



City of Bellevue

2023-24 ADOPTED BUDGET 2023-29 CAPITAL INVESTMENT PROGRAM PLAN

Council Action: November 2022 | Publish Date: April 2023





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City of Bellevue, Washington

Acknowledgements

2023-2024 Adopted Biennial Budget

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	Development Services Department
	Finance & Asset Management Department
	Fire Department
	Human Resources Department
	Information Technology Department
	Parks & Community Services Department
	Police Department
	Transportation Department
	Utilities Department



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**City of Bellevue
Washington**

For the Biennium Beginning

January 01, 2021

Christopher P. Morill

Executive Director



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Dear Honorable Mayor Robinson, Deputy Mayor Nieuwenhuis, and members of the Council:

Today, I am transmitting my Preliminary 2023-2024 Budget to the City Council. The Budget represents our proposed revenue and spending plan for the next two years. It totals \$2.2 billion and is balanced across all funds. Once again, this Budget is being built in uncharted territory, with inflation at an all-time 40-year high, interest rates rising, and impacts of the pandemic continuing. Nevertheless, Bellevue's many strengths and assets—a resilient and desirable community for all stages of life, strong values, active community participation, and business expansion—still make Bellevue the city where you want to be.

The Preliminary Budget balances the increasingly challenging economic times and growing demands with critical investments for our growing community. The cost of existing services, paired with rising demands of growth and urbanization, unduly burden the expenditure side of the ledger. To offset the cost pressures and put the City in position to be able to respond to policy and service priorities, the Budget continues the reductions taken in 2021-2022 and includes modest increases in revenues to fund important community priorities.

I do not take increasing revenues lightly. Bellevue has a long history of fiscal prudence and raising revenues only when needed. The Preliminary Budget includes two types of adjustments in tax revenue – a .01% rate increase in the Business and Occupation Tax, raising it from .1496% of business generated taxable gross receipts to .1596% of taxable gross receipts. It also includes a 2% adjustment in property taxes (1% councilmanic adjustment and 1% banked capacity) in 2023 with 2024 containing the councilmanic 1% adjustment only. These actions would adjust property taxes up by \$18 a year for a \$1 million property owner in 2023, and for a business in Bellevue of \$1 million in taxable gross receipts, it would result in a \$100 annual increase from \$1,500 to \$1,600. As a point of reference, more than 75% of Bellevue's businesses have less than \$1 million in taxable gross receipts. The Business and Occupation tax was last raised in 1989.

Both actions, along with maintaining the 2021-2022 cost reductions, allow the City to take steps toward fiscal sustainability and invest in needed services. These actions will go a long way toward solving our structural deficit in the general fund but will not solve it into perpetuity as long as the property tax structure limits growth in revenues to less than inflation. If the growth of expenditures increases at a faster rate than our revenue growth, we will continue to look at all balancing options, including increases in revenue.

We know through our surveys that residents and businesses have high approval ratings for our city, and yet they note the biggest issues facing Bellevue continue to be public safety, affordability, homelessness, and traffic, among others. This Budget echoes our Core Values and addresses these emerging growth pressures on the city, as it:

- Maintains funding levels for critical core safety programs in fire and police and invests in public safety. It includes the addition of a Community Crisis Assistance Team (CCAT), equips Fire

Station #10, and adjusts overall public safety in response to increased safety demands associated with growth. The CCAT program reduces police use of force and assists those with mental health needs, diverting them away from jails or hospitals, and provides appropriate follow-up care and case management afterwards. This budget also builds on the recent one-time \$915,000 federal Justice Assistance Grant to launch a long-term CCAT program.

- Invests \$12 million of American Rescue Plan Act (ARPA) funding in upstream critical human services and rental assistance to keep people in their homes and assist small businesses in their continued recovery. The impact of COVID-19 continues to place burdens on many households and small businesses, resulting in the need for additional stabilizing investments.
- Preserves important existing funding to services to support our most vulnerable populations, including individuals experiencing homelessness, as well as additional related programs such as safe parking.
- Accelerates the Affordable Housing Strategy with investment in the “Next Right Work” by removing barriers to creating housing options and moving forward on affordable housing.
- Invests in programming that advances equity and inclusion including an apprenticeship program, cross cultural programming, expansion of the minority, women, disadvantaged business enterprise program, and advances in the City’s diversity, equity and inclusion work.
- Pilots a program on clean streets to maintain clean sidewalks and neighborhoods throughout the city for all residents, businesses, and visitors.
- Increases spending in programs to effectively implement the goals set out in the adopted Environmental Stewardship Initiative.
- Funds critical capital projects including a non-motorized crossing over Interstate 405, traffic congestion relief projects in BelRed and other neighborhoods, parks enhancements, and economic development projects.
- Increases utility rates to keep pace with the maintenance costs of aging infrastructure and wholesale water supply and treatment.
- Includes a proposed policy change to adjust the Land Use discretionary review cost recovery objective and moves that objective from 50% to 100% fee supported, eliminating the need for a general fund subsidy.

