clerk	-	-	-	14	-	-	-	14	0.98
City Council	-	-	-	-	-	7	-	7	0.49
City Manager	3	-	-	13	-	2	-	18	1.26
Community Development	15	-	5	3	13	-	-	36	2.48
Development Services	-	-	-	79	47	-	-	126	8.78
Finance & Asset Management	-	-	-	122	0	-	-	122	8.52
Fire	59	-	-	206	3	-	-	268	18.71
Human Resources	9	-	-	8	-	-	-	17	1.17
Information Technology	-	-	-	61	-	-	-	61	4.26
Miscellaneous Non-Departmental	-	-	-	12	-	-	-	12	0.84
Parks & Community Services	44	17	-	11	96	-	-	168	11.75
Police	1	-	-	232	-	-	-	233	16.26
Transportation	-	-	-	12	42	12	84	149	10.43
Utilities	1	-	-	21	151	-	-	173	12.08
Total Operating General Fund Proposals	134	17	5	820	352	21	84	1,433	100
Percent of Total	9.33	1.19	0.35	57.26	24.55	1.48	5.85	100.00	
<div> <div> AHP BGP ED HPG HQ RLI TM </div> <div> Achieving Human Potential Great Places Where You Want to Be Economic Development High Performance Government High Quality Built and Natural Environment Regional Leadership and Influence Transportation and Mobility </div> </div>									

Figures may not foot due to rounding.



Department Information Introduction

This section is intended to provide the reader with information about the department budgets. The following information is provided for each department:

1. Organization Chart

The department's 2021-2022 organizational charts provides the reader with information about the departmental structure that will be used to deliver proposals submitted by the department and recommended for funding.

2. 2021-2022 Department Information

A. Mission/Objectives/Accomplishments

This section provides the department's mission and highlights of department objectives and accomplishments.

B. Budget Expenditure by Category

This section provides a graphical and tabular summary of each department's biennial and annual non-CIP budget expenditures by category (Personnel, Interfund, M&O, and Capital).

C. Staffing Summary

This section provides the FTE totals for each department for 2019-2022.

D. Budget Summary by Fund excluding Reserves

This section provides a comparison of total expenditure budget by fund for 2019 Actuals, 2020 Actuals and 2021 and 2022 Adopted Budgets.

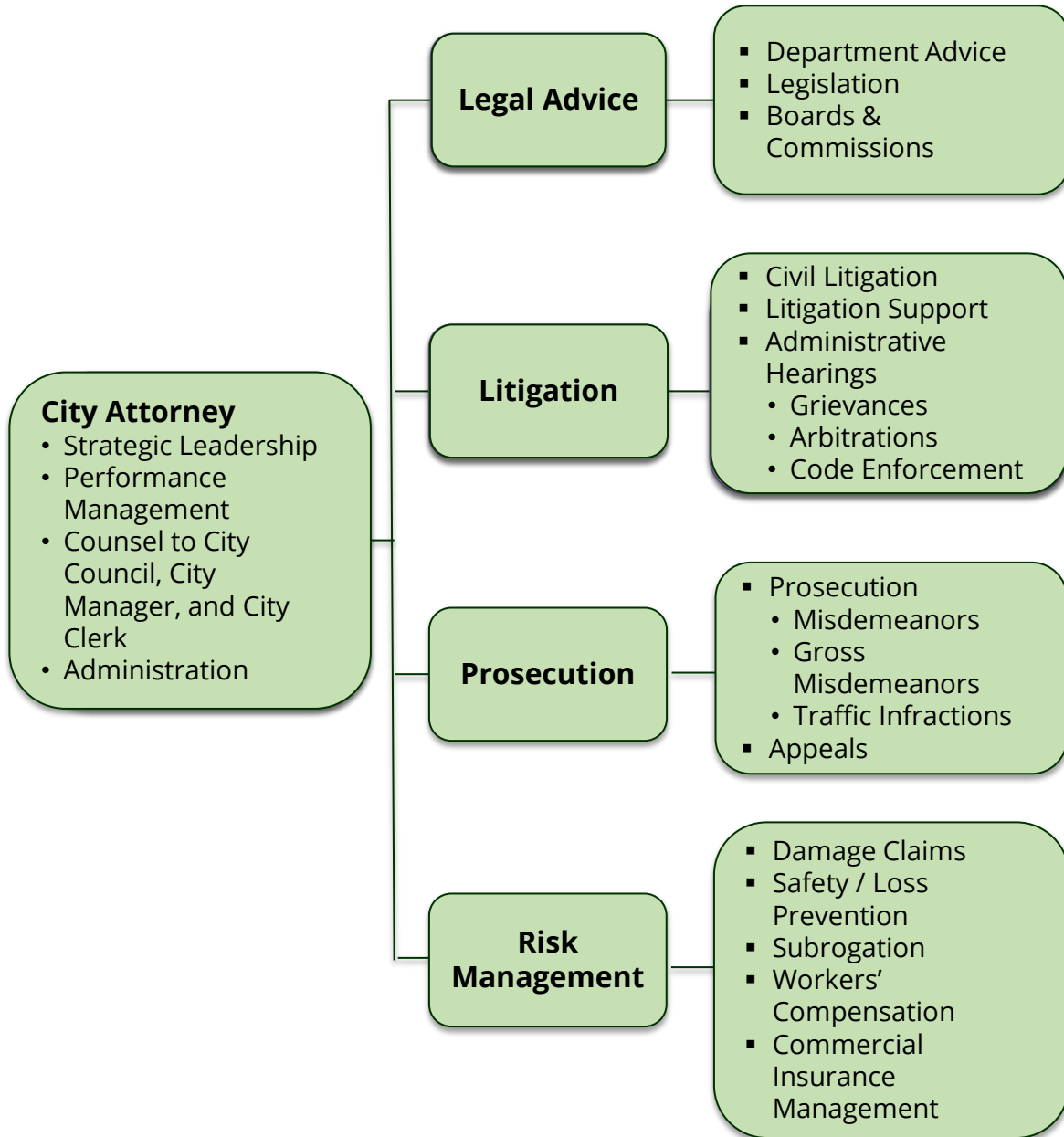
3. 2021-2022 Proposal List by Department/Strategic Target Area

This report includes all proposals submitted by the department by Strategic Target Area. It is intended to serve as a resource to access information about a department's proposals that are recommended for funding. Details for each proposal (dollars, staffing, and proposal summary) can be located under the appendix.



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City Attorney's Office 2021-2022





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Activities

- ◆ Legal Advice
- ◆ Litigation
- ◆ Prosecution
- ◆ Risk Management



In addition to English, members of the CAO staff proficiently speak five other languages: Farsi, Mandarin, Russian, Spanish, and German

CAO has a published author, amateur blacksmith, and standup comedian on staff

City Attorney's Office — Mission

The Mission of the City Attorney's Office is to protect lives and property and to preserve and enhance the quality of life of the public by delivering effective and high quality advice, litigation, prosecution, and risk management services that further the City's policies and programs.

2021-2022 Objectives

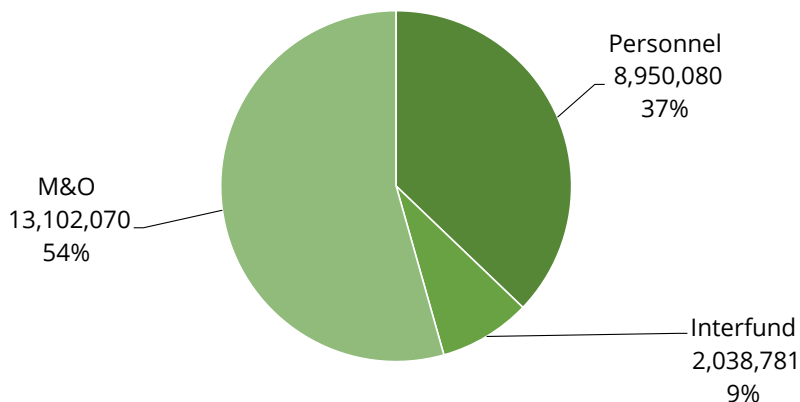
- ◆ Evaluate and use existing or additional technologies and procedures to increase efficiencies in electronic management of large document files in civil litigation matters.
- ◆ Evaluate an integrated tracking module for Certificates of Insurance to enhance the contracting process.
- ◆ Expand employee driver training program into all operational departments.
- ◆ Continue to educate and train prosecuting attorneys to identify and address implicit bias in criminal prosecution.
- ◆ Evaluate and implement additional technologies to increase efficiencies in prosecution services.
- ◆ Assist with transportation and land use issues arising out of Bellevue's rapid growth and development.

2019-2020 Accomplishments

- ◆ Provided substantial legal services to the City on COVID-19 related matters.
- ◆ Advised City on numerous issues related to homelessness in Bellevue, including the establishment of a temporary year-round men's homeless shelter at Lincoln Center.
- ◆ Advised and assisted in the advancement of the City's Smart City Initiatives through innovative contract negotiations.
- ◆ Successfully recovered \$3.6 million owed to the City for contract disputes, illegal tree cuttings, land use penalties, and receiverships/bankruptcies.
- ◆ Recovered \$638,000 in damages to City of Bellevue property and resources using an in-house Certified Subrogation Recovery Professional in the risk management division.
- ◆ Resolved contested civil matters with an overall favorable outcome of 97%.
- ◆ Converted the prosecution division to a paperless operation, thereby streamlining procedures and saving resources.
- ◆ Designed, developed and implemented an employee driver training program with an emphasis on judgement, decision making and technical driving skills to reduce risk.
- ◆ Reduced employee occupational hearing loss through noise identification and controls, noise reduction PPE utilization and employee testing capabilities.

City Attorney's Office

2021 - 2022 Budget Expenditure by Category



	2021 Adopted	2022 Adopted	2021-2022
Personnel	4,427,196	4,522,884	8,950,080
Interfund	999,485	1,039,296	2,038,781
M&O	6,764,163	6,337,907	13,102,070
Capital	-	-	-
Reserves	6,671,378	7,862,570	7,862,570
Total Expenditures	12,190,844	11,900,087	24,090,931
Reserves ¹	6,671,378	7,862,570	7,862,570
Total Budget	18,862,222	19,762,657	31,953,501

Staffing Summary

	2019 Amended	2020 Amended	2021 Adopted	2022 Adopted
FTE	27.75	27.75	28.75	28.75

Budget Summary by Fund excluding Reserves

	2019 Actuals	2020 Actuals	2021 Adopted	2022 Adopted
General Fund	4,047,490	3,984,571	4,220,421	4,328,279
Operating Grants & Donations	-	102,130	-	-
Workers Compensation Fund	2,040,384	2,326,900	1,966,193	2,124,999
General Self-Insurance Fund	3,762,605	4,356,469	6,004,230	5,446,809
Total Budget	9,850,479	10,770,070	12,190,844	11,900,087
Reserves ¹			6,671,378	7,862,570

¹ Reserves: Reserves are not included in the pie chart above. 2019-2020 Actuals do not include reserves at the department level.

The 2021-2022 biennial budget calculation includes only the second year of reserves (ie 2022) to avoid double-counting of expenditure authority.

The figures above include double budgeting (internal transfers between City funds)

Proposal List by Department/Strategic Target Area
City Attorney
2021-2022 Budget One

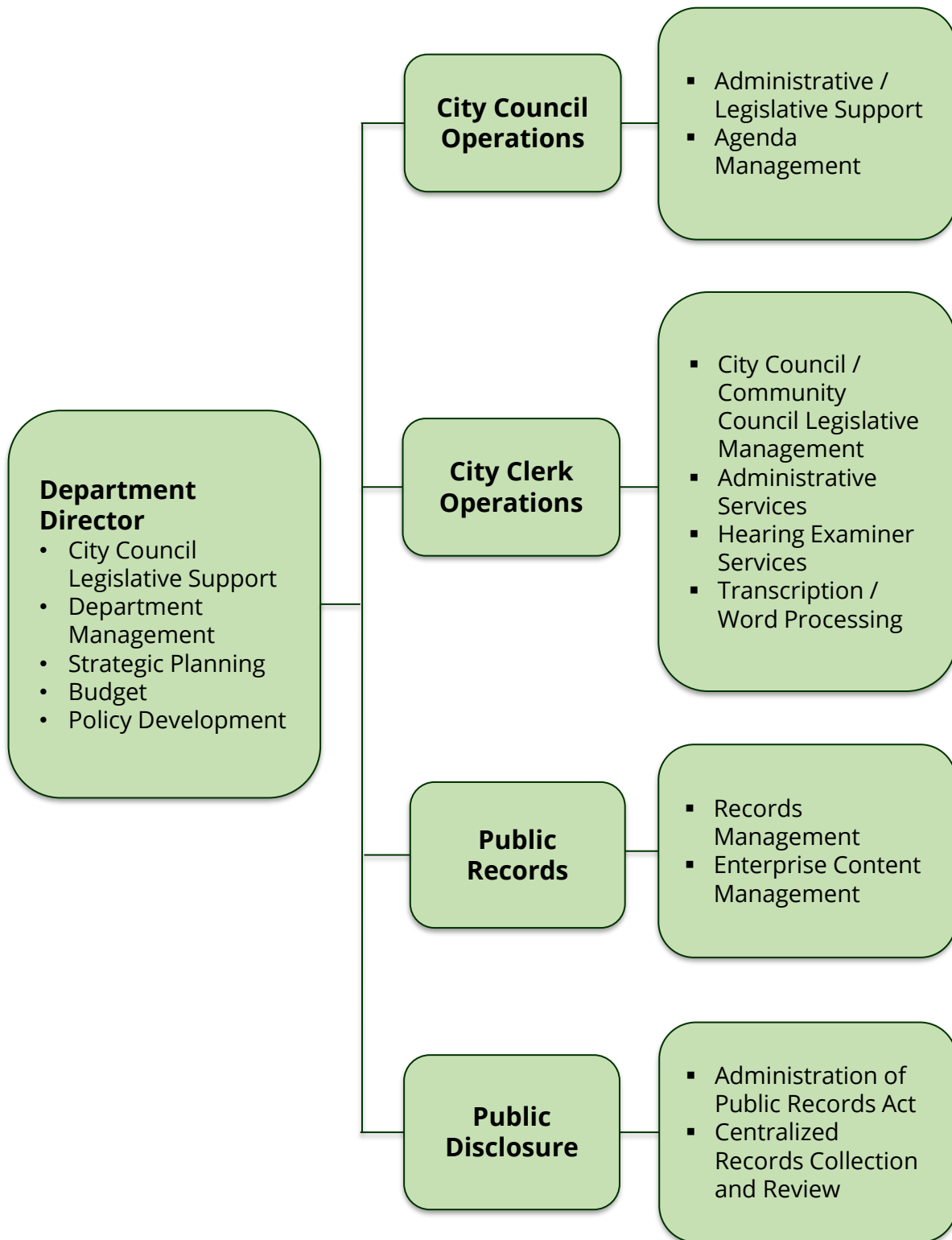
<u>Proposal Title</u>	<u>CIP</u>	<u>Proposal Number</u>
<u>High Performance Government</u>		
City Attorney Department Management and Support		010.01NA
Civil Litigation Services		010.07NA
Legal Advice Services		010.08NA
Risk Management—Insurance, Claims and Loss Control		010.09NA
Criminal Prosecution Services		010.10NA

Note: While many proposals represent cross-departmental efforts, proposals are listed by sponsoring departments only.



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City Clerk's Office 2021-2022

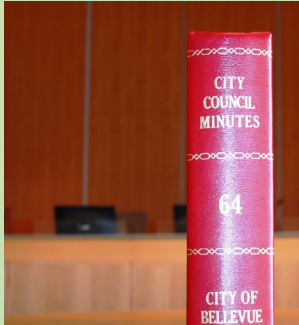




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Activities

- ◆ City Council Operations
- ◆ City Clerk's Operations
- ◆ Centralized Public Records
- ◆ Public Disclosure



93%

Percentage of customers who are satisfied to very-satisfied with service provided by the City Clerk's Office

1,004

Number of public disclosure requests submitted in 2019, of which 59% were closed within ten business days

City Clerk's Office — Mission

The City Clerk's Office supports the strategic direction and leadership of the City organization and facilitates open, accessible and transparent government through:

- ◆ Supporting the City Council in their public policy setting and legislative roles and the City Manager in administering City operations;
- ◆ Maintaining the official public records of the City, administering the centralized Records Management program, and managing public disclosure;
- ◆ Managing the public hearing process for land use and administrative decisions;
- ◆ Enabling communication, information sharing and participation by citizens in their city government.

2021-2022 Objectives

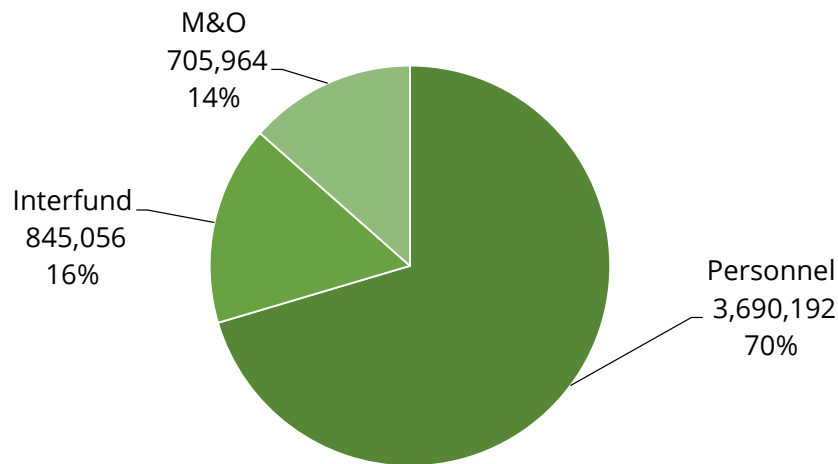
- ◆ Assist City Council in developing and implementing strategies for greater Council engagement in the community.
- ◆ Continue to provide ever-greater access to public information and seek innovative ways to inform the public about the services and activities of City government.
- ◆ Partner across City departments on public portal project to allow external customers access to frequently requested records.
- ◆ Use Lean-based performance improvement approach to advance City Council agenda packet processing.
- ◆ Provide staff training to refresh skills and keep pace with new technologies.
- ◆ Continue to perform customer service surveys to identify opportunities for service improvement.
- ◆ Partner with the IT department to migrate City content from on-premise servers to the Office 365 Microsoft Cloud in order to facilitate content management from a secure, centralized location.

2019-2020 Accomplishments

- ◆ Partnered across City departments on Paperless Permitting Initiative to implement electronic submittal of all City permits.
- ◆ Partnered with IT to replace Skype for Business with Microsoft Teams to assist staff in increased virtual collaboration capabilities and to provide a platform for working remotely.
- ◆ Partnered with IT to implement an electronic registration form to allow electronic sign-up for oral communications and public hearings at City Council meetings.
- ◆ Implemented disposition process improvements and a process for cleaning up a backlog of offsite storage boxes past retention to maintain compliance and increase efficiency and cost savings.
- ◆ Partnered with IT and the City Manager's Office to implement fully remote City Council and Board / Commission meetings, in accordance with the Governor's Order on the Open Public Meetings Act.
- ◆ Implemented process improvements to provide terms and definitions on City Council agendas, as well as make City Council presentation PowerPoints available for public access following Council meetings.

City Clerk's Office

2021 - 2022 Budget Expenditure by Category



	2021 Adopted	2022 Adopted	2021-2022
Personnel	1,825,155	1,865,037	3,690,192
Interfund	413,118	431,938	845,056
M&O	346,512	359,452	705,964
Capital	-	-	-
Total Expenditures	2,584,785	2,656,427	5,241,212
Reserves ¹	-	-	-
Total Budget	2,584,785	2,656,427	5,241,212

Staffing Summary

	2019 Amended	2020 Amended	2021 Adopted	2022 Adopted
FTE	15.75	15.75	14.00	14.00

Budget Summary by Fund excluding Reserves

	2019 Actuals	2020 Actuals	2021 Adopted	2022 Adopted
General Fund	2,730,187	2,539,081	2,584,785	2,656,427
Operating Grants & Donations	-	12,479	-	-
Total Budget	2,730,187	2,551,559	2,584,785	2,656,427
Reserves ¹	-	-	-	-

¹ Reserves: Reserves are not included in the pie chart above. 2019-2020 Actuals do not include reserves at the department level.

The 2021-2022 biennial budget calculation includes only the second year of reserves (ie 2022) to avoid double-counting of expenditure authority. The figures above include double budgeting (internal transfers between City funds)

Proposal List by Department/Strategic Target Area
City Clerk
2021-2022 Budget One

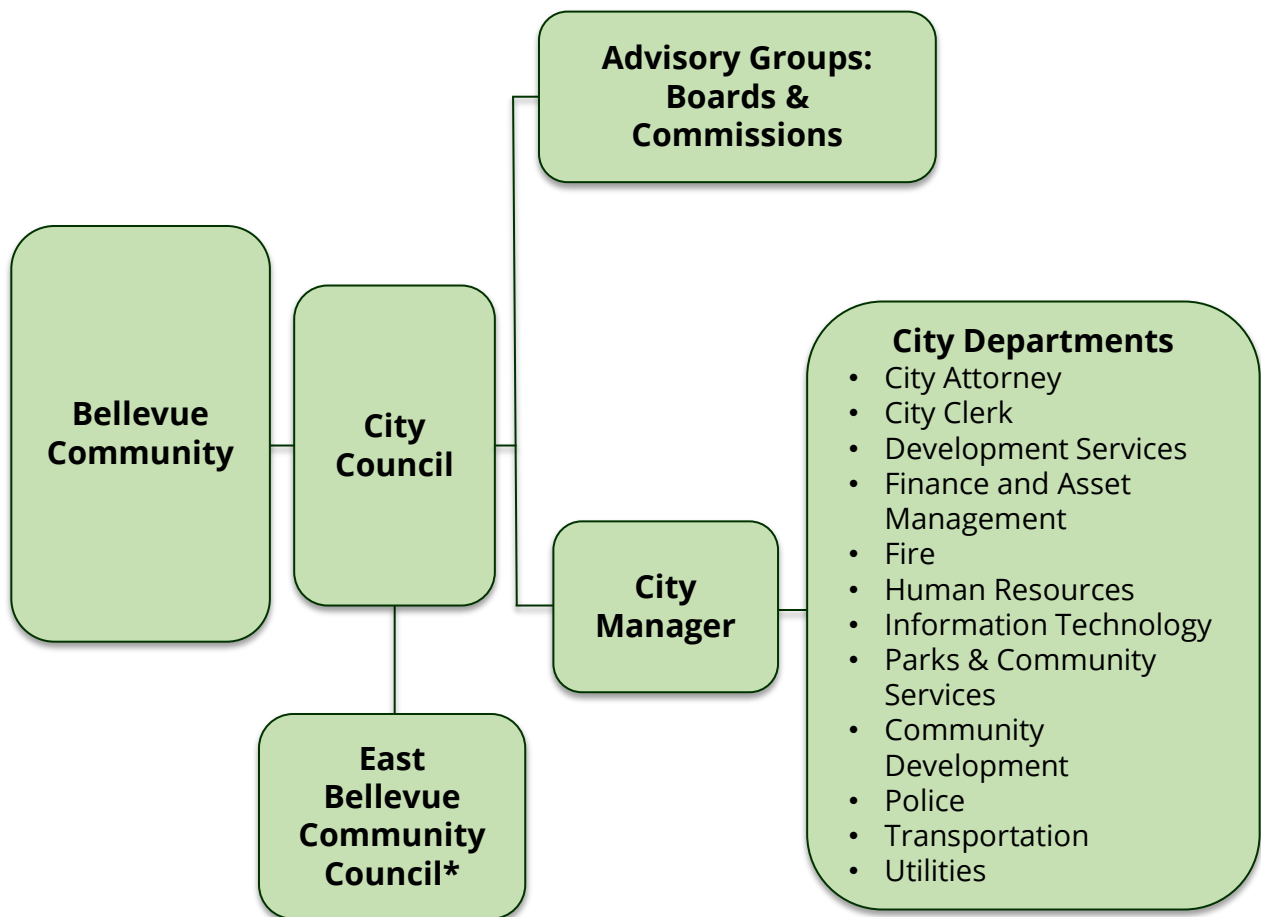
<u>Proposal Title</u>	<u>Proposal Number</u>
<u>High Performance Government</u>	
City Clerk's Operations	020.01NA
Council Legislative and Administrative Support	020.02NA
Records Management Services	020.04NA
Disclosure of Public Records and Information	020.05NA

Note: While many proposals represent cross-departmental efforts, proposals are listed by sponsoring departments only.



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City Council 2021-2022



*East Bellevue Community Council has approval/disapproval authority over certain specific land use issues occurring within its jurisdictional boundaries.



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Activities

- ◆ Set public policy
- ◆ Establish local laws
- ◆ Adopt City's budget
- ◆ Articulate the Community Vision
- ◆ Respond to community needs



Bellevue's residential population: 148,100

Average daytime population: 243,100

Current jobs in the city: 152,800 (2019)

Assessed Value (2020): \$68.1 billion

Bond ratings: Standard & Poor AAA

Bellevue's rank on Livability's national list of "Top 100 Best Places to Live" (small to mid-sized cities, 2018): 10th

City Council

The City Council serves as the legislative branch of Bellevue's city government and is charged with promoting the health, wellbeing, and safety of the community. The Council determines public policy, establishes local laws, adopts the City's budget, articulates the Community Vision, and assures that city government is responsive to community needs in a fiscally sound manner.

Council Vision Strategic Target Areas

- ◆ Economic Development
- ◆ Transportation and Mobility
- ◆ Bellevue – Great Places Where You Want to Be
- ◆ Regional Leadership and Influence
- ◆ High Quality Built and Natural Environment
- ◆ Achieving Human Potential
- ◆ High Performance Government

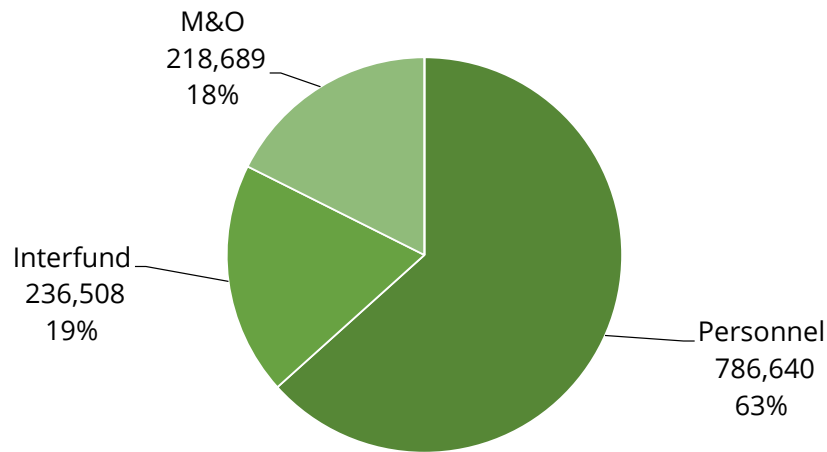
Highlights of Council-Adopted 2018-2019 Priorities

- ◆ Sound Transit East Link project remains on schedule for operation in 2023, including completion of two crossings, 120th Avenue NE and 124th Avenue NE.
- ◆ Projects funded through the Neighborhood Safety, Connectivity and Congestion levy were completed with a focus on improving automobile, transit, bicycle and pedestrian mobility.
- ◆ Meydenbauer Bay Park Phase 1 and Surrey Downs Park were completed in 2019 and construction is underway at the Downtown Park Gateway at NE 4th Street and Bellevue Way.
- ◆ The Temporary Eastside Men's Shelter at Lincoln Center began 24/7 year round service.
- ◆ Continued implementation of the Bellevue Smart City Strategy, resulting in improved and innovative services through online tools.

For the full list of Council priorities see the City's website at www.bellevuewa.gov/city-government/city-council/council-vision

City Council

2021 - 2022 Budget Expenditure by Category



	2021 Adopted	2022 Adopted	2021-2022
Personnel	392,427	394,213	786,640
Interfund	115,357	121,151	236,508
M&O	108,010	110,679	218,689
Capital	-	-	-
Total Expenditures	615,794	626,043	1,241,837
Reserves ¹	-	-	-
Total Budget	615,794	626,043	1,241,837

Staffing Summary

	2019 Amended	2020 Amended	2021 Adopted	2022 Adopted
FTE	7.00	7.00	7.00	7.00

Budget Summary by Fund excluding Reserves

	2019 Actuals	2020 Actuals	2021 Adopted	2022 Adopted
General Fund	563,375	515,889	615,794	626,043
Total Budget	563,375	515,889	615,794	626,043

Reserves ¹	-	-	-	-
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¹ Reserves: Reserves are not included in the pie chart above. 2019-2020 Actuals do not include reserves at the department level.

The 2021-2022 biennial budget calculation includes only the second year of reserves (ie 2022) to avoid double-counting of expenditure authority. The figures above include double budgeting (internal transfers between City funds)

Proposal List by Department/Strategic Target Area
City Council
2021-2022 Budget One

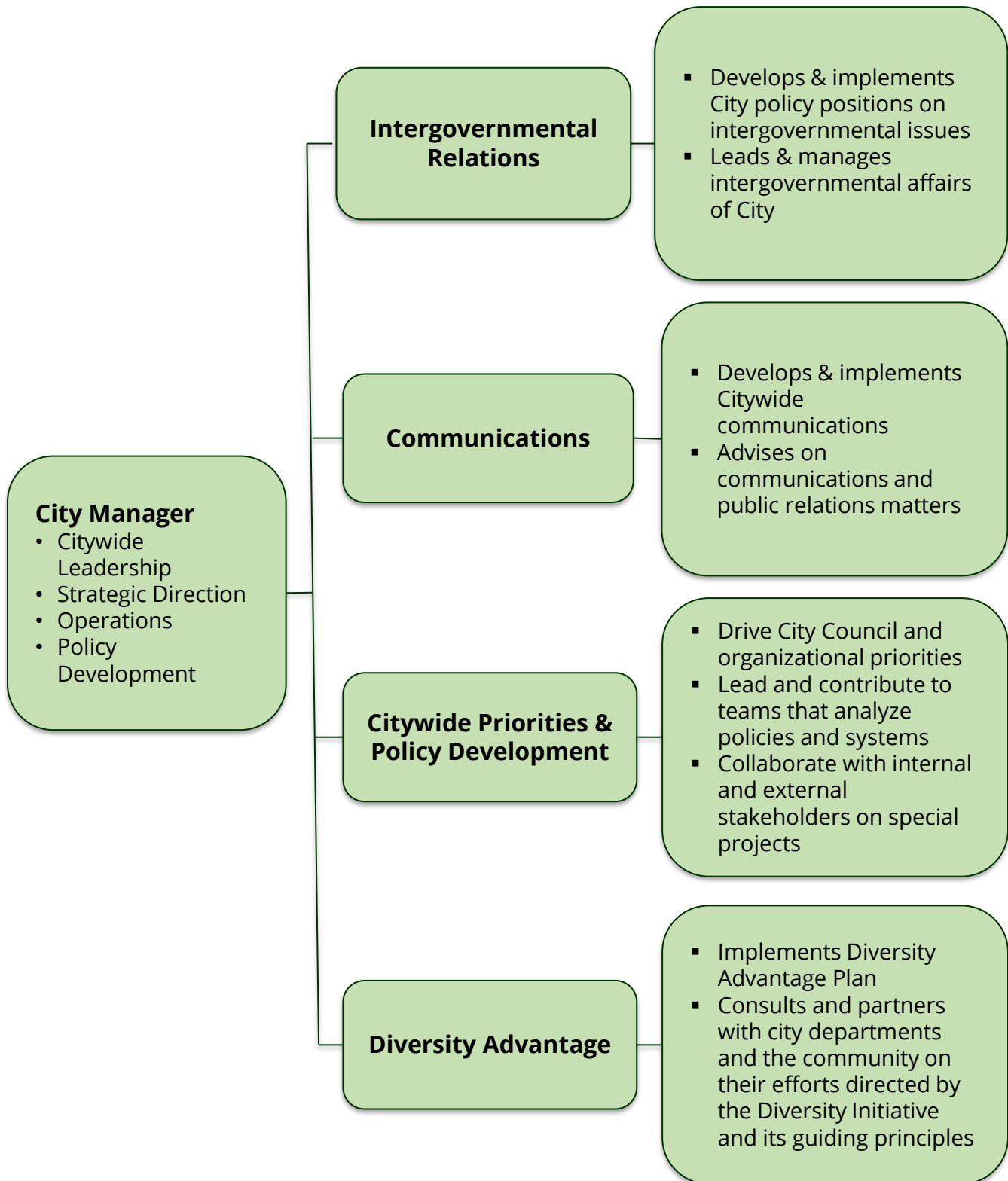
<u>Proposal Title</u>	<u>Proposal Number</u>
<u>Regional Leadership and Influence</u>	
City Council	030.01NA

Note: While many proposals represent cross-departmental efforts, proposals are listed by sponsoring departments only.



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City Manager's Office 2021-2022





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Activities

- ♦ Overall City Management
- ♦ Intergovernmental Relations
- ♦ Communications
- ♦ Diversity Advantage
- ♦ Citywide Priorities & Policy Development



Bellevue's residential population (2020):
148,100

51% People of Color (2018)

37% Foreign Born (2018)

42% Non-English Speakers (2018)

73% of Residents Live Within 1/3 Mile of a Park, Trail or Open Space (2019)

Employment in Bellevue (2019):
152,758

45% Residents Work in Bellevue (2019)

City Manager's Office's — Mission

The City Manager's Office connects the organization with the City Council and Bellevue's diverse community. We lead the delivery of exceptional public service, with a commitment to equity, inclusion and core values.

2021-2022 Objectives

Goal #1: Overall City Management

- ♦ Implement policies and direction of City Council
- ♦ Provide strategic leadership
- ♦ Develop implementation plans and strategies
- ♦ Ensure efficient and cost-effective management of the City
- ♦ Coordinate community-focused efforts
- ♦ Ensure delivery of high-quality services by City staff

Goal #2: Intergovernmental Relations

- ♦ Analyze and resolve cross-jurisdictional issues
- ♦ Support the City's leadership role in regional issues

Goal #3: Communication

- ♦ Facilitate effective internal / external communications
- ♦ Maintain and enhance the City's reputation

Goal #4: Diversity Advantage

- ♦ Continue implementation of the Diversity Advantage Plan
- ♦ Develop and continue to offer culturally competent programming that reaches underserved populations.
- ♦ Reduce barriers to access to information through enhanced outreach and engagement.

Goal #5: Citywide Priorities & Policy Development

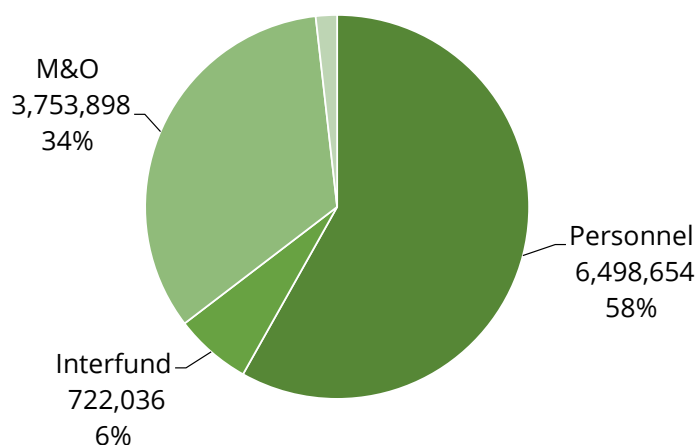
- ♦ Drive progress on City Council and organizational priorities
- ♦ Lead and contribute to teams that analyze policies and systems
- ♦ Collaborate with internal and external stakeholders to accomplish special projects

2019-2020 City Accomplishments

- ♦ Supported expansion of the Eastside's Temporary men's shelter expansion from winter only to year-round, 24/7 operation.
- ♦ Launched a homeless outreach and response pilot program, furthering the City's commitment to make homelessness a rare, brief and one-time experience in Bellevue, and to coordinate homelessness response across City departments.
- ♦ Partnered with the University of Washington's Livable City Year program which benefited the community by having students complete 30 real-world projects, many of which are being implemented to improve city service and civic engagement.
- ♦ Led the collaborative process of implementing closed captioning for Bellevue Television (BTV) programs, including City Council meetings.
- ♦ In partnership with other City departments, installed six power wheelchair charging stations at City Hall and five community centers.
- ♦ Led the City's adaptation to the COVID-19 crisis, responding to the immediate needs of the organization and community.
- ♦ Worked collaboratively with other City departments to incorporate an equity lens in the emergency operations response to COVID-19.
- ♦ Provided clear direction on how the City would address the challenges resulting from COVID-19 closures, which reduced anticipated revenues by \$31 million in 2020.
- ♦ Produced and supported a large-scale public information initiative during the unprecedented COVID-19 crisis.

City Manager's Office

2021 - 2022 Budget Expenditure by Category



	2021 Adopted	2022 Adopted	2021-2022
Personnel	3,234,122	3,264,532	6,498,654
Interfund	352,496	369,540	722,036
M&O	1,859,051	1,894,847	3,753,898
Capital	200,000	-	200,000
Total Expenditures	5,645,669	5,528,919	11,174,588
Reserves ¹	-	-	-
Total Budget	5,645,669	5,528,919	11,174,588

Staffing Summary

	2019 Amended	2020 Amended	2021 Adopted	2022 Adopted
FTE	19.00	19.00	18.00	18.00

Budget Summary by Fund excluding Reserves

	2019 Actuals	2020 Actuals	2021 Adopted	2022 Adopted
General Fund	4,908,783	4,721,234	5,445,669	5,528,919
Operating Grants and Donations	-	120,590	-	-
General CIP	31,319	36,083	200,000	-
Total Budget	4,940,103	4,877,908	5,645,669	5,528,919
Reserves ¹			-	-

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Proposal List by Department/Strategic Target Area
City Manager
2021-2022 Budget One

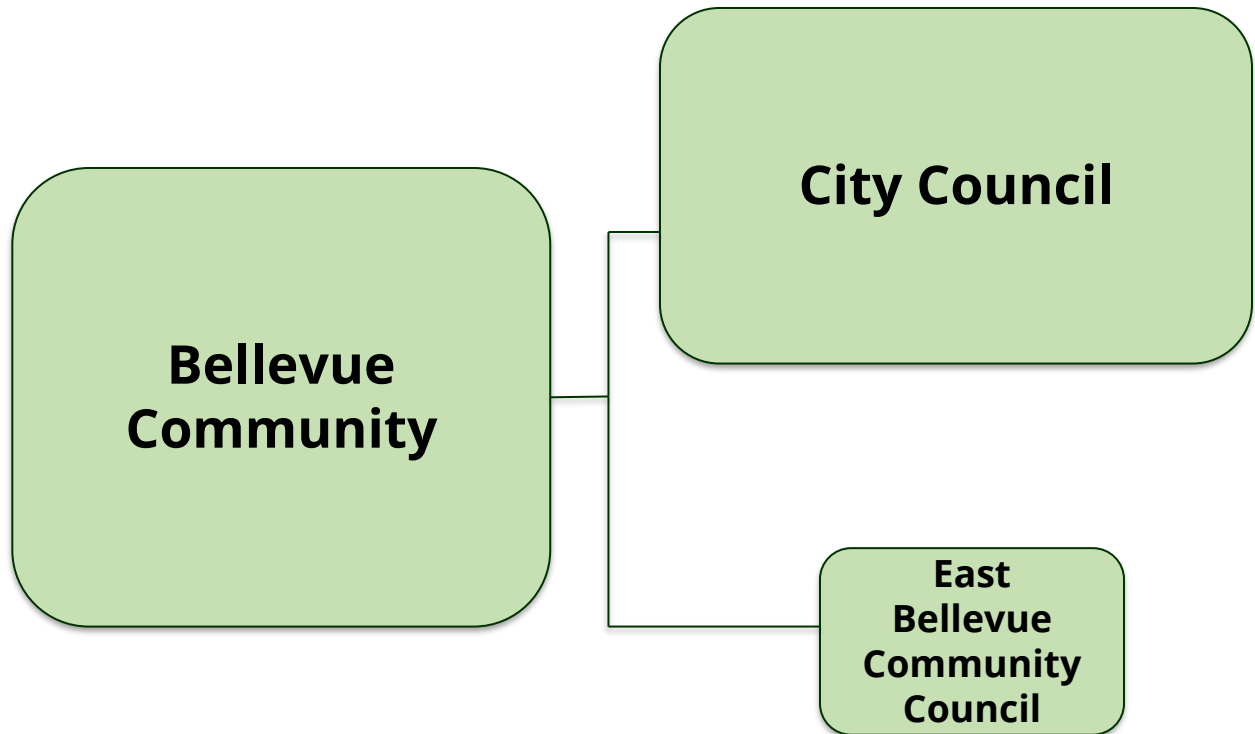
<u>Proposal Title</u>	<u>CIP</u>	<u>Proposal Number</u>
<u>Achieving Human Potential</u>		
Bellevue Diversity Initiative		040.15NA
Community Cultural Liaison Program		040.17NA
<u>High Performance Government</u>		
Public Defense Services		040.01NA
Communications		040.02NA
Overall City Management		040.04NA
King County District Court - Bellevue Division (BDC) Services		040.09NA
<u>Regional Leadership and Influence</u>		
Intergovernmental Relations/Regional Issues		040.07NA
<u>CIP</u>		
Eastside Rail Corridor	G-103	040.33NA

Note: While many proposals represent cross-departmental efforts, proposals are listed by sponsoring departments only.



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**East Bellevue
Community
Council
2021-2022**





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Activities

- ◆ Approve / disapprove land use decisions in Community Council jurisdiction
- ◆ Advise City Council on local matters



9,544

Population of East Bellevue at the time of its annexation in 1969. The number nearly doubled Bellevue's then population.

The Community Council must stand for election every four years for voter confirmation of its continuance. Community Council members are elected at the same time.

East Bellevue Community Council

The East Bellevue Community Council has approval/disapproval authority over the adoption, approval and amendment by the City Council of any legislation applying to land, buildings, or structures within their jurisdiction. This grassroots government provides feedback on and works with the City to seek solutions to East Bellevue neighborhood concerns.

2021-2022 Objectives

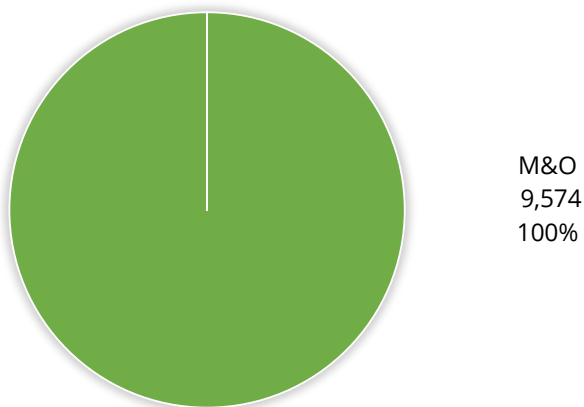
- ◆ Continue to advise City Council on local matters that affect the East Bellevue Community Council jurisdiction.
- ◆ Grow collaboration among constituents, local businesses and the City Council.
- ◆ Increase the number of attendees and encourage public participation at meetings.
- ◆ Continue to encourage the public to share their concerns and neighborhood interests.

2019-2020 Accomplishments

- ◆ Held 19 regular meetings.
- ◆ Conducted 8 public and courtesy hearings on land use issues.
- ◆ Participated in a retreat focused on the year in review and the year ahead, a review of the EBCC's quasi-judicial role and process, and clarification of goals in order to improve relationships with the City.
- ◆ Attended numerous community and neighborhood meetings.
- ◆ Advised the City Council on matters pertaining to the Community Council jurisdiction.

East Bellevue Community Councils

2021 - 2022 Budget Expenditure by Category



	2021 Adopted	2022 Adopted	2021-2022
Personnel	-	-	-
Interfund	-	-	-
M&O	4,729	4,845	9,574
Capital	-	-	-
Total Expenditures	4,729	4,845	9,574
Reserves ¹	-	-	-
Total Budget	4,729	4,845	9,574

Staffing Summary

	2019 Amended	2020 Amended	2021 Adopted	2022 Adopted
FTE	-	-	-	-

Budget Summary by Fund excluding Reserves

	2019 Actuals	2020 Actuals	2021 Adopted	2022 Adopted
General Fund	1,158	266	4,729	4,845
Total Budget	1,158	266	4,729	4,845

Reserves ¹	-	-
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¹ Reserves: Reserves are not included in the pie chart above. 2019-2020 Actuals do not include reserves at the department level.
The 2021-2022 biennial budget calculation includes only the second year of reserves (ie 2022) to avoid double-counting of expenditure authority.
The figures above include double budgeting (internal transfers between City funds)

Proposal List by Department/Strategic Target Area
Community Council
2021-2022 Budget One

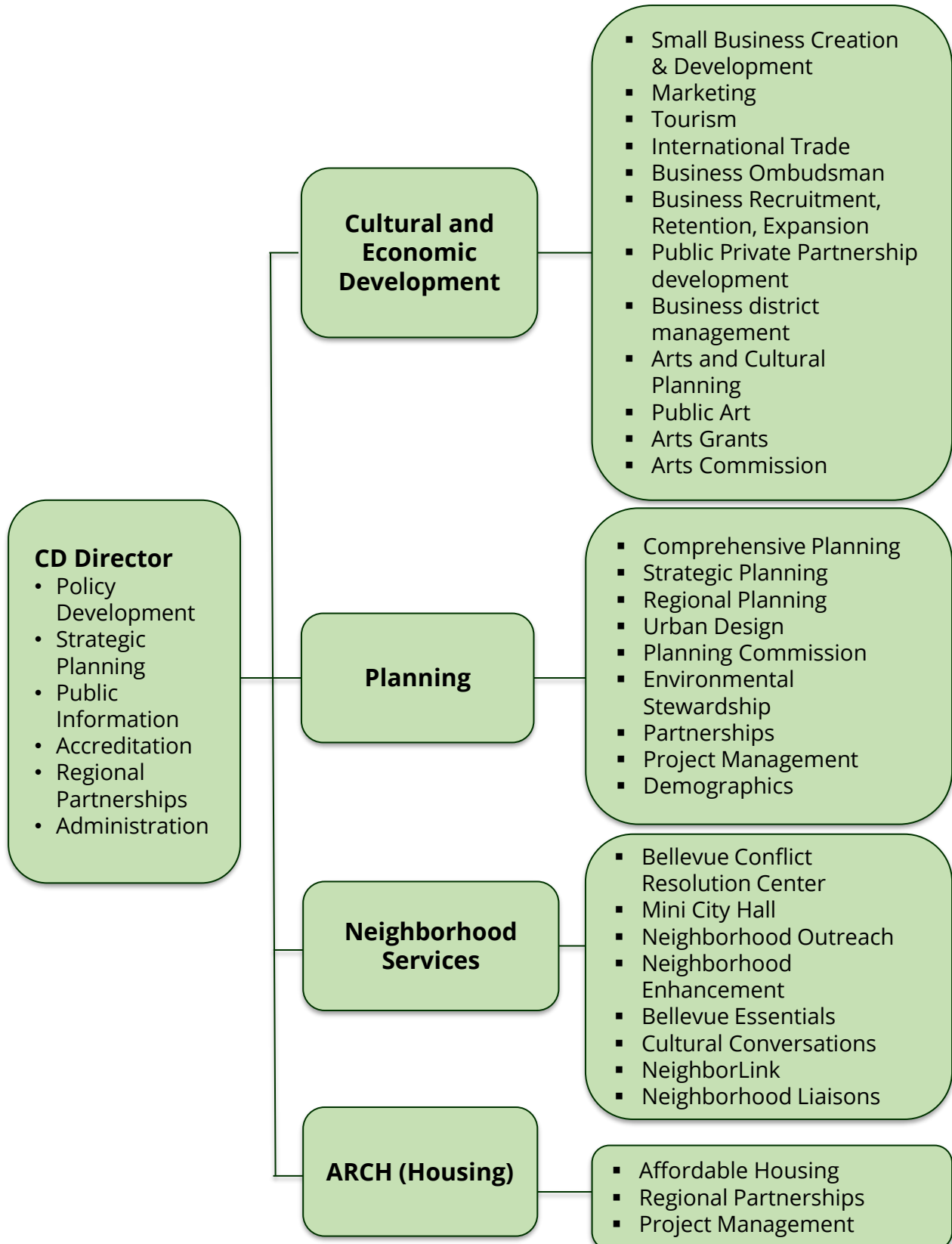
<u>Proposal Title</u>	<u>Proposal Number</u>
<u>High Performance Government</u>	
East Bellevue Community Council	050.01NA

Note: While many proposals represent cross-departmental efforts, proposals are listed by sponsoring departments only.