The \$2.2 billion biennial budget includes \$592 million in the general fund, \$261 million in internal service and other operating funds, \$568 million in enterprise funds, \$139 million in special purpose expenditures (such as grants and donations among others), and \$679 million for the 2023-2024 portion of the general and utilities capital investment program.

Ongoing feedback from our residents, businesses, and stakeholders is a central component in developing this budget that responds to the needs of the community. This cycle’s input came through public meetings, public outreach on City projects, direct communications, surveys, and other tools. Additional opportunities for comment are scheduled prior to Council’s action to adopt the final budget, including a third public hearing on November 7.

Over the next several weeks, staff will provide Council with a comprehensive review of important areas of the budget through a series of public study session briefings. It is important to note that the preparation of this budget reflects our highly skilled, dedicated employees who are committed to delivering quality services that make Bellevue “the city where you want to be.” I want to thank the staff

of the Budget Office, the members of my Office, the Leadership Team, department fiscal managers, and all other employees who contributed to the development of the 2023-2024 budget process.

Despite various challenges, we are working together effectively to ensure Bellevue is ready for the future by making strategic fiscal decisions to adapt to our growing and diversifying population. It is a responsible, responsive, and balanced budget. We want to thrive by design, and this budget advances the city on that path. We are in many ways so fortunate that we are emerging strong from the pandemic, and this budget provides essential benefits and opportunities that extend throughout our community and look toward a prosperous and equitable future.

Sincerely,

A handwritten signature in black ink, appearing to read "Brad Miyake", followed by a horizontal line extending to the right.

Brad Miyake
City Manager



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Changes from Preliminary Budget

The Council Adopted Budget adjusts the City Manager's Preliminary Budget by the following items.

The Council reviewed and discussed the budget throughout six meetings beginning on September 26, 2022. On November 14, Council gave direction for the following adjustments to the City Manager's Preliminary Budget and on November 21, adopted each of the adjustments as part of their Council Adopted Budget. Full details of each item can be found in the November 14, 2022 packet, the following is paraphrased:

- \$85,000 One-Time: Transferred one year of additional funding for the Arts from CIP project, Arts and Culture Fund (G-112). This one-time funding in 2023 will have minimal impact on the Arts and Culture Fund CIP project.
- \$285,715 across 2023 and 2024: Proportionally reduce expenditures for Vision Zero Rapid Build Data Driven Safety Program (PW-R-205) for years 2025 through 2029 by \$57,143 annually and increase expenditure authority in 2023 and 2024 by \$142,857 each for \$285,715 total to ensure a \$500,000 annual budget in the biennium.

Other Areas of Interest

In addition to the items above, the following remains for future staff work not related to a specific budget addition, yet was tracked by staff:

- Review Arts funding in future budget cycles.
- Review the Vision Zero project in the next biennium once the BeSafe grant award is known.



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City of Bellevue
2023-2024
ADOPTED BUDGET
EXECUTIVE SUMMARY

Council Action: November 2022 | Publish Date: 2023





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Information

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City of Bellevue 2023-2024

Adopted Budget Executive Summary



Downtown Park Lights

Introduction

The 2023-2024 Adopted Budget is being delivered in an uncharted economic environment. Inflation remains concerning, interest rates are increasing, and the community continues to grapple with the impacts of COVID-19.

Surveys and public testimony conducted over the last year show that residents and businesses have high approval ratings for the city and yet respondents highlight the biggest concerns facing Bellevue as affordability, public safety, and homelessness, among others.

This Adopted Budget addresses these concerns, other growth pressures, out-year fiscal sustainability, and Council Priorities.

Budget Snapshot

- 2021 Population: 152,600
- 2021 Population of Color: 76,300
- 2021 Foreign-born Population: 62,566
- 2023-2024 Total Budget: \$2.238 billion
- 2023-2024 General Fund Budget: \$592 million
- 2023-2024 Enterprise Funds Budget: \$568 million
- 2023-2024 Internal Service & Other Operating Funds Budget: \$261 million
- 2023-2024 Special Purpose Funds Budget: \$139 million
- 2023-2029 Total General Capital Investment Plan: \$253 million
- 2023-2029 Total Utilities Capital Investment Plan: \$426 million
- Local Sales Tax Rate (2022): 0.95 percent
- Current Local B&O Tax Rate (2022): 0.1496 percent
- Current & Previously Voted Local Projected Property Tax Rate (2022): \$0.84/\$1,000 AV (0.59/\$1,000 AV for regular levy, \$0.26/\$1,000 AV for all voted levies)

2023-2024 Budget Highlights

The 2023-2024 Adopted Budget provides for the ongoing operations and capital needs of the city, invests in the services to meet the challenges of a rapidly urbanizing community, and centers new spending on areas most important to Bellevue residents.

Highlights:

- Invests in critical staffing for public safety including the Community Crisis Assistance Team (CCAT), Fire Station 10, and responding to growth.
- Increases spending to further the goals set out in the Environmental Stewardship Initiative.
- Invests in human services and small business recovery through the American Rescue Plan Act.
- Advances programming in clean streets and affordable housing.
- Invests in equity and inclusion through advancing existing programming and new cross-cultural programming, apprenticeship utilization as well as fostering pathways for women and minority-owned businesses in City procurements.
- Increases investment in individuals experiencing homelessness with programming in safe parking and other investments.
- Continues to build the highest priority infrastructure needed for further growth.
- Includes planned increases utility rates to address aging infrastructure and wholesale costs.
- Includes a 2 percent property tax adjustment for 2023 (\$18 for a \$1M property owner); 1 percent adjustment in 2024, and a 0.01 percent adjustment to business & occupation taxes.
- Adjusts Development Services fees, including land use review to meet growth demand and maintain cost recovery objectives.

High Performance City

The City has surveyed its residents for many years, and businesses since 2017. The surveys are important tools to ensure that businesses and residents can assess the effectiveness of City services through the results of statistically valid surveys, conducted to ensure that the City hears from a cross-section of the population it serves. In total, the latest Performance, Business, and Budget surveys received 439, 747 and 951 responses respectively for a total of 2,137.

Survey results show that people and businesses who call Bellevue home are very satisfied with their city, their neighborhoods, and delivery of municipal services. The following highlights are provided from the surveys:

- Roughly, 8 out of 10 businesses in 2021 state that Bellevue is somewhat or significantly better than other cities to operate a business.

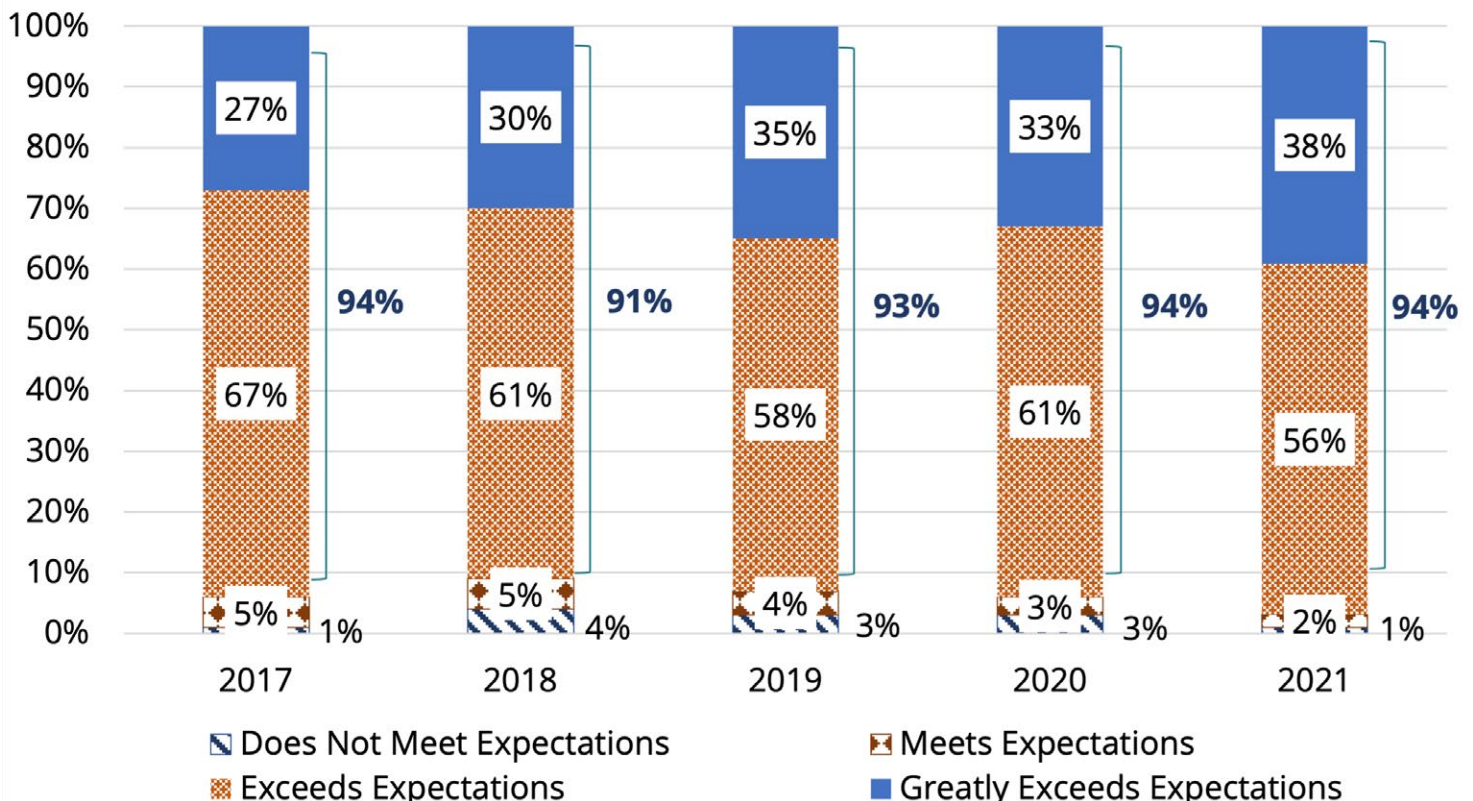
90 percent of Bellevue residents found that City services provided exceeded or greatly exceeded their expectations.