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Community Development Department 2021-2022





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Activities

- ◆ Planning
- ◆ Community Development
- ◆ Economic Development
- ◆ Arts
- ◆ Environmental Stewardship
- ◆ Neighborhood Services
- ◆ Conflict Resolution Center



"The City has done an amazing job for families--with parks, and just keeping the city safe but also accessible in a way that allowed citizens retain a sense of community, despite our situation."

Bridle Trails resident

Community Development — Mission

Bellevue's Community Development Department's (CD) mission is to secure Bellevue's future as a livable, inspiring, vibrant and equitable community. We are stewards of Bellevue's community vision. Together we take action to create and sustain positive change, practice transparency in all our work, and build strong relationships to form an active, informed and resilient community.

2021-2022 Objectives

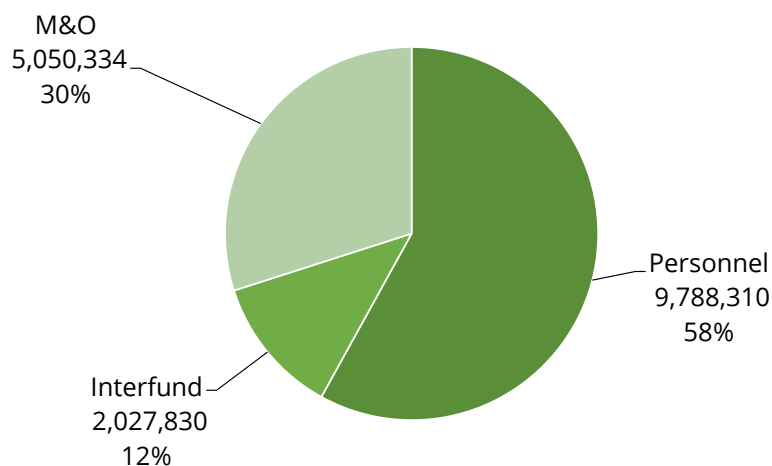
- ◆ Regional collaboration on Vision 2050, including updated Countywide Planning Policies and Bellevue Growth Targets.
- ◆ Pre-launch work for the 2024 Comprehensive Plan major periodic update.
- ◆ Engaging planning initiative work in Wilburton and BelRed with policy and code implementation, including the Wilburton-Eastrail Framework Plan in partnership with King County Parks.
- ◆ Implement the Affordable Housing Strategy C-1 density incentive policy for faith groups, housing non-profits, and public surplus properties, and revisions to the Multifamily Tax Exemption (MFTE) program.
- ◆ Adoption of Grand Connection Sequence One Guidelines and Standards that cover the segment from Meydenbauer Bay to the Downtown Civic Center.
- ◆ Implementation and tracking progress of the actions in the updated Environmental Stewardship Plan covering 2021-2025.
- ◆ Developing updated Neighborhood Plans for Northwest Bellevue and Northeast Bellevue.
- ◆ Implementation of the Economic Development Strategic plan to place higher emphasis on visitor/convention business, placemaking, and retail strategy; in addition to the office uses. Ongoing efforts will continue to focus on business attraction, business retention and expansion to maintain Bellevue's significant role in our regional economy.
- ◆ CD will continue to develop new pathways to engage residents on neighborhood issues, improve transparency and communication, and partner to maintain Bellevue neighborhoods as the place where you want to live.

2019-2020 Accomplishments

- ◆ COVID-19 response efforts to support Bellevue's local business.
- ◆ Adoption of Economic Development Strategic Plan.
- ◆ Adoption of Environmental Stewardship Plan.
- ◆ Facilitated 2020 Census Outreach: city team, other jurisdictions, community-based organizations and partner agencies
- ◆ Oversaw investments in 330 affordable housing units and capacity for 80 additional affordable units to advance Affordable Housing strategy
- ◆ Advanced East Main land use code amendment process with City Council
- ◆ Re-launched Great Neighborhoods subarea planning for NE and NW Bellevue
- ◆ Mini City Hall launched COVID-19 Resource navigator program to assist residents with finding available resources and services.
- ◆ Conflict Resolution Center pivots to provide landlord/tenant negotiation and foreclosure mediation services to assist residents impacted by COVID-19 pandemic.

Community Development

2021 - 2022 Budget Expenditure by Category



	2021 Adopted	2022 Adopted	2021-2022
Personnel	4,841,583	4,946,727	9,788,310
Interfund	996,331	1,031,499	2,027,830
M&O	2,506,304	2,544,030	5,050,334
Capital	7,232,000	7,152,000	14,384,000
Total Expenditures	15,576,218	15,674,256	31,250,474
Reserves ¹	4,540,285	4,478,117	4,478,117
Total Budget	20,116,503	20,152,373	35,728,591

Staffing Summary

	2019 Amended	2020 Amended	2021 Adopted	2022 Adopted
FTE	34.36	36.36	35.60	35.60

Budget Summary by Fund excluding Reserves

	2019 Actuals	2020 Actuals	2021 Adopted	2022 Adopted
General Fund	5,325,300	5,249,515	6,111,660	6,261,827
Operating Grants & Donations	111,615	1,061,481	-	-
Housing Fund	4,896,304	766,372	2,232,558	2,260,429
Debt Service	-	-	-	-
General CIP	1,218,165	2,020,872	7,232,000	7,152,000
Total Budget	11,551,384	9,098,239	15,576,218	15,674,256
Reserves ¹			4,540,285	4,478,117

¹ Reserves: Reserves are not included in the pie chart above. 2019 Actuals do not include reserves at the department level.

The 2021-2022 biennial budget calculation includes only the second year of reserves (ie 2022) to avoid double-counting of expenditure authority. The figures above include double budgeting (internal transfers between City funds)

Proposal List by Department/Strategic Target Area
Community Development
2021-2022 Budget One

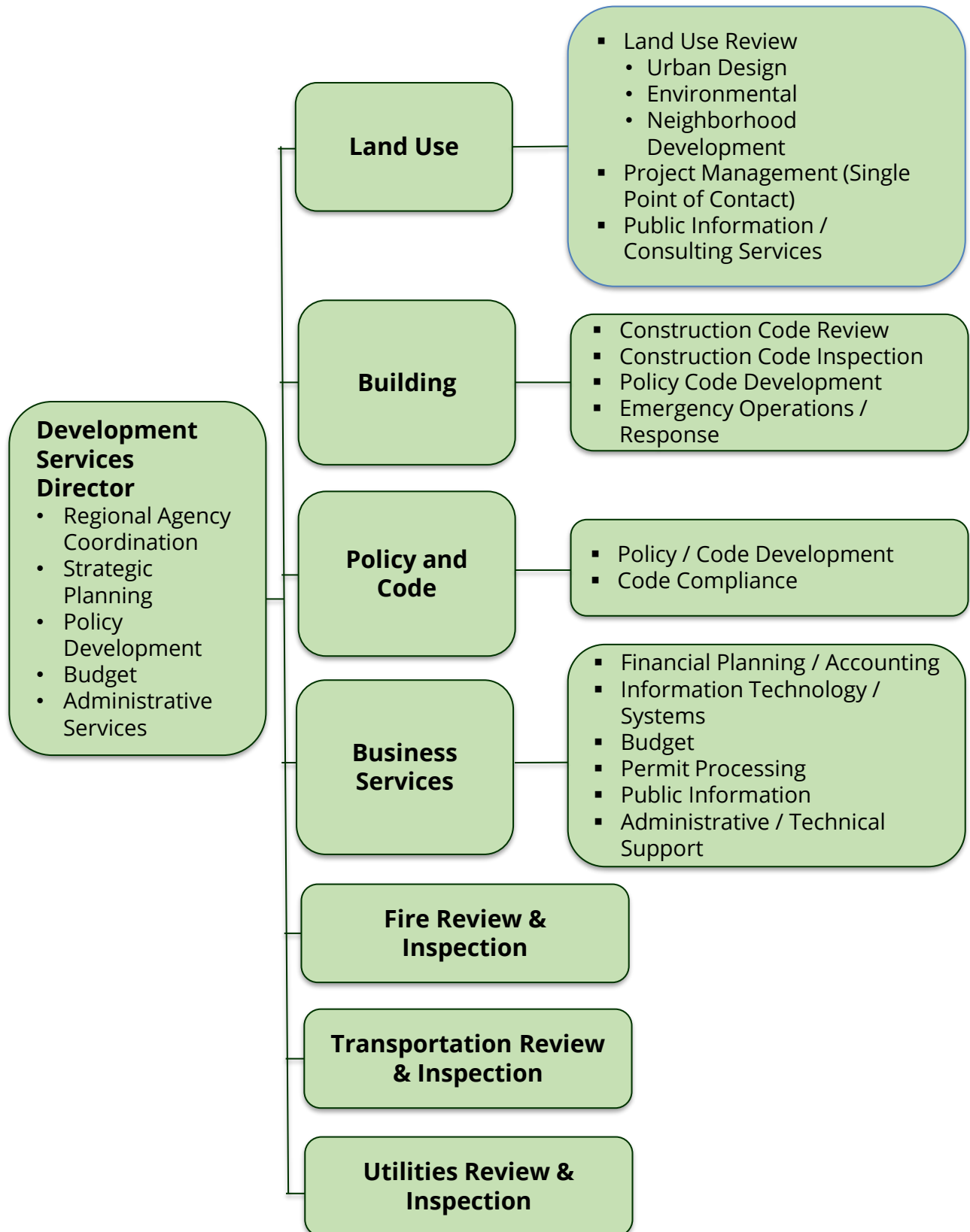
Proposal Title	CIP	Proposal Number
<u>Achieving Human Potential</u>		
Neighborhood Services Division		115.08NA
Housing Trust Fund Contribution and ARCH Administration		115.10NA
<u>Economic Development</u>		
Cultural and Economic Development – Core Services		115.15NA
<u>High Performance Government</u>		
CD Department Management and Support		115.12NA
<u>High Quality Built and Natural Environment</u>		
Planning Division		115.01NA
<u>CIP</u>		
Enhanced Right of Way and Urban Boulevards (ERUB)	CD-22	115.07NA
Neighborhood Partnerships	NIS-2	115.20NA
Neighborhood Enhancement Program	NEP-2	115.21NA
Public Art Program	CD-11	115.22DA
Station Area Planning Implementation (East Main/South Bellevue)	CD-30	115.26NA
Downtown Community Development Implementation	CD-37	115.37NA
Civic Center Conceptual Development Plan	CD-41	115.41NA
Grand Connection Implementation	CD-44	115.52NA
Affordable Housing Contingency	G-109	115.54NA
Mini City Hall Expansion	CD-45	115.56NA
ESI Implementation	CD-46	115.57NA
Economic Development Plan Implementation	G-105	115.97NA
Public-Private Partnership – BelRed TOD	CD-48	115.98NA
Major Comprehensive Plan Periodic Update	CD-50	115.99NA

Note: While many proposals represent cross-departmental efforts, proposals are listed by sponsoring departments only.



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Development Services Department 2021-2022





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Activities

- ◆ Land Use Review
- ◆ Code Compliance
- ◆ Building Review & Inspection
- ◆ Fire Review & Inspection
- ◆ Transportation Review & Inspection
- ◆ Utilities Review & Inspection



Development Services is a multi-department line of business that offers a single point of service for permit processing, inspection, and development information in Bellevue.

In 2020, 98% of permit applications and 85% of inspection requests were submitted paperless through MyBuildingPermit.com

Development Services Department — Mission

Development Services endeavors to protect the quality of public and private infrastructure, the safety and integrity of the built and natural environment, and the livability of the city while facilitating appropriate and timely development.

2021-2022 Objectives

Provide a process that is timely, understandable, and effective for internal and external customers.

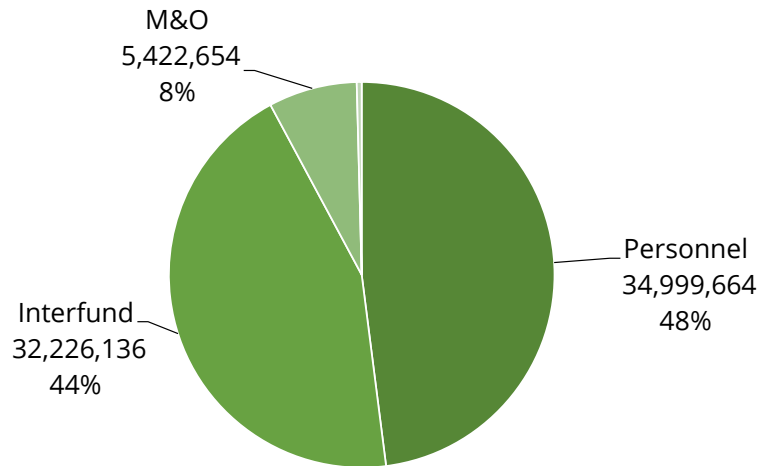
- ◆ Proactively balance resources (staffing, contracts, revenues) through development cycles.
- ◆ Achieve Council-adopted outcomes by advancing planning and code development initiatives, and delivering high quality services.
- ◆ Maintain competitive fees for services and adequate financial reserves.
- ◆ Adjust methods of service the delivery to meet customer needs during Covid-19 pandemic.

2019-2020 Accomplishments

- ◆ Responded to the dramatic growth in development by adding staff, training to build capacity, and implementing process improvements.
- ◆ Major projects include:
 - ◆ East Link and Light Rail
 - ◆ Energize Eastside
 - ◆ NET-3 Project FutureCare Overlake expansion
 - ◆ Main Street Apartments
 - ◆ Holden of Bellevue Assisted Living & Memory Care
 - ◆ Spring District Block 12, 24
 - ◆ 1001 Office Towers
 - ◆ 555 108th Towers
- ◆ Completed work to reach the 100% Paperless Permitting goal for permit processing and inspections.
- ◆ Completed a comprehensive survey of DS customers and process to actively monitor and respond to customer feedback.
- ◆ Completed a Cost of Service Study to review and update the DS financial model including policies, cost pooling, fees and forecasting models.
- ◆ Completed policy and code initiatives including extending the life of certain building permits, building permit applications, and the duration of temporary use permits; interim control ordinance reducing minimum parking requirements for residential developments near frequent transit service; conformance amendments to the frequently flooded areas regulations; updates to the Building and Fire Codes.

Development Services

2021 - 2022 Budget Expenditure by Category



	2021 Adopted	2022 Adopted	2021-2022
Personnel	17,333,021	17,666,643	34,999,664
Interfund	15,930,182	16,295,954	32,226,136
M&O	2,815,077	2,607,577	5,422,654
Capital	150,000	150,000	300,000
Total Expenditures	36,228,280	36,720,174	72,948,454
Reserves ¹	26,642,841	21,823,208	21,823,208
Total Budget	62,871,121	58,543,382	94,771,662

Staffing Summary

	2019 Amended	2020 Amended	2021 Adopted	2022 Adopted
FTE	115.00	120.00	125.75	125.75

Budget Summary by Fund excluding Reserves

	2019 Actuals	2020 Actuals	2021 Adopted	2022 Adopted
General Fund	4,622,723	4,747,227	5,140,654	5,273,980
Development Services Fund	27,230,117	27,871,340	31,087,626	31,446,194
Operating Grants & Donations	-	22,637	-	-
Total Budget	31,852,840	32,641,204	36,228,280	36,720,174
Reserves ¹			26,642,841	21,823,208

¹ Reserves: Reserves are not included in the pie chart above. 2019 Actuals do not include reserves at the department level.

The 2021-2022 biennial budget calculation includes only the second year of reserves (ie 2022) to avoid double-counting of expenditure authority. The figures above include double budgeting (internal transfers between City funds)

Proposal List by Department/Strategic Target Area

Development Services

2021-2022 Budget One

Proposal Title	Proposal Number
<u>High Performance Government</u>	
Development Services Information Delivery	110.01NA
Policy Implementation Code Amendments & Consulting Service	110.02NA
Development Services Inspection Services	110.04NA
Development Services Department Management & Support	110.05NA
Development Services Financial Management	110.06NA
Development Services Office Remodel	110.12NA
Development Services Automation Proposal	110.13NA
<u>High Quality Built and Natural Environment</u>	
Development Services Review Services	110.03NA
Code Compliance Inspection and Enforcement Services	110.07NA

Note: While many proposals represent cross-departmental efforts, proposals are listed by sponsoring departments only.



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Finance & Asset Management Department 2021-2022





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Activities

- ♦ Asset Management
- ♦ Budget Strategy
- ♦ Financial Services
- ♦ Forecasting
- ♦ Technology, Planning & Tax
- ♦ Real Property



Finance & Asset Management

FAM developed the mission and strategic plan to ensure a common alignment in advancing the goals and service delivery objectives.

In support of COVID-19, FAM developed and implemented the readiness plan to prepare all city facilities to minimize virus exposure risk.

Financial performance and sustainability are essential to all City functions, therefore fiscal policy and operations impact all City Departments.

Finance & Asset Management Dept - Mission

Working Together for a Better, Stronger Future.

2021-2022 Objectives

- ♦ Advance a culture of diversity, equity and inclusion.
- ♦ Build strong and trusting partnerships with customers to maximize customer value.
- ♦ Ensure processes and services are equitable, reliable, adaptable and accurate to serve customer needs.
- ♦ Actively build a culture of prudent financial stewardship.
- ♦ Foster an engaged workforce.

2019-2020 Accomplishments

Supporting Financial Sustainability

- ♦ Maintained the City's AAA Bond Rating.
- ♦ Independent audit maintained the City's financial statements met standards and were in compliance
- ♦ Performed update to the 2021-2022 Operating Budget and the 2021-2027 Capital Investment Plan.

Leading Asset Management

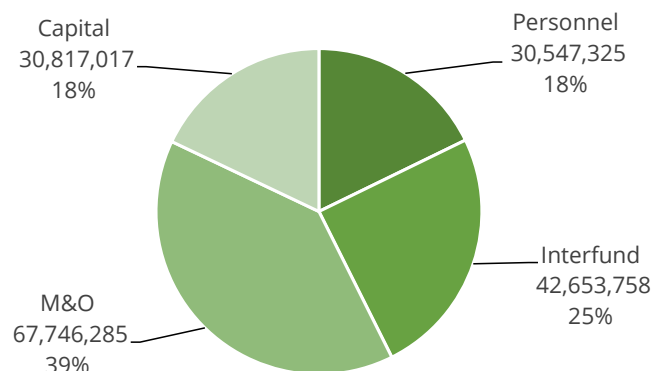
- ♦ Advanced various ADA enhancements throughout City Hall, including an electric wheelchair charging station.
- ♦ Supported the Men's Shelter expansion from seasonal to year round operations.
- ♦ Completed facility condition assessment for City Hall, Bellevue Service Center and all fire stations to prioritize future maintenance and replacement needs.
- ♦ Finalized acquisition of property rights for new Fire Station 10 construction and development of Spring Blvd Zones 2 & 4.
- ♦ Finalized design development and conditional use permit for new Fire Station 10 and schematic design for Fire Station 5 rebuild.

Embracing Innovation

- ♦ Implemented Accounts Payable Automation, which streamlined business processes through efficient digital workflows.
- ♦ Implemented DocuSign to allow digital signatures and more efficient workflow for contract routing and real property transactions.
- ♦ Advanced data informed decision-making by conducting trainings on business case analysis and knowledge worker performance measurement.
- ♦ Expanded Lean process improvement program and developed a visual management system to ensure work is transparent and informs decision-making.
- ♦ Participated in Puget Sound Energy's (PSE) commercial strategic energy management program securing funding for energy efficiency. and production of 26,350kWh of solar electricity.

Finance & Asset Management

2021 - 2022 Budget Expenditure by Category



	2021 Adopted	2022 Adopted	2021-2022
Personnel	15,064,944	15,482,381	30,547,325
Interfund	21,516,355	21,137,403	42,653,758
M&O	32,587,933	35,158,352	67,746,285
Capital ²	13,771,607	17,045,410	30,817,017
Total Expenditures	82,940,839	88,823,546	171,764,385
Reserves ¹	9,811,063	8,733,549	8,733,549
Total Budget	92,751,902	97,557,095	180,497,934

Staffing Summary

	2019 Amended	2020 Amended	2021 Adopted	2022 Adopted
FTE	117.50	118.50	122.00	122.00

Budget Summary by Fund excluding Reserves

	2019 Actuals	2020 Actuals	2021 Adopted	2022 Adopted
General Fund	11,113,449	10,793,756	12,324,735	12,770,461
Land Purchase Revolving Fund	297,820	301,877	273,857	274,526
Facilities Services Fund ³	7,185,514	6,620,784	8,422,309	7,021,552
Hotel/Motel Tax Fund	12,566,098	7,866,874	4,628,000	6,948,000
Operating Grants & Donations	-	307,556	-	-
Debt Service Fund	21,948,683	78,923,886	22,937,532	23,936,908
General CIP ²	29,844,377	7,534,666	21,800,379	22,774,525
Equipment Rental Fund	13,327,820	12,423,464	12,554,027	15,097,574
Total Budget	96,283,759	124,772,863	82,940,839	88,823,546
Reserves ¹			9,811,063	8,733,549
General Fund Reserves			33,626,776	33,688,042

¹ Reserves: Reserves are not included in the pie chart above. 2019-2020 Actuals do not include reserves at the department level.

The 2021-2022 biennial budget calculation includes only the second year of reserves (ie 2022) to avoid double-counting of expenditure authority.

² CIP Expenditures include debt service transfers for capital projects

³ Facilities Major Maintenance moved to CIP

The figures above include double budgeting (internal transfers between City funds)

Proposal List by Department/Strategic Target Area
Finance & Asset Management
2021-2022 Budget One

Proposal Title	CIP	Proposal Number
<u>Economic Development</u>		
Bellevue Convention Center Authority (BCCA) Operations		065.42NA
<u>High Performance Government</u>		
Finance and Asset Management Department Management and Support		065.01PA
Budget Office		065.02NA
FAM Business Systems		065.03NA
Client Services		065.04NA
Financial Services		065.05NA
Professional Land Survey Services		065.06NA
Real Property Services		065.07NA
Business Tax and License Administration		065.08NA
Miscellaneous Non-Departmental (MND)		065.09NA
Office Auditors		065.11NA
Facility Operations		065.20PA
Facility Planning and Project Management		065.21NA
Parking & Employee Transportation Services		065.22NA
Fleet Services Maintenance & Repair		065.30PA
Fleet & Communications Asset Management		065.31DA
Fleet & Communications Parts Inventory & Fuel System		065.32DA
Fleet & Communications Management		065.33DA
Electronic Communication Services		065.34PA
LEOFF 1 Medical Operating Costs		065.41NA
<u>CIP</u>		
NO 21-22 FUNDING REQUESTED - Citywide Security Improvements	G-110	065.70NA
Finance and Asset Management/Human Resources Systems	G-59	065.71NA
Facility Operations Major Maintenance Plan	G-113	065.72DA
City Fuel System Replacement	G-01	065.73NA
Short-Term Cash Flow Borrowing Payback	G-98	065.75NA
Council Contingency	G-107	065.76NA
Arts and Culture Fund	G-112	065.77NA
Supplemental CIP Debt Funding: 2008 Limited Tax General Obligation (L	G-69	065.78NA
City Hall Debt Service	G-82	065.79NA
M&I LTGO Bond Debt Service	G-83	065.80NA
New Long-term Debt Service	G-89	065.81NA
2015 20 Year LTGO Bond Debt Service	G-100	065.82NA

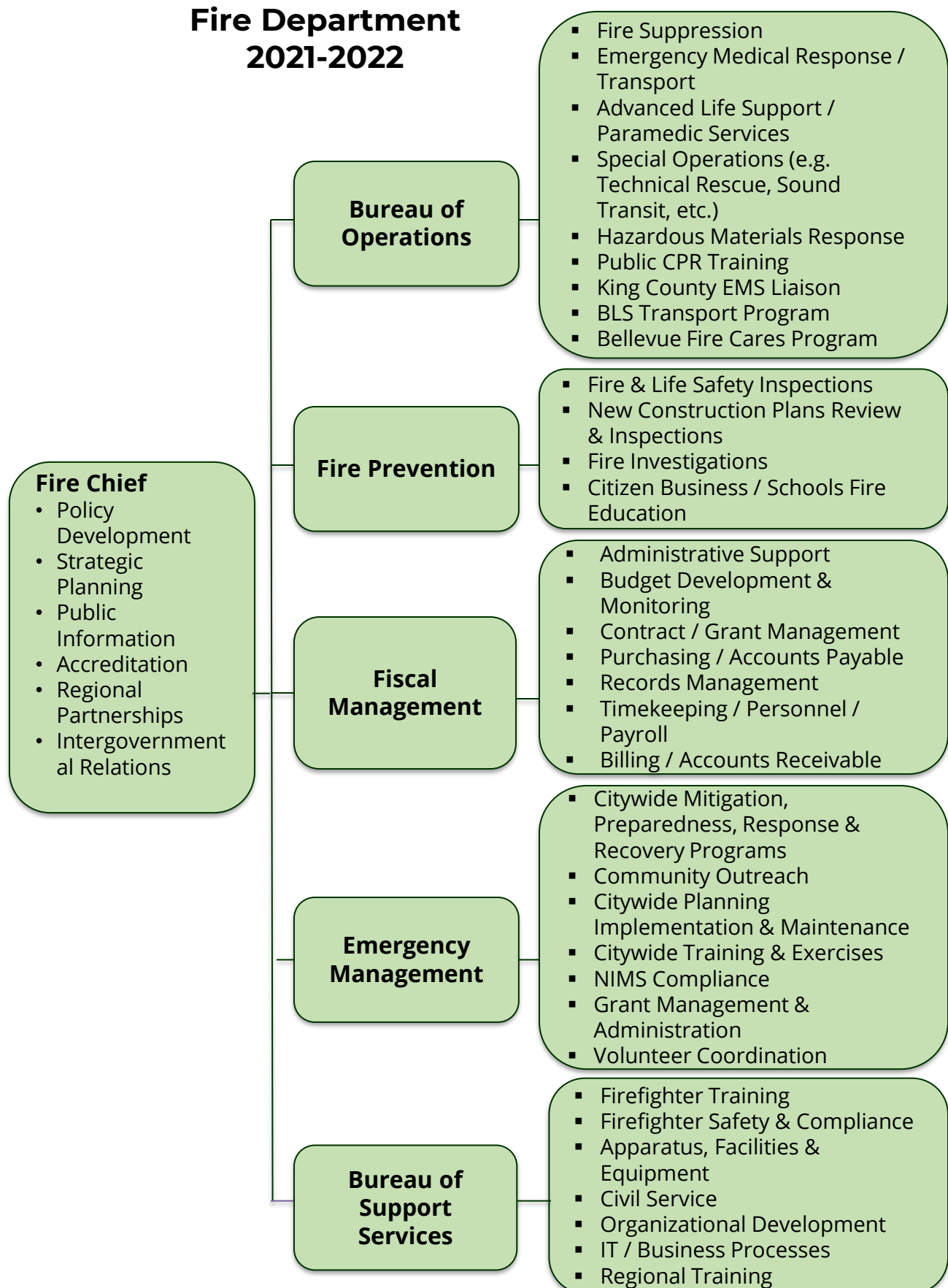
Note: While many proposals represent cross-departmental efforts, proposals are listed by sponsoring departments only.

Proposal List by Department/Strategic Target Area
Finance & Asset Management
2021-2022 Budget One

Proposal Title	CIP	Proposal Number
TIFIA Debt Cost Service	G-101	065.83NA
City Fleet In-Ground Lift Replacement	G-115	065.84DA
Space Planning to Support Change at City Hall & BSC	G-116	065.85NA
Facility Operations Major Maintenance Bank	F-10	999.67NA
General CIP Revenues	F-9	999.69NA

Note: While many proposals represent cross-departmental efforts, proposals are listed by sponsoring departments only.

Fire Department 2021-2022





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Activities:

- ♦ Fire Suppression
- ♦ Emergency Rescue
- ♦ Emergency Medical Services
- ♦ Fire Training
- ♦ Fire Prevention
- ♦ Emergency Management
- ♦ Fire Administration
- ♦ Mobile Integrated Health—CARES



Response Highlights:

- ♦ Fire and EMS incidents decreased by 6% from 19,970 to 18,744 during 2018 to 2020
- ♦ Incidents in the Central Business District (CBD) decreased by 13% during the same time period
- ♦ The effects of COVID-19 are still unknown and could moderate continued growth, in 2020 call volumes are comparable to those in 2016

Fire Department — Mission

Caring for and serving a diverse community through risk reduction, preparedness, and emergency response.

2021-2022 Objectives

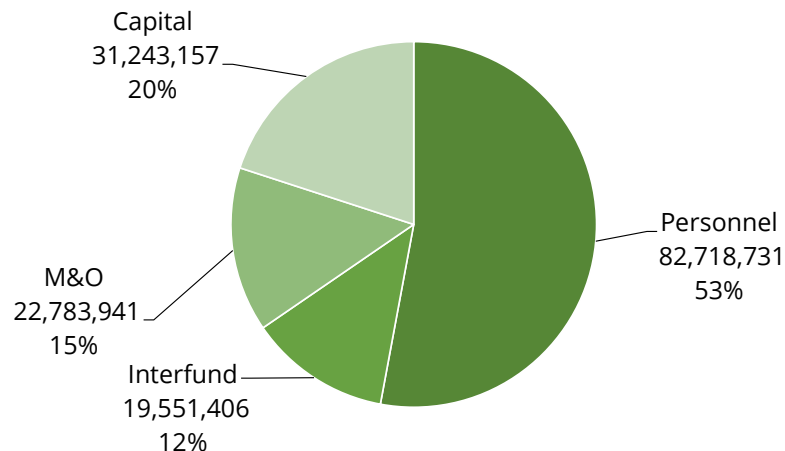
- ♦ Continued implementation of Operative IQ, an asset and narcotics management inventory system that improves resource accountability and reduces costs.
- ♦ Continued critical continuity of operations planning to include Redbooks for administrative rotating positions.
- ♦ Continued work with Sound Transit to ensure readiness for incident response involving the new light rail project in Bellevue.
- ♦ Partner with Public Health Seattle/King County to operate COVID mobile vaccination teams.
- ♦ Adoption of the 2018 International Fire Code.
- ♦ Electronic Inspection System deployment.
- ♦ Complete envelope repair of Fire Station 6.
- ♦ Knox Box implementation.
- ♦ Continue High Performance Organization and diversity initiative training for fire staff.
- ♦ Purchase equipment necessary to fully stock reserve apparatus (engines and ladder truck).
- ♦ Planned implementation of GlideScope™ for field video laryngoscopy, and outfitting Fire facilities with LED Displays for crew communications and Sound Transit alerts.
- ♦ Implementation of a Company Officer (Captain) Training program.
- ♦ Complete a draft of the Limited English Proficiency (LEP) Communication Plan.
- ♦ Develop a Shelter Operation Plan (SOP) for the City of Bellevue.
- ♦ Participate in the 2022 Cascadia Rising regional earthquake exercise.

2019-2020 Accomplishments

- ♦ Reaccreditation with the Center for Public Safety Excellence (CPSE).
- ♦ Renewal of category 2 rating by the Washington State Ratings Bureau.
- ♦ Extensive region wide collaborative response to COVID-19 impacting policy and operations across the Eastside.
- ♦ Continued implementation of the Fire Levy including the design and build of downtown Fire Station 10, and rebuild of Station 5.
- ♦ Secured Urban Area Security Initiative (UASI) and Emergency Preparedness Grant (EMPG) Funds totaling \$827,800.
- ♦ Implemented the Captain responsibility program.
- ♦ Completed 1st round of adding new equipment to reserve engines.
- ♦ Established overtime controls and accountability system.
- ♦ Successful continuity of operations Redbook creation for all department support staff.
- ♦ Implementation of the Roles & Responsibilities of the Lieutenant training program.
- ♦ Acceptance and updating of the Diversity Initiative, along with changes to recruit firefighter hiring practices.
- ♦ Expansion of CARES (Citizen Advocates for Referral and Education Services—Mobile Integrated Health-MIH) services to 7 days per week.

Fire

2021 - 2022 Budget Expenditure by Category



	2021 Adopted	2022 Adopted	2021-2022
Personnel	40,340,057	42,378,674	82,718,731
Interfund	9,496,429	10,054,977	19,551,406
M&O	10,654,593	12,129,348	22,783,941
Capital	17,096,152	14,147,005	31,243,157
Total Expenditures	77,587,231	78,710,004	156,297,235
Reserves ¹	7,733,724	7,531,880	7,531,880
Total Budget	85,320,955	86,241,884	163,829,115

Staffing Summary

	2019 Amended	2020 Amended	2021 Adopted	2022 Adopted
FTE	248.00	255.50	261.00	268.00
Unfunded FTE ²	3	3	3	3

Budget Summary by Fund excluding Reserves

	2019 Actuals	2020 Actuals	2021 Adopted	2022 Adopted
General Fund	54,291,697	54,324,826	58,698,349	62,030,061
LEOFF I Medical Reserve Fund	69,466	65,256	63,079	63,079
Operating Grants & Donations	975,611	2,714,335	1,420,242	2,169,963
General CIP	6,113,359	3,064,213	17,096,152	14,118,138
Fireman's Pension Fund	278,037	319,815	309,409	328,763
Total Budget	61,728,170	60,488,446	77,587,231	78,710,004
Reserves ¹			7,733,724	7,531,880

¹ Reserves: Reserves are not included in the pie chart above. 2019-2020 Actuals do not include reserves at the department level.

The 2021-2022 biennial budget calculation includes only the second year of reserves (ie 2022) to avoid double-counting of expenditure authority.

² Unfunded FTEs are positions frozen as a cost-containment measure during 2012. Unfunded FTEs are included in the total FTE count.

The figures above include double budgeting (internal transfers between City funds)

Proposal List by Department/Strategic Target Area

Fire

2021-2022 Budget One

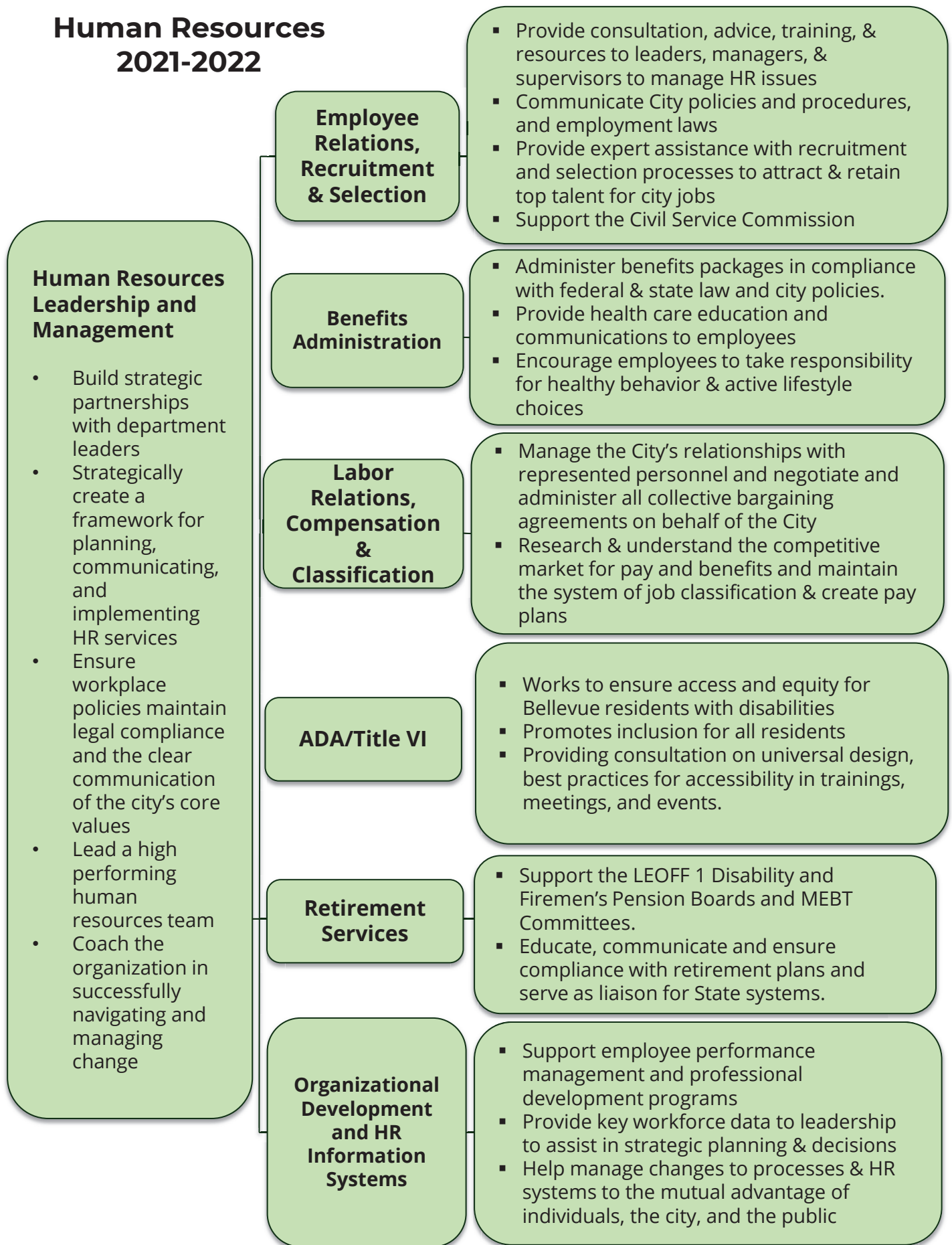
Proposal Title	CIP	Proposal Number
<u>Achieving Human Potential</u>		
Advanced Life Support (ALS) Services		070.02NA
Fire Prevention		070.06NA
Fire and Life Safety Community Risk Reduction		070.14NA
<u>Bellevue: Great Places Where You Want to Be</u>		
Fire Department Small Grant and Donations		070.09NA
<u>High Performance Government</u>		
Fire Suppression and Emergency Medical Response		070.01PA
Fire Department Training Division		070.03NA
Citywide Emergency Management Services		070.04PA
Fire Department Management & Support		070.05NA
Fire Facilities Maintenance & Operations		070.07DA
OEM Grant Participation: UASI and EMPG		070.08DA
Bellevue Fire CARES Program		070.15NA
Public Safety Dispatch Services		070.16DA
East Metro Training Group		070.18NA
<u>CIP</u>		
Fire Facility Major Maintenance	PS-16	070.10NA
Fire Facility Master Plan	PS-63	070.23NA
Fire Station 10 (Levy)	PS-64	070.32NA
Fire Station 4 (Levy)	PS-65	070.33NA
Fire Station 5	PS-66	070.34NA
Fire Warehouse & Special Projects (Levy)	PS-67	070.35NA
Station 6 Renovations (Levy)	PS-68	070.36NA

Note: While many proposals represent cross-departmental efforts, proposals are listed by sponsoring departments only.



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Human Resources 2021-2022





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Activities

- ♦ **Benefits Administration**
- ♦ **Employee Relations, Recruitment and Selection**
- ♦ **Labor Relations, Compensation and Classification**
- ♦ **ADA/Title VI Programs**
- ♦ **Retirement Services**
- ♦ **Training and Organizational Development &**



11 years
Average tenure of service with the City of Bellevue Fully Benefitted

46.7
Average age of employees

22.4%
Percentage of workforce eligible to retire within 2 years

Human Resources — Mission

We are committed to being a strategic partner with city departments by providing outstanding customer service in attracting, retaining, developing and deploying a high-performance, diverse workforce in support of the changing needs of the organization. As a business partner to each of the city's departments, the Human Resources (HR) Department promotes the sound management of employee resources and best practices for the city that fulfill community needs and citizen expectations.

2021-2022 Objectives

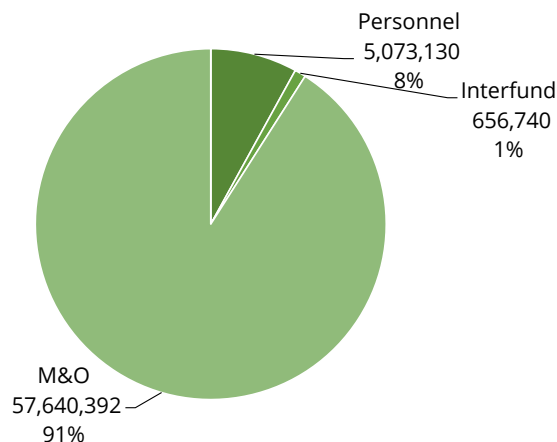
- ♦ Work Culture and High Performance Organization Focus – Continue to implement human resources programs that focus on the desired high performance work culture, and that support the city's core values of Exceptional Public Service, Stewardship, Commitment to Employees, Integrity, and Innovation.
- ♦ Organizational Workforce Development – Implement improvements to the city's learning management and employees' performance management systems with a one city performance evaluation process, which includes annual goal setting, individual development plans, ongoing feedback between supervisors and employees throughout the year, training for all managers in people management fundamentals, and training for all employees to strengthen the demonstration of the city's core competencies of customer focus, instilling trust, communicating effectively, and cultivating innovation.
- ♦ Diversity, Equity and Inclusion - Continue to implement strategies and programs to provide an inclusive, equitable, and diverse culture and work environment to best support the community that we serve.

2019-2020 Accomplishments

- ♦ Organizational Workforce Development — Implemented a new organization-wide employee performance and learning management system.
- ♦ Diversity, Equity and Inclusion –
 - ♦ Continue to develop the Supported Employment Program to provide employment opportunities for adults with Intellectual disabilities.
 - ♦ Continue to strengthen the work of the Employee Resource Groups and the Diversity Liaisons.
- ♦ Policy, Procedure and Municipal Code – Implemented a variety of new city policies and changes to the municipal code to address leave and work scheduling options to meet state and federal requirements, including those related to COVID-19.

Human Resources

2021 - 2022 Budget Expenditure by Category



	2021 Adopted	2022 Adopted	2021-2022
Personnel	2,509,406	2,563,724	5,073,130
Interfund	320,871	335,869	656,740
M&O	27,888,707	29,751,685	57,640,392
Capital	-	-	-
Total Expenditures	30,718,984	32,651,278	63,370,262
Reserves ¹	8,685,603	6,741,078	6,741,078
Total Budget	39,404,587	39,392,356	70,111,340

Staffing Summary

	2019 Amended	2020 Amended	2021 Adopted	2022 Adopted
FTE	16.80	16.80	16.80	16.80

Budget Summary by Fund excluding Reserves

	2019 Actuals	2020 Actuals	2021 Adopted	2022 Adopted
General Fund	2,887,872	2,518,740	2,875,125	2,946,090
Operating Grants & Donations	-	185,333	-	-
Unemployment Compensation Fund	159,987	284,050	204,000	209,000
Health Benefits Fund	26,139,470	27,918,768	27,639,859	29,496,188
Total Budget	29,187,330	30,906,891	30,718,984	32,651,278
Reserves ¹			8,685,603	6,741,078

¹ Reserves: Reserves are not included in the pie chart above. 2019-2020 Actuals do not include reserves at the department level.

The 2021-2022 biennial budget calculation includes only the second year of reserves (ie 2022) to avoid double-counting of expenditure authority.