- Biggest Problem Facing Bellevue: 26% of respondents in the Budget Survey found Affordability/Cost of Living to be the biggest problem facing the city, with 18% noting that public safety, homeless, and growth and congestion were the second biggest issues.
- Regarding Bellevue as a place to live, in 2021 nearly all (97%) residents say that Bellevue is a “good” (53%) to “excellent” (44%) place to live.

For more information on the surveys performed as well as historical and methodological information can be found at BellevueWA.gov/Budget.

Performance Survey Results

Overall Quality of Life in Bellevue (Graph details in Alternate Format Appendix)



Overall Operating Strategy

Having heard from residents and businesses, the Adopted Budget responds and invests in urbanization, growth and addresses Council Priorities.



Building off the 2021-2022 budget, the 2023-2024 Adopted Budget maintains the cost containment measures adopted to weather the economic impacts of COVID-19. While these ongoing measures help with the City's long-term revenue and expenditure imbalance, it does not do enough to fully offset needs and services needed for a growing and urbanizing city. To fund these critical needs, this budget proposed modest adjustment to tax revenues:

- A 0.1 percent increase in the Business and Occupation gross receipts tax rate from 0.1496 percent to a revised 0.1596 to be effective on January 1, 2023. For a business in Bellevue of \$1 million in taxable gross receipts, it would result in a \$100 annual increase from \$1,500 to \$1,600. The last increase to the B&O gross receipts tax rates was in 1989.
- A total of 2 percent property tax adjustment in 2023 (1% Councilmanic and 1% Banked Capacity for substantial needs of the city) and 1% Councilmanic in 2024. For 2023, a 2 percent increase in property tax is \$18 annually for a \$1M property owner. The last time the City elected to use the banked property tax capacity was in 2015.
- An adjustment to Land Use review fees paid for 100% by the permittees. Additional information found on page 13.

Budget Overview

General Fund **\$592 million**

Supports most of the direct services to the community including police, fire, parks, community development and transportation.

Administrative operations such as legal, city management, finance, customer service, among others.

Internal Service & Other Operating Funds **\$261 million**

Several areas in the city provide goods and services provided to city departments on a cost-reimbursement basis based on usage of service, including facility and equipment repair and maintenance, liability claims payments, employee medical expenses and technology service charges.

Enterprise Funds **\$568 million**

City operations that are financed and operated like a private business, including Development Services, Parks Enterprise, Marina and Utility funds.

Special Purpose Funds **\$139 million**

Some resources received are restricted either by state law or other request and dedicated to a specific purpose such as grants, donations, hotel/motel tax, park voter approved maintenance, among others. In addition, several areas of expenditure are isolated for accounting purposes such as debt service and human services.

Capital Investment Funds (General and Utilities including reserves) **\$679 million**

Provides for major public facility improvements for items such as parks development, transportation roadways, signals, sidewalks and water and sewer pipes.



All figures are 2-year (biennial) numbers.



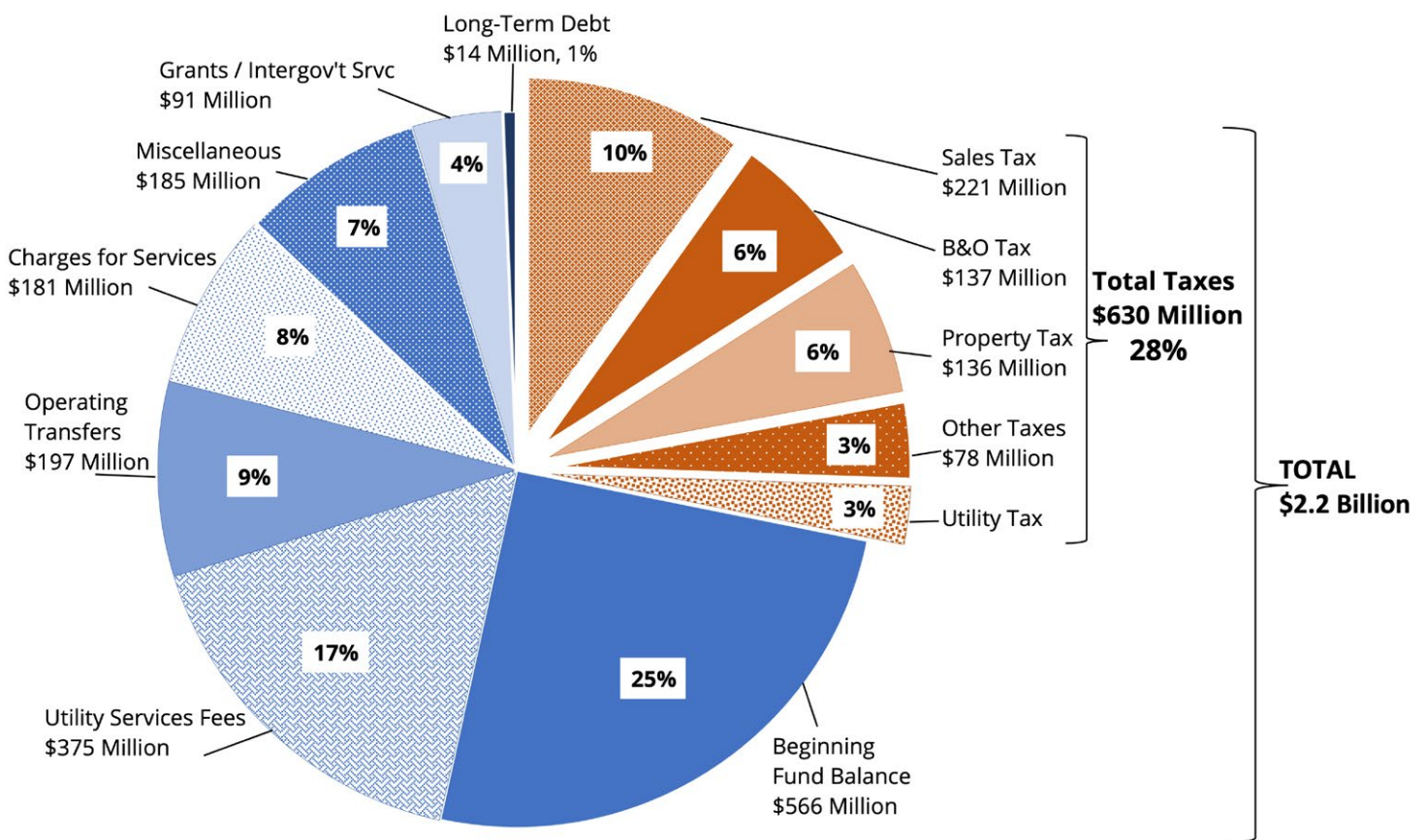
Total Resources

The City's Adopted Budget is funded through a diverse collection of resources. 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 services can only be used for that purpose and cannot be used to pay for general services or other types of utility services. Similarly, funding received from Development Services permits can only be used for services related to delivering permits.

- The City of Bellevue is a full-service city which provides most municipal services directly including police, fire, transportation, parks, legal, information technology, permitting, finance, facility operations, human resources, city planning, and utilities. The 2023-2024 Adopted Budget includes a 2% property tax adjustment for 2023 and the 1% adjustment in 2024 (\$18 for a \$1M property owner in 2023) and a 0.01% adjustment to business & occupation taxes (Business with \$1M in gross receipts will increase by \$100). Additionally, this budget includes a proposed policy changed to adjust the Land Use review cost recovery from 50% to 100% fee. Additional information on page 13.

2023-2024 Total Resources

General Fund, Internal Service Funds, Other Operating Funds, and Enterprise Funds
(All figures are 2-year numbers). (Graph details in Alternate Format Appendix)