The figures above include double budgeting (internal transfers between City funds)

Proposal List by Department/Strategic Target Area

Human Resources

2021-2022 Budget One

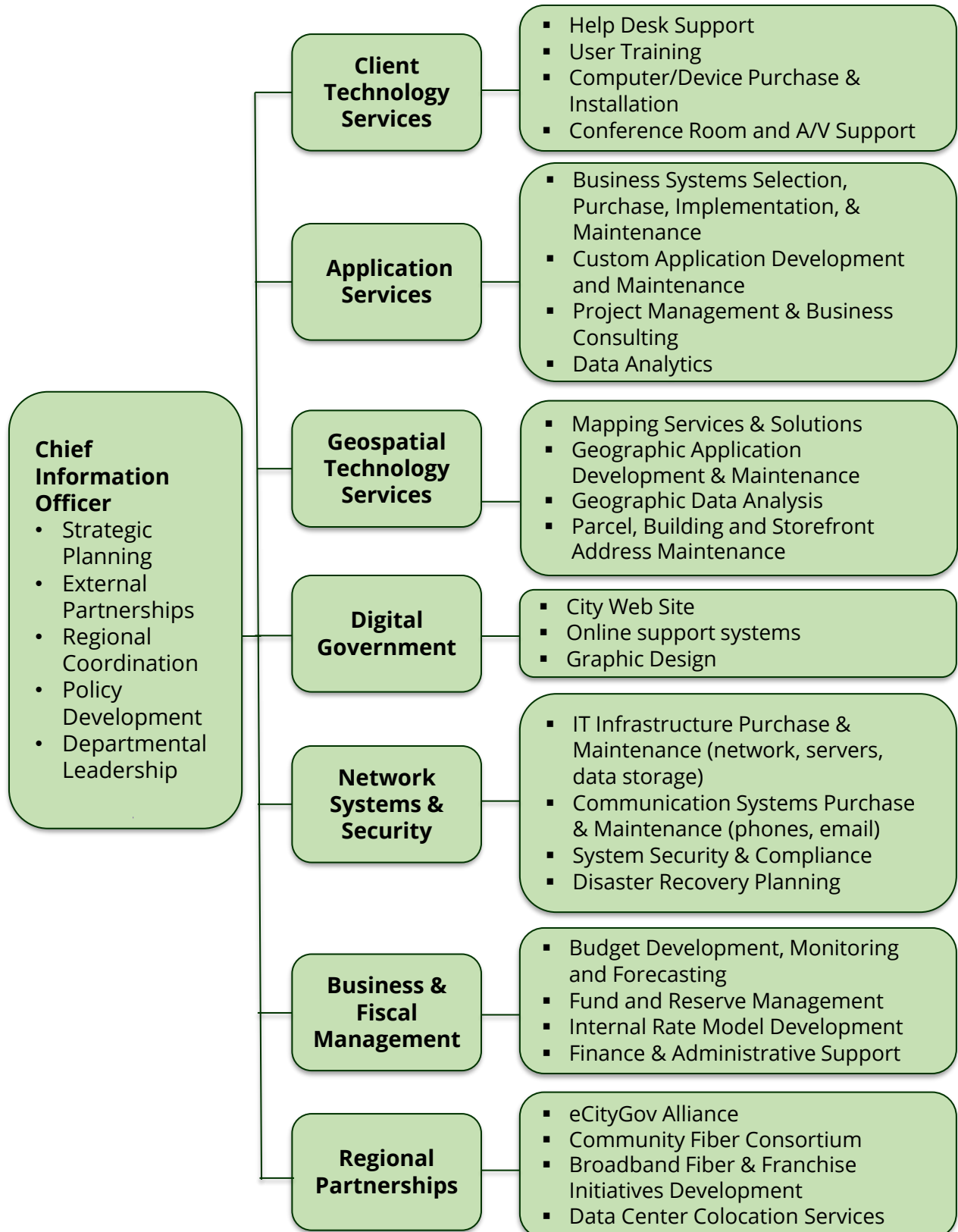
Proposal Title	Proposal Number
<u>Achieving Human Potential</u>	
HR Workforce Development–High Performance Work Culture Programs	080.04NA
Talent Acquisition	080.07NA
Human Resources Tuition Reimbursement	080.09NA
<u>High Performance Government</u>	
Health Benefits Operating Fund	080.01NA
HR Workforce Administration–Program Administration	080.06NA

Note: While many proposals represent cross-departmental efforts, proposals are listed by sponsoring departments only.



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Information Technology 2021-2022





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Activities

- ◆ Help desk support
- ◆ IT training
- ◆ Application development/support
- ◆ Mapping services
- ◆ Graphic and web design
- ◆ Technology Infrastructure
- ◆ Cybersecurity
- ◆ Regional technology partnerships



Information Technology

Effectiveness of technology at helping employees perform their jobs: 79% rating Good to Excellent

ITD as a strategic and collaborative partner: 80% rating Good to Excellent

Overall Customer Satisfaction: 77% rating Good to Excellent

Network Uptime: 99.97%

Mean time to repair targets met: 86%

IT spending: 2.04% of total enterprise

Online transactions: 43% of all transactions

Information Technology Department

Our mission: Partner, innovate and evolve to deliver high value, customer-focused solutions.

2021-2022 Strategic Objectives

Enhancing Digital Government

- ◆ Continue to transform bellevuewa.gov by building a digital government service that focuses on user needs and services.
- ◆ Manage outreach activities more efficiently to ensure Bellevue's strong customer service ethic is reflected in digital government.
- ◆ Increase community access to the internet, economic opportunities and city services.

Supporting Business and Workforce Productivity

- ◆ Increase speed of technology execution to create more organization capacity for innovation and improvement.
- ◆ Enable a mobile, technology savvy workforce with the tools they need to better serve the community.
- ◆ Partner with stakeholders to evaluate and optimize software portfolio to better serve business needs.
- ◆ Advance continuous development of the information security program, including updating and executing on security and data policies to reduce vulnerabilities.

Embracing Technology Innovation

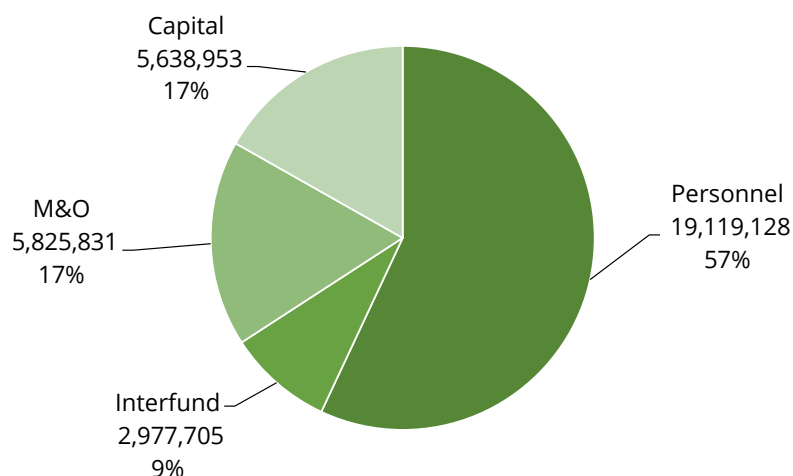
- ◆ Achieve the smart city objectives in the Bellevue Smart Plan to improve livability, sustainability and resiliency.
- ◆ Use data to effectively inform decisions and shift operations to more proactive, predictive service delivery.
- ◆ Increase opportunities to use and assess innovative technologies and speed up adoption of useful advances.

2019-2020 Accomplishments

- ◆ Migrated email and personal files to the cloud (Office 365) which supported an easier transition to remote work.
- ◆ Added fire inspection software to support fire inspection fees.
- ◆ Continued to expand the reach and effectiveness of the MyBuildingPermit portal as part of the eCityGov Alliance. Added several new customers and upgrades including eCheck functions.
- ◆ Partnered with King County Housing Authority to continue adding Wi-Fi to public housing properties in Bellevue.
- ◆ Supported the citywide COVID-19 response with a multilingual chatbot, additional help desk tools, external mapping applications and technology for remote council, commission, and community meetings.
- ◆ Launched the Bellevue Public Map Viewer, one map that includes city facilities, planned and ongoing city construction projects, neighborhood boundaries, transportation features, utility infrastructure locations, property/land use, information and environmentally focused map layers.
- ◆ Placed in the top five Digital Cities three years in a row from the Center for Digital Government (Population 125,000 to 249,999).
- ◆ Received public sector industry awards recognizing excellence on a variety of achievements including COVID-19 chatbot, robotic process automation for cloud migration, integrated 911 dispatch and traffic engineering dashboard, and smart water meter data integration dashboard.

Information Technology

2021 - 2022 Budget Expenditure by Category



	2021 Adopted	2022 Adopted	2021-2022
Personnel	9,496,223	9,622,905	19,119,128
Interfund	1,454,259	1,523,446	2,977,705
M&O	2,791,096	3,034,735	5,825,831
Capital	3,224,898	2,414,055	5,638,953
Total Expenditures	16,966,476	16,595,141	33,561,617
Reserves ¹	5,168,473	4,953,749	4,953,749
Total Budget	22,134,949	21,548,890	38,515,366

Staffing Summary

	2019 Amended	2020 Amended	2021 Adopted	2022 Adopted
FTE	61.00	61.00	61.00	61.00

Budget Summary by Fund excluding Reserves

	2019 Actuals	2020 Actuals	2021 Adopted	2022 Adopted
ITD Fund	13,911,648	14,907,656	16,603,226	16,296,699
General CIP	205,665	210,708	363,250	298,442
Operating Grants & Donations	-	84,231	-	-
Total Budget	14,117,312	15,202,595	16,966,476	16,595,141
Reserves ¹			5,168,473	4,953,749

¹ Reserves: Reserves are not included in the pie chart above. 2019-2020 Actuals do not include reserves at the department level.

The 2021-2022 biennial budget calculation includes only the second year of reserves (ie 2022) to avoid double-counting of expenditure authority. The figures above include double budgeting (internal transfers between City funds)

Proposal List by Department/Strategic Target Area
Information Technology
2021-2022 Budget One

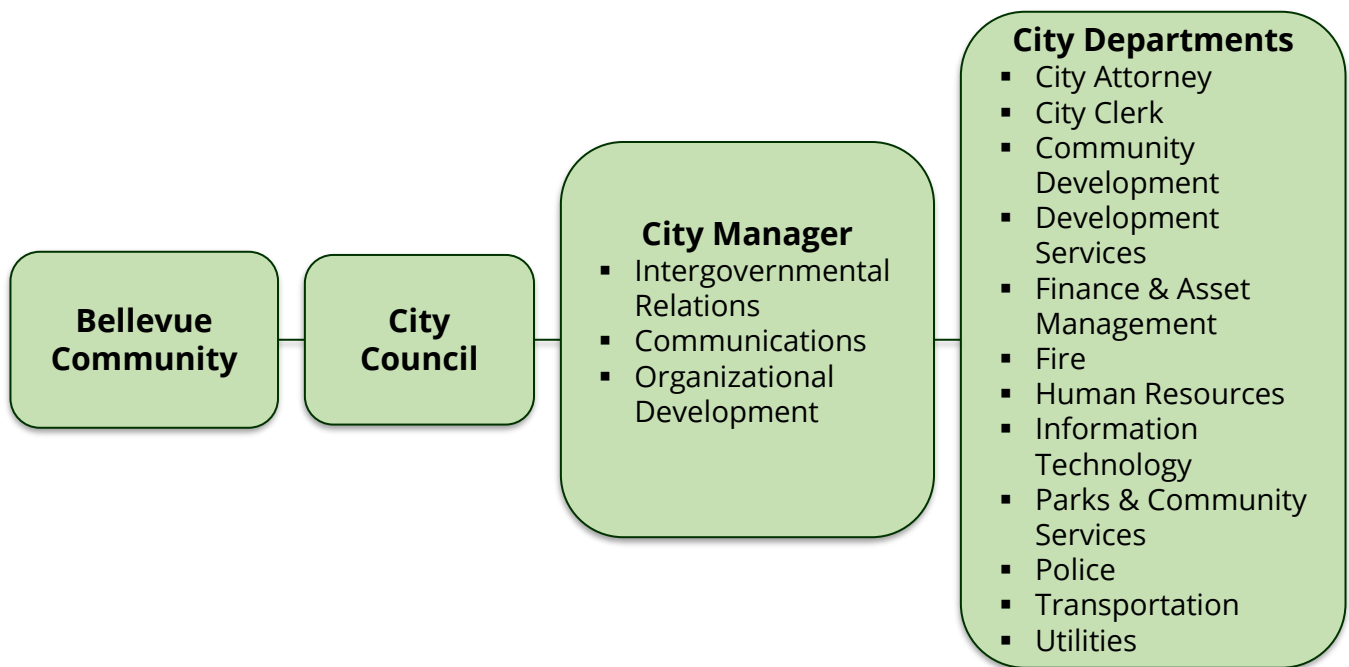
<u>Proposal Title</u>	<u>CIP</u>	<u>Proposal Number</u>
<u>High Performance Government</u>		
Computer Technology Services		090.01NA
Application Development Services		090.03NA
IT Department Management and Support		090.05NA
Geospatial Technology Services (GTS)		090.06NA
Network Systems and Security		090.08NA
Technology Business Systems Support		090.09NA
eCityGov Alliance Fees and Services		090.10NA
<u>CIP</u>		
Enterprise Application Replacement Reserve	G-94	090.17NA
Smart City Connectivity	G-38	090.19NA

Note: While many proposals represent cross-departmental efforts, proposals are listed by sponsoring departments only.



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Miscellaneous Non-Departmental 2021-2022





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Activities

- ◆ Citywide Contingency
- ◆ OneCity Initiative
- ◆ Civic & Partner Memberships
- ◆ Legislative Costs



The Miscellaneous Non-Departmental (MND) budget funds items that benefit the city as a whole, including:

- ◆ Memberships in governmental organizations and regional committees
- ◆ Election fees
- ◆ Court
- ◆ Employee events
- ◆ One City activities
- ◆ Animal Control

A citywide contingency is also maintained to provide funds for emerging opportunities and City initiatives.

Miscellaneous Non-Departmental

Mission—Provide exceptional customer service, uphold the public interest and advance the Community Vision.

Vision—Be a collaborative and innovative organization that is future focused and committed to excellence.

2021-2022 Objectives

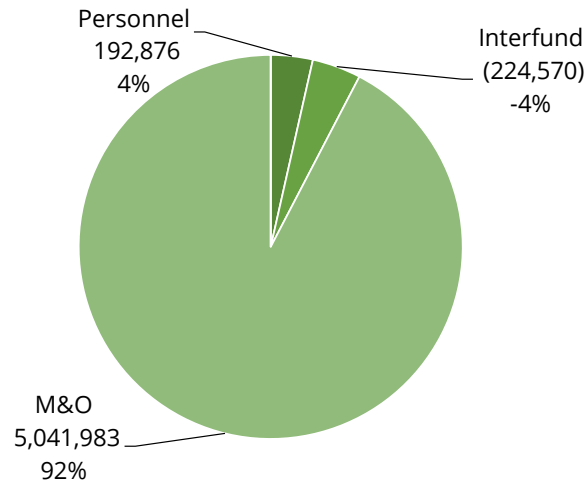
- ◆ Have funds available for city and Council initiatives and opportunities when they arise.
- ◆ Provide One City advancement and leadership training.
- ◆ Maintain civic and partner memberships; including King County Animal Control.
- ◆ Fund legislative costs, including elections, courts, and Puget Sound Clean Air.
- ◆ Support citywide employee activities including citywide meetings and employees' committee.

2019-2020 Accomplishments

- ◆ Provided funds for:
 - ◆ Leadership Training
 - ◆ Multi-Model Level of Service Study
 - ◆ Economic and Community Initiatives
 - ◆ High priority projects and plans
- ◆ Provided One City advancement through training and innovation initiatives.
- ◆ Maintained civic and partner memberships; including King County Animal Control, Association of Washington Cities, and Sound Cities.
- ◆ Funded legislative costs, including elections, courts, and Puget Sound Clean Air.
- ◆ Supported citywide employee activities including citywide meetings and employees' committee.
- ◆ Provided funds for legal consultations for emerging items.

Miscellaneous Non-Departmental

2021 - 2022 Budget Expenditure by Category



	2021 Adopted	2022 Adopted	2021-2022
Personnel	95,361	97,515	192,876
Interfund	(174,348)	(50,222)	(224,570)
M&O	2,745,791	2,296,192	5,041,983
Capital	-	-	-
Total Expenditures	2,666,804	2,343,485	5,010,289
Reserves ¹	-	-	-
Total Budget	2,666,804	2,343,485	5,010,289

Staffing Summary

	2019 Amended	2020 Amended	2021 Adopted	2022 Adopted
FTE	-	-	12.00	12.00
Unfunded FTE ²	-	-	12	12

Budget Summary by Fund excluding Reserves

	2019 Actuals	2020 Actuals	2021 Adopted	2022 Adopted
General Fund	4,408,445	4,085,314	2,666,804	2,343,485
Operating Grants & Donations	-	14,876		
Total Budget	4,408,445	4,085,314	2,666,804	2,343,485

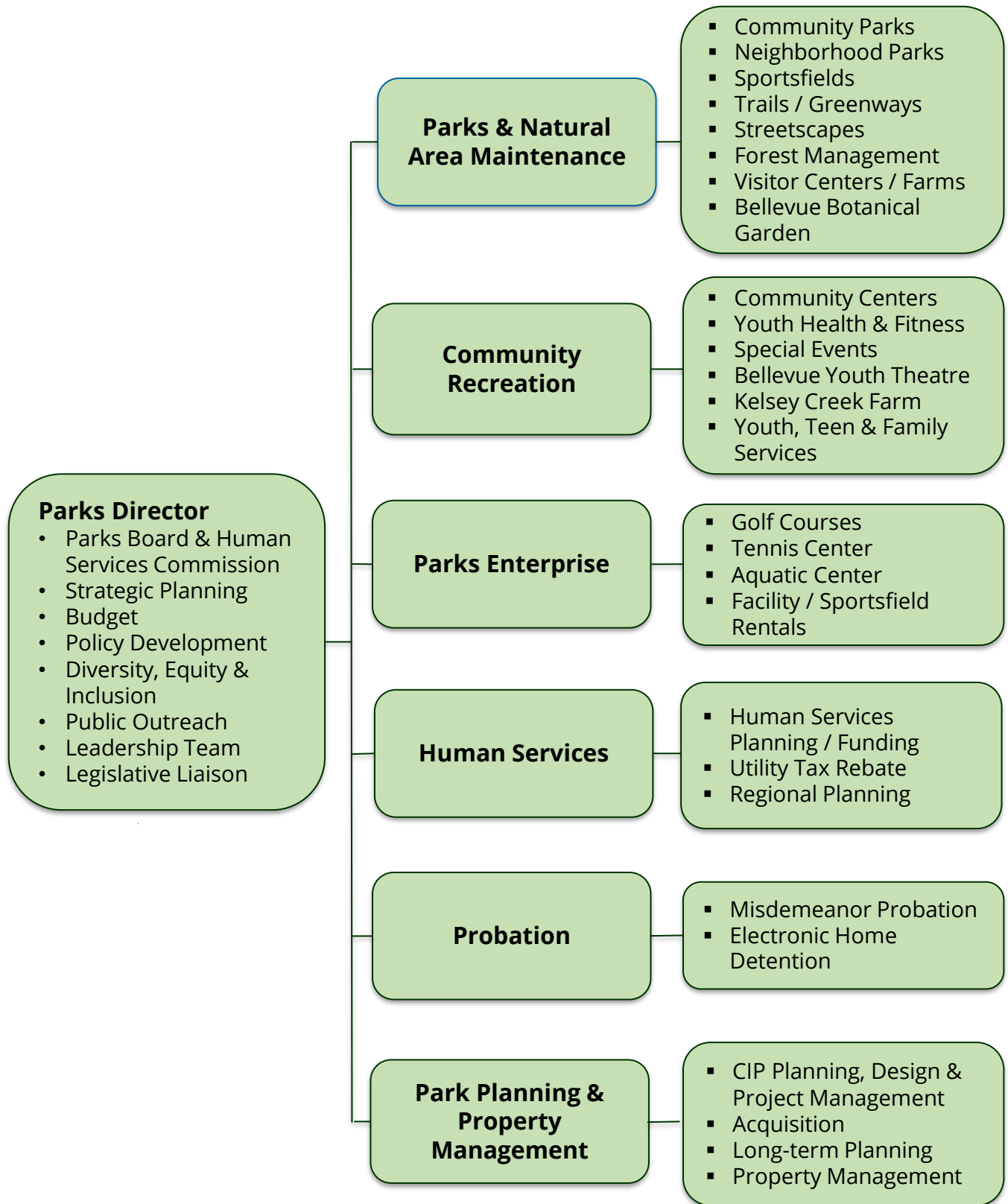
Reserves ¹	-	-
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¹ Reserves: Reserves are not included in the pie chart above. 2019-2020 Actuals do not include reserves at the department level.

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² Unfunded positions to retain FTE authority

Parks & Community Services 2021-2022





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Activities

- ♦ Parks & Natural Area Maintenance
- ♦ Community Recreation
- ♦ Parks Enterprise
- ♦ Human Services
- ♦ Probation
- ♦ Park Planning & Property Management



2,700 acre park system; 78 developed parks, 98 miles of trails

20,000 program registrations, 16,000 field rentals, and 75,000 golf rounds

\$11.5 million in discretionary revenue

4,700 volunteers providing services valued at \$3.3M

92% of residents report overall satisfaction good or better

Nationally accredited

Parks & Community Services — Mission

We build a healthy community through an integrated system of exceptional parks, natural areas, recreation, arts and culture, and a broad base of community services.

2021-2022 Objectives

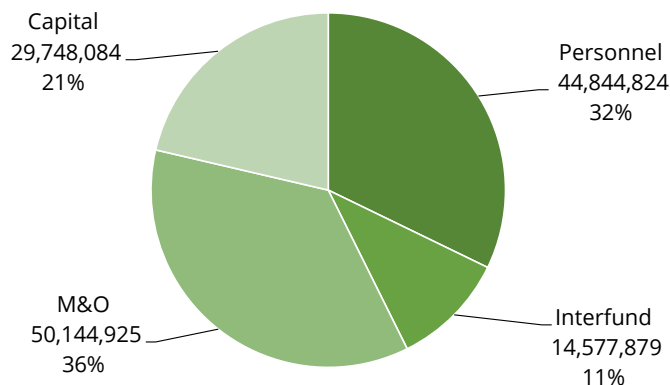
- ♦ Plan, acquire, design, and develop a coordinated park system which satisfies the community's open space and recreation needs.
- ♦ Provide clean, safe, attractive, and functional parks, open space, and recreation facilities.
- ♦ Help increase community safety and belonging by providing/ supporting prevention and intervention services.
- ♦ Work with the City's diverse population and community organizations to assist people in need of critical emergency services.
- ♦ Through partnerships and collaborations, provide Bellevue residents with opportunities for recreation, socialization, skill development and education in order to enhance physical and mental health.

2019-2020 Accomplishments

- ♦ Meydenbauer Bay Park Phase I: Construction of this major urban park in 2019 enhances public access to the waterfront and anchors the City's Grand Connection vision.
- ♦ Surrey Downs Park: Construction of this Parks Levy project in 2019 converts the former District Court site and playfields into a significant park serving the Surrey Downs neighborhood and is adjacent to future light rail.
- ♦ Eastside Pathways: The City partners with Eastside Pathways in collaboration with more than 70 agencies and two school districts to address education, youth development, and services for low income and marginalized communities.
- ♦ Human Services: The City distributes \$3.7M in grants to 75 human service programs serving residents from school-aged children to older adults.
- ♦ Updated Strategic Plan, Recreation Program Plan, and Diversity Strategic Plan: The Strategic Plan identifies five-year priorities to uphold/advance Bellevue's identity as a "City in a Park" and promote community well-being. The Recreation Program Plan establishes goals in providing recreational opportunities for Bellevue residents, with a focus on equitable program development/delivery and removing barriers to program access. The Diversity Strategic Plan establishes guidelines and strategies to address policies, practices, and procedures pertaining to diversity, equity, and inclusion access.
- ♦ National Accreditation: Bellevue Parks & Community Services is accredited by the Commission for Accreditation of Park and Recreation Agencies. Bellevue remains one of only 172 accredited agencies in the United States to complete a rigorous assessment of operations, management, and service to the community.

Parks and Community Services

2021 - 2022 Budget Expenditure by Category



	2021 Adopted	2022 Adopted	2021-2022
Personnel	22,181,421	22,663,403	44,844,824
Interfund	7,163,341	7,414,538	14,577,879
M&O	25,055,163	25,089,762	50,144,925
Capital	13,280,333	16,467,751	29,748,084
Total Expenditures	67,680,258	71,635,454	139,315,712
Reserves ¹	6,556,733	6,226,573	6,226,573
Total Budget	74,236,991	77,862,027	145,542,285

Staffing Summary

	2019 Amended	2020 Amended	2021 Adopted	2022 Adopted
FTE	168.28	168.28	168.28	168.28

Budget Summary by Fund excluding Reserves

	2019 Actuals	2020 Actuals	2021 Adopted	2022 Adopted
General Fund	35,103,753	30,693,816	35,905,509	36,874,528
Human Services Fund	6,931,553	4,417,671	7,694,456	7,924,733
Parks M&O Reserve Fund	590,679	461,502	588,474	604,012
Land Purchase Revolving Fund	848,285	733,644	887,575	908,025
Parks Enterprise Fund	6,906,965	5,441,362	6,242,861	6,728,586
Operating Grants & Donations	1,416,964	3,797,282	2,314,388	1,453,357
General CIP	7,266,299	13,924,676	13,377,333	16,467,751
Marina	703,795	704,003	669,662	674,462
Total Budget	59,768,293	60,173,956	67,680,258	71,635,454
Reserves ¹			6,996,111	6,668,209

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Note: G-04 moved to Parks from Civic Services, \$120K in 2019

Proposal List by Department/Strategic Target Area
Parks & Community Services
2021-2022 Budget One

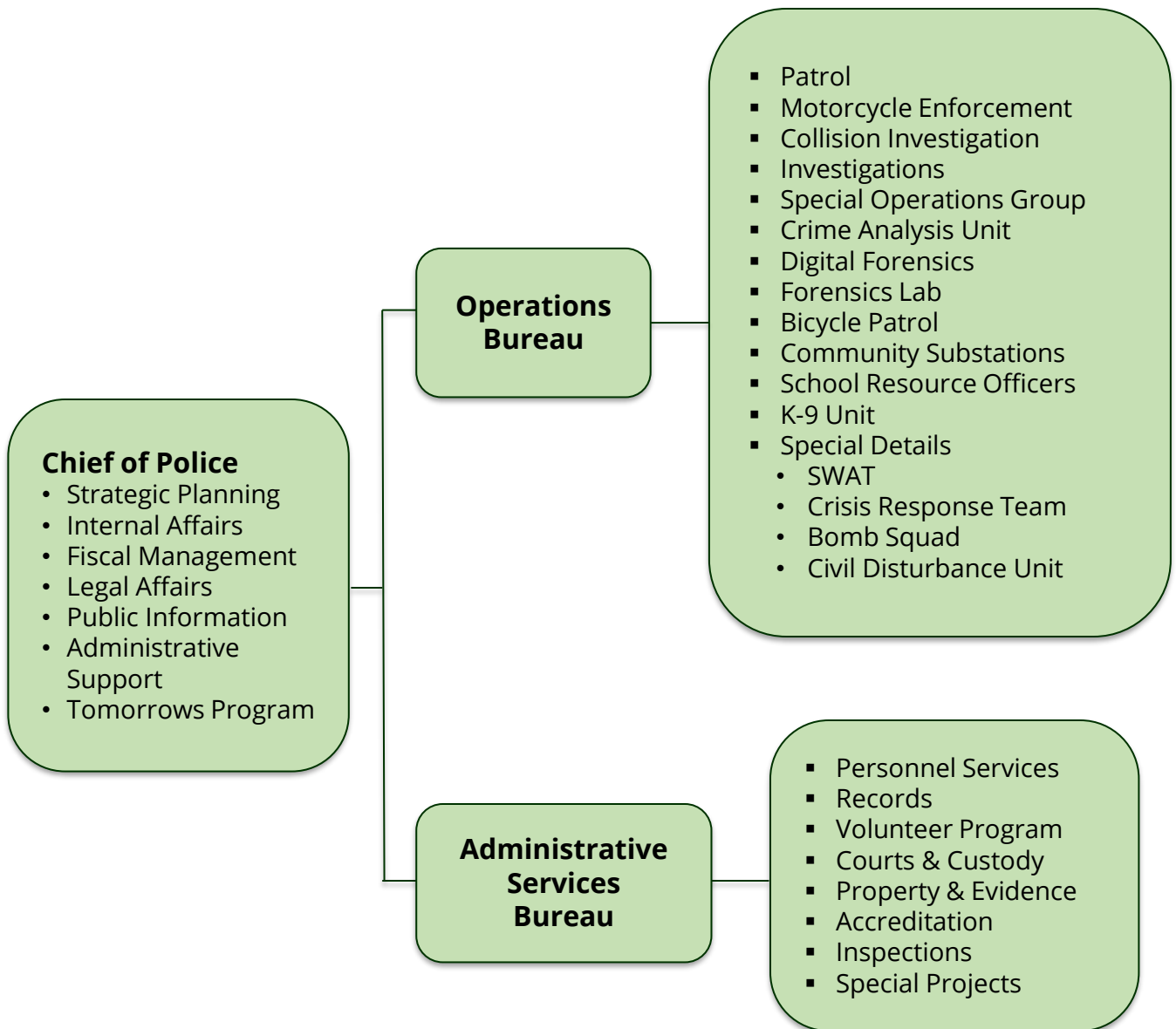
Proposal Title	CIP	Proposal Number
<u>Achieving Human Potential</u>		
Community Recreation		100.01NA
Youth Development Services		100.02NA
Human Services Planning Funding and Regional Collaboration		100.04NA
<u>Bellevue: Great Places Where You Want to Be</u>		
Parks Enterprise Programs		100.03NA
<u>High Performance Government</u>		
Bellevue Probation and Electronic Home Detention		100.05NA
<u>High Quality Built and Natural Environment</u>		
Community and Neighborhood Parks Program		100.06NA
Structural Maintenance Program		100.08NA
Natural Resource Management		100.09NA
Street Trees Landscaping & Vegetation Management Program		100.10NA
Park Planning and Property Management		100.11NA
Parks & Community Services Management and Support		100.12NA
<u>CIP</u>		
Hearing Accessibility for Public Spaces	G-04	100.100NA
King County Parks Levy (2020-2025)	P-AD-105	100.101NA
Parks Operation and Maintenance Facility	G-117	100.102NA
Park & Open Space Acquisition	P-AD-82	100.60NA
Bellevue Airfield Park Development (Levy)	P-AD-83	100.62NA
Park Planning & Design	P-AD-27	100.72NA
Enterprise Facility Improvements	P-R-02	100.76NA
Parks Renovation & Refurbishment Plan	P-R-11	100.77NA
Meydenbauer Bay Park Phase 1 Park Development	P-AD-92	100.80NA
Newport Hills Park Development	P-AD-102	100.93NA
Bridle Trails/140th Street Park Development	P-AD-101	100.94NA
Mercer Slough East Link Mitigation	P-AD-96	100.95NA
Gateway NE Entry at Downtown Park	P-AD-100	100.96NA
Bel-Red Parks & Streams	P-AD-103	100.97NA
Meydenbauer Bay Park Planning and Design	P-AD-104	100.98NA
Aquatics Center Feasibility Study	G-114	100.99NA

Note: While many proposals represent cross-departmental efforts, proposals are listed by sponsoring departments only.



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Police Department 2021-2022





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Activities

- ♦ Patrol
- ♦ Investigations
- ♦ Traffic Enforcement
- ♦ Community Services
- ♦ Special Operations
- ♦ Forensics
- ♦ Crime Analysis
- ♦ School Resource Officers
- ♦ Training
- ♦ Records



Internationally accredited by CALEA for past fifteen years

Works hand-in-hand with local schools, businesses, communities, and law enforcement agencies

Partners with the Bellevue Police Foundation

Developed positive working relationships with local media

Winner of the IACP Outstanding Achievement in Law Enforcement Volunteer Programs

Police — Mission

To provide a safe place to live, work, and visit through quality law enforcement practices delivered by dedicated professionals. We focus our efforts and resources to Reduce Crime, Reduce the Fear of Crime, and Enhance the Quality of Life for all who call Bellevue home.

2021-2022 Objectives

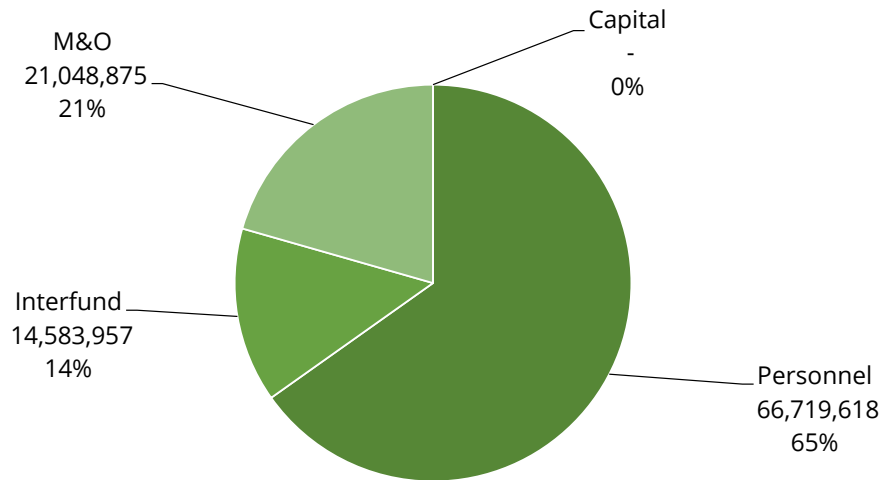
- ♦ Reduce crime and enhance traffic safety.
- ♦ Create opportunities for community engagement to positively impact public safety.
- ♦ Complete timely, effective investigations to facilitate prosecutions.
- ♦ Ensure all employees are highly trained and all necessary certifications are maintained.
- ♦ Provide high value services while efficiently managing resources.
- ♦ As allowed, hire to full staffing, both sworn and civilian.
- ♦ Be at the forefront of any changes in training or tactics to best equip our officers for success.
- ♦ Build a positive, productive, and engaged workforce that supports the City's mission and strategic goals.
- ♦ Engage stakeholder groups on matters related to bias, bigotry, racism and the relationship between police officers and all communities in Bellevue.

2019-2020 Accomplishments

- ♦ Traffic unit focused on high accident areas and emphasized safety in complaint areas, neighborhoods, and school zones.
- ♦ Fraud unit broke up a Residential Real Estate fraud ring that had multiple victims, arresting six criminals.
- ♦ Special Operations Group arrested an Eastside burglary crew with multiple victims, recovering multiple vehicles and hundreds of pieces of jewelry.
- ♦ Reinstated the Downtown Unit with highly trained officers to focus on high risk crime activity downtown and high priority calls.
- ♦ Conducted the 4th annual Eastside Muslim Safety Forum, the 1st LGBTQ+ Youth Safety Forum, and a Community Safety Forum for Bellevue College students.
- ♦ Hired 22 sworn officers and five civilian employees in 2019 to reduce staffing vacancies to the lowest level in several years.
- ♦ Created a cadre of patrol officers with enhanced safety training and health safety equipment in response to the COVID-19 Pandemic.
- ♦ Strengthened social media presence: Increased Twitter followers by 25% in the first six months of 2020 with the top tweet reaching nearly 60,000; Facebook feed reached nearly 50% more individuals.
- ♦ Organized and hosted the first bilingual virtual town hall meeting addressing hate crimes and bias-related incidents targeting the Asian Community during the COVID-19 pandemic.
- ♦ Met our National Accreditation Standards for 2019.

Police

2021 - 2022 Budget Expenditure by Category



	2021 Adopted	2022 Adopted	2021-2022
Personnel	33,013,495	33,706,123	66,719,618
Interfund	7,176,908	7,407,049	14,583,957
M&O	10,393,925	10,654,950	21,048,875
Capital	-	-	-
Total Expenditures	50,584,328	51,768,122	102,352,450
Reserves ¹	-	-	-
Total Budget	50,584,328	51,768,122	102,352,450

Staffing Summary

	2019 Amended	2020 Amended	2021 Adopted	2022 Adopted
FTE	231.00	233.00	233.00	233.00

Budget Summary by Fund excluding Reserves

	2019 Actuals	2020 Actuals	2021 Adopted	2022 Adopted
General Fund	48,637,808	48,730,342	50,584,328	51,768,122
LEOFF I Medical Reserve Fund	240,279	-	-	-
Operating Grants & Donations	342,427	1,142,054	-	-
Total Budget	49,220,515	49,872,396	50,584,328	51,768,122

Reserves ¹	-	-	-	-
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¹ Reserves: Reserves are not included in the pie chart above. 2019-2020 Actuals do not include reserves at the department level.

The 2021-2022 biennial budget calculation includes only the second year of reserves (ie 2022) to avoid double-counting of expenditure authority. The figures above include double budgeting (internal transfers between City funds)

Proposal List by Department/Strategic Target Area

Police

2021-2022 Budget One

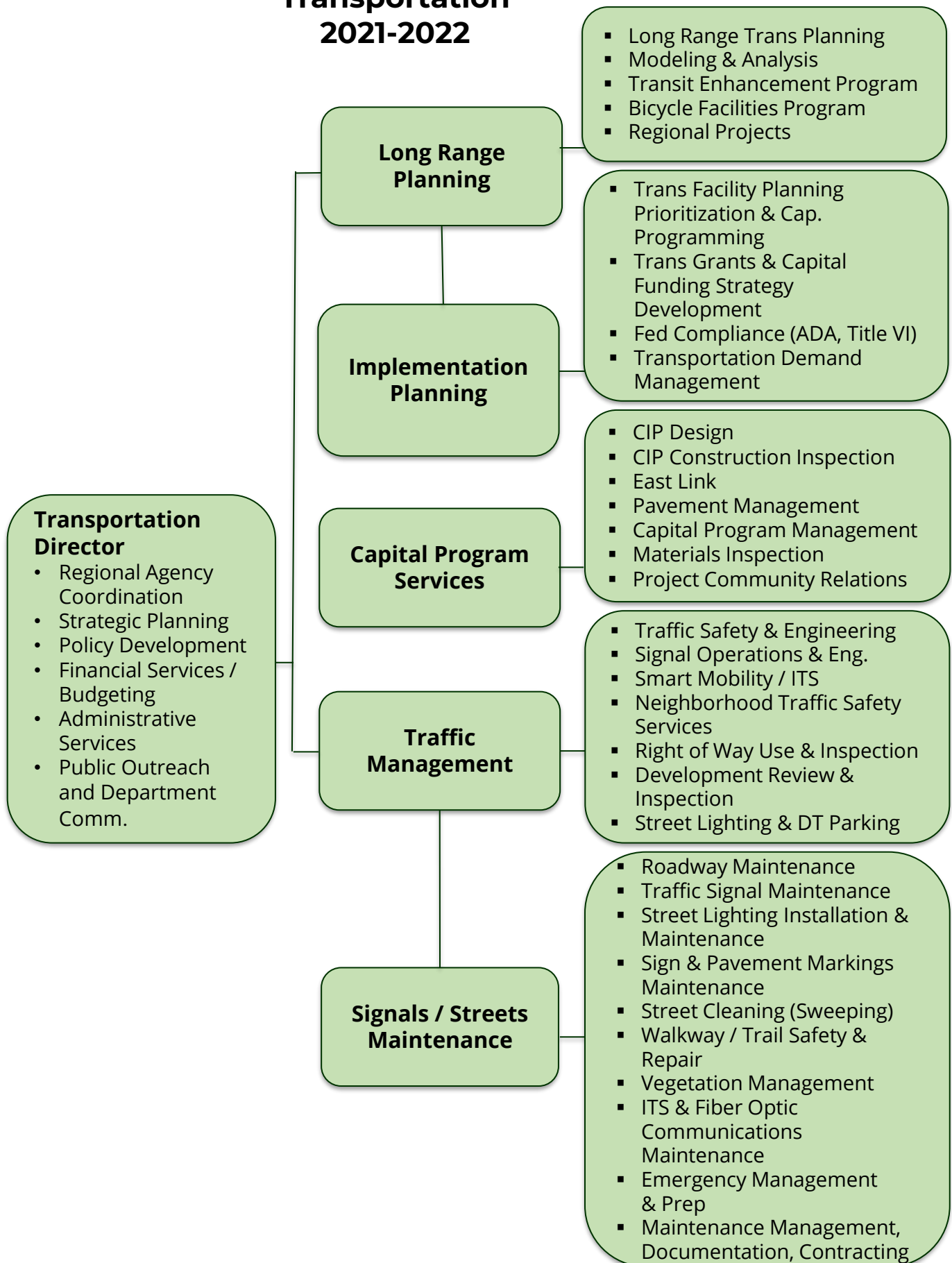
Proposal Title	Proposal Number
<u>Achieving Human Potential</u>	
Domestic Violence Prevention and Response	120.03NA
<u>High Performance Government</u>	
Patrol	120.01NA
Investigations	120.02PA
Special Operations Group	120.04NA
Property and Evidence	120.08NA
Police Records	120.09NA
Personnel Services Unit	120.10PA
Courts and Custody Unit	120.11NA
Office of Accountability	120.12NA
Management and Support	120.13NA
Special Details: SWAT/CRT; Bomb Squad; CDU; Honor Guard	120.17NA
<u>Transportation and Mobility</u>	
Traffic Flagging	120.07NA

Note: While many proposals represent cross-departmental efforts, proposals are listed by sponsoring departments only.



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Transportation 2021-2022





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Activities

- ◆ Long Range & Implementation Planning
- ◆ Capital Program Services
- ◆ Traffic Management
- ◆ Signals & Streets Maintenance
- ◆ Regional Projects



2019/20 ITS communication network upgrades have improved bandwidth by 100x allowing for new and innovative uses of our cameras and signal system

1,091 lane miles of pavement maintained, including 608 pothole repairs in 2019 and 6400 lane-miles of sweeping accomplished

156 miles of bicycle facilities (2019)

Transportation Department — Mission

Keeping Bellevue moving forward.

2021-2022 Objectives

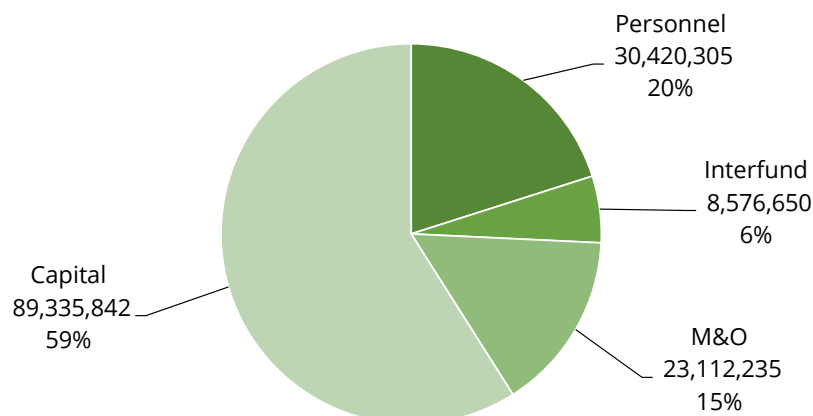
- ◆ Finalize Mobility Implementation Plan and multimodal concurrency framework.
- ◆ Continue to partner with Sound Transit to deliver East Link light rail and BelRed Operations and Maintenance Facility.
- ◆ Implement the Council adopted Capital Investment Program (CIP) Plan.
- ◆ Continue developing public / private partnerships to support implementation of Smart Mobility Plan to support the city's "Smart City" goals.
- ◆ Advance even more Neighborhood Safety, Connectivity, and Congestion Levy projects from planning / design to construction/ completion.
- ◆ Begin implementing the Vision Zero Action Plan to advance the goal of eliminating traffic fatalities and serious injuries on city streets by 2030.
- ◆ Complete LED conversion project, realizing an additional budget savings of \$150,000 per year.

2019-2020 Accomplishments

- ◆ Worked with jurisdictions throughout the state to establish protocols allowing construction to continue through the early days of the COVID-19 outbreak. Rapidly implemented Governor's and DOH site requirements to assure projects progressed without delay.
- ◆ Implemented an activity based modeling platform that incorporates non-motorized travel modes and mixed-use development.
- ◆ Following the successful deployment of the 108th downtown bikeway, completed further safety enhancements to this corridor and expanded the network to Main St.
- ◆ Partnered with Sound Transit to progress the East Link project to near completion of the heavy civil work.
- ◆ Completed several major projects: opened a new roadway, Spring Blvd from 116th Ave NE to 124th Ave NE; completed phase two of 124th Ave NE; and phase one of the Mountains to Sound Greenway Trail. Started construction on two long-awaited projects – West Lake Sammamish Parkway Phase 2 and Newport Way – Somerset Blvd to 150th Ave SE. Continued design and property acquisition phases of the remaining TIFIA-funded projects.
- ◆ Completed 35 levy funded projects throughout the city, including the first two Neighborhood Congestion Reduction Levy projects.
- ◆ Completed innovative video analytics intersection safety study in partnership with public and private partners.
- ◆ Deployed state-of-the-art curb space monitoring technology in support of grant projects with the UW and Transportation for America.
- ◆ Received Silver Bicycle Friendly Community award from the League of American Bicyclists.

Transportation

2021 - 2022 Budget Expenditure by Category



	2021 Adopted	2022 Adopted	2021-2022
Personnel	15,082,860	15,337,445	30,420,305
Interfund	4,009,850	4,566,800	8,576,650
M&O	11,394,952	11,717,283	23,112,235
Capital	45,197,809	44,138,033	89,335,842
Total Expenditures	75,685,471	75,759,561	151,445,032
Reserves ¹	1,311,157	1,295,585	1,295,585
Total Budget	76,996,628	77,055,146	152,740,617

Staffing Summary

	2019 Amended	2020 Amended	2021 Adopted	2022 Adopted
FTE	143.45	144.45	149.45	149.45

Budget Summary by Fund excluding Reserves

	2019 Actuals	2020 Actuals	2021 Adopted	2022 Adopted
General Fund	29,730,625	27,929,965	29,587,378	30,062,643
Operating Grants & Donations	444,644	539,809	102,473	102,473
Land Purchase Revolving Fund	2,509,893	23,879	14,690	15,572
General CIP	56,223,103	76,204,445	45,980,930	45,578,873
Total Budget	88,908,265	104,698,098	75,685,471	75,759,561
Reserves ¹			1,311,157	1,295,585

¹ Reserves: Reserves are not included in the pie chart above. 2019-2020 Actuals do not include reserves at the department level.