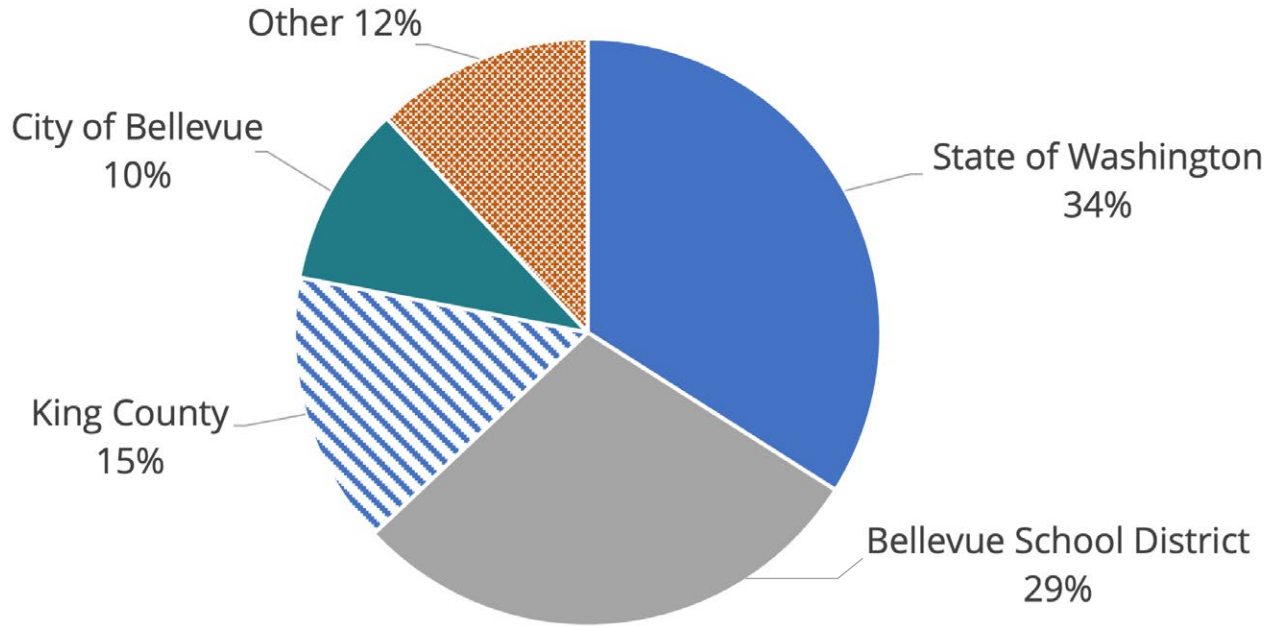


Tax Distributions

Property tax is collected and administered by King County. Below is the distribution of property taxes. The City of Bellevue makes up approximately 10% of total property tax paid, the remainder goes to other jurisdictions such as schools and King County. A \$1 million property in Bellevue pays approximately \$8,200 annually, with \$820 of that amount coming to the City of Bellevue. A 1% increase in the City of Bellevue's property tax is approximately \$9 annually.

2022 Property Tax Distribution

Total Tax Rate = \$8.2005/1,000 AV (Graph details in Alternate Format Appendix)



Economic Outlook

National Economy

Emerging from the COVID-19 pandemic, the U.S. economy decreased at an annual rate of 1.6 percent and 0.6 in the first and second quarters of 2022 as measured by Gross Domestic Product (GDP). The national economy continued to face uncertainty from historically high inflation due to fiscal stimulus, supply chain limitations and geopolitical factors such as the ongoing war in Ukraine. In response, the Federal Reserve has increased interest rates by 3 percent in 2022 to tamp down economic demand to reduce inflation to more moderate levels. Some traditional benchmarks of a recession have been hit during the previous quarter. However, economists are not fully aligned that the U.S. economy is in a recession.

Local Economy

Inflation is a driver impacting Bellevue residents and businesses as costs for everything from housing, gasoline (48.4 percent increase since 2021), groceries (up 13.5 percent), and other essentials have increased substantially in the last two years. High levels of employment and fiscal stimulus have had local consumers shifting spending to durable goods during the pandemic and increased savings broadly. However, according to the Organization of Economic Cooperation and Development (OECD) as inflation has persisted, spending has shifted to everyday essentials and consumer confidence has waned decreasing 4 percent in July compared to the year prior.

Low unemployment within the broader Seattle metro area has put upward pressure on wages as firms compete for a limited supply of qualified workers. The tight labor market may persist until broader economic demand is reduced through some combination of fiscal policy or diminished economic investment and activity.

Household Income & Home Value Comparison

Location	Household Income†	Median Home Value*	Unemployment Rate (BLS) as of May 2022
United States	\$64,994	\$412,547	3.4%
Washington State	\$77,006	\$608,700	3.6%
Bellevue	\$129,497	\$1,450,000	1.9%

Sources: †U.S. Census Bureau: 2020 American Community Survey & *Redfin

Risks

Overall, there is uncertainty surrounding many aspects of the economy. As the city moves forward, the following risks are highlighted for awareness.

- Risk of recession remains high with inflationary pressures and interest rates increasing the cost of money.

- Worldwide events such as the Ukraine war and extreme weather cycles could further disrupt the supply chain and make inflation more persistent.
- Although everyone has navigated through three waves of COVID-19, virus variants and other public health concerns would complicate the outlook.
- Impacts of remote and hybrid work environments may shift how consumers and employers operate.

General Fund Forecast

The revenue actions taken in this Adopted Budget make notable gains improving the City's long-term financial sustainability. The General Fund continues to face a long-term structural deficit due to the revenue imbalance coupled with the need for continued investment to address urbanization, growth demands, and new infrastructure maintenance.

Revenue Imbalance

The current structure of property taxes allows the City's revenue to grow by 1.0 percent plus new construction annually. This increase does not keep pace with inflationary costs, let alone the added infrastructure to maintain services. Conversely, the City's most economically volatile revenue streams, sales tax and business & occupation (B&O) tax, historically have grown around 5.0 percent annually and that growth does not counterbalance the lack of growth in property tax. The Adopted Budget proposes a .01 percent rate adjustment in B&O tax and a 2 percent adjustment in property tax in 2023, and the 1 percent adjustment in 2024.

Urbanization, Growth & Maintenance

The city continues to experience substantial growth (See page 13 for more growth information) that over time will require more complex and urbanized services.