The 2021-2022 biennial budget calculation includes only the second year of reserves (ie 2022) to avoid double-counting of expenditure authority.

The figures above include double budgeting (internal transfers between City funds)

Proposal List by Department/Strategic Target Area
Transportation
2021-2022 Budget One

Proposal Title	CIP	Proposal Number
<u>High Quality Built and Natural Environment</u>		
Transportation Drainage Billing		130.06NA
Transportation System Maintenance (Non-Electric)		130.22NA
Street Cleaning (Sweeping)		130.26NA
Street Lighting Maintenance		130.27NA
Franchise and Data Telecommunications Program Manager		130.500NA
<u>Regional Leadership and Influence</u>		
Department Management and Administration		130.04NA
<u>Transportation and Mobility</u>		
East Link Overall		130.07DA
Smart Mobility Operations and Implementation		130.11NA
Long-Range Transportation Planning		130.13NA
Modeling and Analysis Core Functions		130.14NA
Downtown Parking Enforcement		130.17NA
Traffic Safety and Engineering		130.30NA
Traffic Signal Maintenance		130.31NA
Transportation CIP Delivery Support		130.33NA
Emergency Management/Preparedness for the Transportation System		130.35NA
Transportation Implementation Strategies		130.36NA
Bridge and Pavement Management		130.85DA
<u>CIP</u>		
Traffic Signals and Controllers and Temporary Bus Stop	PW-R-187	130.01NA
Bellevue Way SE HOV Lane - 112th Avenue SE 'Y' to I-90	PW-R-184	130.03NA
Newport Way Improvements - Somerset Boulevard to 150th Avenue	PW-R-185	130.105NA
Downtown Transportation Plan/Exceptional Light Rail Station Access	PW-R-182	130.108NA
Eastgate Subarea Plan Implementation	PW-R-177	130.10NA
124th Avenue NE/Ichigo Way (NE 18th Street) to Northup Way	PW-R-191	130.110NA
BelRed Corridor Local Street Network	PW-R-193	130.113NA
West Lake Sammamish Parkway Phase 3	PW-R-194	130.117NA
124th Avenue NE – NE 8th to NE 12th Streets	PW-R-190	130.120NA
Neighborhood Congestion Management (Levy)	PW-R-198	130.124NA
Neighborhood Safety and Connectivity (Levy)	PW-R-199	130.125NA
Mountains to Sound Greenway Trail – I-405 to 132nd Avenue SE	PW-W/B-83	130.126NA
Neighborhood Congestion Management Project Implementation	PW-R-200	130.127NA
Bellevue College Connection	PW-R-201	130.131NA

Note: While many proposals represent cross-departmental efforts, proposals are listed by sponsoring departments only.

Proposal List by Department/Strategic Target Area
Transportation
2021-2022 Budget One

Proposal Title	CIP	Proposal Number
150th Avenue SE at SE Newport Way	PW-R-202	130.134NA
MTSG Trail - 132nd Avenue SE to 142nd Place SE	PW-W/B-84	130.135NA
Vision Zero Rapid Build Data Driven Safety Program	PW-R-205	130.136NA
South Downtown Bellevue I-405 Access	PW-R-203	130.137NA
Transportation Grant Match Program	PW-R-206	130.138NA
114th Avenue SE and SE 8th Street	PW-R-207	130.139NA
Growth Corridor High Comfort Bicycle Network Implementation	PW-W/B-85	130.140NA
112th Avenue NE at McCormick Park	PW-R-208	130.141NA
124th Avenue NE at SR-520	PW-R-192	130.145NA
Mobility Implementation Plan	PW-R-204	130.147NA
130th Avenue NE Station Area Park and Ride	PW-R-209	130.148NA
Mountains to Sound Greenway Trail Design	PW-W/B-78	130.16NA
120th Avenue NE (Stage 3) NE 12th to NE 16th Streets	PW-R-168	130.20NA
East Link MOU Commitments	PW-R-181	130.21NA
NE Spring Boulevard - 130th to 132nd Avenues NE	PW-R-174	130.42NA
West Lake Sammamish Parkway, Phase 2	PW-R-183	130.44NA
124th Avenue NE - NE 12th Street to NE Spring Boulevard	PW-R-169	130.45NA
130th Avenue NE - Bel-Red Road to NE 20th Street	PW-R-170	130.46NA
NE Spring Boulevard (Zone2) - 120th to 124th Avenues North NE	PW-R-173	130.47NA
Spring Blvd (Zone 1) - 116th to 120th Avenues NE	PW-R-172	130.48NA
NE 4th St Extension-116th to 120th Ave NE	PW-R-160	130.50NA
120th Avenue NE Stage 2 - NE 700 Block to NE 12th Street	PW-R-164	130.53NA
124th Ave NE - Spring Blvd to Ichigo Way (NE 18th)	PW-R-166	130.54NA
East Link Analysis and Development	PW-R-159	130.56PA
Neighborhood Sidewalks	PW-W/B-76	130.57NA
108th/112th Avenues NE – North City Limit to NE 12th St Traffic	PW-W/B-81	130.68NA
Safety Improvements	PW-R-46	130.78NA
Public Works Trust Fund Loan - Interest	PW-R-83	130.79DA
Public Works Trust Fund Loan - Principal	PW-R-82	130.79PA
Smart Mobility Plan Implementation Program	PW-R-156	130.82NA
Pedestrian Facilities Compliance Program	PW-W/B-49	130.83NA
Pedestrian and Bicycle Access and Connections	PW-W/B-56	130.84NA
Bridge and Pavement Preservation Programs	PW-M-1	130.85PA
Minor Capital - Signals and Lighting	PW-M-20	130.86NA
Wetland Monitoring	PW-M-15	130.88NA

Note: While many proposals represent cross-departmental efforts, proposals are listed by sponsoring departments only.

Proposal List by Department/Strategic Target Area
Transportation
2021-2022 Budget One

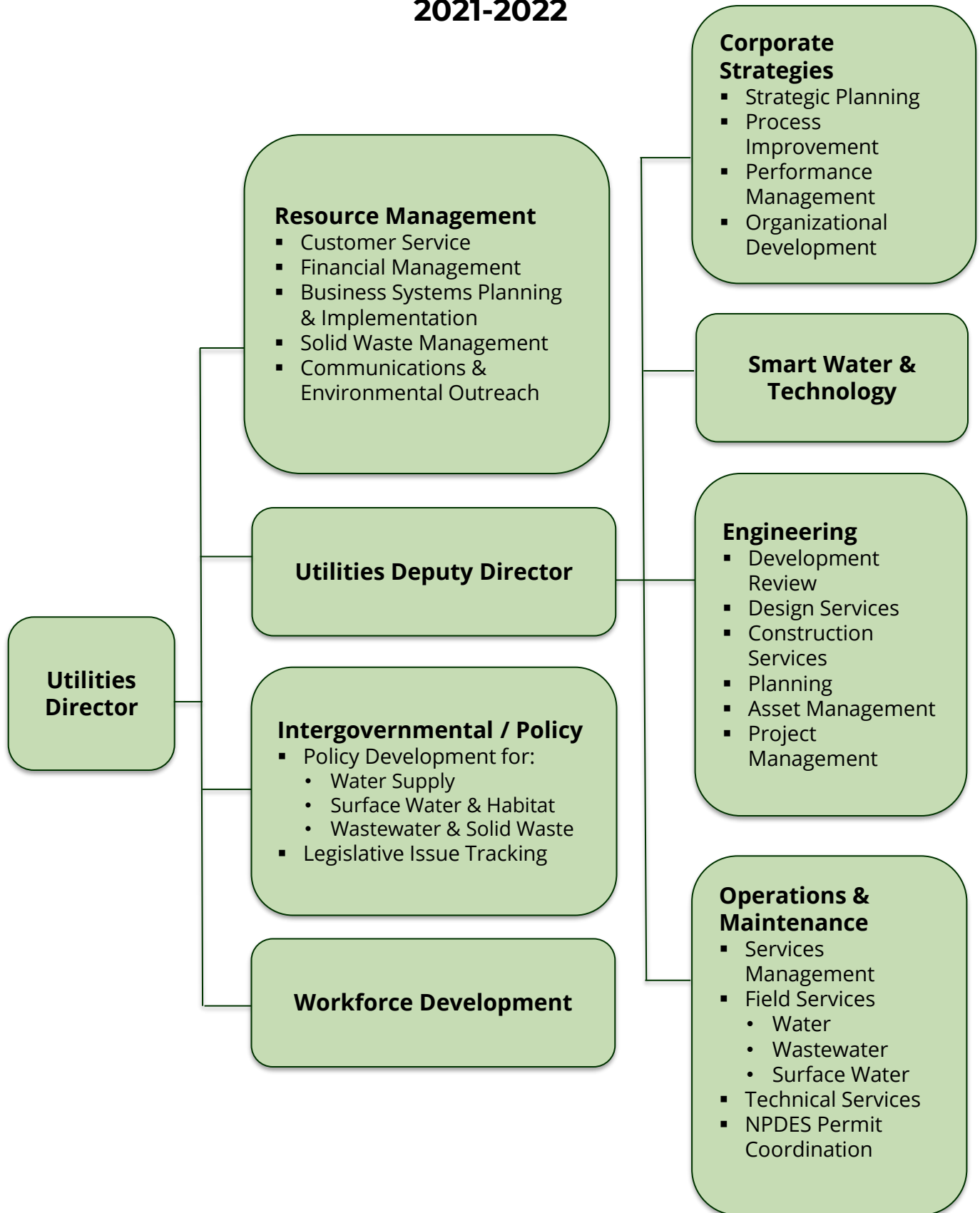
Proposal Title	CIP	Proposal Number
Major Maintenance Program	PW-M-19	130.89NA
Minor Capital - Traffic Operations	PW-M-2	130.90NA
Neighborhood Traffic Safety Program	PW-M-7	130.98NA
120th Avenue NE Stage 4, NE 16th Street to Northup Way	PW-R-186	130.99NA

Note: While many proposals represent cross-departmental efforts, proposals are listed by sponsoring departments only.



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Utilities Department 2021-2022





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Activities

- ♦ Water
- ♦ Sewer
- ♦ Storm and Surface Water
- ♦ Solid Waste



- ♦ Utility services are critical to human health and safety and Bellevue's economic vitality
- ♦ The Utilities Department provides sustainable, high quality Utility services to over 40,000 customers
- ♦ Nationally accredited agency, meeting highest industry standard practices
- ♦ 85% customers satisfied with our services
- ♦ Major challenges: aging infrastructure & COVID-19

Utilities — Mission

Deliver high quality, reliable drinking water, wastewater, storm and surface water, and solid waste services in a manner that is environmentally responsible and cost-competitive.

2021-2022 Objectives

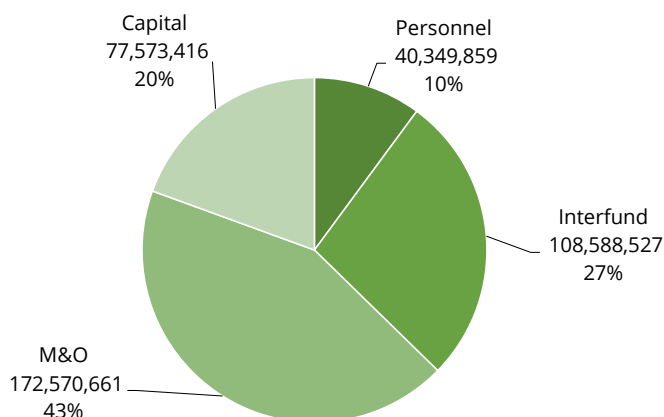
- ♦ Continue to provide high quality, essential utility services to customers.
- ♦ Invest \$77.3 million in critical water, wastewater and stormwater infrastructure.
- ♦ Continue implementation of Advanced Metering Infrastructure (AMI).
- ♦ Complete critical engineering infrastructure & environmental studies for the following: (1) Water System Seismic Vulnerability Assessment, (2) Emergency Water Supply Master Plan, (3) Lake Washington Sewer Lakeline Study, (4) Sewer Infiltration & Inflow Program, (5) Watershed Management Plan.
- ♦ Implement the Utilities Information Technology Strategic Plan.
- ♦ Implement the Strategic Asset Management Plan.
- ♦ Looking for opportunities for innovation to improve system reliability and stormwater management

2019-2020 Accomplishments

- ♦ Invested \$89.8 million in critical capital infrastructure to maintain the long-term integrity of utility systems.
- ♦ Advanced Metering Infrastructure (AMI) Program: Adapted AMI communication technology to cellular, amended contract to reflect cellular technology, completed back-end system integration, and began installation of commercial meters. COVID-19 has had impact on manufacturing of key components which will result in delay of final implementation.
- ♦ Received APWA Accreditation. Utilities Department's standard operating procedures were found to meet and exceed rigorous APWA standards. The Utilities Department has been continuously accredited since 2004.
- ♦ Successfully adapted utility operations to provide seamless delivery of utility services during COVID-19.
- ♦ Implemented new Emergency Assistance Program to provide temporary utility bill relief to low income residents experiencing financial shock such as job loss resulting from COVID-19.
- ♦ Developed a Strategic Asset Management Plan and began implementation of key asset management initiatives.
- ♦ Implemented several process improvement initiatives.
- ♦ Developed Supervisory Control and Data Acquisition (SCADA) Master Plan. Began implementing the SCADA Master Plan.

Utilities

2021 - 2022 Budget Expenditure by Category



	2021 Adopted	2022 Adopted	2021-2022
Personnel	20,065,575	20,284,284	40,349,859
Interfund	51,861,509	56,727,018	108,588,527
M&O	85,049,132	87,521,529	172,570,661
Capital	42,603,023	34,970,393	77,573,416
Total Expenditures	199,579,239	199,503,224	399,082,463
Reserves ¹	248,418,240	271,527,509	271,527,509
Total Budget	447,997,479	471,030,733	670,609,972

Staffing Summary

	2019 Amended	2020 Amended	2021 Adopted	2022 Adopted
FTE	174.00	174.00	174.00	173.00

Budget Summary by Fund excluding Reserves

	2019 Actuals	2020 Actuals	2021 Adopted	2022 Adopted
Solid Waste Fund	1,131,229	987,371	1,315,971	1,347,416
Storm & Surface Water Utility Fund	24,848,927	26,279,084	27,116,429	28,440,027
Water Utility Fund	61,078,005	74,525,355	63,770,737	67,109,990
Sewer Utility Fund	62,908,118	63,865,861	64,936,102	67,765,791
Operating Grants & Donations	46,272	189,775	-	-
Utilities CIP ²	60,078,633	43,283,833	42,440,000	34,840,000
Total Budget	210,091,183	209,131,280	199,579,239	199,503,224

Reserves ¹	248,418,240	271,527,509
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¹ Reserves: Reserves are not included in the pie chart above. 2019-2020 Actuals do not include reserves at the department level.

² Includes one-time interfund transfers for project funding.

The 2021-2022 biennial budget calculation includes only the second year of reserves (ie 2022) to avoid double-counting of expenditure authority.

The figures above include double budgeting (internal transfers between City funds)

Proposal List by Department/Strategic Target Area

Utilities

2021-2022 Budget One

Proposal Title	CIP	Proposal Number
<u>Achieving Human Potential</u>		
Utilities Rate Relief Program		140.29NA
<u>High Performance Government</u>		
Fiscal Management		140.49NA
Utilities Computer and Systems Support		140.60NA
Utilities Water Supply Purchase and Sewage Disposal		140.61NA
<u>High Quality Built and Natural Environment</u>		
Capital Project Delivery		140.01NA
Replacement of Aging Water Infrastructure		140.02NA
Replacement of Aging Sewer Infrastructure		140.03NA
Replacement of Aging Storm Infrastructure		140.04NA
Utility Capacity for Growth		140.05NA
Utility Asset Management Program		140.11NA
Water Mains and Service Lines Repair Program		140.13NA
Water Distribution System Preventive Maintenance Program		140.14NA
Water Pump Station, Reservoir and PRV Maintenance Program		140.15NA
Water Meter Repair and Replacement Program		140.16NA
Water Service Installation and Upgrade Program		140.17NA
Sewer Mains, Laterals and Manhole Repair Program		140.18NA
Sewer Condition Assessment Program		140.19NA
Sewer Mainline Preventive Maintenance Program		140.20NA
Sewer Pump Station Maintenance, Operations and Repair Program		140.21NA
Storm and Surface Water Repair and Installation Program		140.22NA
Storm and Surface Water Infrastructure Condition Assessment		140.23NA
Storm & Surface Water Preventive Maintenance Program		140.24NA
Utilities Telemetry and Security Systems		140.25NA
Water Quality Regulatory Compliance and Monitoring Programs		140.26PA
Private Utility Systems Maintenance Programs		140.27DA
Solid Waste Management, Waste Prevention, and Recycling		140.30NA
Storm and Surface Water Pollution Prevention		140.31DA
Water Systems and Conservation		140.32NA
Utilities Customer Service and Billing		140.33NA
Utility Taxes and Franchise Fees		140.34NA
Cascade Regional Capital Facility Charges		140.37NA
Utilities Department Management and Support		140.42NA

Note: While many proposals represent cross-departmental efforts, proposals are listed by sponsoring departments only.

Proposal List by Department/Strategic Target Area

Utilities

2021-2022 Budget One

Proposal Title	CIP	Proposal Number
Utility Locates Program		140.44NA
Utility Water Meter Reading		140.45DA
Water Facilities for NE Spring Blvd Multi-Modal Corridor		140.54PA
Utility Planning and Systems Analysis		140.63NA
<u>CIP</u>		
Environmental Preservation		140.08NA
Replacement of Aging Water Infrastructure	W-110	140.102MP
Replacement of Aging Water Infrastructure	W-16	140.103MP
Replacement of Aging Water Infrastructure	W-67	140.104MP
Replacement of Aging Water Infrastructure	W-69	140.105MP
Replacement of Aging Water Infrastructure	W-82	140.106MP
Replacement of Aging Water Infrastructure	W-85	140.107MP
Replacement of Aging Water Infrastructure	W-91	140.108MP
Replacement of Aging Water Infrastructure	W-98	140.109MP
Replacement of Aging Water Infrastructure	W-99	140.110MP
Replacement of Aging Sewer Infrastructure	S-16	140.111MP
Replacement of Aging Sewer Infrastructure	S-24	140.112MP
Replacement of Aging Sewer Infrastructure	S-32	140.113MP
Replacement of Aging Sewer Infrastructure	S-58	140.114MP
Replacement of Aging Sewer Infrastructure	S-66	140.115MP
Replacement of Aging Sewer Infrastructure	S-67	140.116MP
Replacement of Aging Sewer Infrastructure	S-68	140.117MP
Replacement of Aging Sewer Infrastructure	S-69	140.118MP
Replacement of Aging Storm Infrastructure	D-103	140.119MP
Replacement of Aging Storm Infrastructure	D-105	140.120MP
Replacement of Aging Storm Infrastructure	D-59	140.122MP
Replacement of Aging Storm Infrastructure	D-64	140.123MP
Utility Capacity for Growth	S-52	140.125MP
Utility Capacity for Growth	S-53	140.126MP
Utility Capacity for Growth	S-60	140.129MP
Utility Capacity for Growth	S-61	140.130MP
Utility Capacity for Growth	W-102	140.131MP
Utility Capacity for Growth	W-103	140.132MP
Utility Capacity for Growth	W-104	140.133MP
Environmental Preservation	D-104	140.136MP

Note: While many proposals represent cross-departmental efforts, proposals are listed by sponsoring departments only.

Proposal List by Department/Strategic Target Area

Utilities

2021-2022 Budget One

Proposal Title	CIP	Proposal Number
Environmental Preservation	D-104-B	140.137MP
Environmental Preservation	D-106	140.138MP
Environmental Preservation	D-109	140.139MP
Environmental Preservation	D-81	140.140MP
Environmental Preservation	D-86	140.141MP
Environmental Preservation	D-94	140.142MP
Environmental Preservation	S-59	140.144MP
Capital Reserves	D-96	140.145MP
Capital Reserves	S-96	140.146MP
Capital Reserves	W-96	140.147MP
Water Facilities for NE Spring Blvd Multi-Modal Corridor	W-105-B	140.149MP
East Link Utility Relocations	D-108	140.150MP
East Link Utility Relocations	S-70	140.152MP
East Link Utility Relocations	W-107	140.153MP
Advanced Metering Infrastructure (AMI) Implementation	S-108	140.154MP
Maintenance and Operations Facility Land Acquisition and Development	W-111	140.155MP
Maintenance and Operations Facility Land Acquisition and Development	S-111	140.156MP
Replacement of Aging Sewer Infrastructure	S-71	140.157MP
Replacement of Aging Water Infrastructure	W-115	140.158MP
Replacement of Aging Water Infrastructure	W-117	140.159MP
Replacement of Aging Sewer Infrastructure	S-112	140.160MP
Replacement of Aging Sewer Infrastructure	S-115	140.161MP
Replacement of Aging Storm Infrastructure	D-115	140.162MP
Environmental Preservation	D-112	140.163MP
Environmental Preservation	D-114	140.164MP
Environmental Preservation	D-116	140.165MP
Water Facilities for NE Spring Blvd Multi-Modal Corridor	W-105	140.166MP
Advanced Metering Infrastructure (AMI) Implementation	W-108	140.167MP
Water Facilities for NE4th St. Extension	W-106	140.168MP
Utility Facilities for 120th Ave NE Improvements Segment 2	S-63	140.169MP
Capital Reserves		140.41PA
Advanced Metering Infrastructure (AMI) Implementation		140.69PA
Maintenance and Operations Facility Land Acquisition and Development		140.70NA

Note: While many proposals represent cross-departmental efforts, proposals are listed by sponsoring departments only.



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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.

2021-2027 Adopted Capital Investment Program Plan

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

2021-2027 Adopted Capital Investment Program Plan

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.

2021-2027 Adopted Capital Investment Program Plan

- 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)

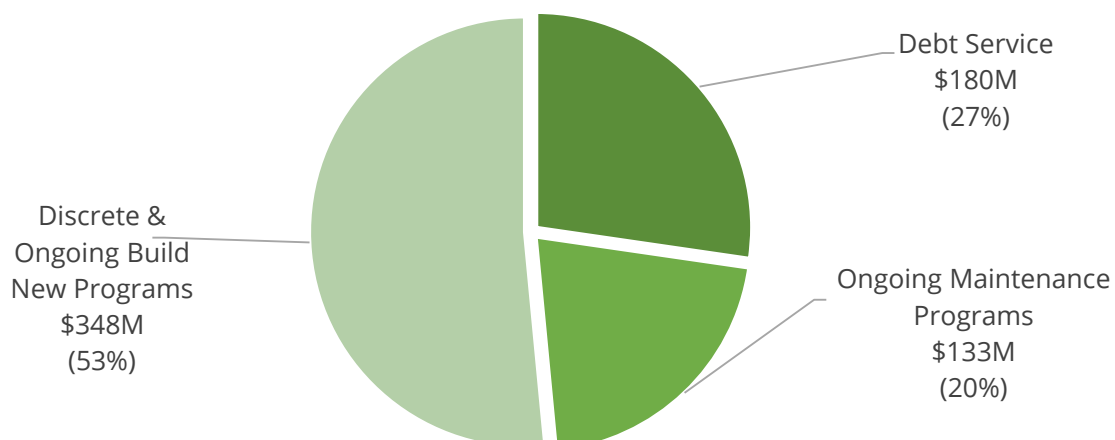
2021-2027 Adopted Capital Investment Program Plan

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**



2021-2027 Adopted Capital Investment Program Plan

Advancing Council Vision Priorities

The Adopted 2018-2020 Council Vision Priorities provide foundational policy direction received during development of the 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)

2021-2027 Adopted Capital Investment Program Plan

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)

2021-2027 Adopted Capital Investment Program Plan

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)

2021-2027 Adopted Capital Investment Program Plan

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

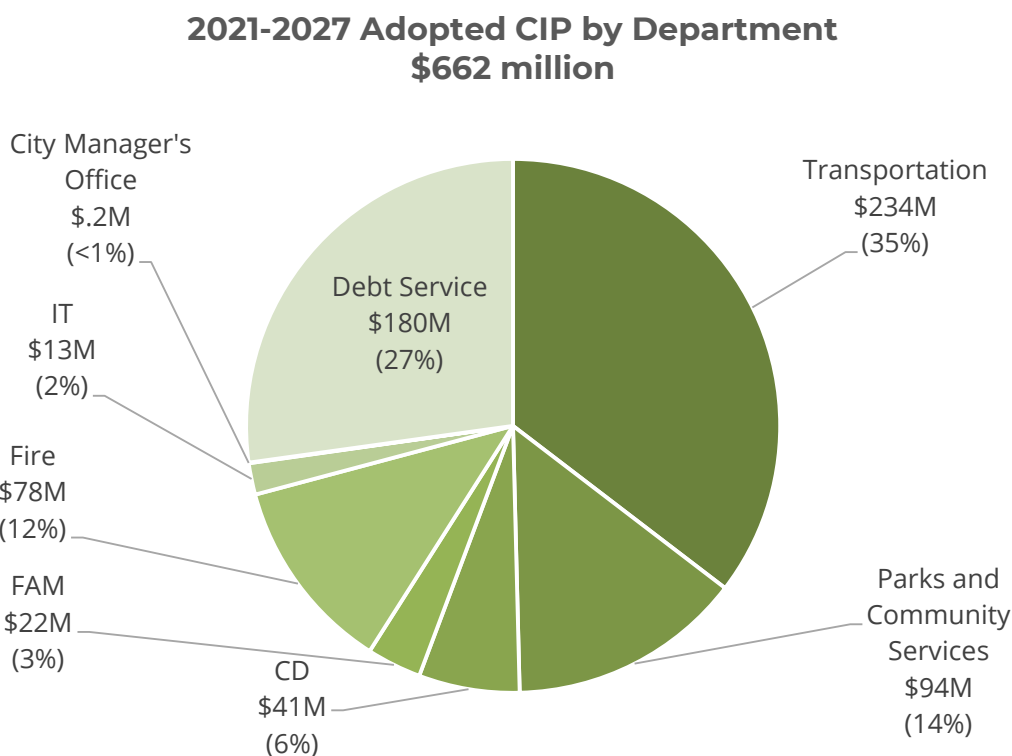
The City of Bellevue Transportation Department has the highest number of projects at 31, totaling \$234 million or 35 percent of the total 7-year CIP budget. As shown on the next page, these projects are most directly linked to the city's Transportation and Mobility strategic target area, which totals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

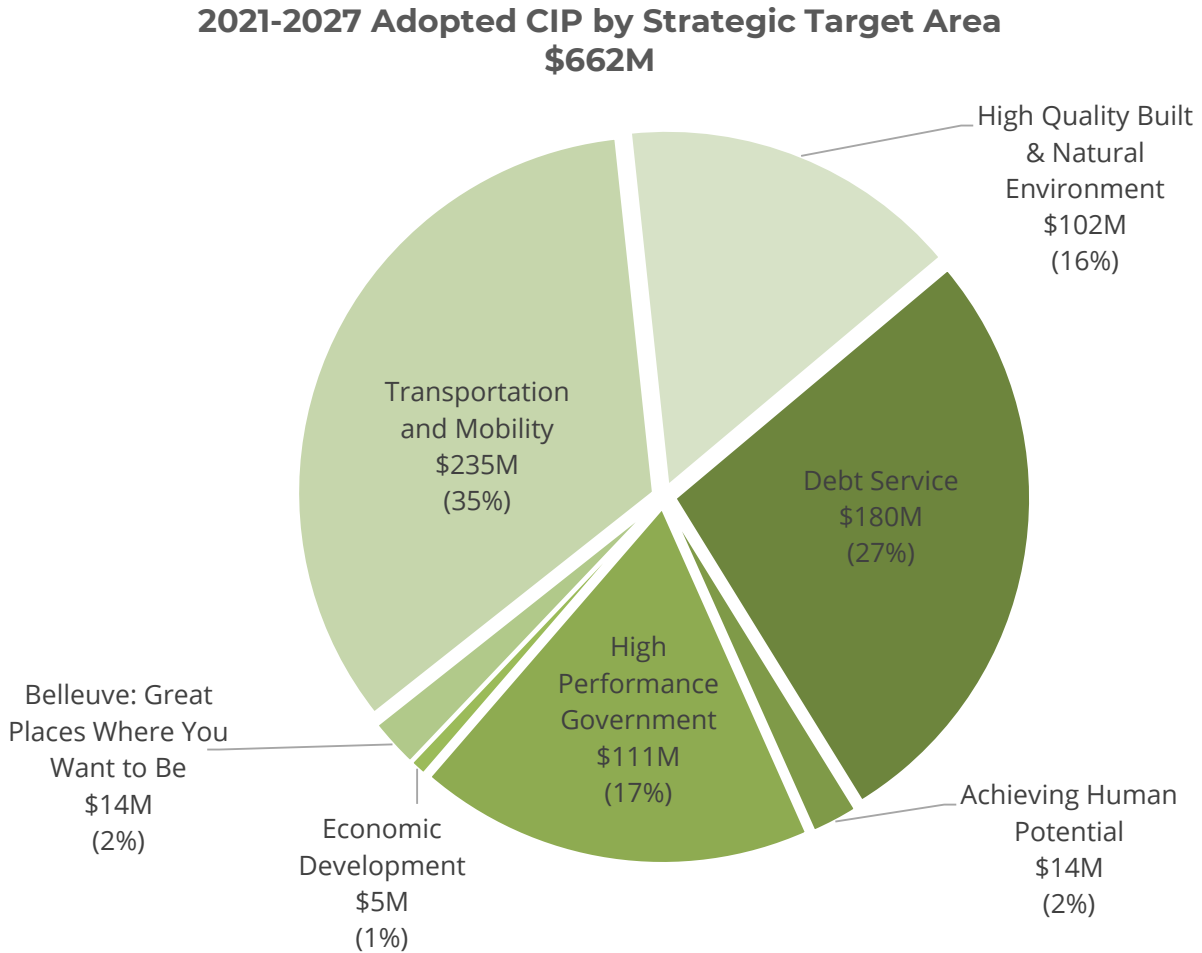
Lastly, Debt Service Payments account for approximately \$180 million, or 27 percent of the total CIP. Investments in this area cover the debt service requirements for the city's debt obligations issued for capital investments such as bonds issued for City Hall, Supplemental CIP, and Mobility & Infrastructure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

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



2021-2027 Adopted Capital Investment Program Plan

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



2021-2027 Adopted Capital Investment Program Plan

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.

2021-2027 Adopted Capital Investment Program Plan

- 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

2021-2027 Adopted Capital Investment Program Plan

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.

2021-2027 Adopted Capital Investment Program Plan

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

Completed projects through 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.

2021-2027 Adopted Capital Investment Program Plan

2016 Fire Facilities Levy Update

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

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

The Adopted CIP adds \$14.6 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

2021-2027 Adopted Capital Investment Program Plan

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

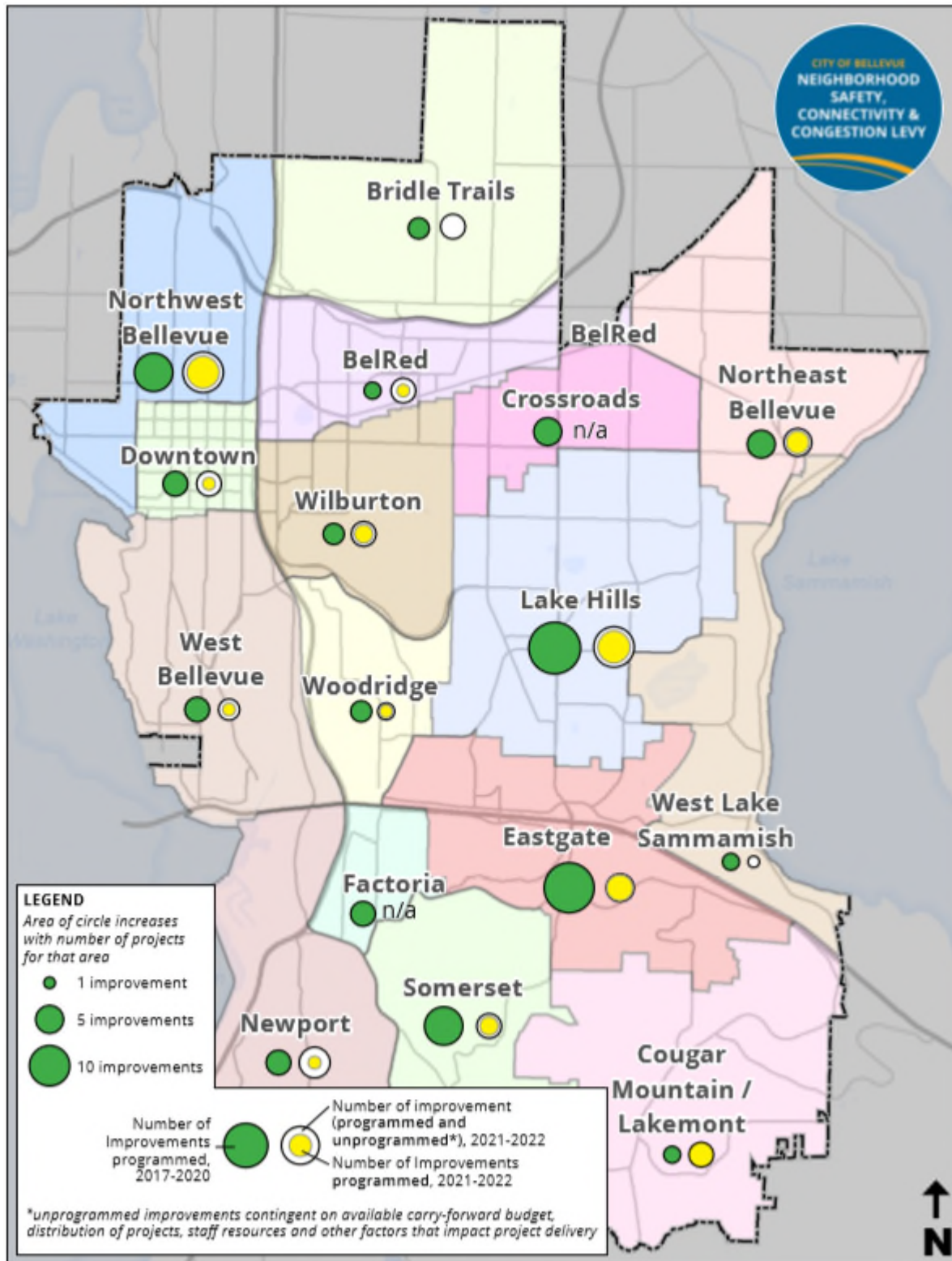
Due to growth in Downtown, BelRed and Factoria, Fire Station 4 is the plan's first priority. Fire Station 6 and a Logistics Center would be the next priorities to relocate an existing ladder company to that facility and free up space in other facilities. Upgrades of remaining fire facilities would follow 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).

2021-2027 Adopted Capital Investment Program Plan



2021-2027 Adopted Capital Investment Program Plan

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.

2021-2027 Adopted Capital Investment Program Plan

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	

2021-2027 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

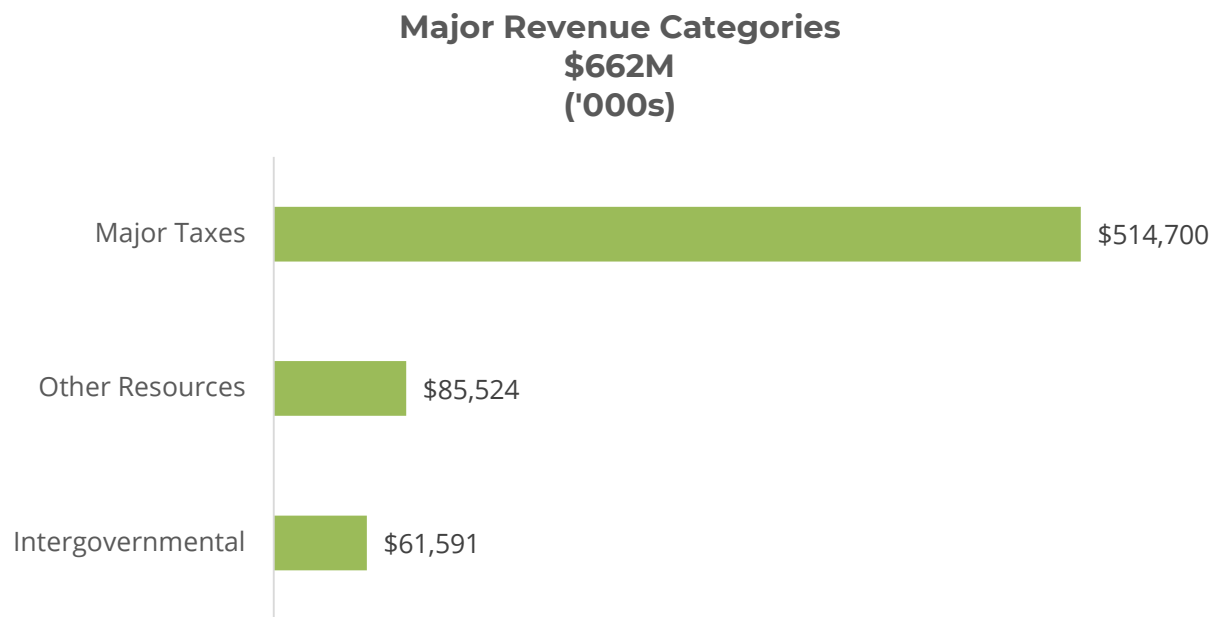
- Nearly 10 new lane miles of roadway
- 25,000 linear feet of sidewalk
- 21,000 linear feet of bike lanes
- More than 5.5 acres of water quality treatment facilities
- About 90 new and upgraded curb ramps, and about 90 other pedestrian access improvements, compliant with the Americans with Disabilities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

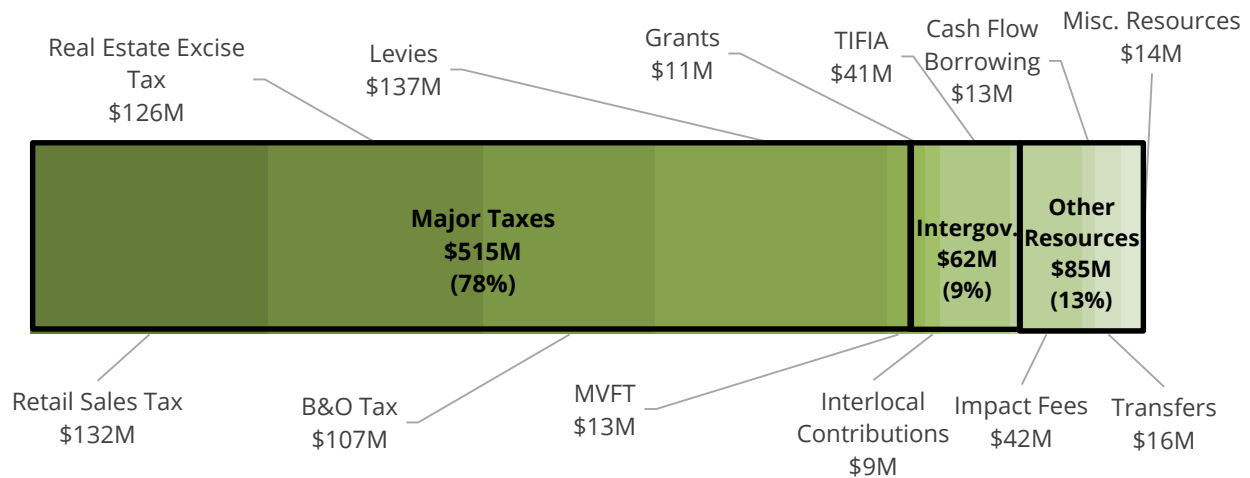
Funding Resources

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

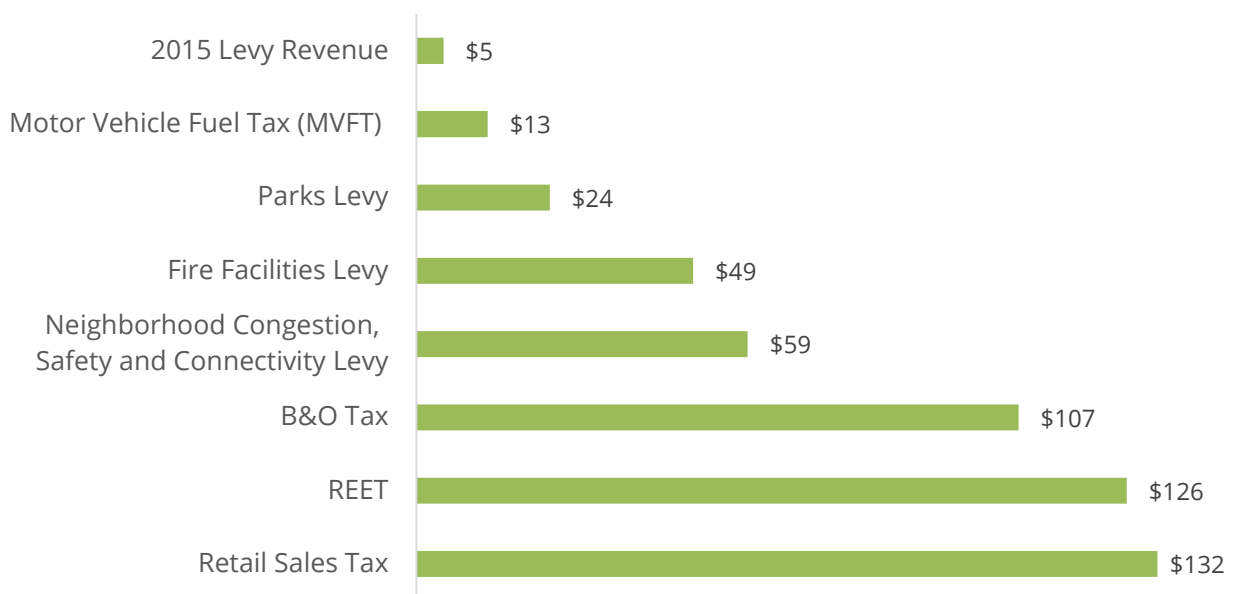
Further Breakdown of Major Revenue Categories \$662M



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

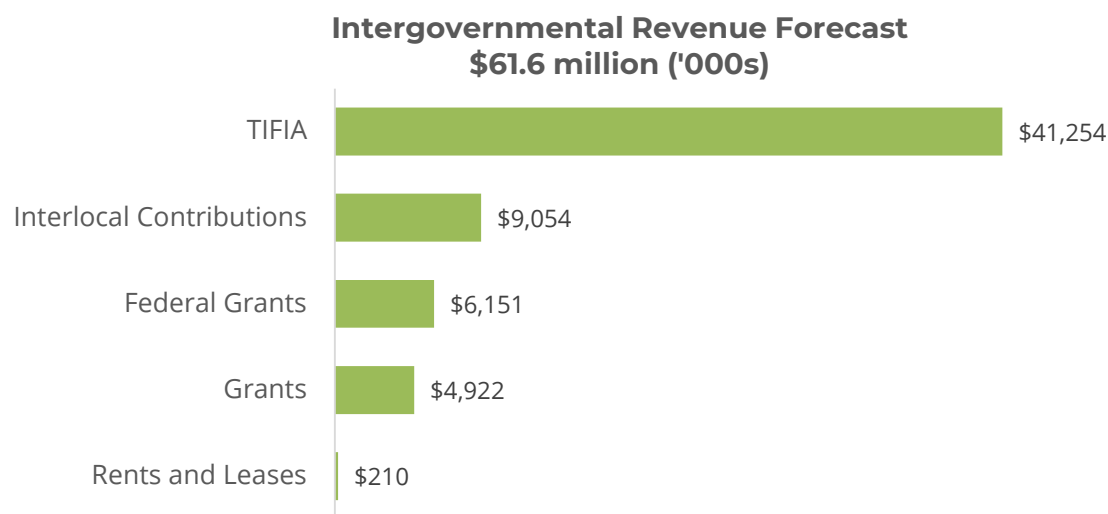
- **Parks Levy** – Parks & Natural Area levy was approved by the voters in 2008 to fund the \$40 million parks capital program over 20 years. The capital portion of the measure increased the property tax levy by \$3.4 million and will be collected over a total of 20 years, expiring in 2028. The maintenance 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.



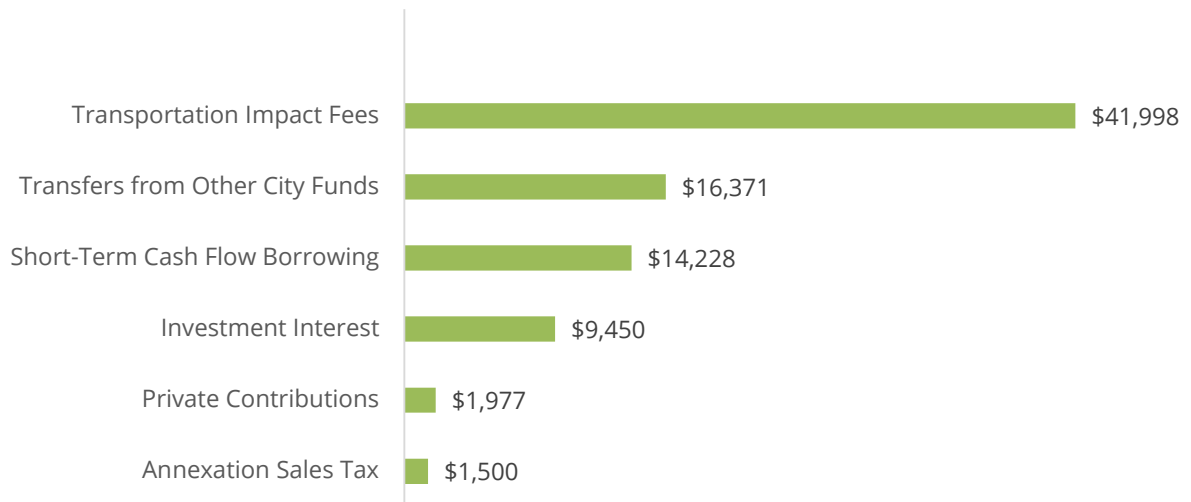
Other Resources – \$85.5 million

- 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

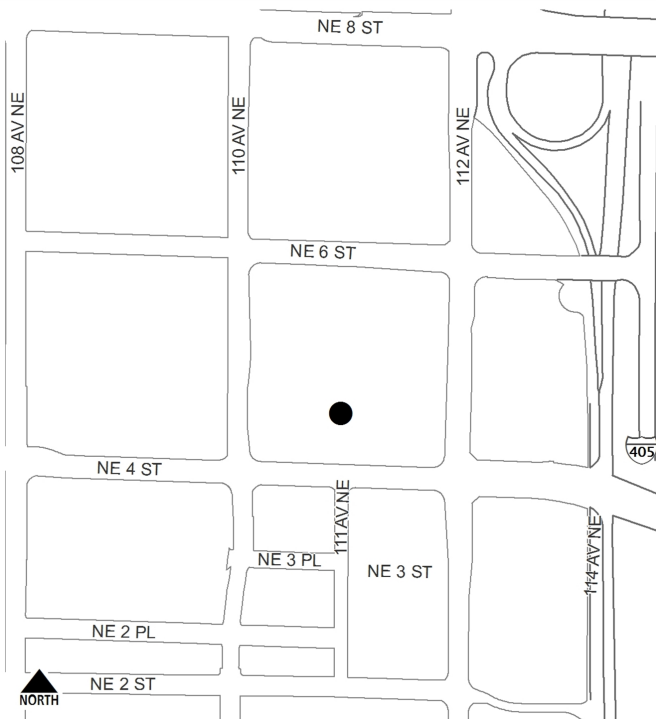
This project provides annual debt service funding for the City Council adopted Supplemental CIP in May 2007 consisting of a group of six high-priority capital projects financed by a \$14 million LTGO bond issue in 2008 and 2015 LTGO Refunding Bonds issued for \$7.9 million in April 2015.