Near-Term and Long-Term Forecast

This Budget is balanced for 2023-2024. However, the prospect of a potential recession brings long-term uncertainty into the forecast. As a result, the City is projecting optimistic and pessimistic scenarios for the out-year forecast.

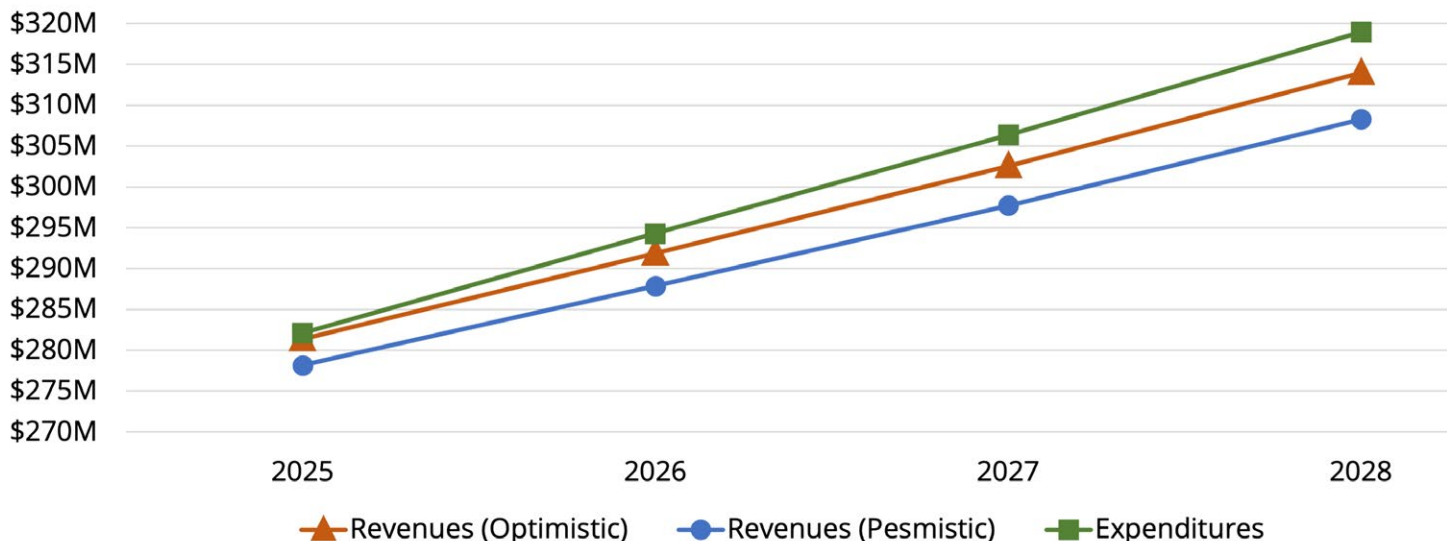
In 2023 and 2024 this Adopted Budget reflects the ongoing \$8 million dollars in cost containment included in the 2021-2022 Adopted Budget that were needed to sustain City services during COVID-19 pandemic downturn as well as the revenue adjustments mentioned earlier for 2023 and 2024. Each step the City makes on revenue today will compound and make the challenges of tomorrow easier to manage and more financial sustainable for the City.

In the out-years, the optimistic scenario assumes a relatively small deficit in the 2025-2026 biennium. However, there remains uncertainty about the nature of hybrid working environments, the resulting impact on development among other risks which are reflected in the City's pessimistic scenario.

The chart below shows the impact of the optimistic and pessimistic scenarios detailed above.

General Fund Forecast

Revenue vs. Expenditures (2025-2028)



Utility Rates

The Adopted Budget includes utility rate increases for 2023-2024, shown in the chart below, to enable the City of Bellevue to continue delivery of high-quality drinking water, sewer, and storm and surface water services critical to our customers. Bellevue’s utility rates are competitive and will continue to be competitive in the future with the Council adopted financial policy to proactively plan and prepare for infrastructure replacement and renewal.

Key Rate Drivers

Operational efficiencies and the prudent management of the utilities financial resources has been and will continue to be a priority.

The following are the key drivers for the 2023-2024 utility rate increases.

- **Wholesale costs Drive Rate Increase**

The costs for wastewater treatment services and water supply are determined by King County and the Cascade Water Alliance, respectively, and are largely out of Bellevue’s control. These represent the single largest cost centers for

Bellevue’s sewer and water utilities. Increases in these costs will result in a 6.7 percent increase in 2023 and a 5.8% increase in 2024 to Bellevue customers’ total utilities bill (shown in table below).

- **Aging Infrastructure**

Utilities owns, operates, and maintains over \$3.5 billion of infrastructure assets, with over 1,600 miles of pipeline to provide clean and safe drinking water; safely convey wastewater away from homes and businesses; and safely manage storm and surface water runoff to protect property and the environment. This infrastructure was primarily constructed in the 1950s and 1960s, and most of the assets are well past midlife.