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

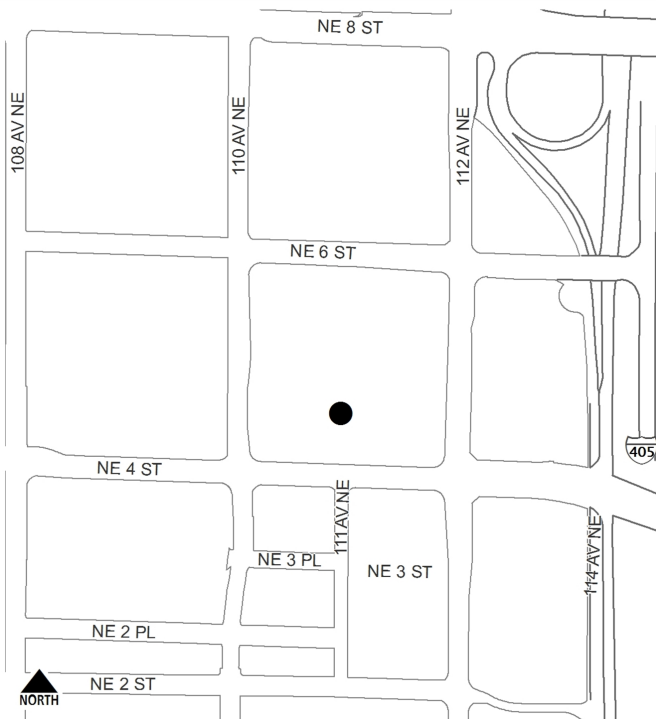
The City Council authorized the issuance of the initial 2004 and 2006 LTGO Bonds issued for \$108.8 million, the 2012 LTGO Refunding Bonds issued for \$55.9 million, 2012B LTGO Refunding Bonds issued for \$43.2 million and the 2015 LTGO Refunding Bonds Proposal for \$3.3 million refunding the 2006 New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

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
13,825,368	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

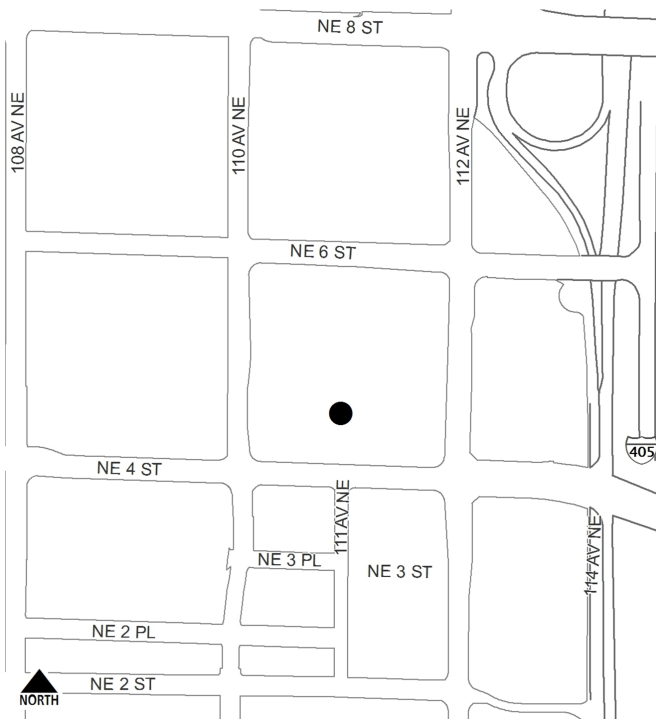
The City Council approved the issuance of \$65 million in principal debt for two purposes: (1) to payoff through the use of an escrow agreement the 1994 Bellevue Convention Center (BCCA) Bonds and issue new bonds, and (2) to refund the 2010 LTGO bonds issued for the Mobility & Infrastructure Initiative (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

Project Activities	From - To	Amount
Project Costs	Ongoing	13,825,368

Total Budgetary Cost Estimate: 13,825,368

Means of Financing

Funding Source	Amount
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

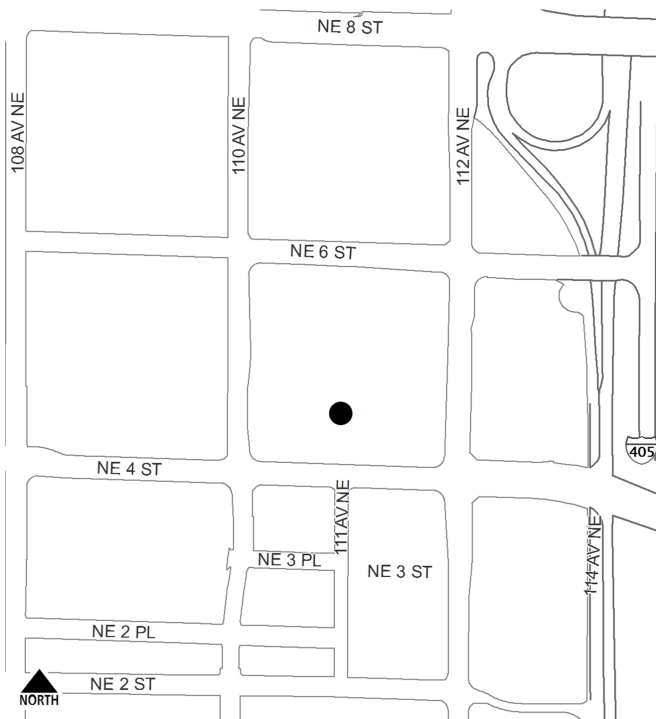
This proposal provides annual debt service funding for the 2013 LTGO Bonds issued to finance a portion of the City Council adopted projects under the amended 2015-2021 CIP including Sound Transit's light rail (Eastlink MOU Commitments) related projects and NE 4th Street extension and the 120th Avenue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

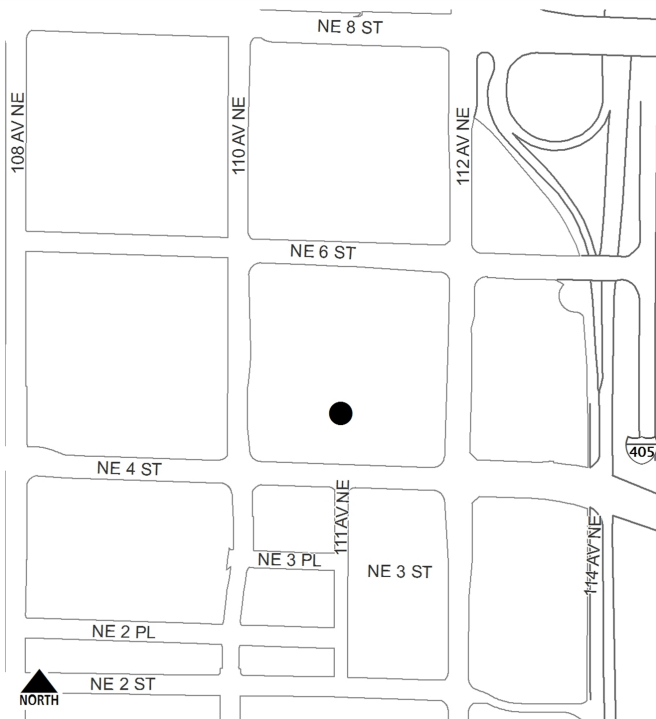
In the Comprehensive Finance and Asset Management Policies, section XI. Capital Investment Program Plan Policies, paragraph M. states that the seven-year CIP Plan will have revenues equal to project expenditures. It is anticipated that the plan will have more expenditures than revenues in single years 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

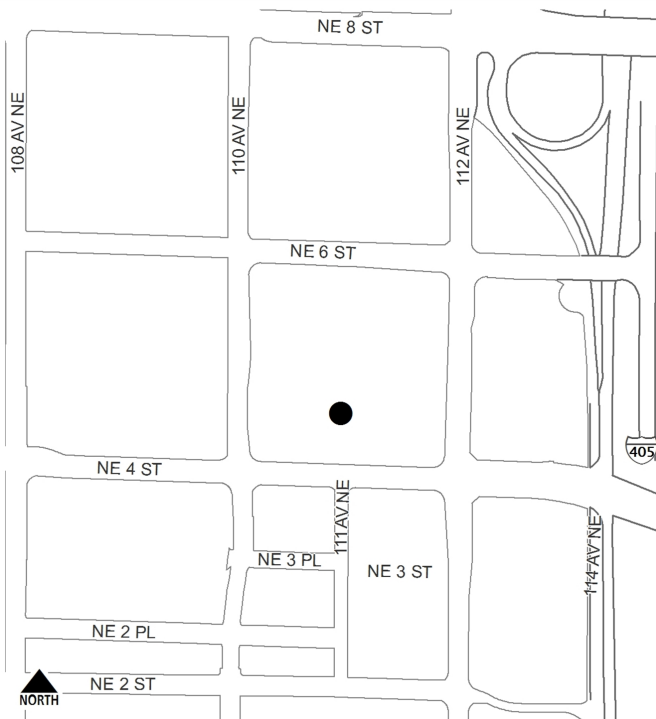
This proposal provides annual debt service funding for the 2015 LTGO Bonds issued to finance the City Council adopted projects under the amended 2015-2021 CIP including, but not limited to, Sound Transit's light rail (East Link MOU Commitments) related projects, NE Spring Boulevard (Zone 1), the 120th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

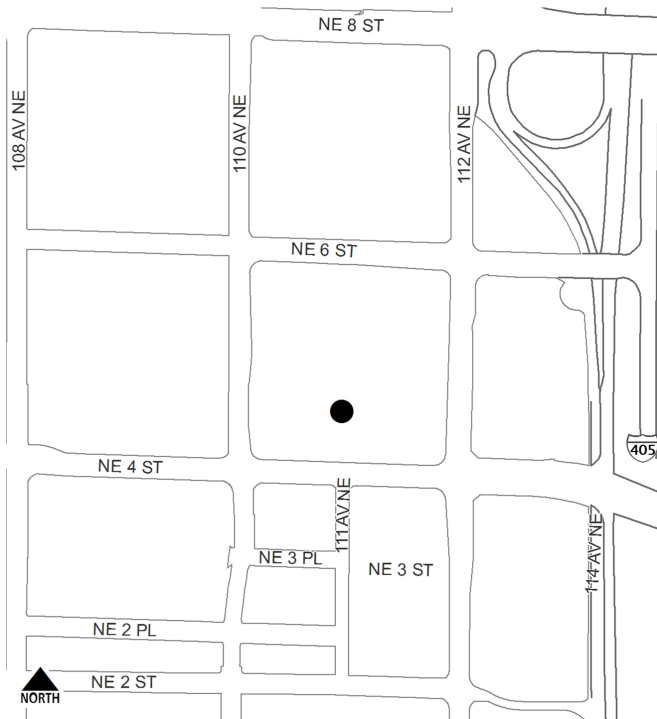
This proposal provides annual funding for: 1) Transportation Infrastructure Finance and Innovation Act (TIFIA) lender loan servicing fees, 2) credit rating costs, 3) financial advisors fees, and 4) debt service funding commencing in 2024 for the 2017 Limited Tax General Obligation (LTGO) TIFIA bonds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

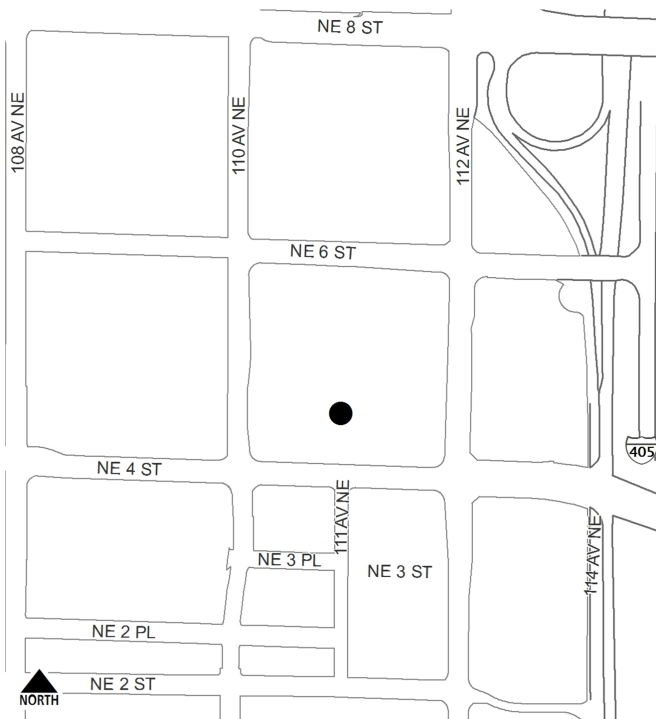
Environmental Impacts

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.

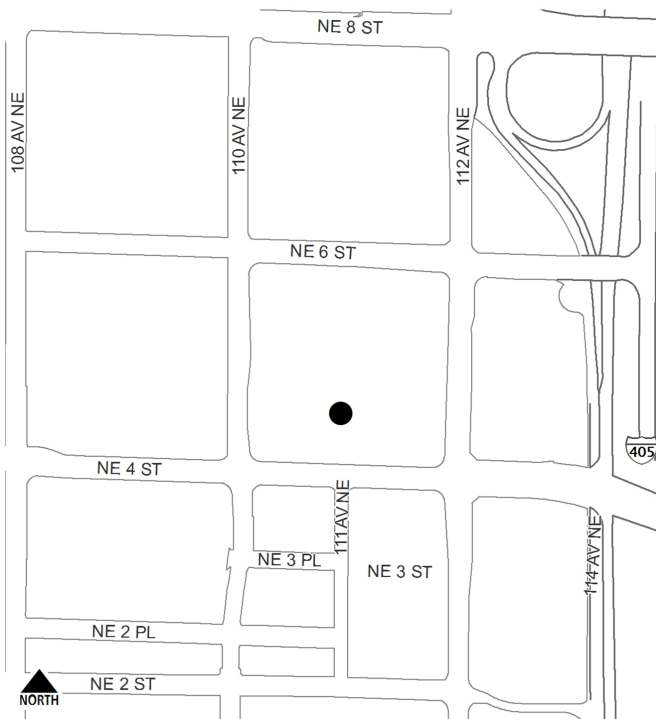
Environmental Impacts

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.

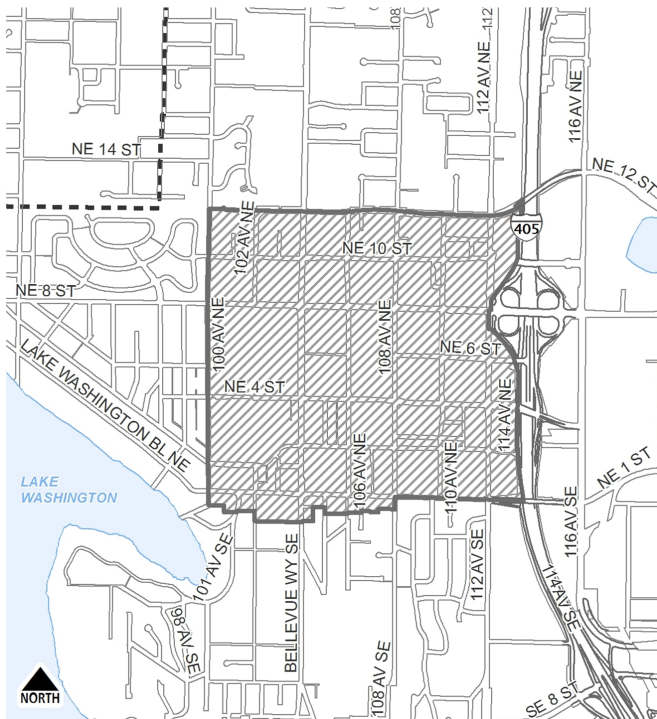
Environmental Impacts

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

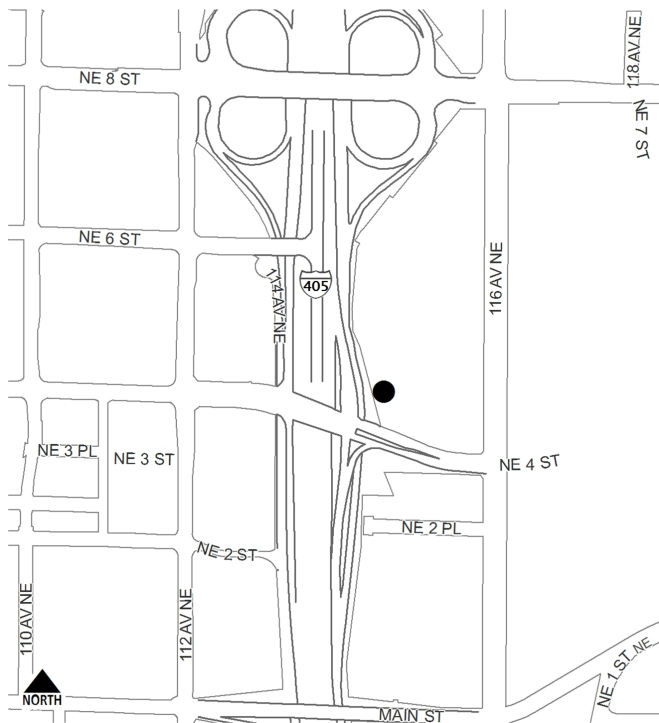
The 2020 Economic Development Plan identified retail sales development, retail placemaking, and district development across Bellevue as core strategies for business retention and the expansion of small and medium local businesses. An examination of the effects of COVID-19 and strategies to mitigate the 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



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	2,311,000

Total Budgetary Cost Estimate: 2,311,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	2,311,000

Total Programmed Funding: 2,311,000
Future Funding Requirements: 0

Comments



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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

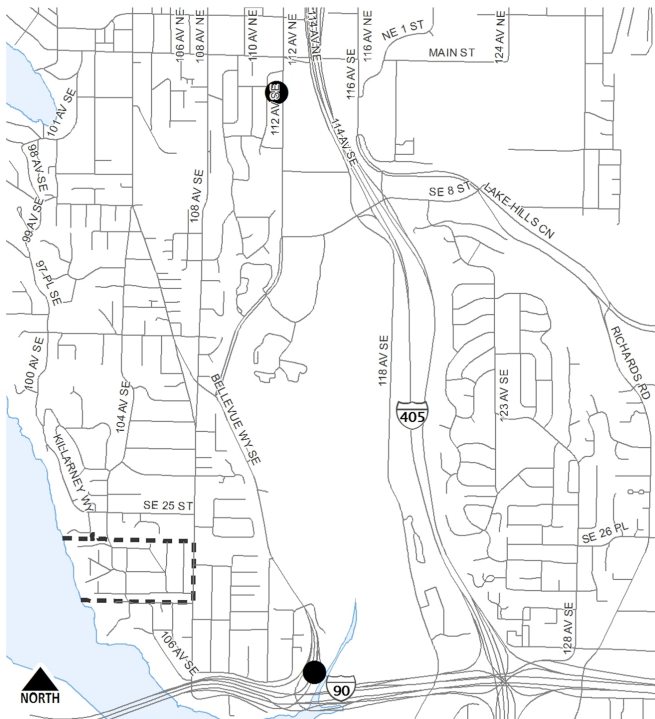
This project focuses on maximizing pedestrian and bicycle convenience, promoting access and safety in the East Main and South Bellevue station areas.

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.

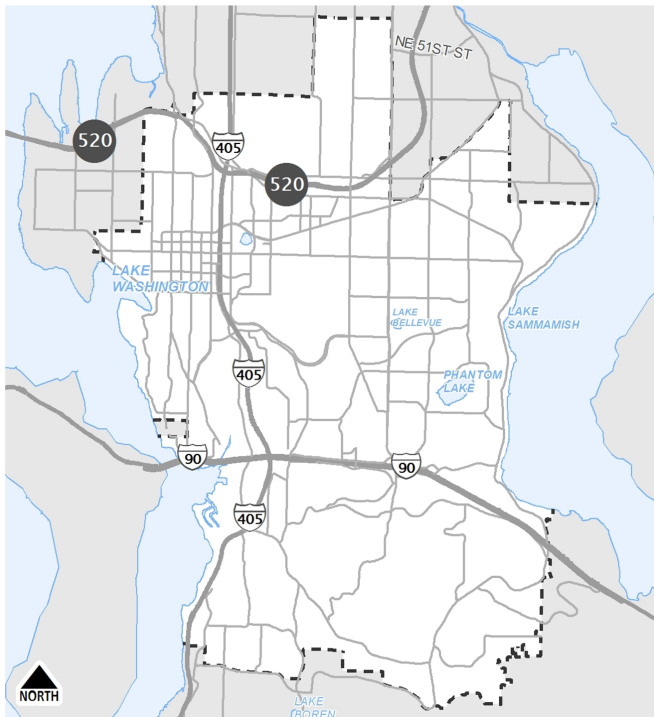
Environmental Impacts

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.

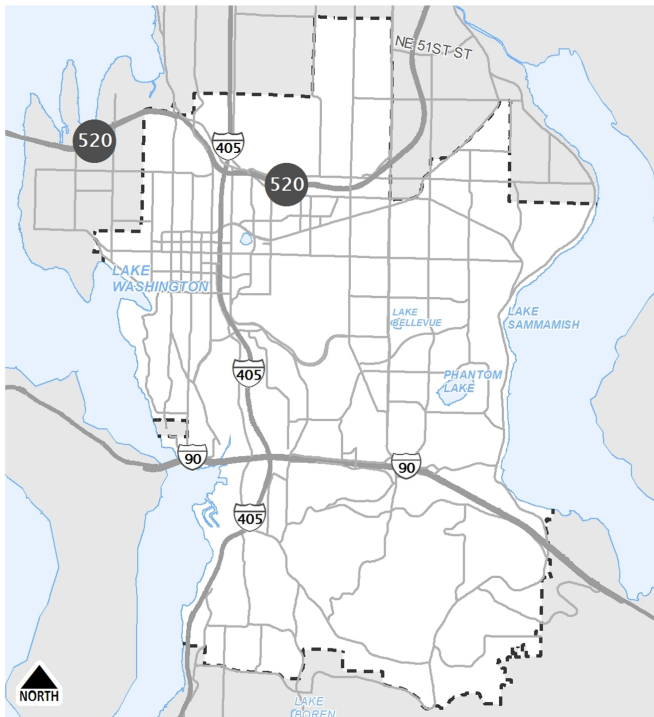
Environmental Impacts

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

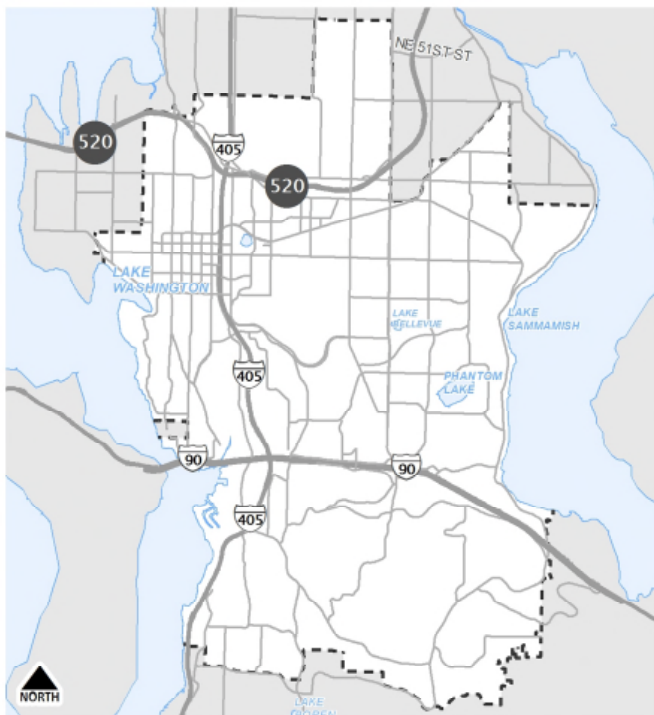
This program funds projects that are primarily safety-oriented and implemented on previously improved rights of way, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

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.

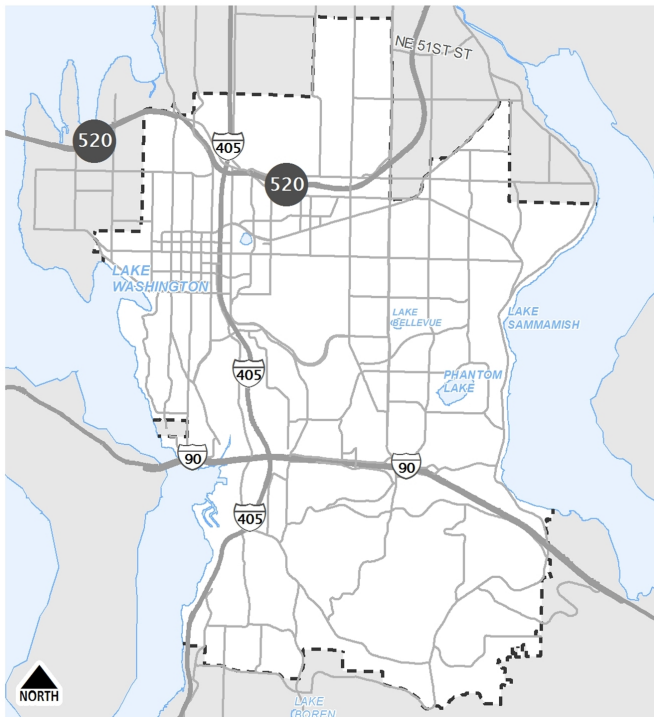
Environmental Impacts

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.

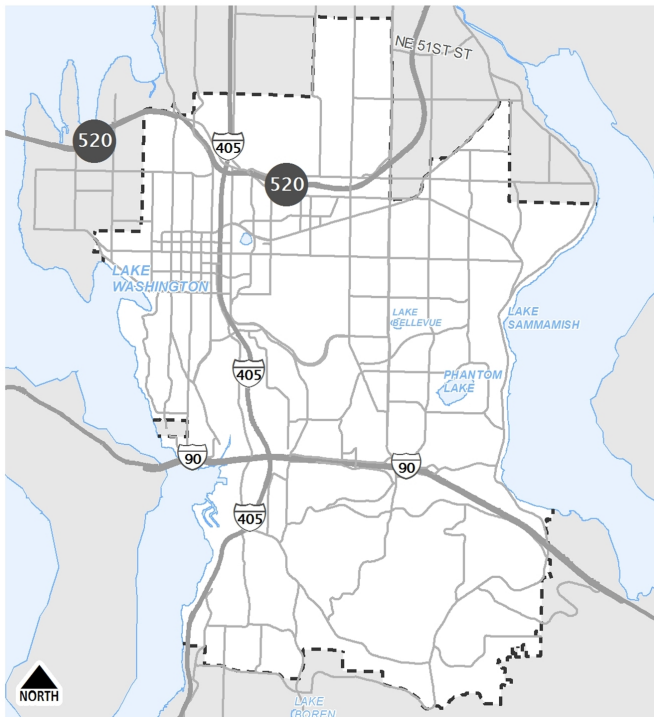
Environmental Impacts

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

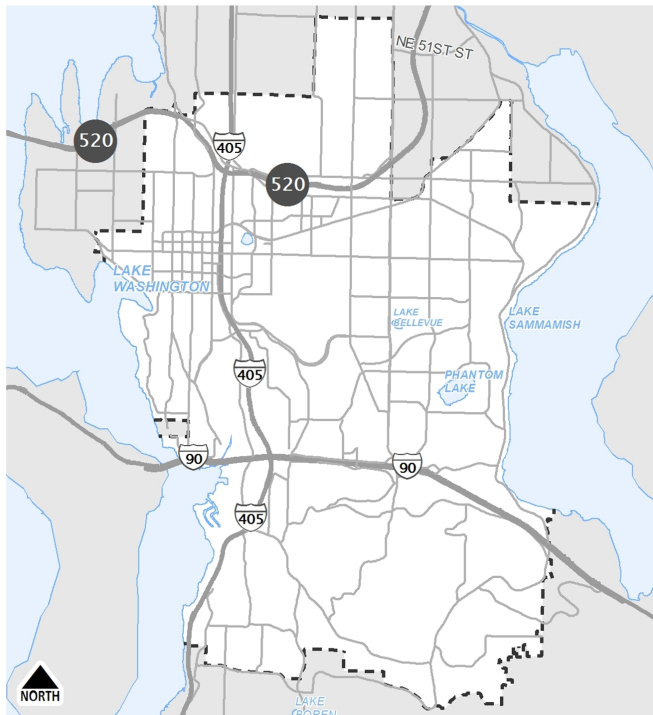
This program is the main funding source for the City's Collision Reduction Program and it serves as a catalyst in achieving Vision Zero. The Collision Reduction Program is a dedicated, proactive, and consistently applied program to reduce public collision costs to those that travel in Bellevue. Between 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

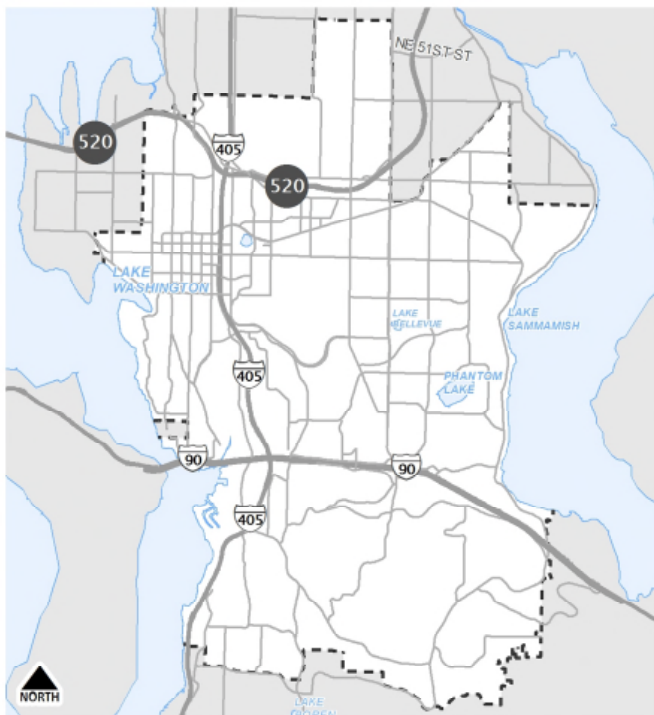
This program funds projects that are primarily safety oriented and implemented on previously improved rights of way, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis. The efforts will support lower vehicle fuel usage, lower electrical energy production,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

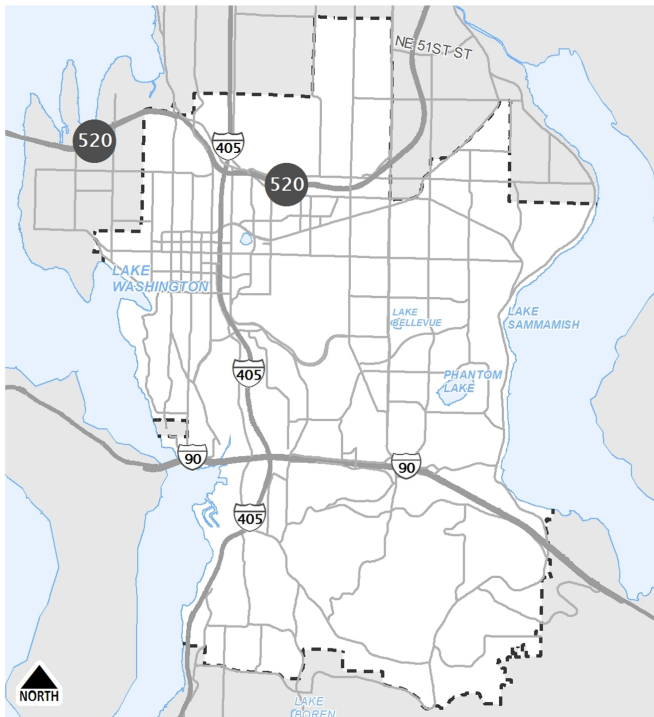
Environmental Impacts

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

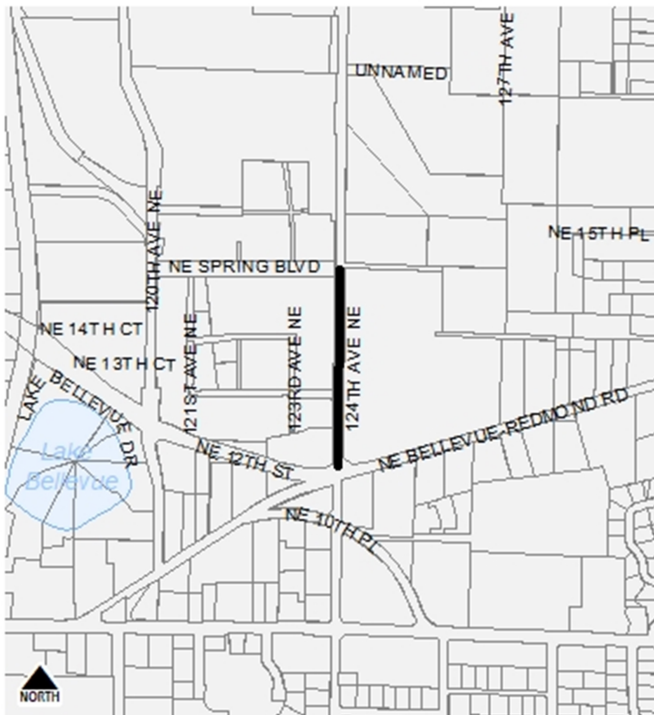
The 124th Avenue NE corridor improvements are one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles between Downtown Bellevue, Wilburton, the new BelRed transit-oriented-development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

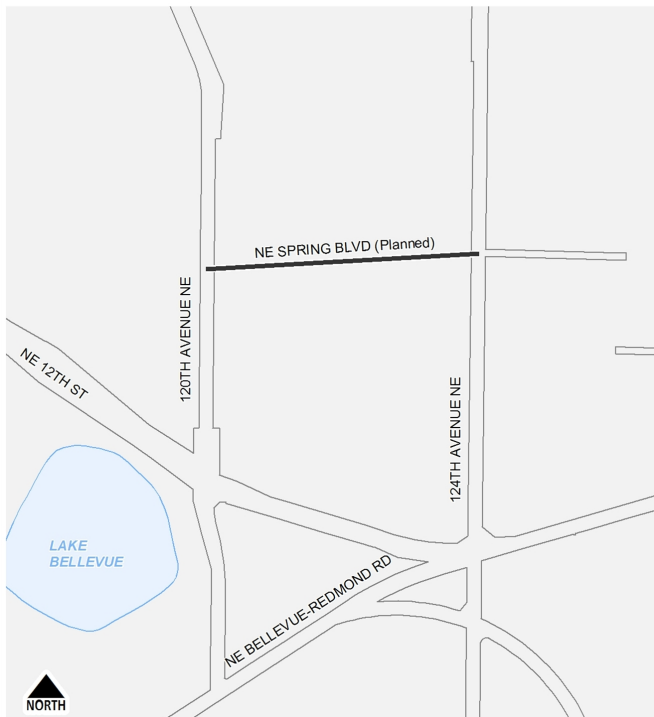
The NE Spring Boulevard project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new BelRed transit-oriented-development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

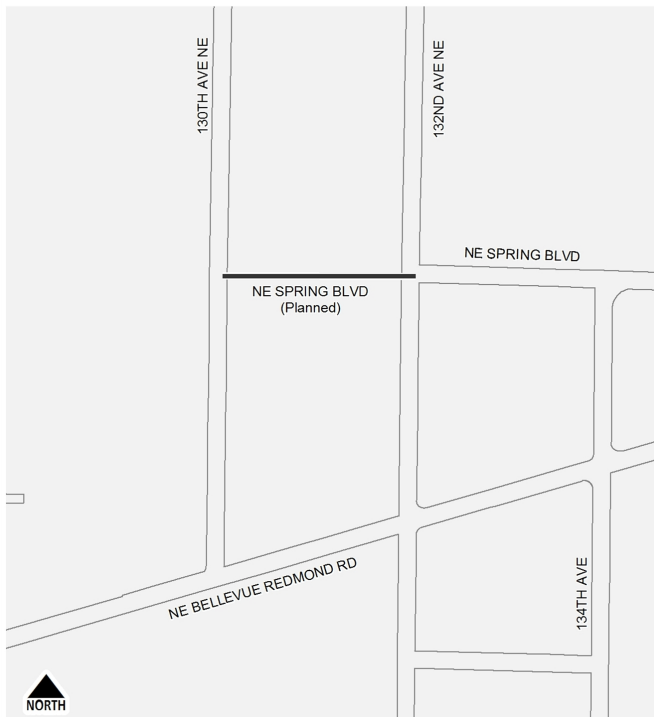
The NE Spring Boulevard project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between the new BelRed transit-oriented-development nodes and the larger City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

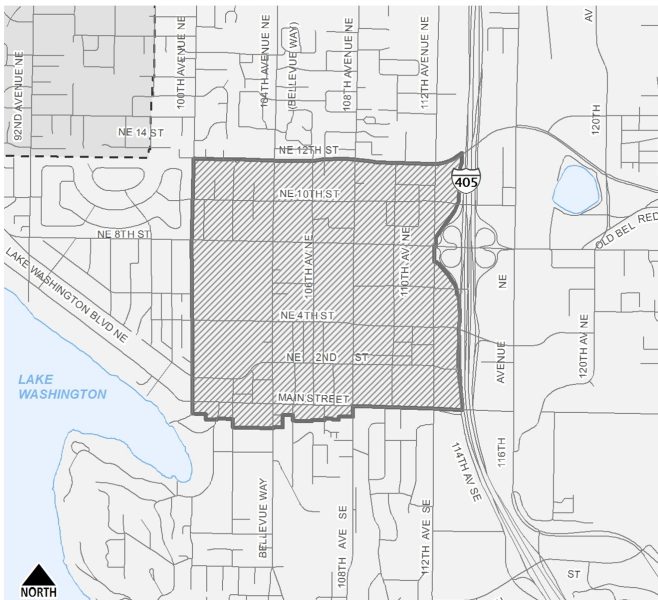
Environmental Impacts

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

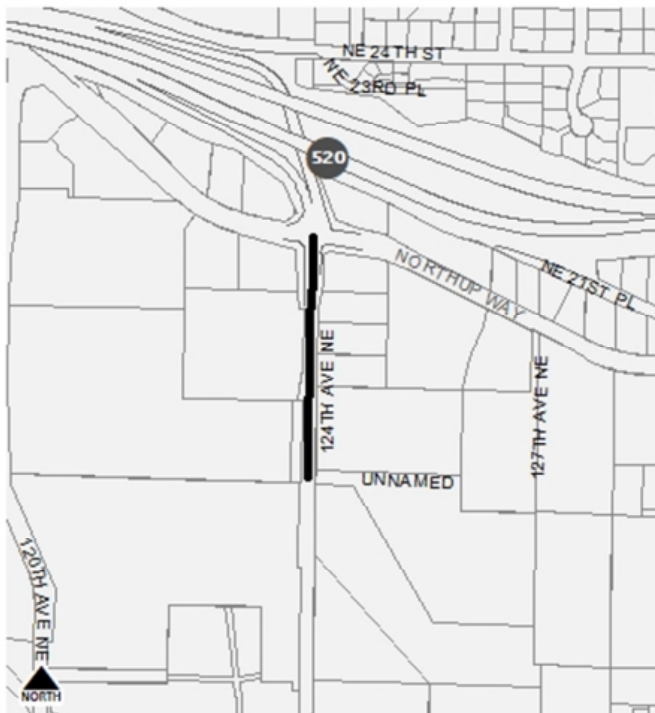
The 124th Ave NE project is one of several high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new BelRed transit-oriented-development nodes, 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

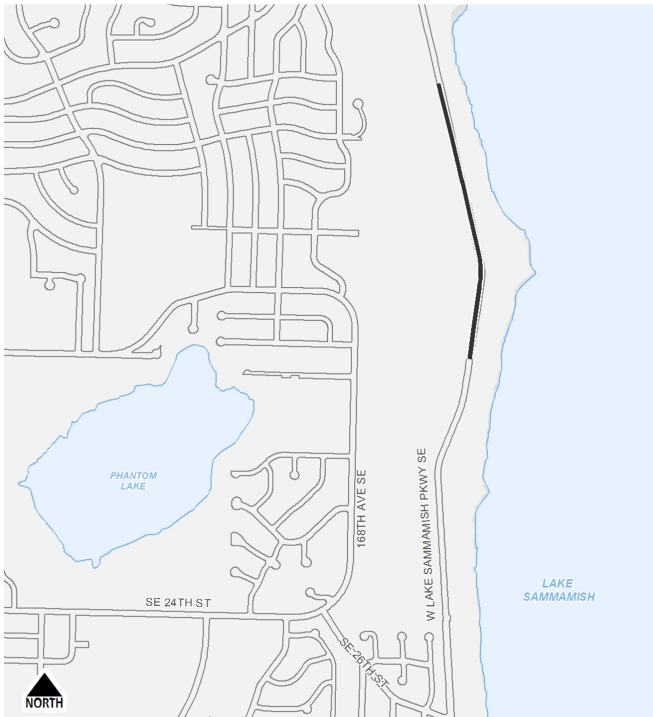
This project began with the work completed in a joint (Bellevue, Redmond, King County) West Lake Sammamish Parkway Study completed in 1996. Growing traffic volumes and Bellevue's annexation of the long, southern segment of this road provided the impetus for reevaluating the roadway and potential improvements.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

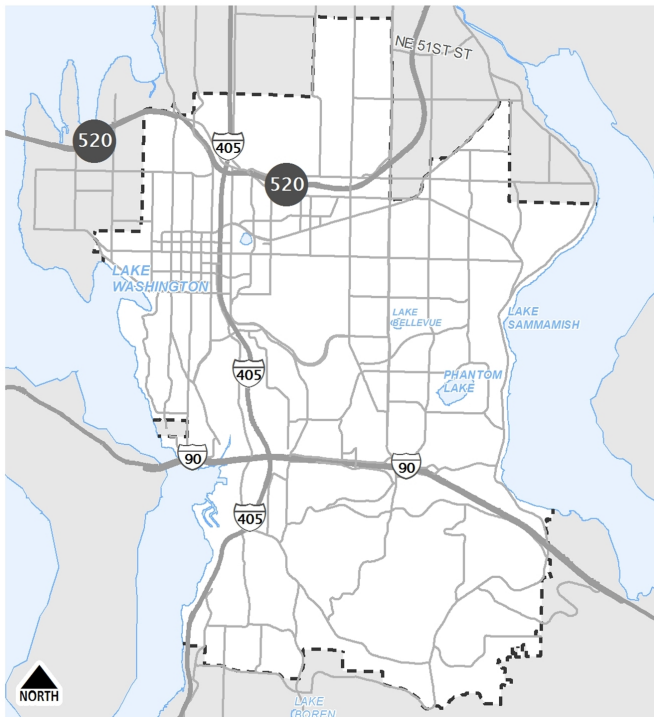
In November 2016, the residents of Bellevue approved (by 54% of voters) Proposition 2 which assessed a \$0.15 per \$1,000 levy to fund Neighborhood Safety, Connectivity, and Congestion Management projects for 20 years, from 2017-2036. This project addresses Council's desire to provide approximately \$2 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 be 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

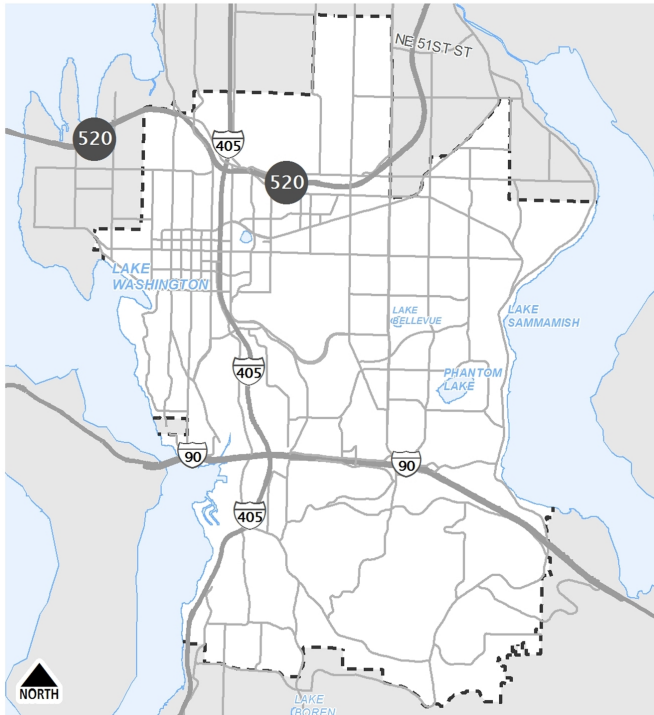
In November 2016, the residents of Bellevue approved (by 54% of voters) Proposition 2 which assessed a \$0.15 per \$1,000 levy to fund Neighborhood Safety, Connectivity, and Congestion Reduction projects for 20 years, from 2017-2036. This project addresses Council's desire to address the backlog of projects 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.

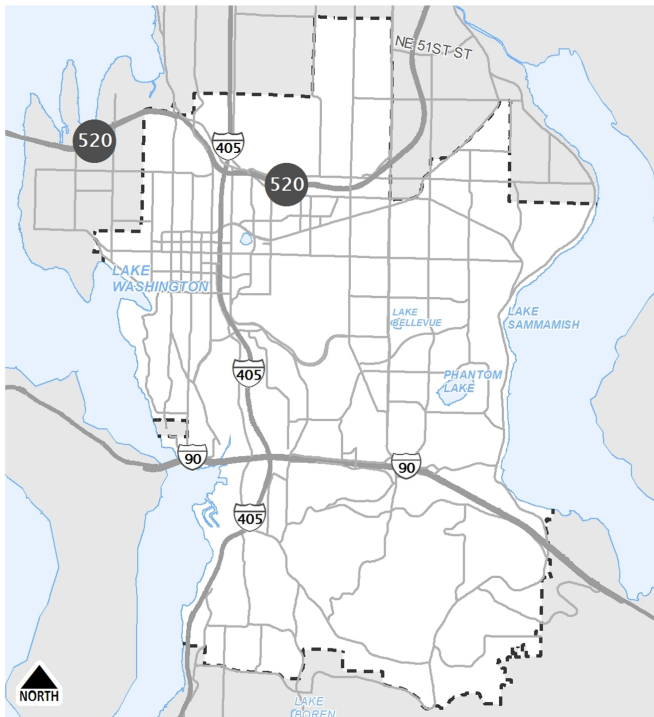
Environmental Impacts

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

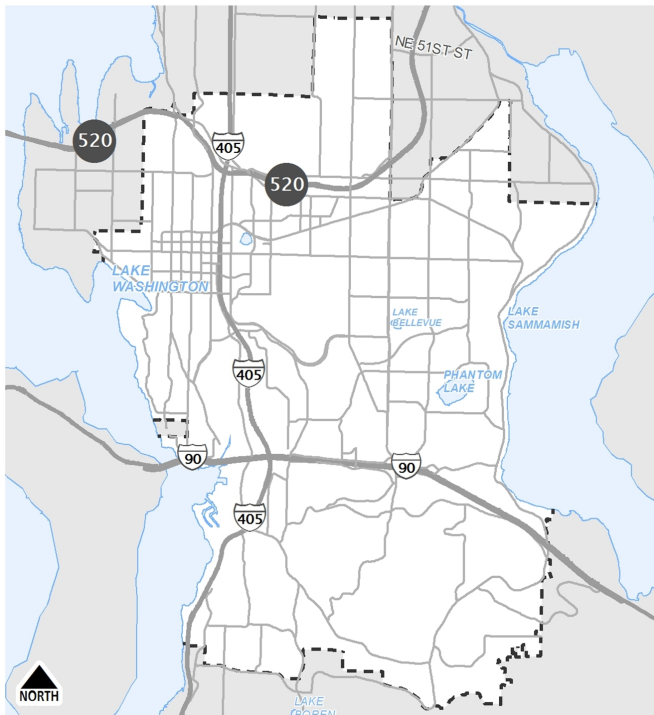
Transportation is a significant contributor to greenhouse gas emissions in Bellevue. The Environmental Sustainability Initiative has identified a target for reducing greenhouse gas emissions, and a number of strategies to achieve that target. The amount of driving that people do, expressed as per-capita 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.

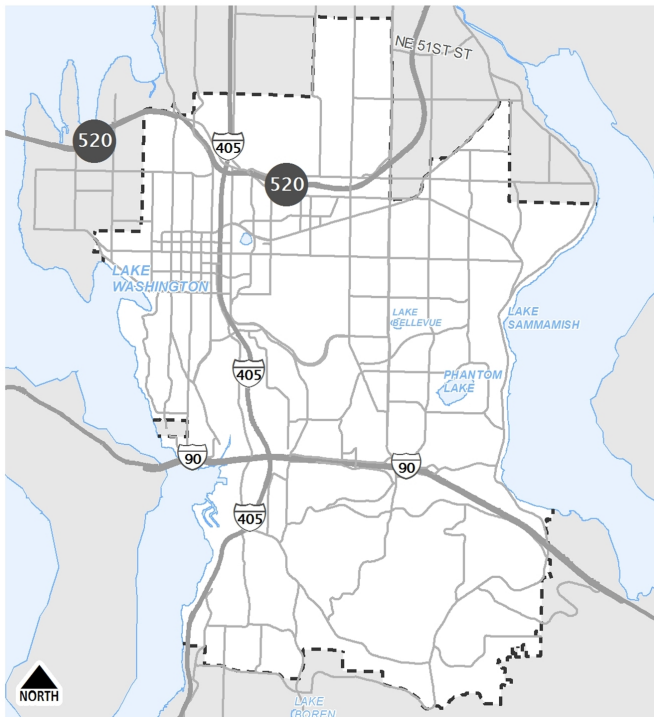
Environmental Impacts

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.

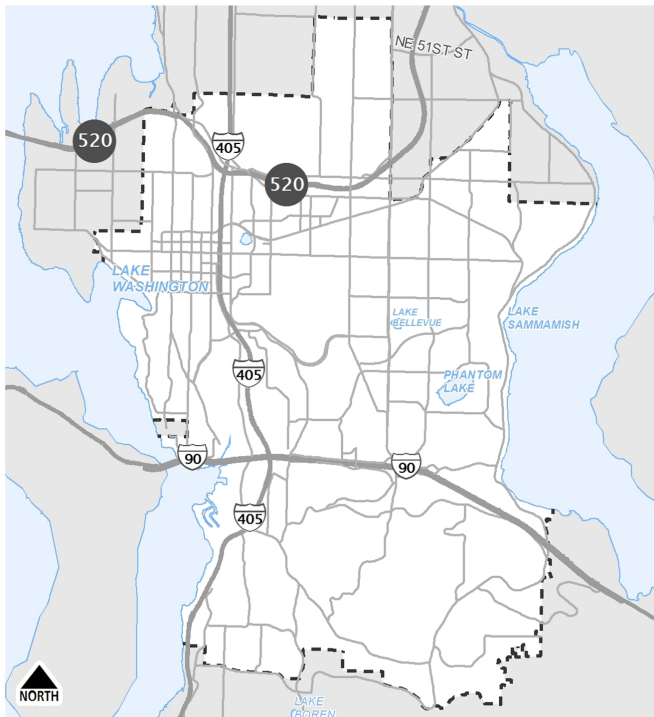
Environmental Impacts

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

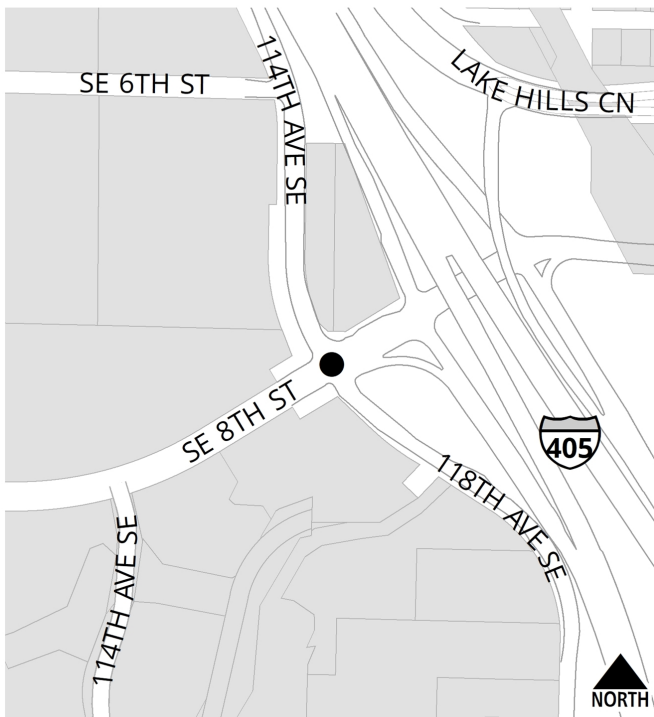
The 114th Avenue corridor is currently very active with multiple redevelopment opportunities in the planning stage. This development, the adjacency of a Park & Ride lot, nearby recreational opportunities and that this is a link in the Lake Washington Loop Trail all drive the need for intersection capacity 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

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
1,000,000	-	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

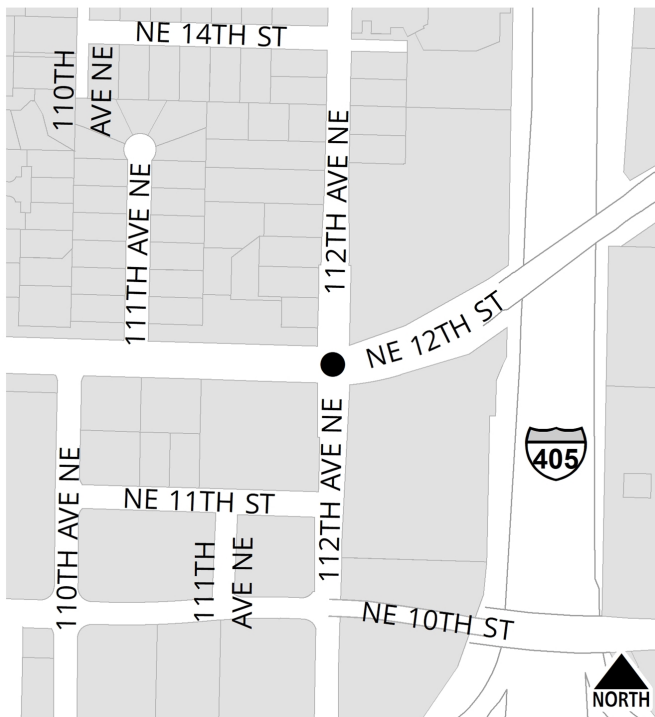
The Transportation Development Code requires development to build transportation systems at their frontage during construction. Construction of Fire Station 10 will build frontage improvements that will leave a gap between their construction and NE 12th Street to the south – at property owned by the 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**

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

Total Budgetary Cost Estimate: 1,000,000

Means of Financing

Funding Source	Amount
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.

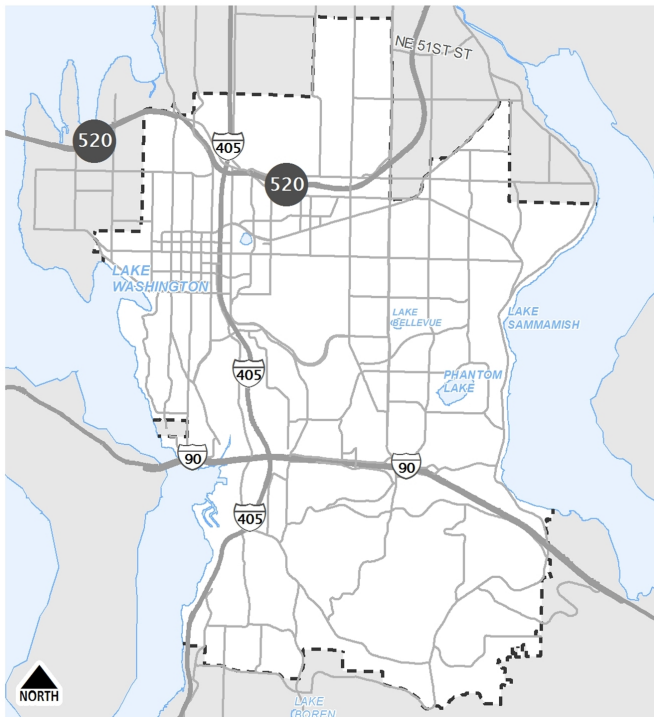
Environmental Impacts

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.

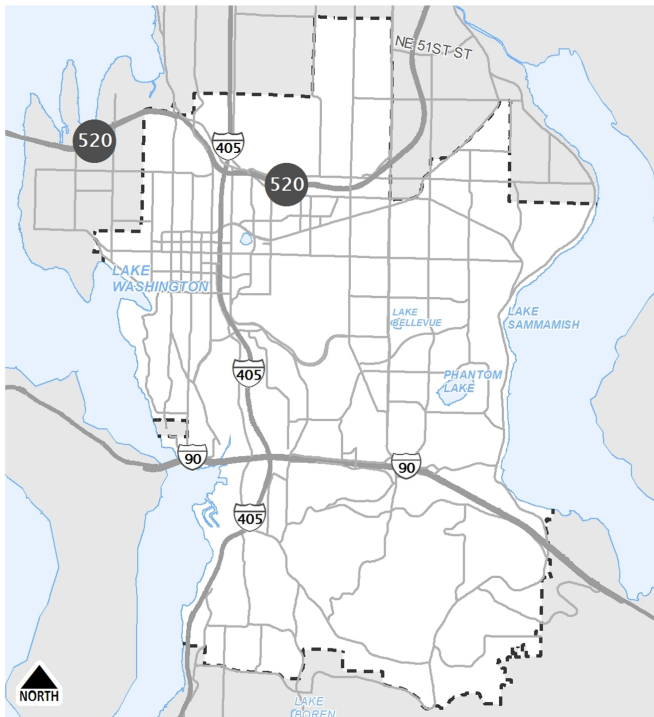
Environmental Impacts

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)."

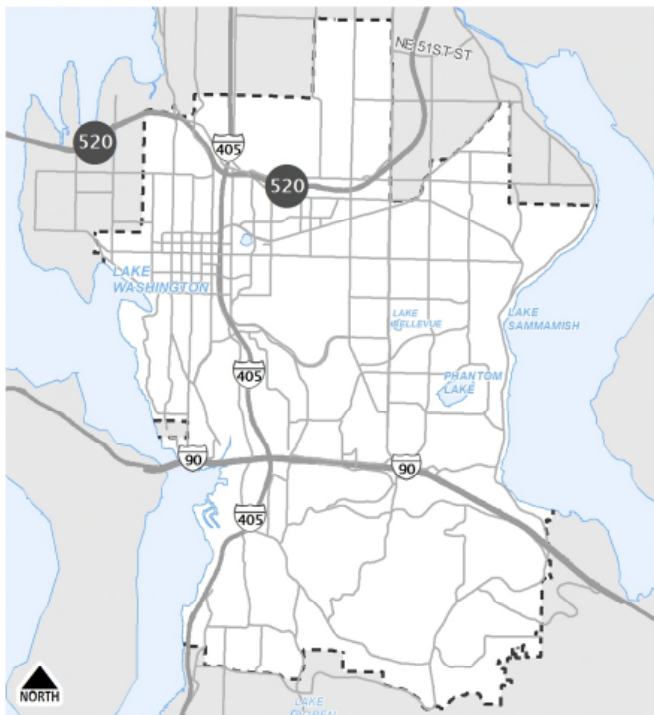
Environmental Impacts

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 proposals 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

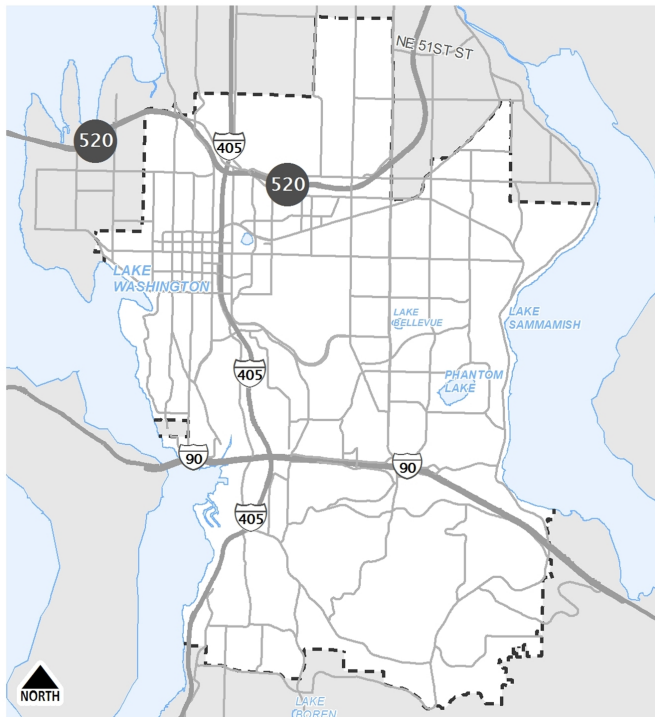
Any projects resulting from this proposal, such as increased tree planting in the right-of-way, will build upon existing planned capital projects and ensure that operating funds are available to ensure proper maintenance of the investment.

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.

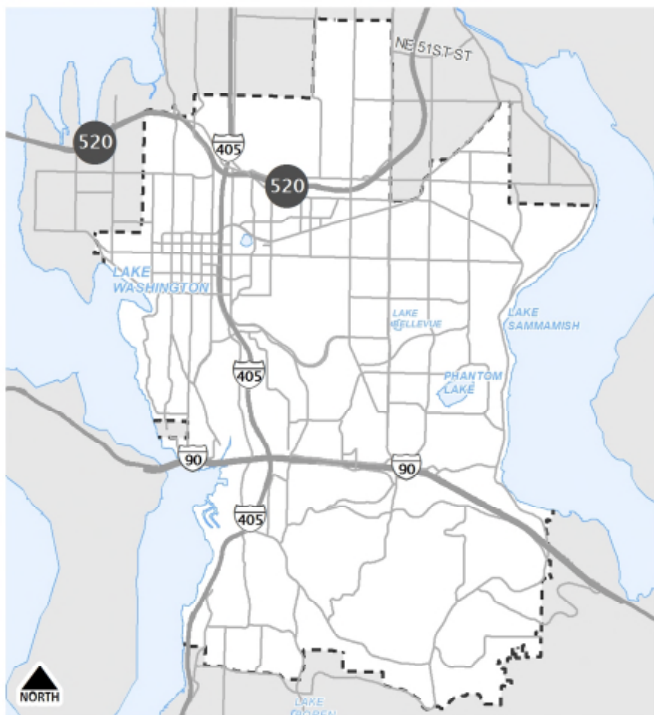
Environmental Impacts

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

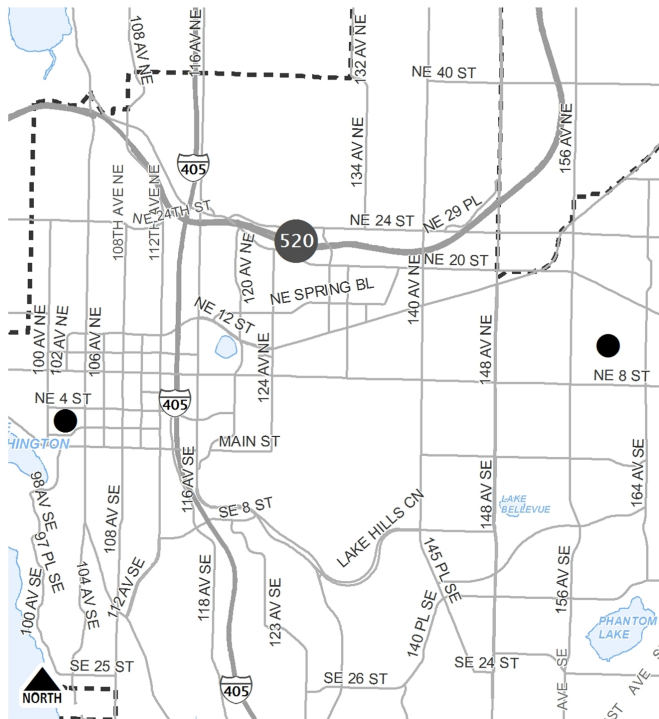
Encouraging reliable, secure, and robust communications infrastructure aligns with the following Council Strategic Target Areas: (1) Economic Development - the 2019 Business Survey shows that 85% of businesses in Bellevue report their current internet services meet their needs today, and 72% believe 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

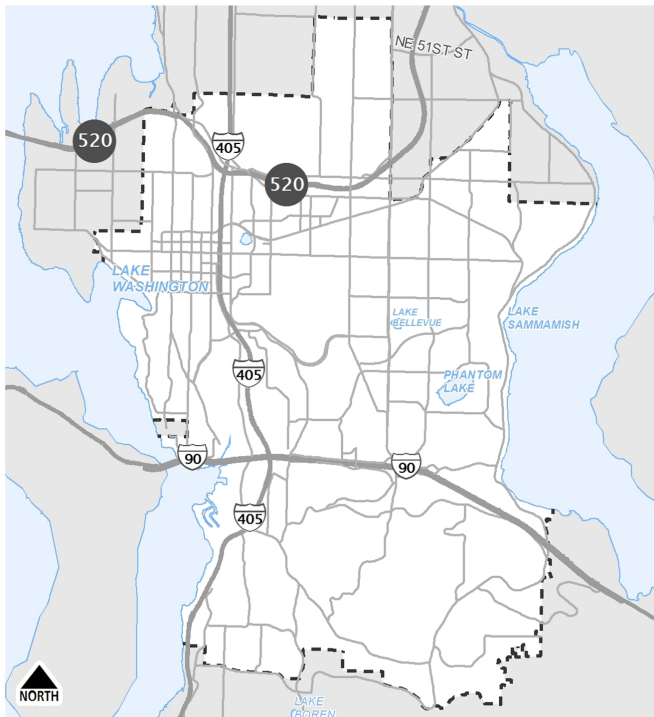
There is no immediate Environmental Impact associated with the initial studies. Depending on future development, SEPA reviews and permitting would occur before Council action and development.

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.

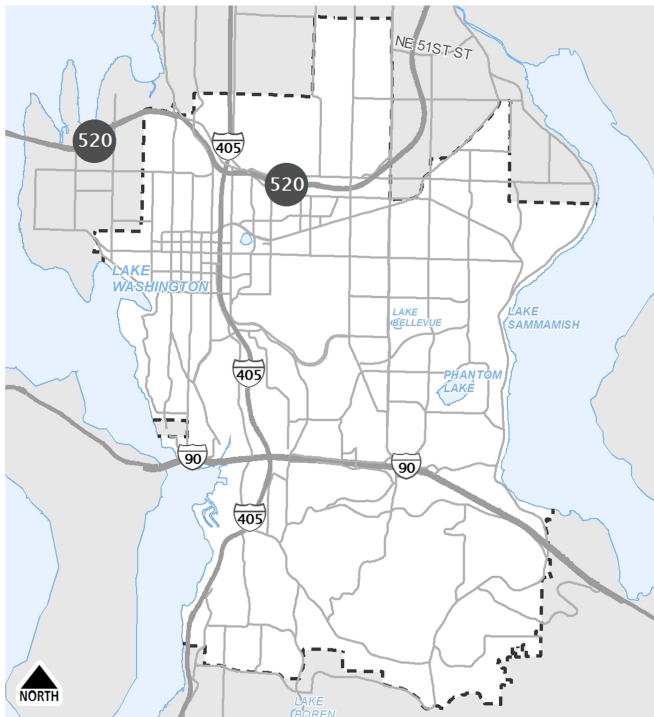
Environmental Impacts

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.

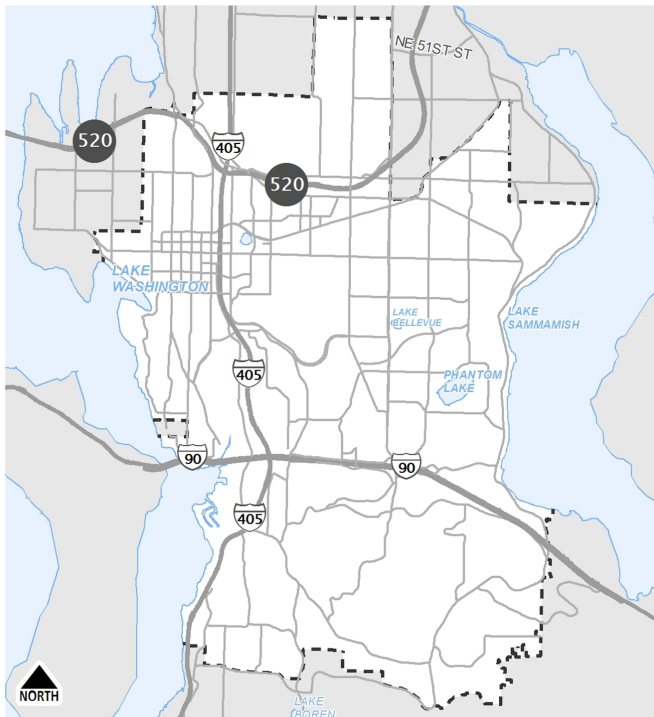
Environmental Impacts

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.

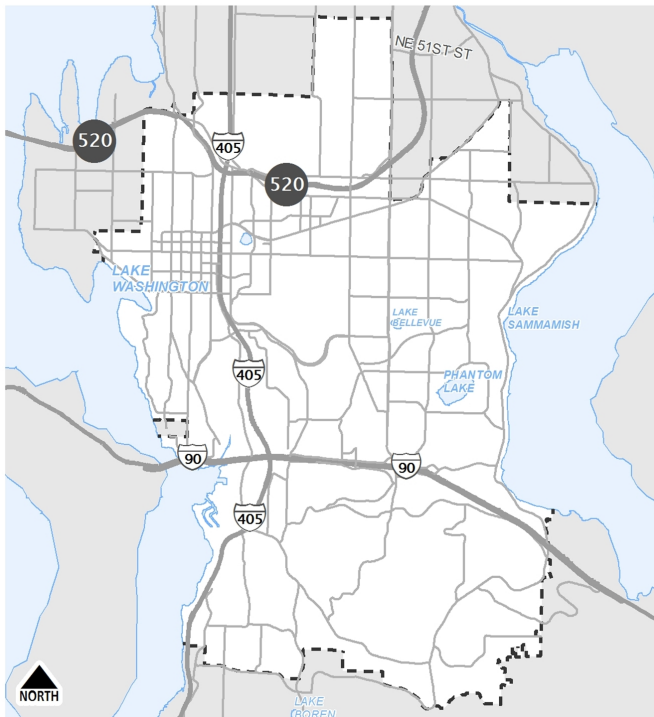
Environmental Impacts

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

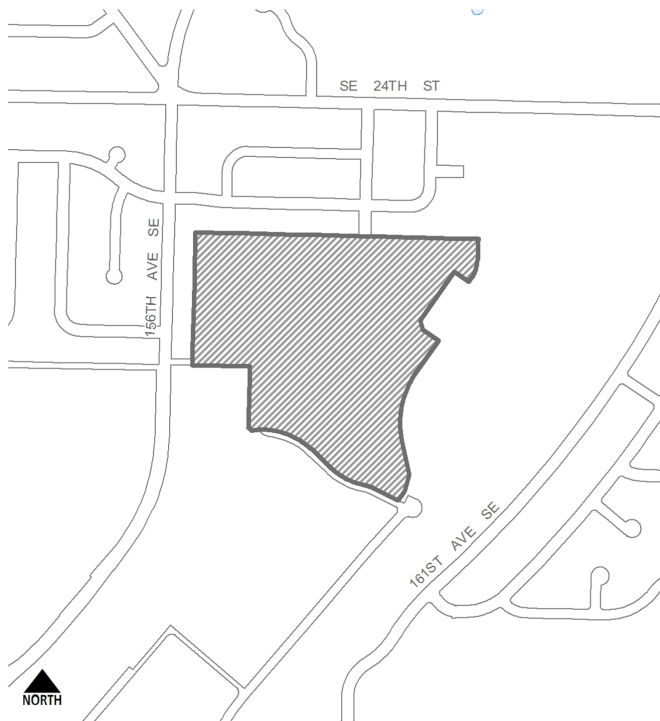
The Bellevue Airfield Park property is one of the few remaining undeveloped large tracts of land in Bellevue. Approximately one-third of the 27-acre site was operated as a municipal landfill from 1951 to 1964 and an airfield until 1983. It is currently a vacant, grass meadow on top of an aging landfill 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.

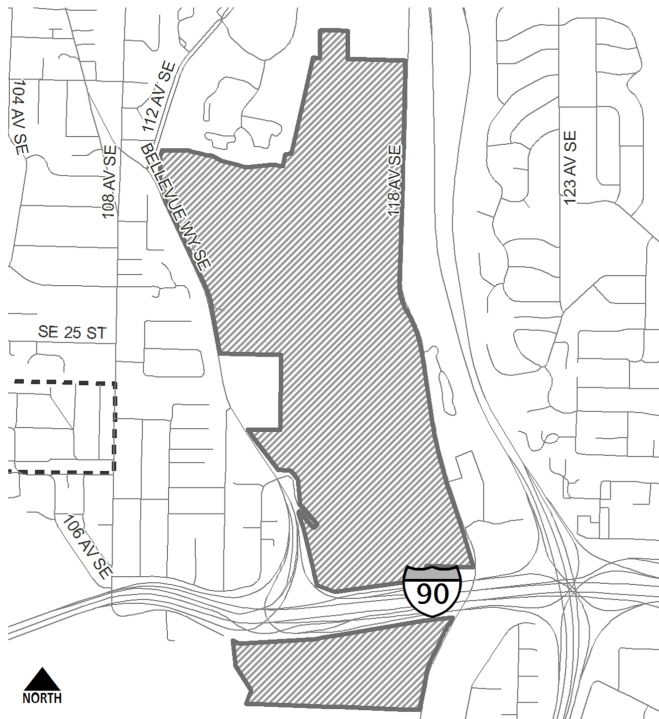
Environmental Impacts

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

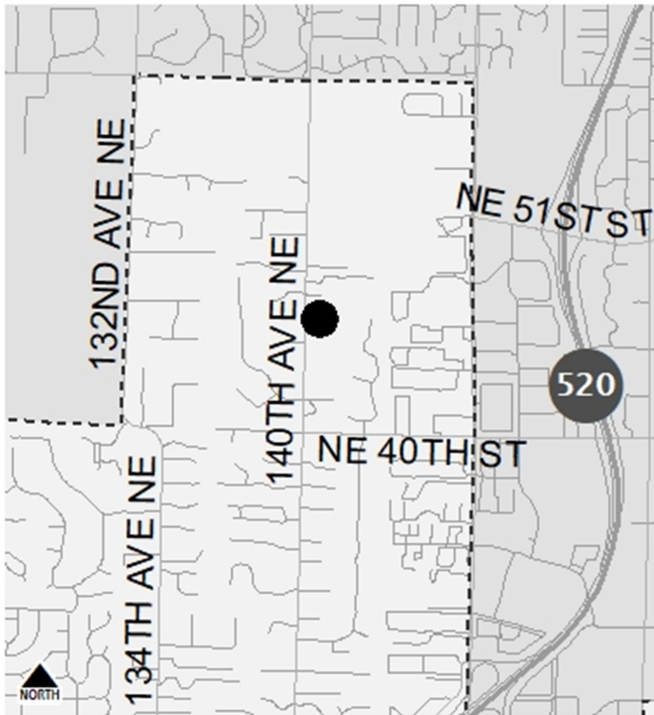
This neighborhood park is located in an area that is underserved by public parks and trails as identified in the 2016 Parks & Open Space System Plan. Further, neighborhood park development in Bridle Trails was an identified project of the 2008 Parks and Natural Areas Levy.

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

<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>
3,199,823	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

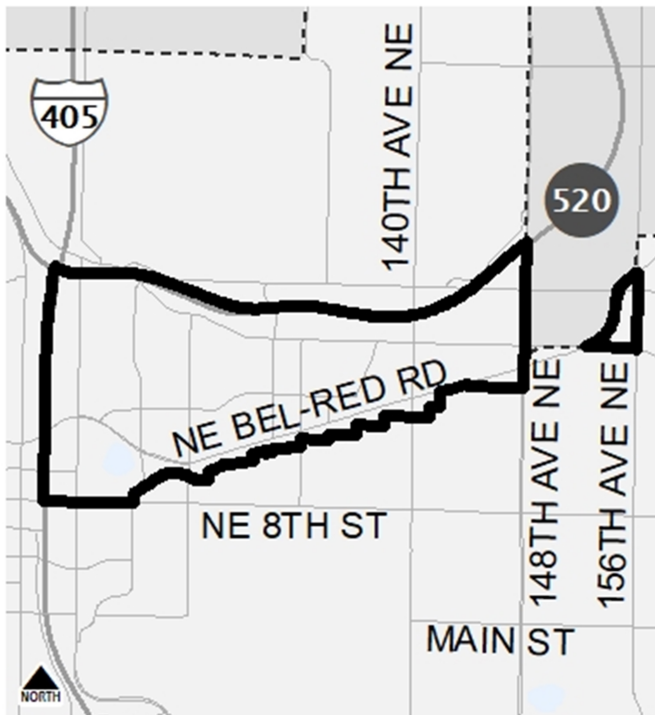
The BelRed Subarea plan projects the creation of at least 5K new housing units and 10K new jobs by 2030. Development activity consistent with that plan has been strong. Over 2K housing units are already completed or are under construction. Seattle Children's Hospital, the Global Innovation Exchange, 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**

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	2019 - 2021	3,199,823

Total Budgetary Cost Estimate: 3,199,823

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
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

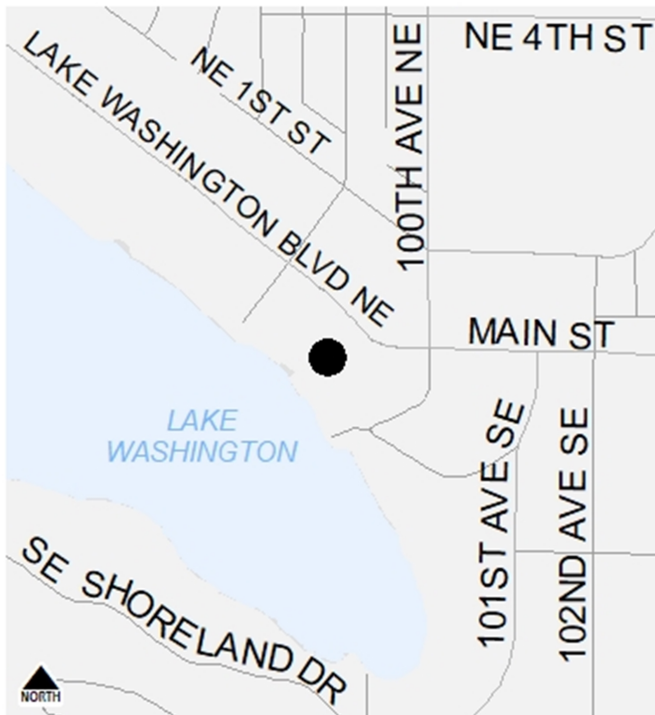
Public access to the waterfront is consistently identified as a top priority in resident surveys, and connecting downtown Bellevue to the waterfront has been a longtime vision of the City. The adopted Meydenbauer Bay Park and Land Use Plan is the result of a comprehensive public outreach process that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

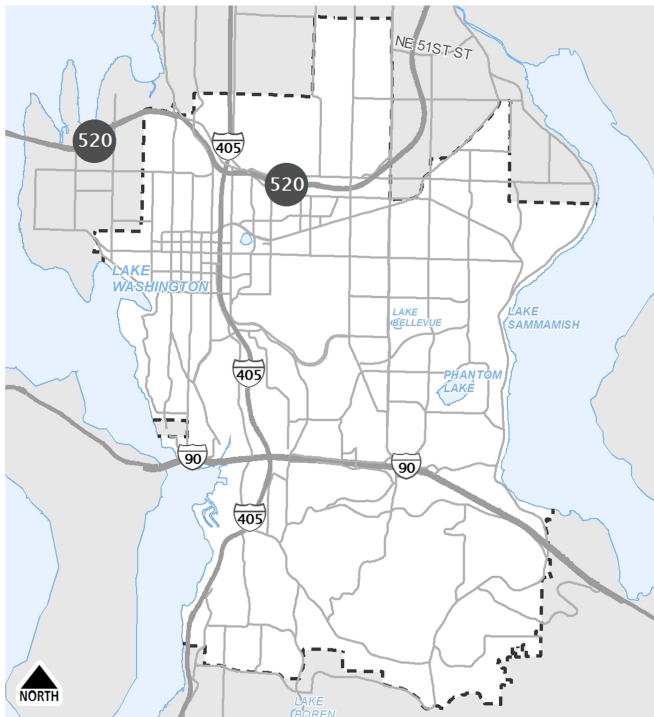
Environmental Impacts

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.

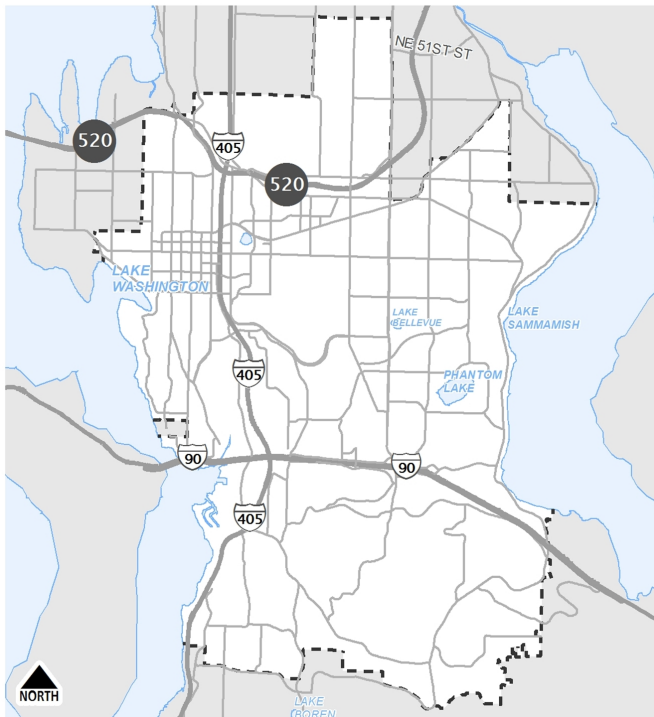
Environmental Impacts

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.

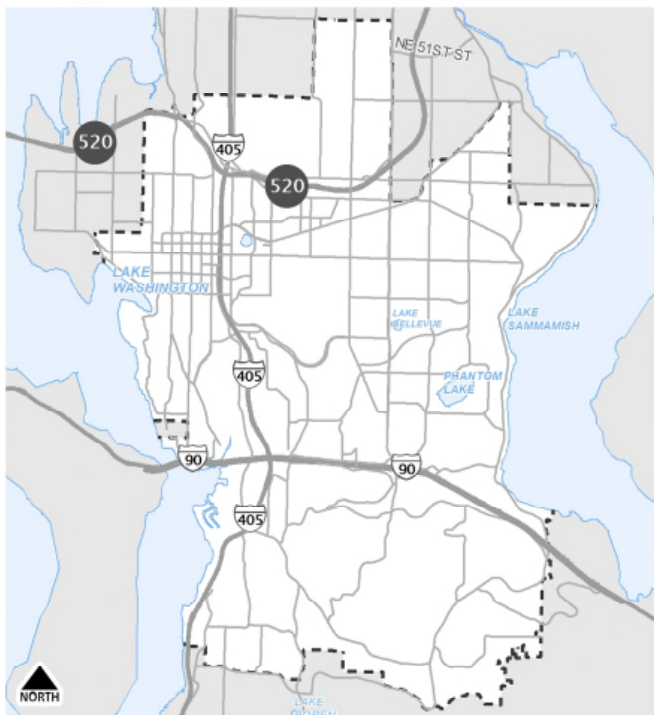
Environmental Impacts

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

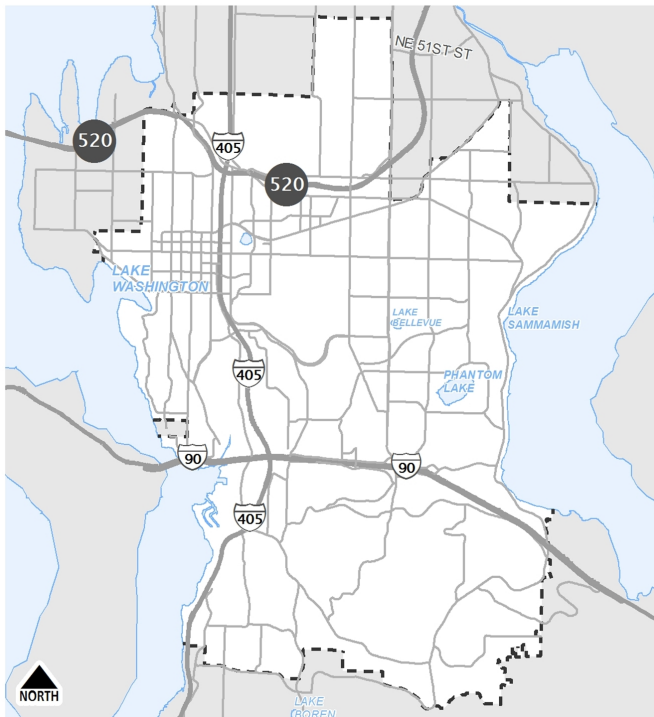
This program will allow specific transportation improvement projects to be closed when construction is complete.

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

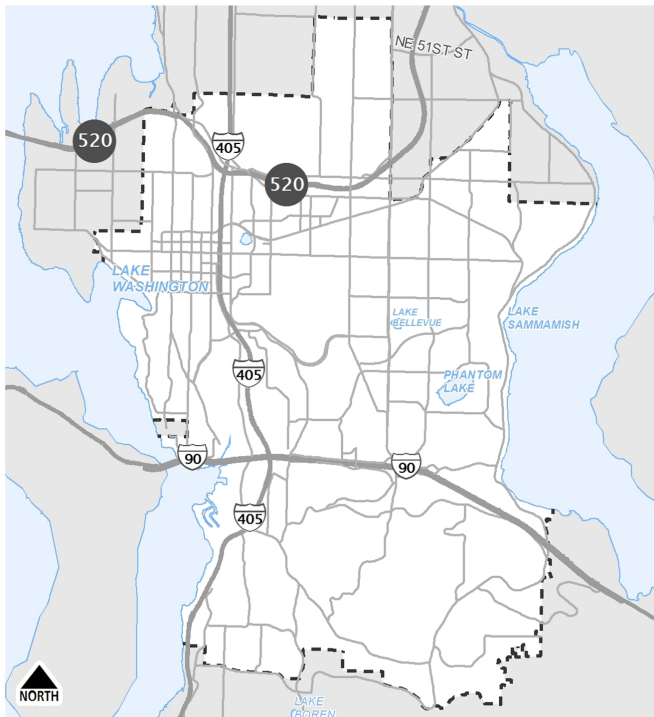
Public Art Program funds implement the City's commitment to investment in art. Public art investments are linked to park improvements, public buildings, transportation projects, and neighborhood sites to integrate visual art into the everyday life of Bellevue citizens. The community will obtain permanent 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.

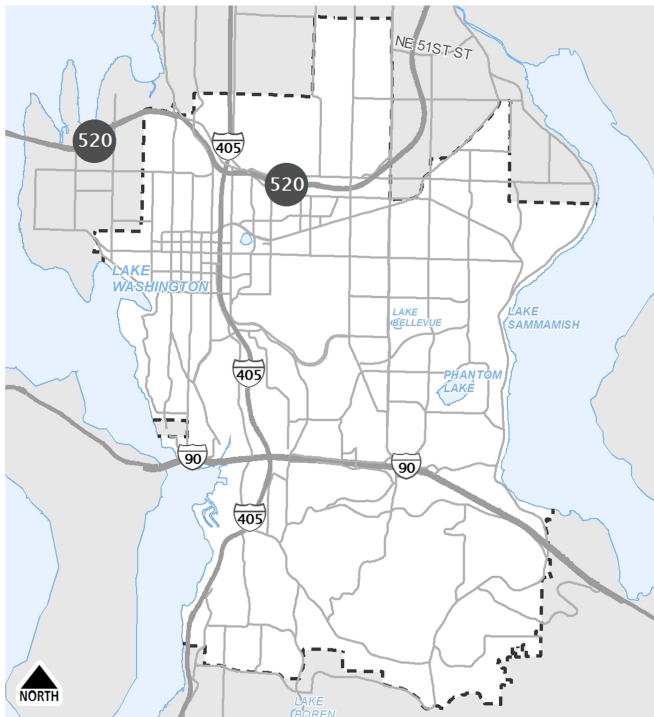
Environmental Impacts

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

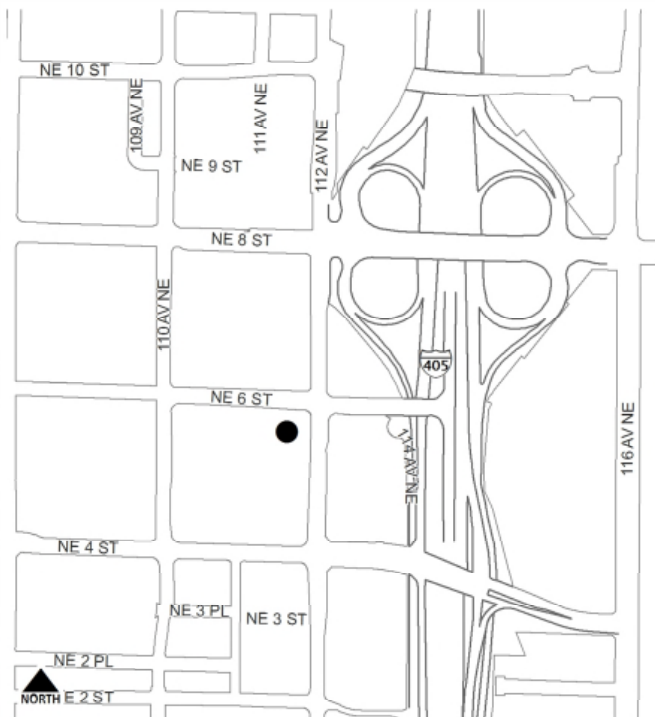
This effort is pre-development. Separate studies to determine any environmental impacts will follow and are outside this scope.

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.

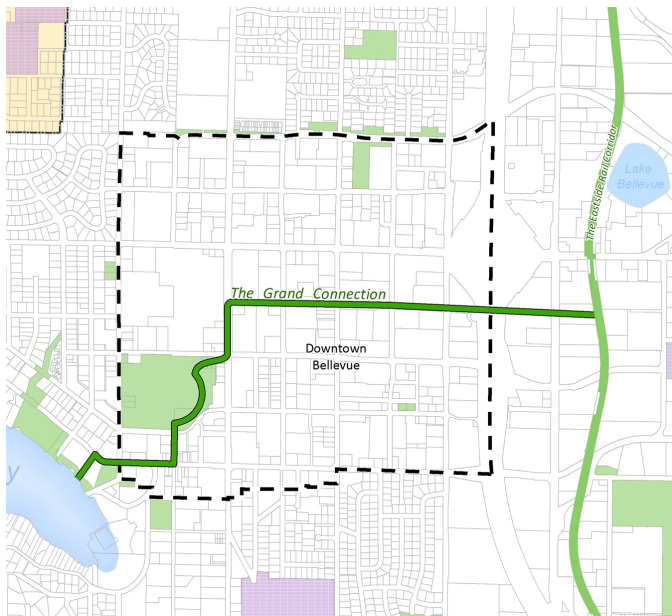
Environmental Impacts

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

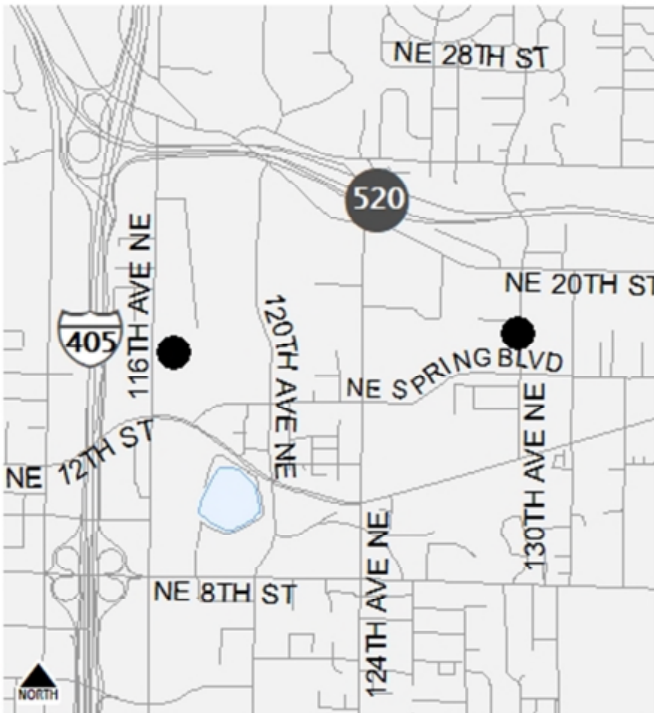
SEPA, including related technical analysis, will be done as needed for individual TOD projects.

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

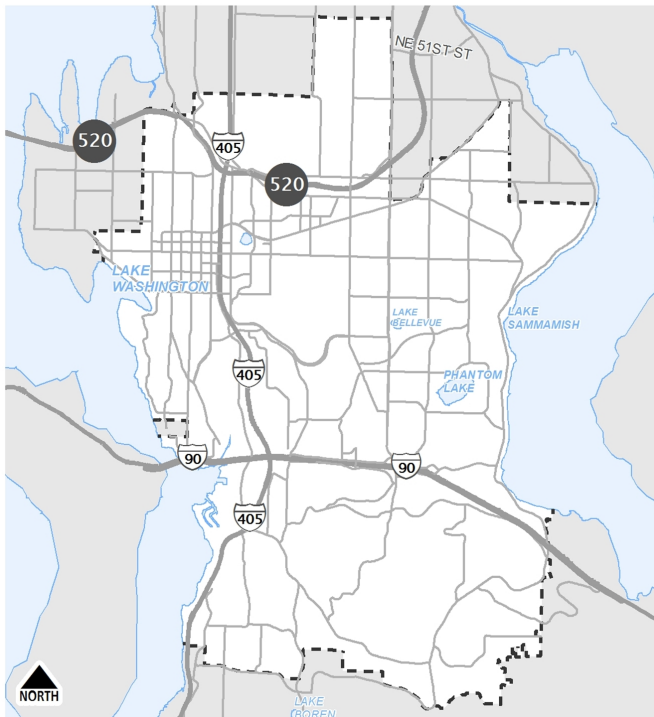
Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
2,000,000	600,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000

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

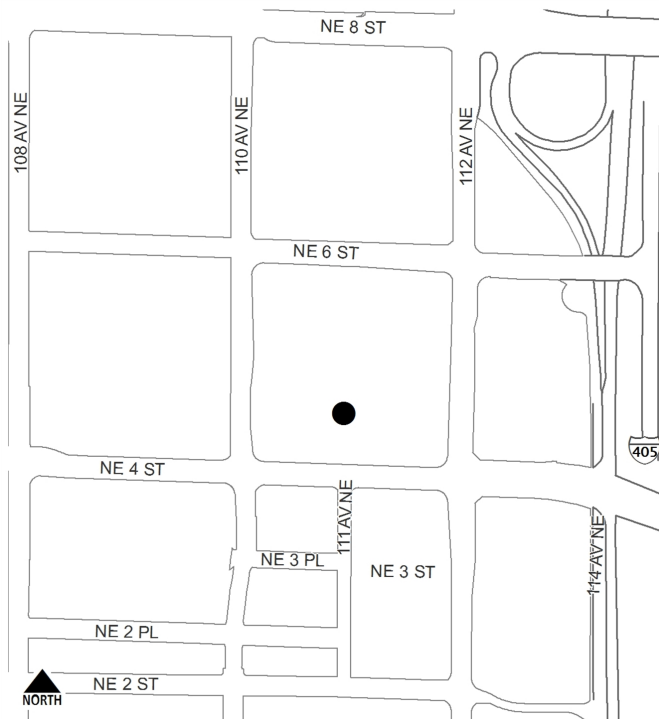
Additional money has been proposed in reserve for community involvement to support the feasibility study. AECOM has recommended "cultivation of a project champion" team made up of staff and community members. Staff will bring back analysis of how much funding is required for the community champions and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

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

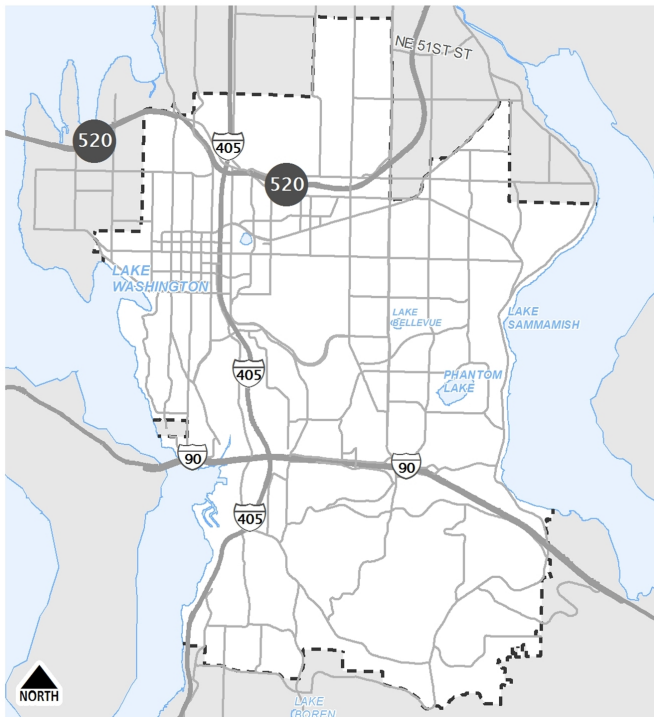
This proposal provides additional resources to implement Bellevue's adopted Affordable Housing Strategy. Affordable housing funding beyond current levels is necessary to achieve a greater outcome in new or preserved housing, especially in units that serve households earning less than 60% of area median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

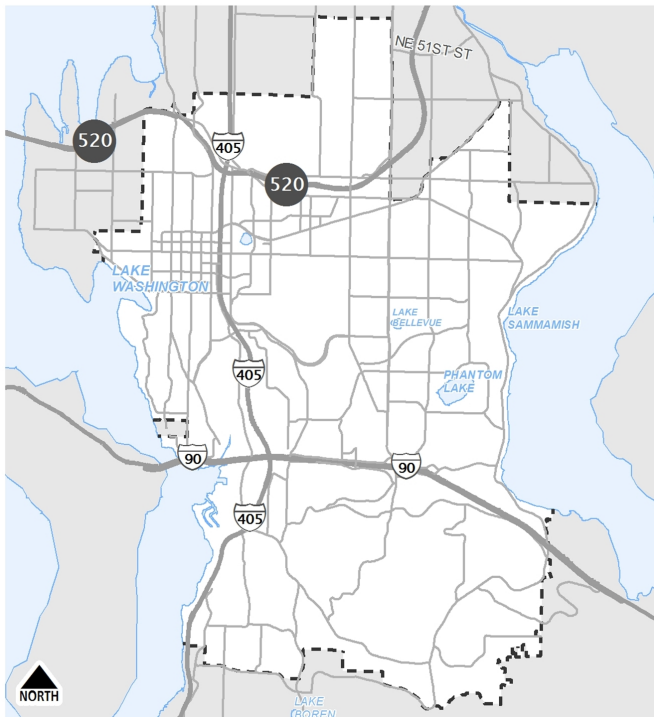
Environmental Impacts

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

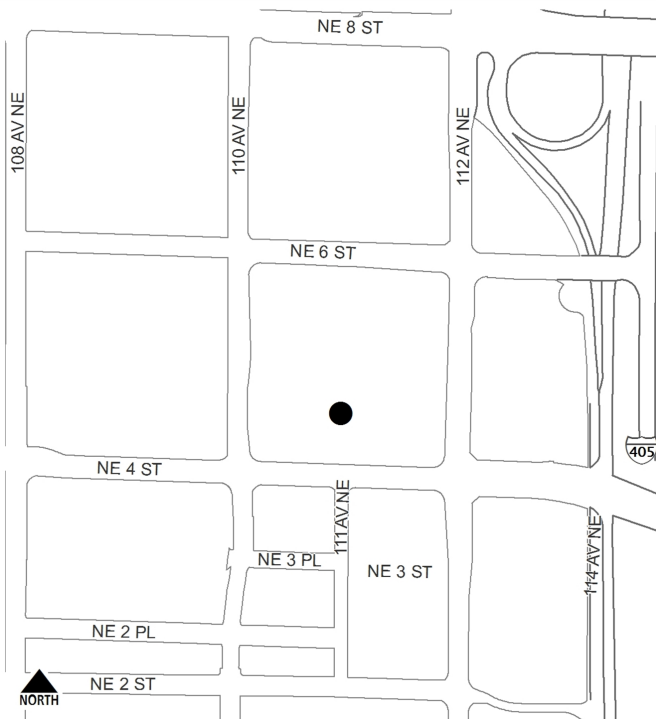
A stable and accurate Finance, Asset Management, and Human Resources System provides information required for financial planning, financial management, and enabling the workforce to achieve their potential. The ERP system equips the organization with the technology to perform financial management and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

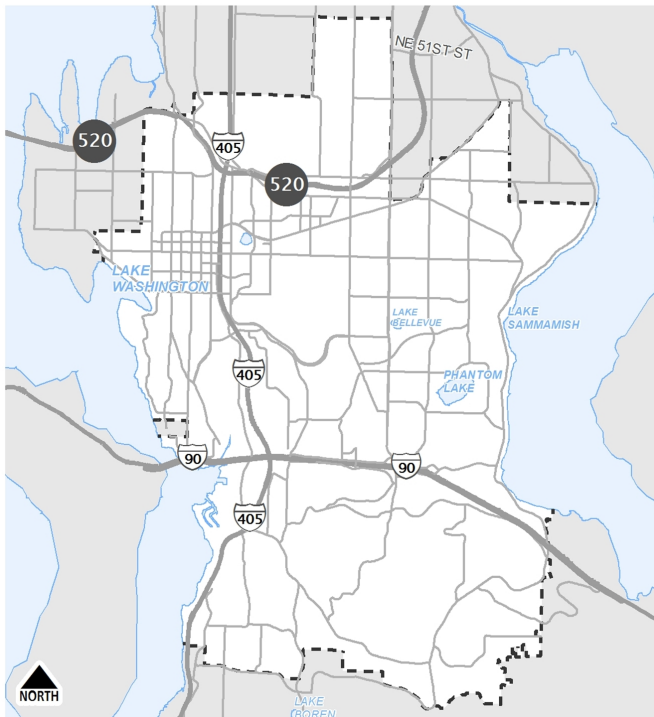
This CIP project is a placeholder of CIP funding for Council Contingency projects that the City Council may identify.

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.

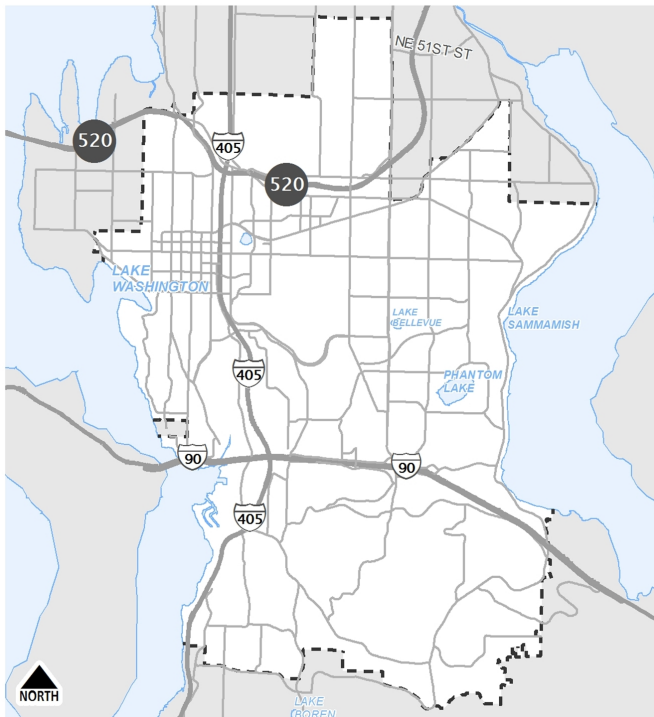
Environmental Impacts

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.

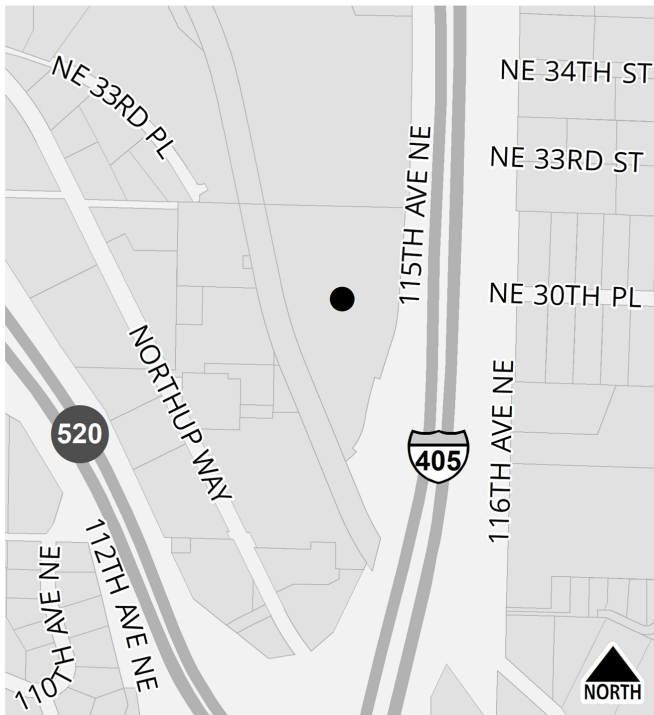
Environmental Impacts

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

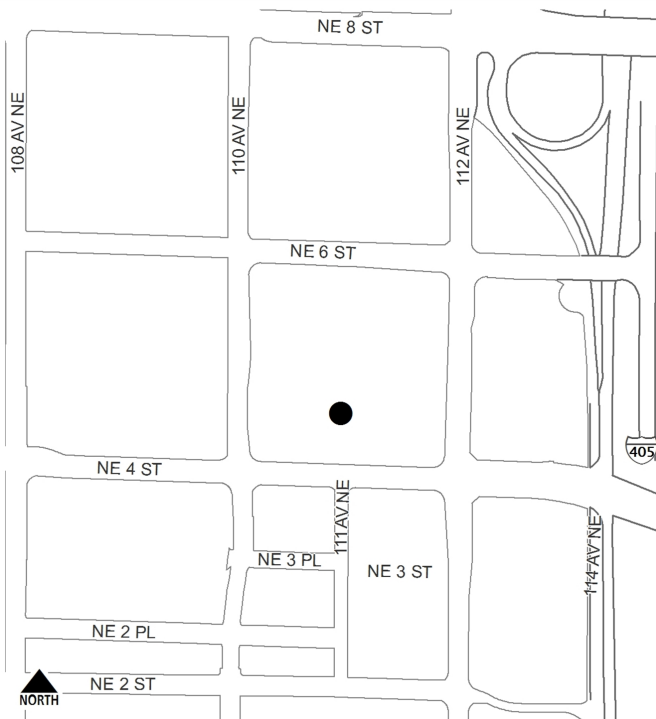
This project enables the City to address known future space needs to maximize the use of City Hall and BSC, providing for productive support of the citizen's needs.

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.

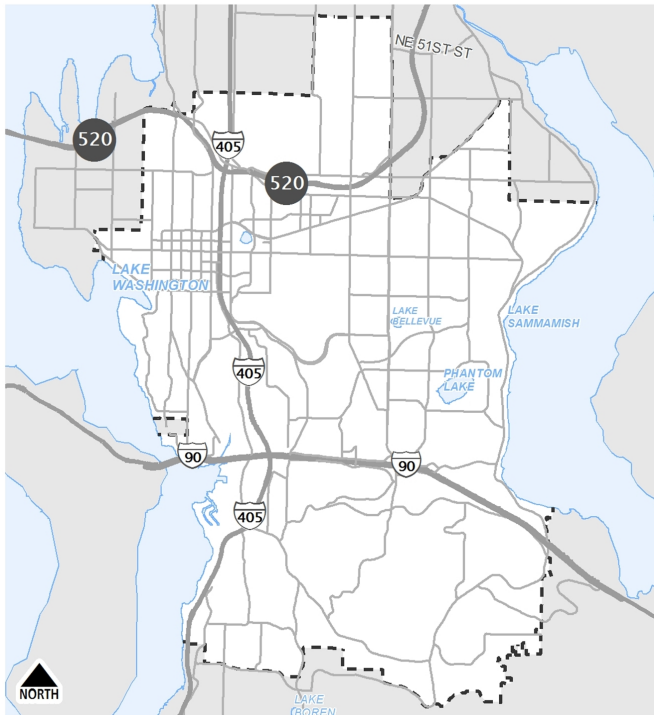
Preserving existing capital infrastructure before building new facilities is a critical element of the city's financial policy (Citywide Financial Policy XI: I). While the Fire Levy was approved to replace two fire stations and build a new urban fire station, there is continuous maintenance required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

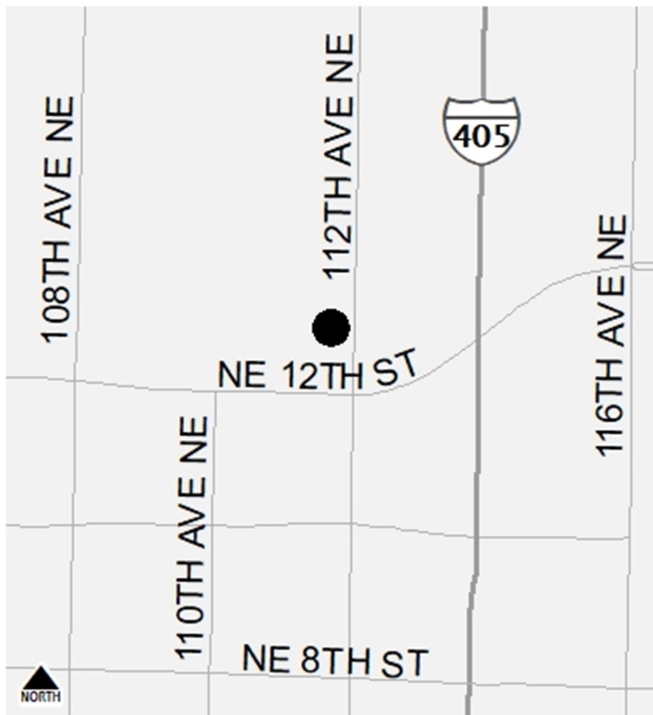
The downtown has a majority of high-rises in the city and high-rise development is continuing at a fast pace. In the next decade, it is expected that the downtown area will have a significant increase in jobs and residential population. The location of the new fire station in the downtown area will address 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

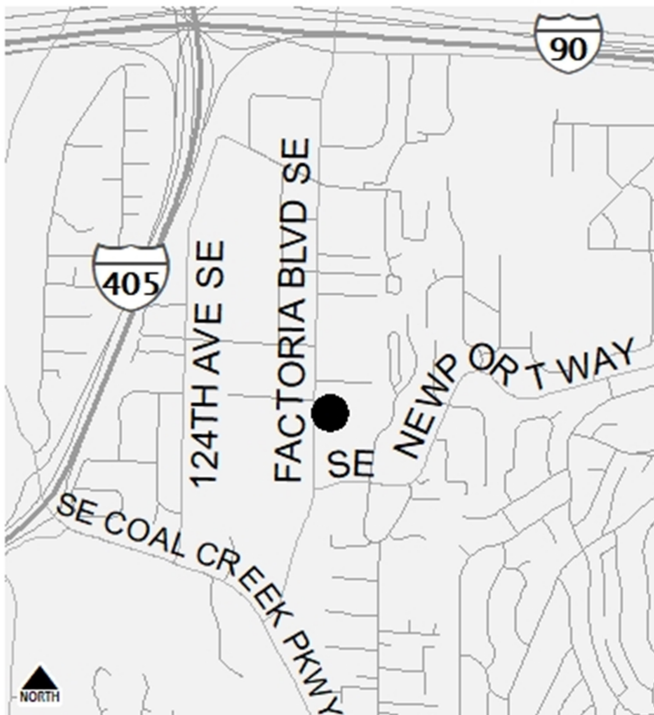
This project provides funding to relocate Fire Station 4 where site limitations preclude reconfiguration or expansion at the existing location. Due to continued growth throughout the city, Fire Station 4 has been designated as a future taskforce station. This designation requires additional space to 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

<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>
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

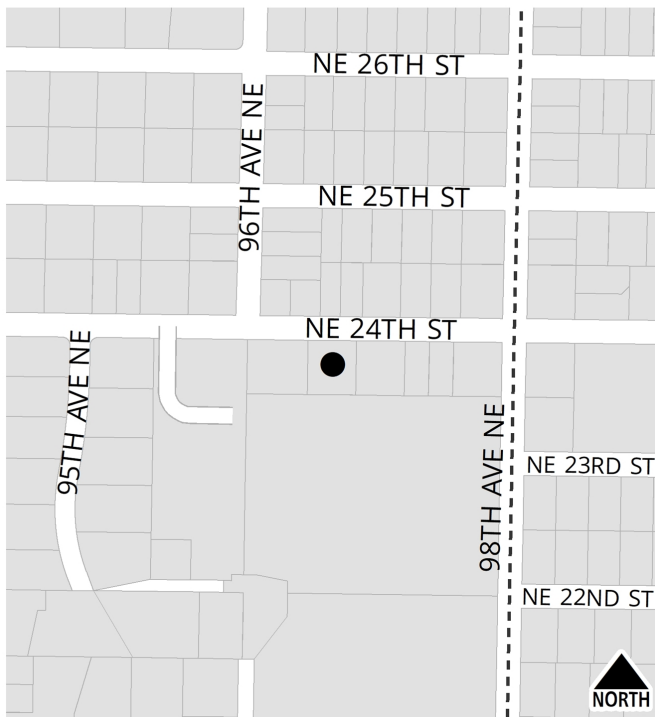
Maintaining emergency response capabilities and providing adequate training facilities for firefighters is directly related to the Key Community Indicator described as a community that is prepared for and responds to emergencies.

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**

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	2021 - 2022	12,500,000

Total Budgetary Cost Estimate: 12,500,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
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

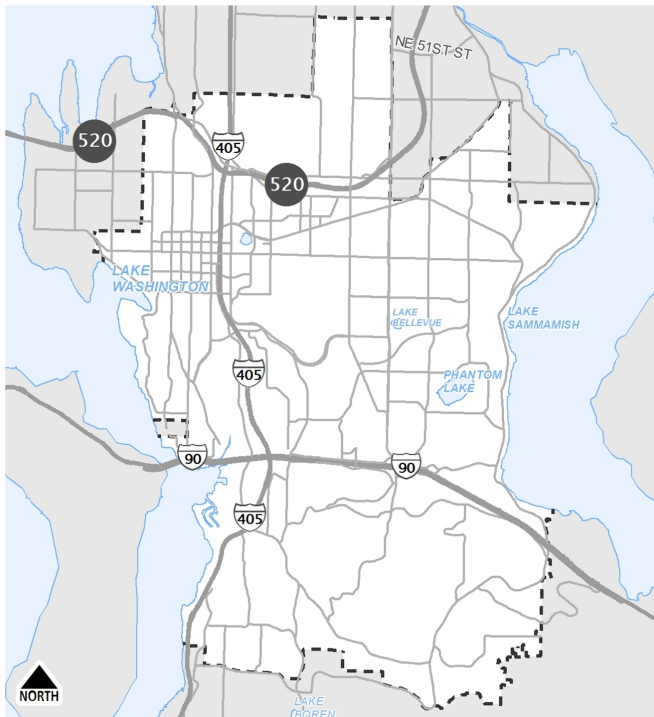
It is important to note that the Warehouse/Special Projects will enable the special projects from individual stations to relocate here to vacate space needed to create bunker gear storage, decontamination area, etc. These remodels will address both operational and firemen health and safety. Without the 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

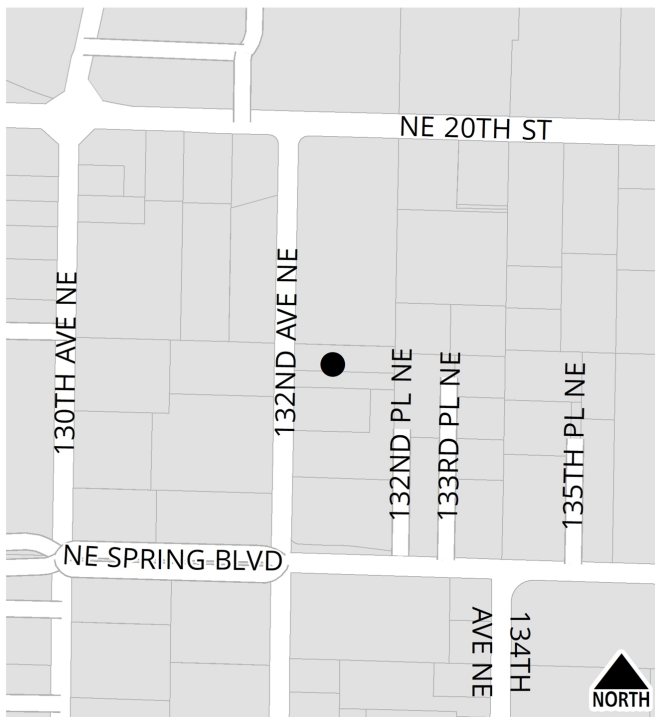
Maintaining emergency response capabilities, providing a healthy and safe working environment for fire personnel, and providing adequate training facilities for firefighters is directly related to the Key Community Indicator described as a community that is prepared for and responds to emergencies.

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

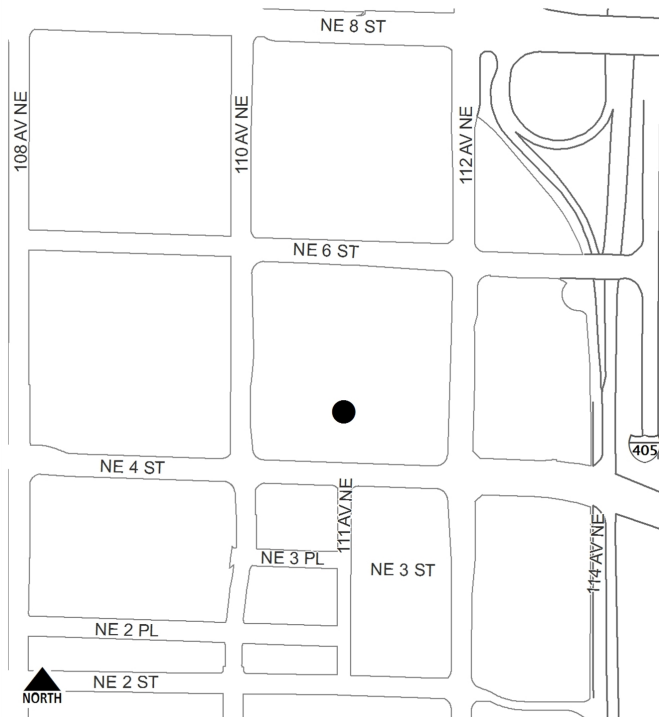
The fund was established for eventually replacing enterprise systems, including JDE, Maximo, point of sale, the City website, and others. These enterprise applications, funded through the CIP and phased in over the past 10 years, have no established replacement funding, unlike some departmental line-of-business 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).

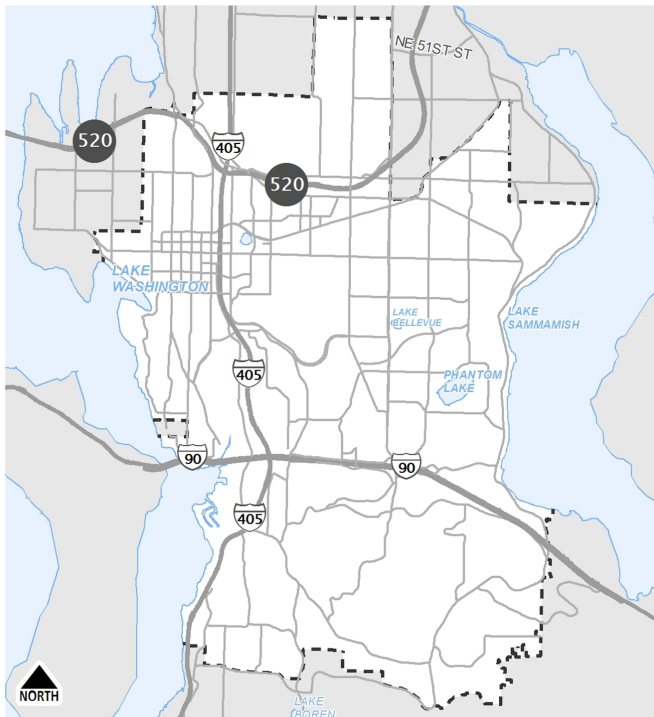
Environmental Impacts

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.

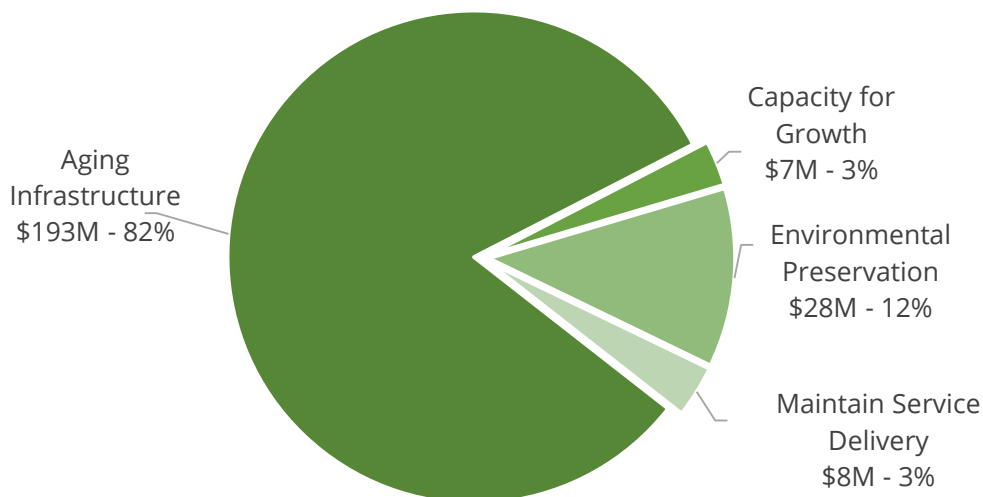
Key drivers for the 2021-2027 CIP are:

- 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

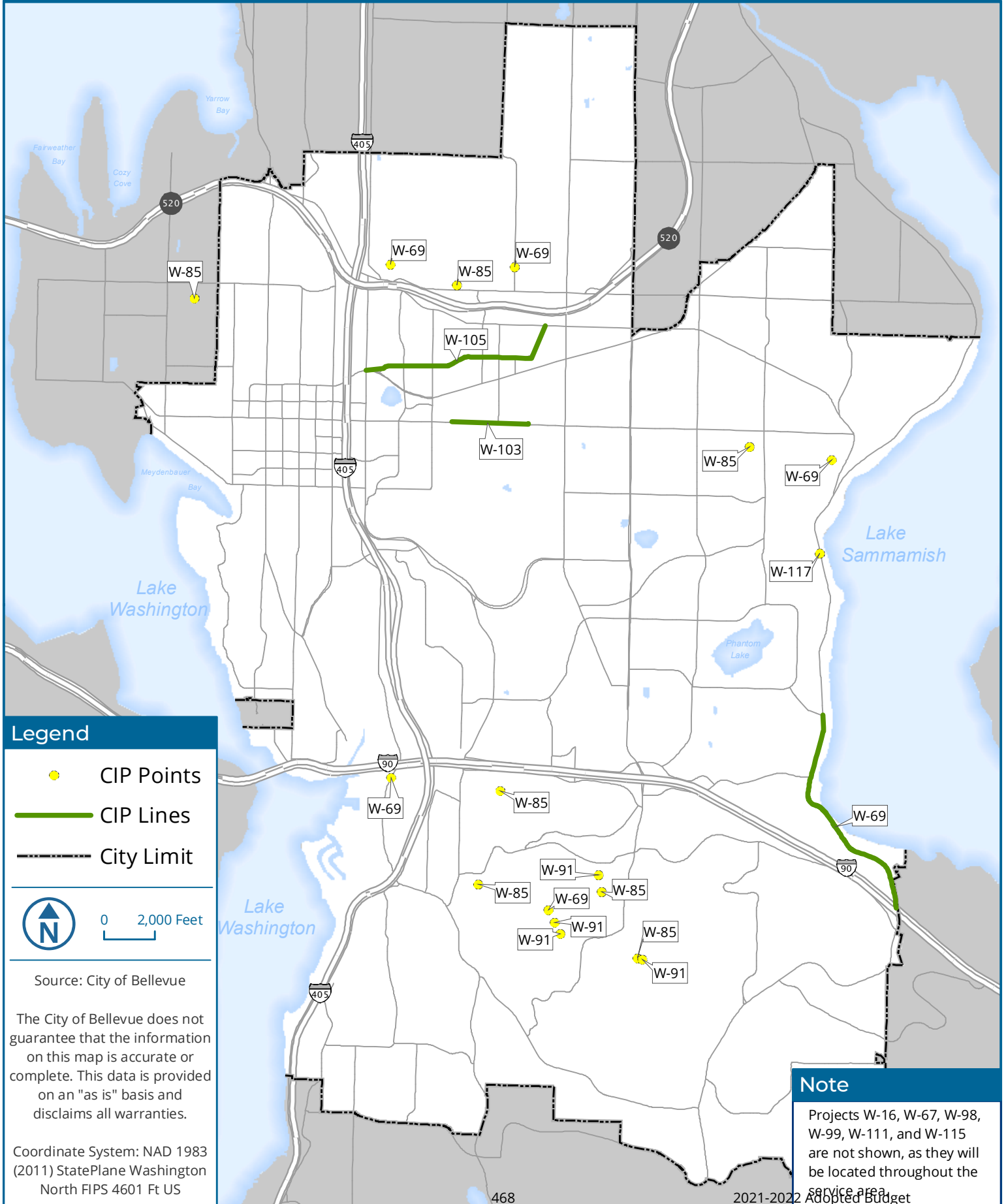
CIP Plan Number	Project Title	\$ in 000s	
		2021-2027 Project Cost	Total Estimated Cost
W-16	Small Diameter Water Main Replacement	\$ 81,290	\$ 189,687
W-67	Pressure Reducing Valve (PRV) Rehabilitation	6,000	15,402
W-69	Minor (Small) Water Capital Improvement Projects	1,290	9,042
W-82	Fire Hydrant Standardization	-	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	<u>\$ in 000s</u> <u>Total</u> <u>Estimated</u> <u>Cost</u>
NONE		
	Total Combined, Completed Projects	<u>-</u>

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.

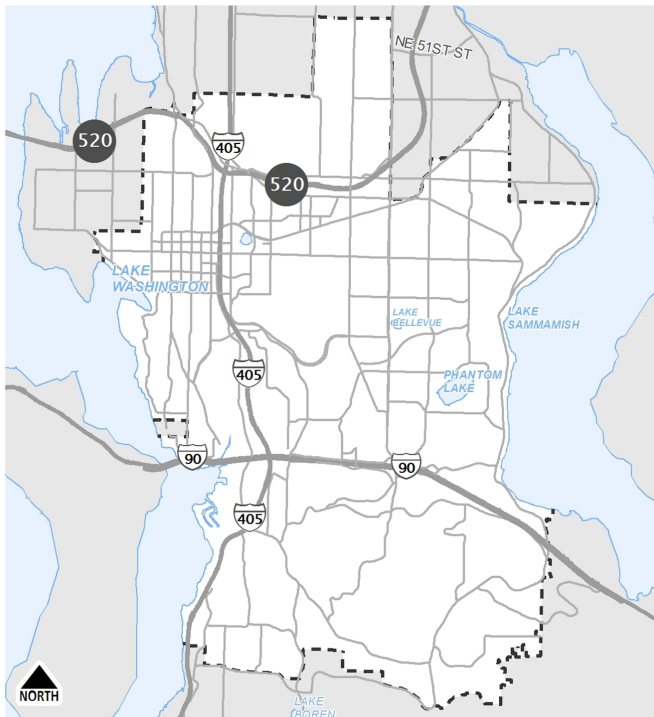
Environmental Impacts

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.

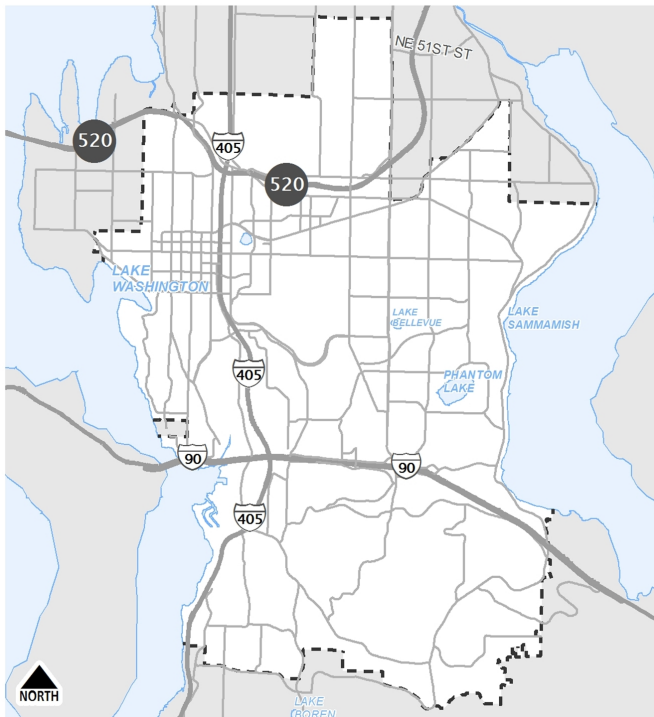
Environmental Impacts

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.

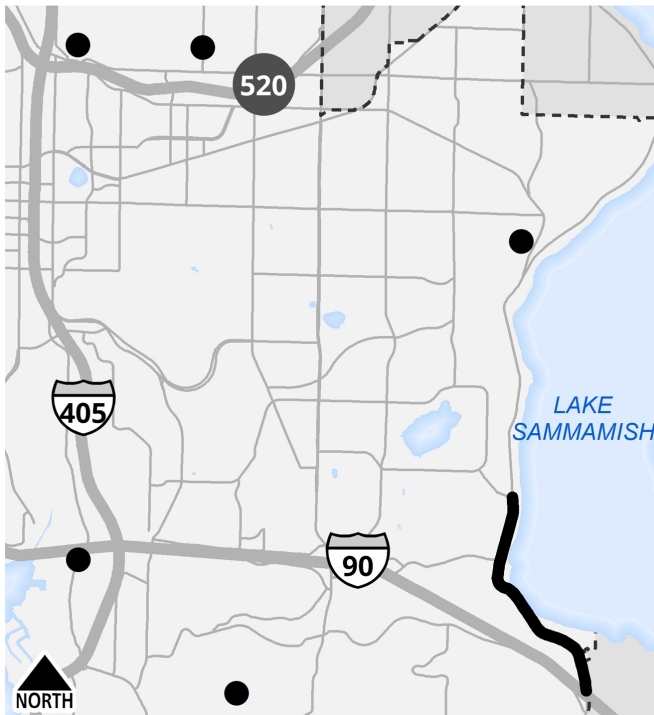
Environmental Impacts

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

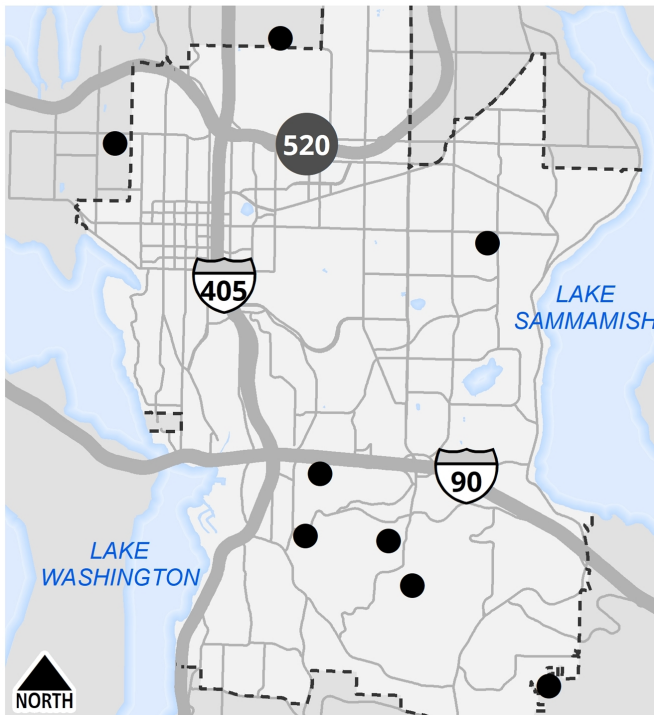
This program will have no significant impact on operating revenues and/or expenditures.

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.

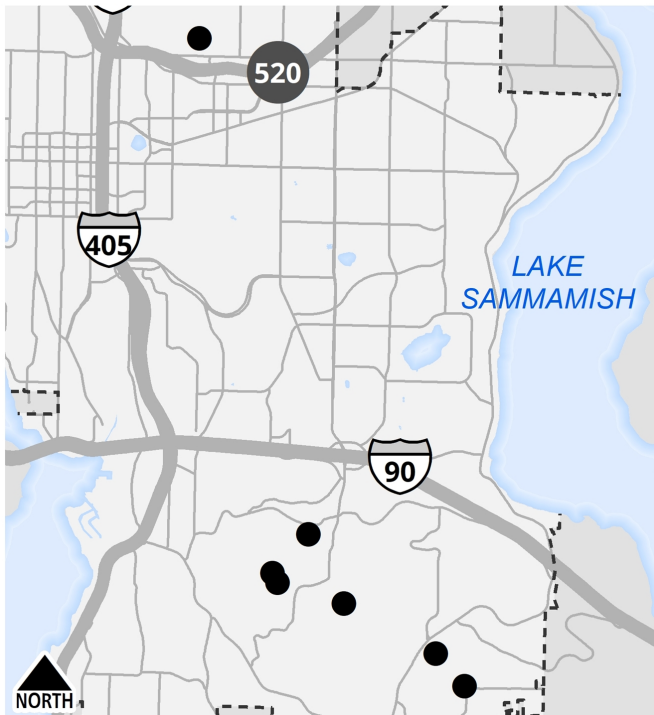
Environmental Impacts

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.

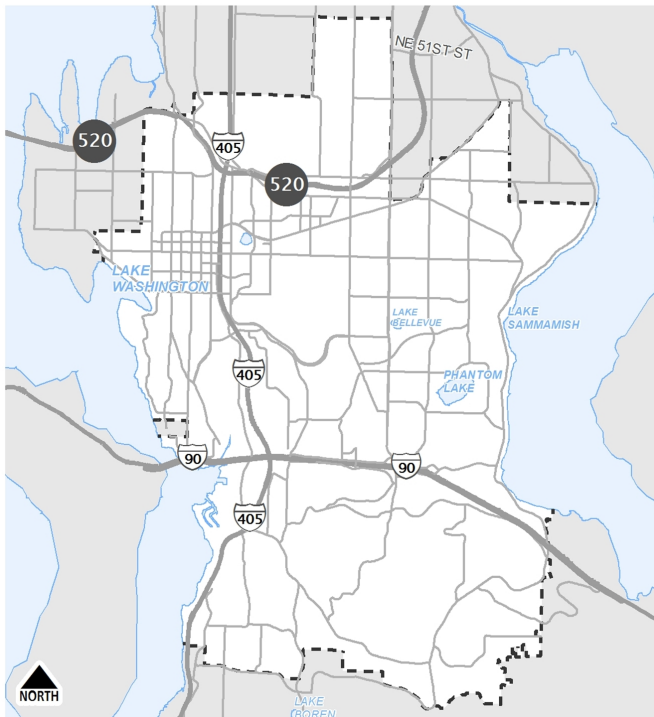
Environmental Impacts

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.

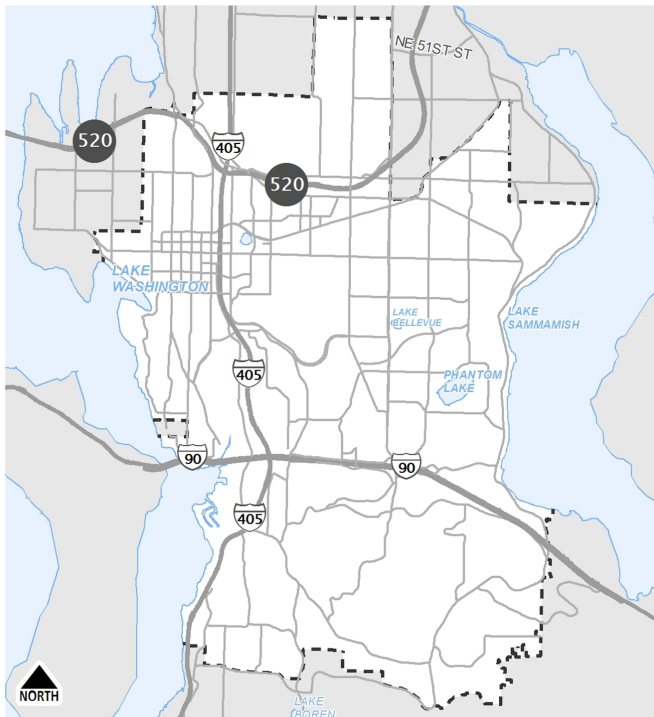
Environmental Impacts

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:

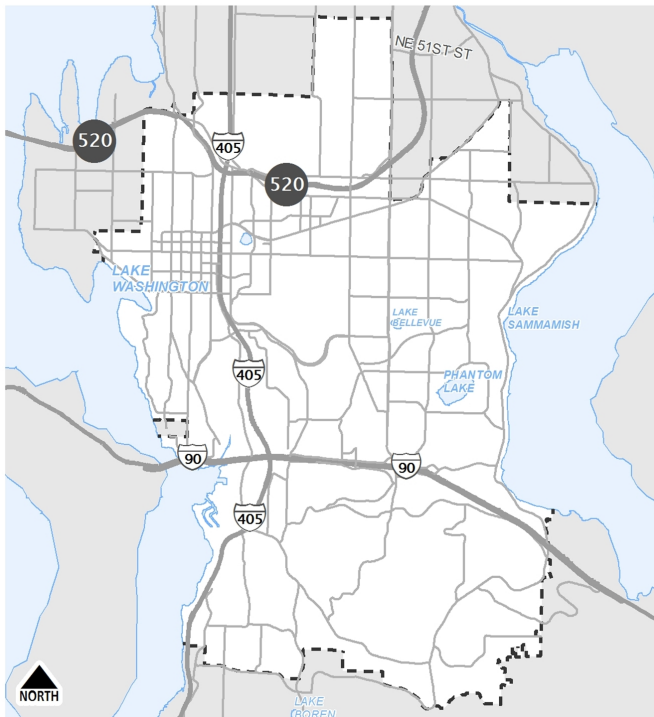
- Build capacity for yard functions and equipment storage on the north end of Bellevue,
- Build right-sized facilities capable of supporting today's operations and future growth, and
- Position facilities so crews can respond efficiently to routine work orders and emergencies

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 - WaterCategory: **High Quality Built & Natural Env** Status: **New**Department: **Utilities**Location: **Various locations.****Programmed Expenditures**

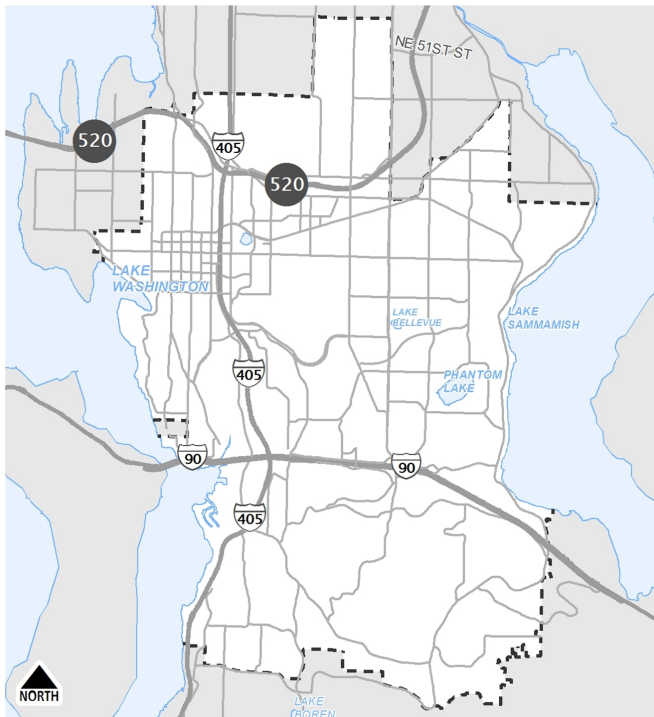
Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
1,410,000	-	-	80,000	1,000,000	330,000	-	-	-

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.

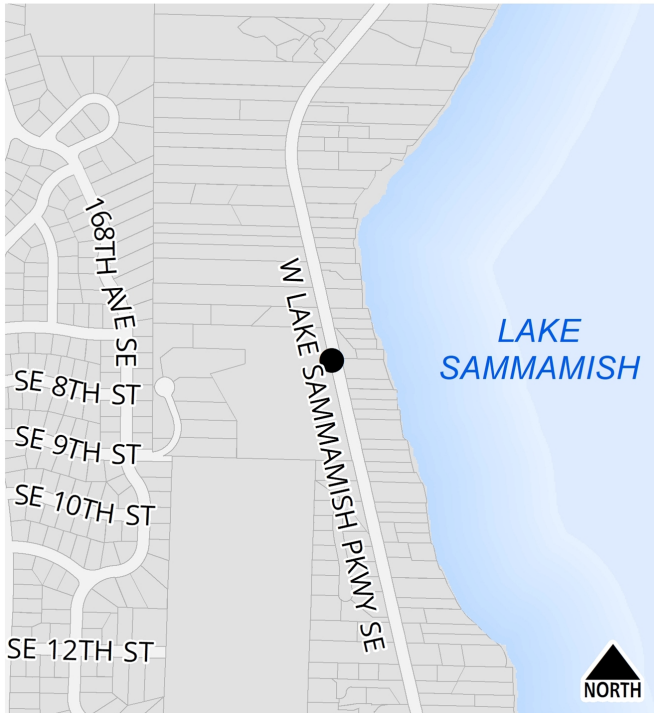
Rationale

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

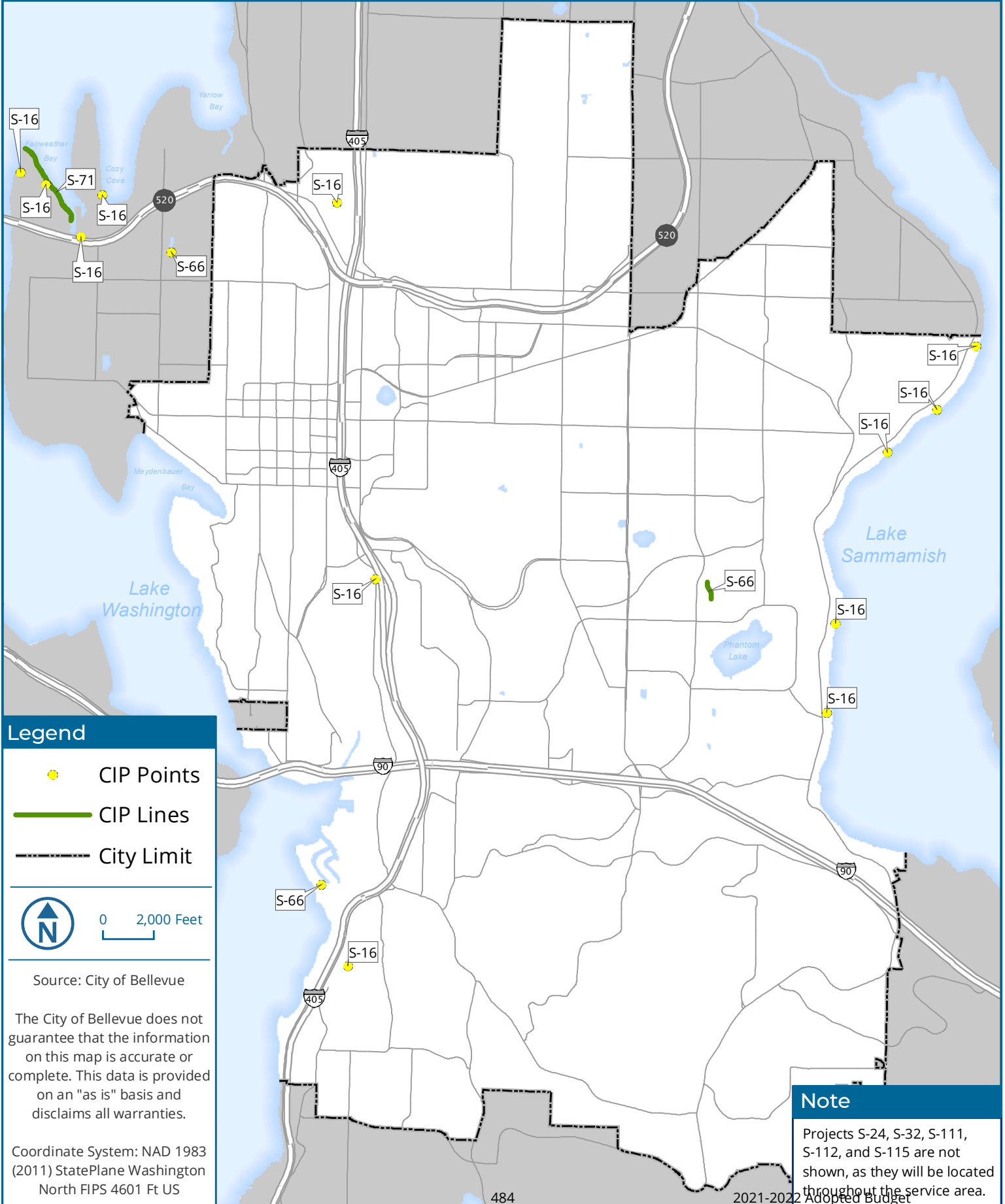
CIP Plan Number	Project Title	\$ in 000s	
		2021-2027 Project Cost	Total Estimated Cost
S-16	Sewage Pump Station Improvements	\$ 15,300	\$ 32,126
S-24	Sewer System Pipeline Major Repairs	25,710	51,256
S-32	Minor (Small) Sewer Capital Improvement Projects	60	3,899
S-58	Lake Washington Sewer Lake Line 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

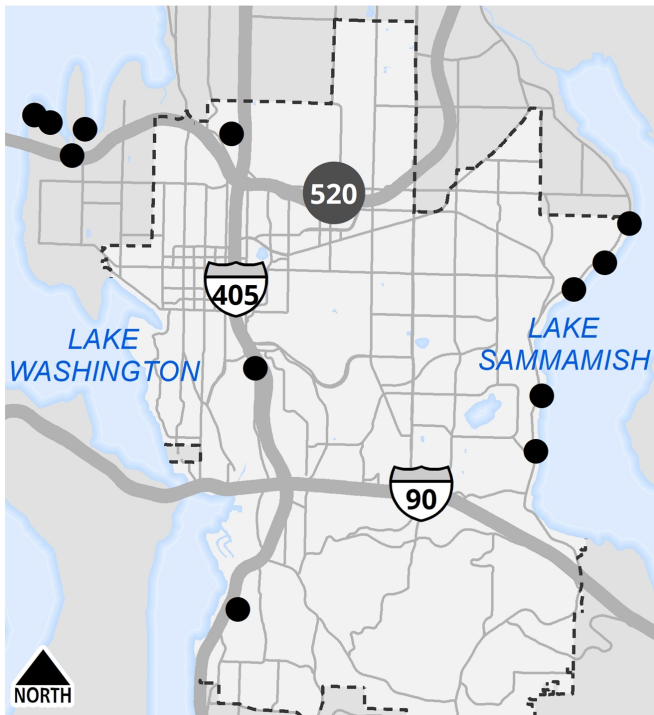
Sewer infrastructure rehabilitation and replacement is based on asset criticality and business risk, per industry best practices. In the short term, this program reduces the likelihood of catastrophic system failures, damage claims, and sharp rate increases to react to failures rather than proactively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

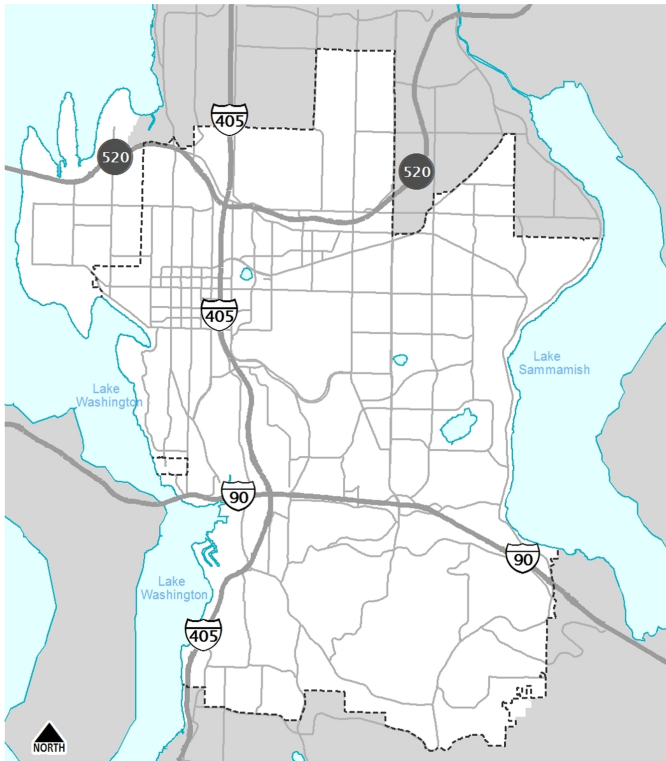
Environmental Impacts

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.

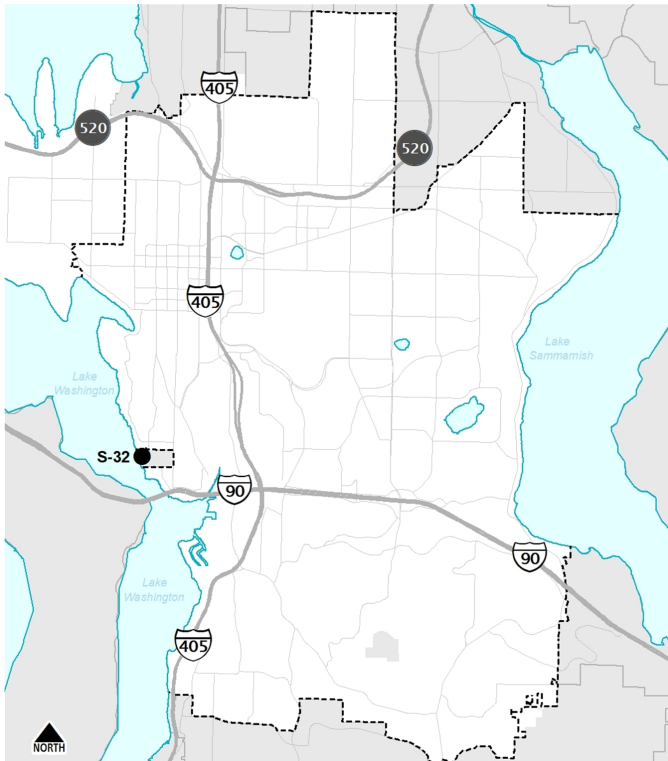
Environmental Impacts

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.

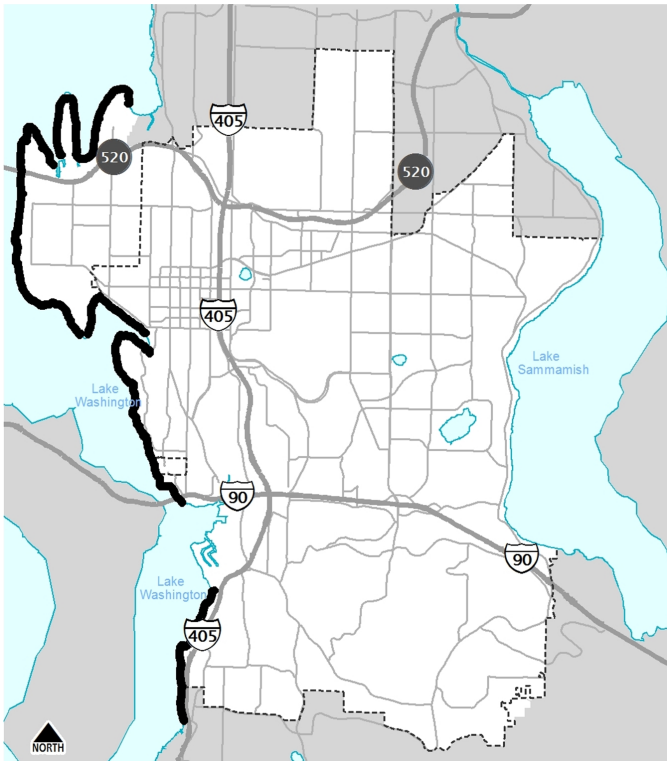
Environmental Impacts

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

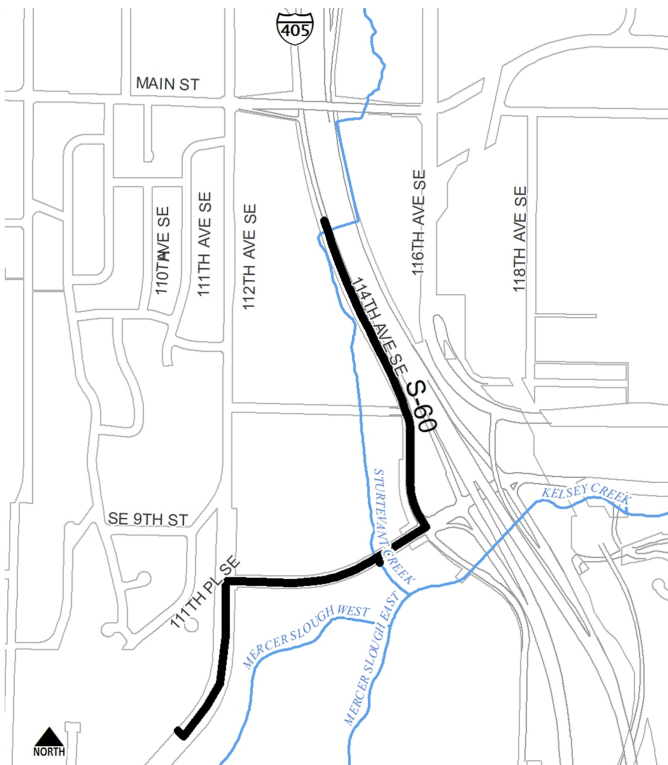
In the short term, utility capacity will be available without delaying development and redevelopment projects. In the long term, recovering the cost of projects from growth will reduce future rate increases to pay for utility system replacement.

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.

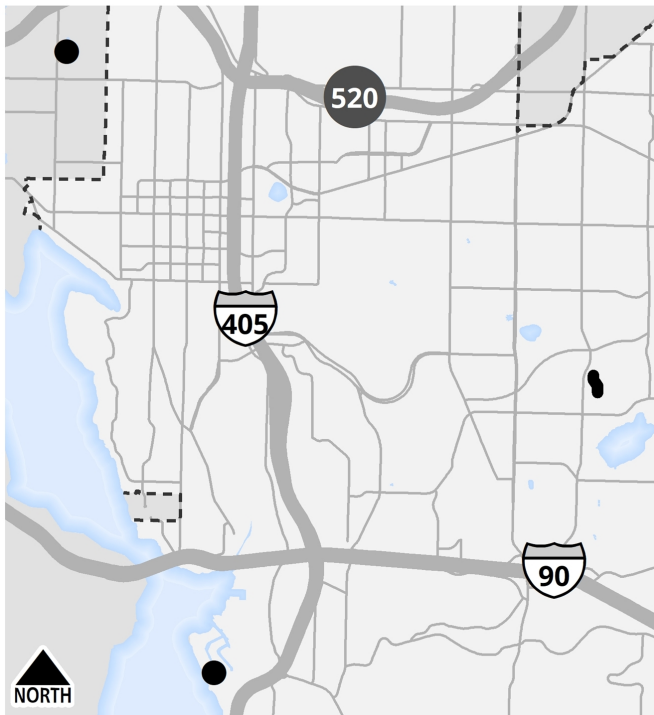
Environmental Impacts

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

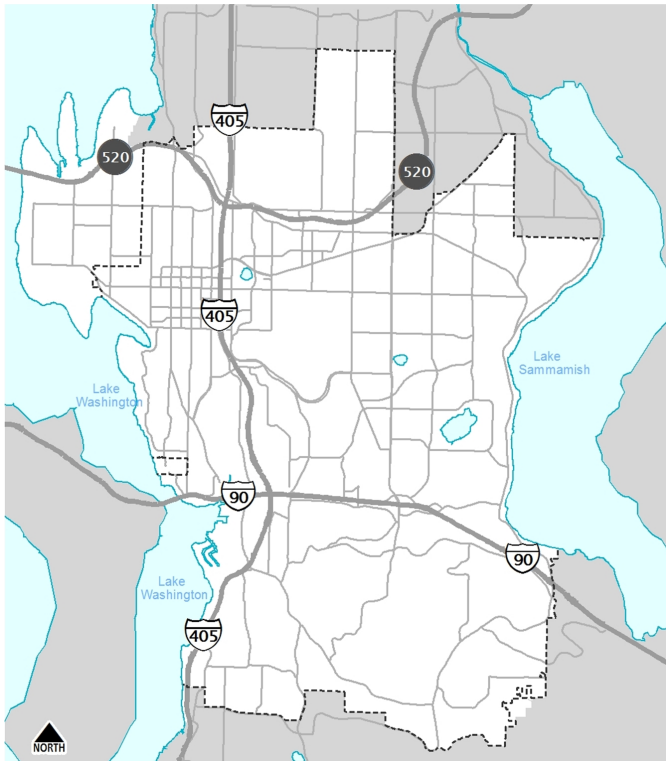
Environmental Impacts

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								
<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>
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

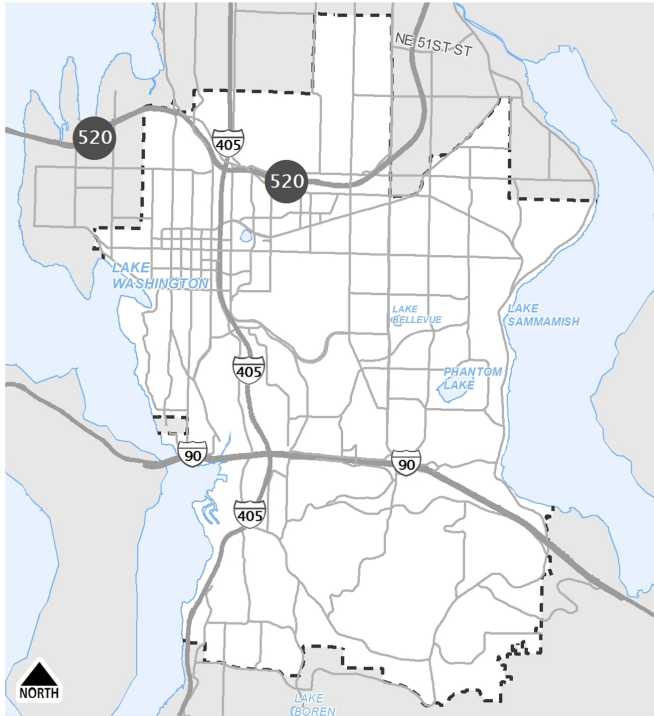
Environmental Impacts

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
- 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.

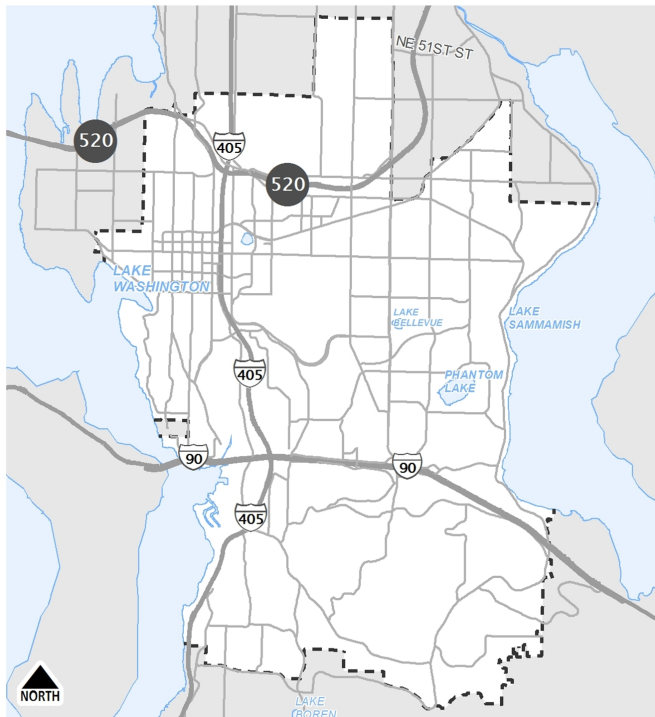
Utilities Financial Policies (adopted by Council) require appropriate capital investment for asset replacement. The Washington Depts. of Ecology and Health require sewer system operators to minimize overflows to surface water bodies. Repeated overflows can lead to enforcement action or state-mandated 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 - 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

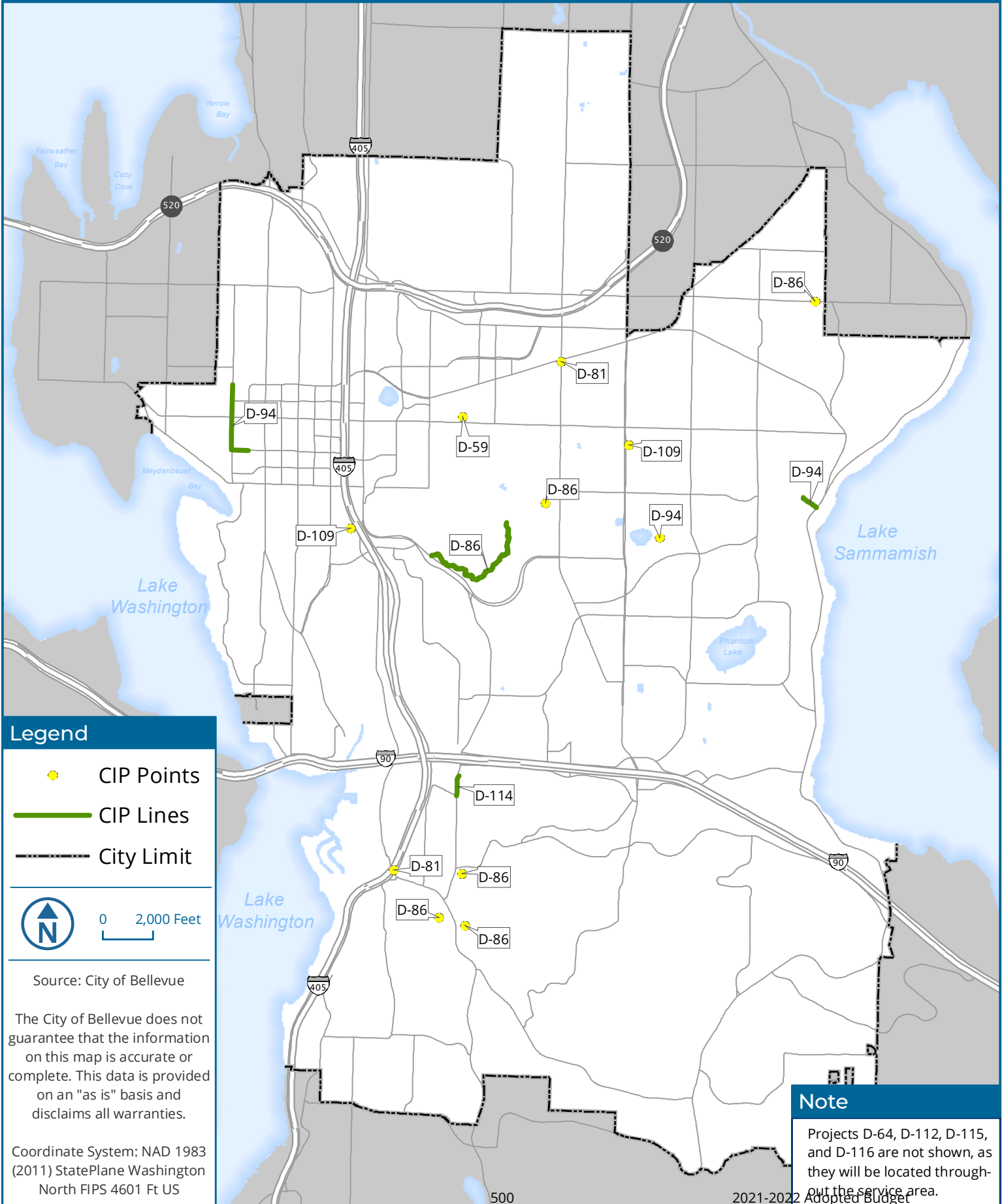
CIP Plan Number	Project Title	\$ in 000s	
		2021-2027 Project Cost	Total Estimated Cost
D-59	Minor (Small) Storm Capital Improvement Projects	\$ 190	\$ 3,855
D-64	Storm System Conveyance Repairs and Replacement	13,100	32,425
D-81	Fish Passage Improvement Program	1,800	7,846
D-86	Stream Channel Modification 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.

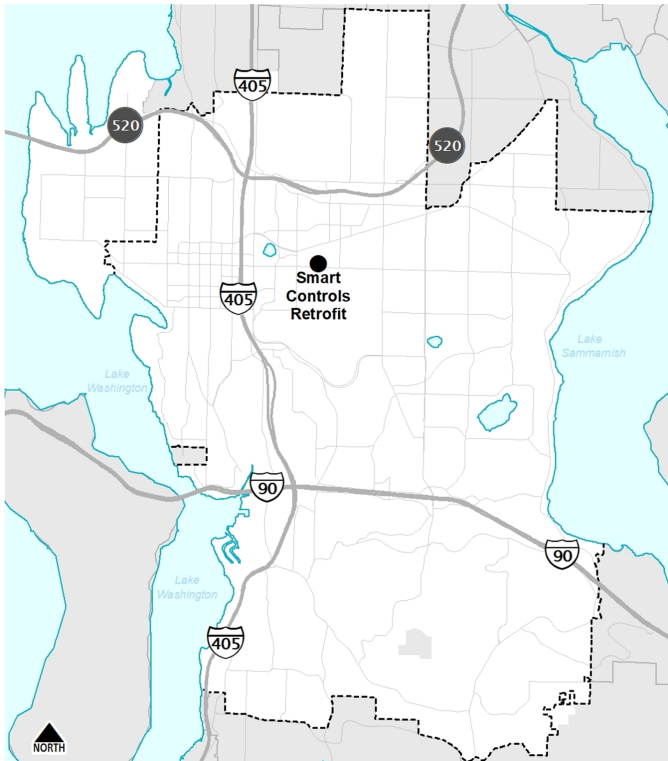
Environmental Impacts

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.

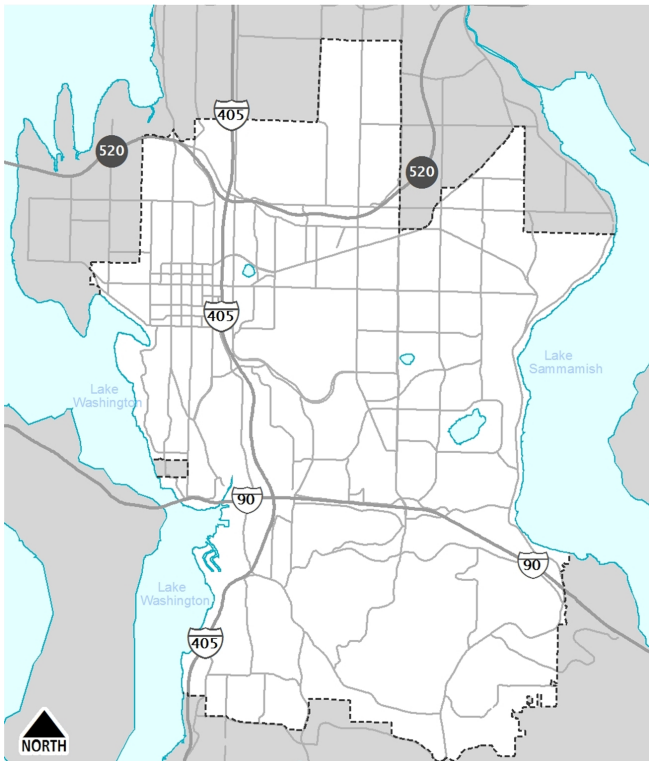
Environmental Impacts

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.

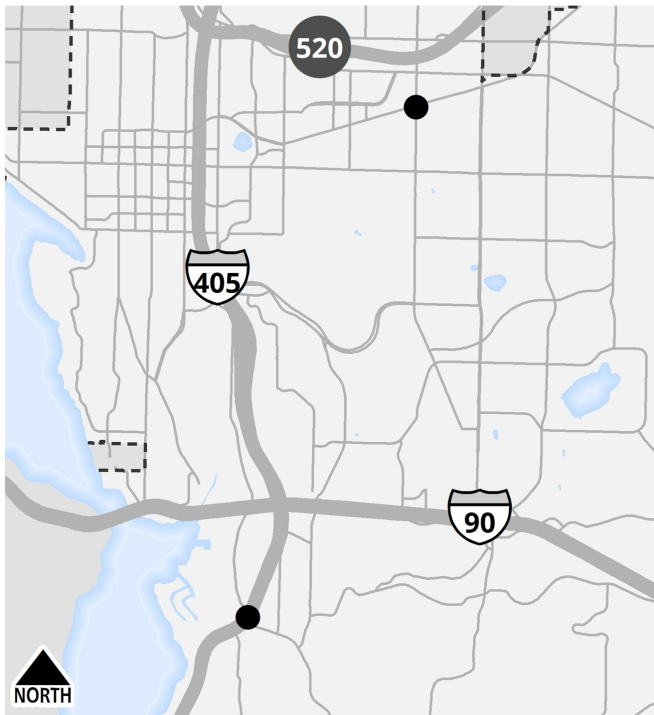
Environmental Impacts

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

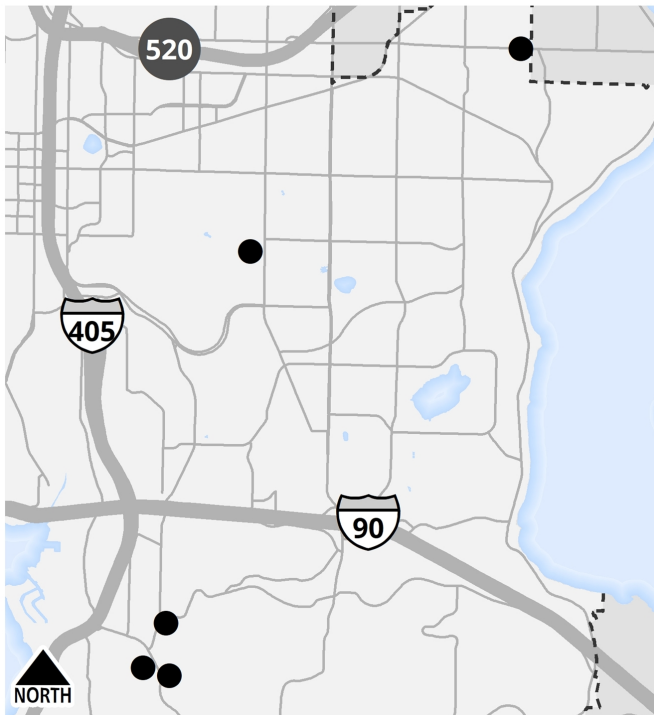
This program along with others in this proposal open salmon access to existing functional habitat, one of the quickest methods to increase salmon populations; helps stabilize streams and improve habitat consistent with Council-approved Lake Washington / Cedar / Sammamish Chinook Salmon Recovery Plan; 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	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

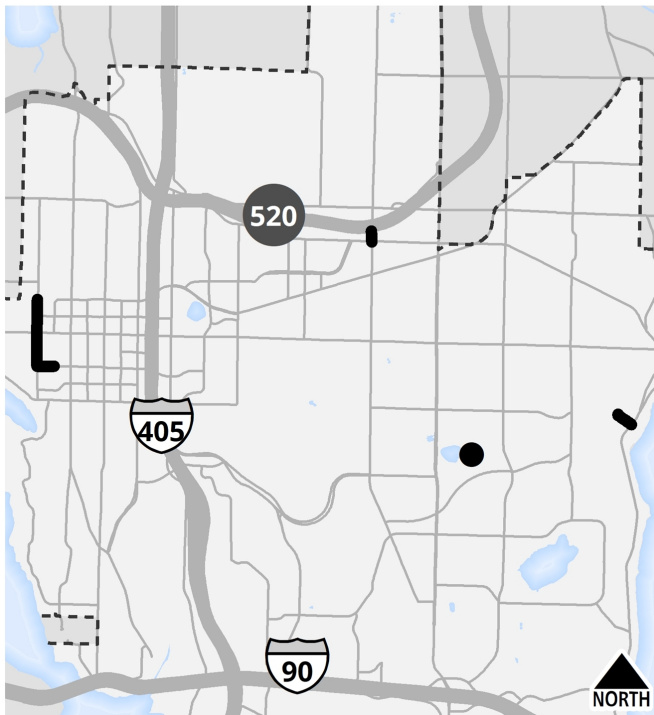
This program along with others in this proposal open salmon access to existing functional habitat, one of the quickest methods to increase salmon populations; helps stabilize streams and improve habitat consistent with Council-approved Lake Washington / Cedar / Sammamish Chinook Salmon Recovery Plan; 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	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.

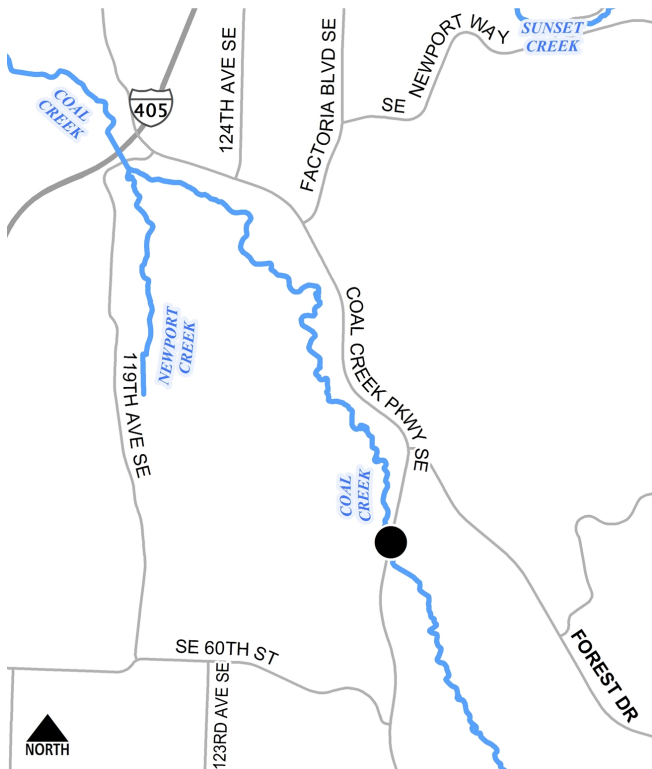
Environmental Impacts

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.

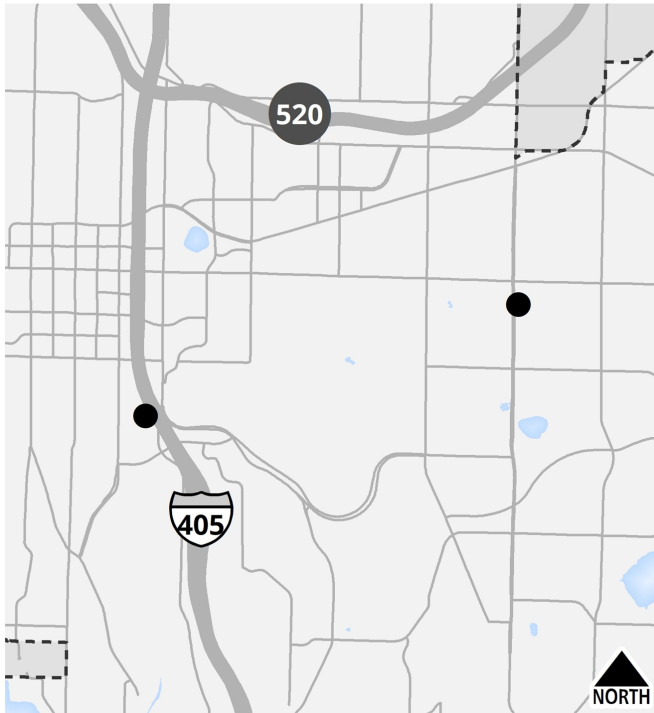
Environmental Impacts

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.

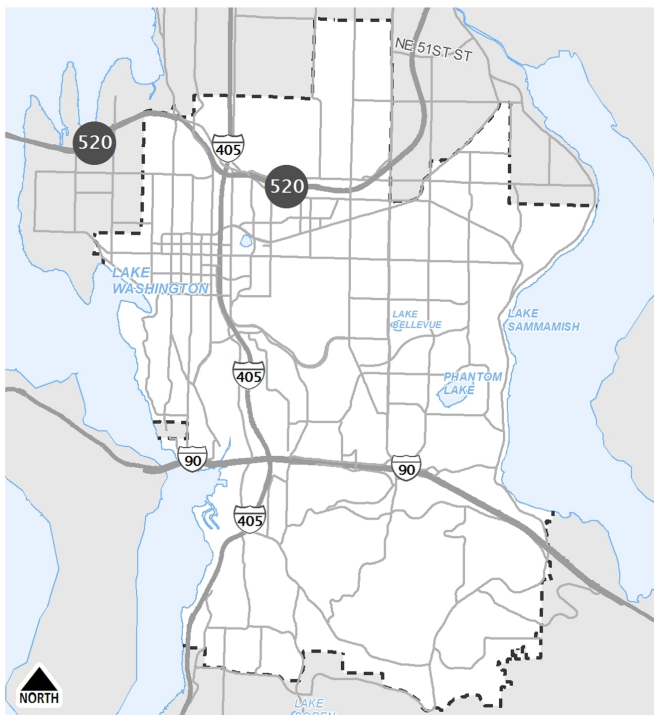
Rationale

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

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	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.

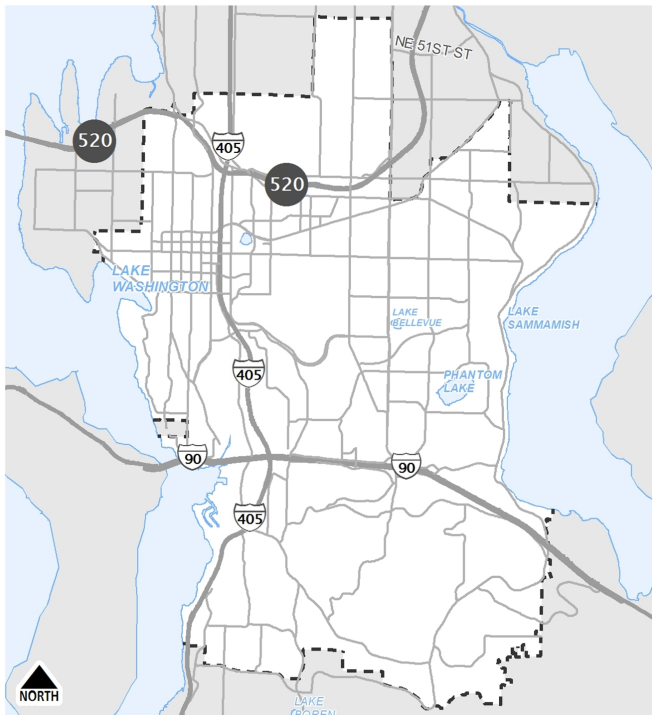
Programs included in this proposal are:

- 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:

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- 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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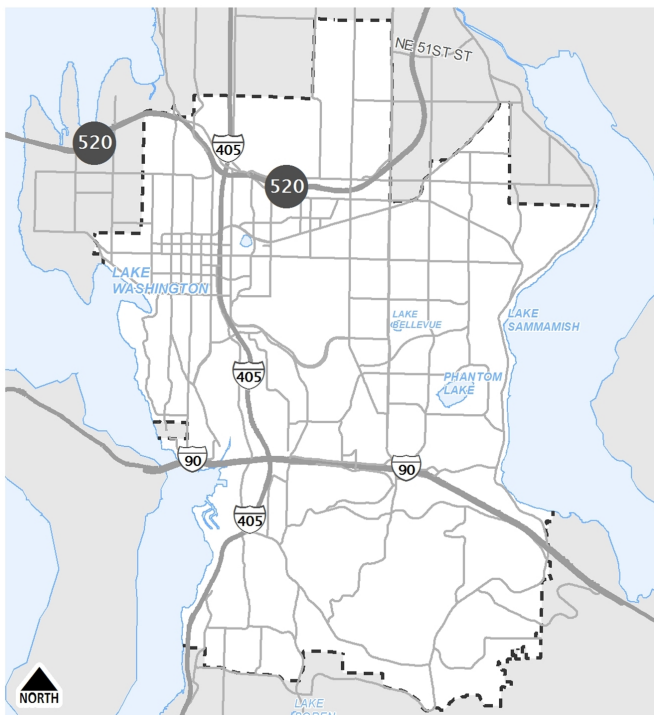
Rationale

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