As the infrastructure ages, it becomes less reliable, and more failures occur. As a result, the cost to operate, maintain, rehabilitate, and replace infrastructure assets increases. System renewal is and will continue to be the most significant driver of the Utilities CIP. Rate increases are necessary to fund capital investments in order to sustain current levels of service to the community.

Adopted Utility Rate Increase (2023)

Type	Water	Sewer	Storm & Surface Water	Total Utilities
Wholesale	1.7%	3.7%	N/A	2.4%
Local	4.2%	4.0%	5.3%	4.3%
Total	5.9%	7.7%	5.3%	6.7%

Adopted Utility Rate Increase (2024)

Type	Water	Sewer	Storm & Surface Water	Total Utilities
Wholesale	1.1%	3.6%	N/A	2.1%
Local	3.6%	3.2%	5.3%	3.7%
Total	4.7%	6.8%	5.3%	5.8%

Development Services

As the City emerges from the COVID-19 pandemic and most of the city's sectors regain their footing, development activity remains a strong sector within the Bellevue economy. There continues to be significant interest in development projects within the city's growth areas including several mixed-use, multi-family and office projects in the downtown and BelRed neighborhoods.

The forecast reflects a high level of development activity continuing in the early years for office, retail, and multi-family housing construction projects before returning to more moderate growth from 2025 through the end of the forecast in 2028. The forecast is buoyed by Amazon's plans to bring 25,000 employees to Bellevue. The opening of several light rail stations in the city is also anticipated to spur additional Transit Oriented Development growth along the light rail corridor. Single family home applications reached peak levels during the pandemic and are anticipated to be at more moderate levels in the forecast period.

Within the 2023-2024 Adopted Budget, an additional 15.0 FTE are proposed in anticipation of continued demand for review/inspection work. The timing of construction projects will play a role in the level of staffing needed to support development activity. Consistent with the long-range financial planning effort, changes in resource levels are continually assessed and modified to accommodate workload, maintain service levels, and budget alignment.

The Adopted Budget includes a proposed policy change to adjust the Land Use discretionary review cost recovery objective and moves that objective from 50% to 100% fee supported. The proposed change would allow costs to be recovered through the Development Services rates and eliminates the need for a general fund subsidy for Land Use discretionary review. Development Services rates are adjusted annually to ensure that fees keep pace with the cost of providing services, and to sustain adequate resources to meet demand through the development cycles.



Downtown Park

General Capital Investment Program

The 2023-2029 Adopted General Capital Investment Program (CIP) plan prepares and serves as a catalyst for future development within a constrained budget.

Building on the 2021-2027 amended CIP, the Adopted 2023-2029 CIP totals \$801 million, is balanced, and accomplishes the following:

- Continues and builds upon the City's Environmental Stewardship Initiative (ESI) by adding staff and resources to sustain the implementation of the ESI workplan and includes new investments in electric vehicle (EV) charging infrastructure and energy efficiency projects at City facilities.
- Supports continued improvements in the neighborhood's initiatives like the Neighborhood Enhancement Program, Fire Station 5 rebuild, and increased funding for the Neighborhood Congestion Management Project.
- Invests in architecture and engineering for an aquatics center.
- Invests in property acquisition for new or enhanced parks assets within the Lake Sammamish, Ashwood, Eastgate and Factoria neighborhoods as well as off-leash facilities and park trails within the city.
- Advances the strategies within the City's Economic Development Plan.
- Increases City's commitment to arts and culture, including investment in public art linked to park improvements, Arts District development, public buildings, transportation projects, and neighborhood sites.
- Continues to fund projects that support the city's growth including the Comprehensive Plan Update, Wilburton and the Grand Connection.
- Ensures the continuation of the city's three voted levies, Neighborhood Transportation Congestion, Safety, and Connectivity (sidewalks, walkways, bike paths), Fire Facilities, and Parks (Airfield Park and open space).
- Addresses the continued planned growth of the city including work on 124th Ave NE and the construction of Fire Station 10.
- Adds roadway improvements, and pedestrian and bicycle improvements as part of the Vision Zero project, 114th and 8th Street, the Growth Corridor Bicycle Network implementation, and new projects for the Mountains to Sound Greenway trail, a I-405 non-motorized crossing. South Wilburton pedestrian and bicycle connections, and BelRed TIFIA-supported projects.
- Funds the city's IT infrastructure including its next generation financial system and fosters Smart City initiatives throughout the city.
- Fulfills capital responsibilities for general government capital obligations including Parks Resource Management facility, fuel tank replacements and in ground lifts at our Fleet operations.
- Ensures debt obligations are met, including new debt service payment beginning in 2024 for the Transportation Infrastructure Financing and Innovation Act (TIFIA) loan.
- 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.

Alternate Format Appendix



Downtown Construction

Alternate Format Appendix

This Alternate Format Appendix has been included to provide a more accessible version of the data provided in this Executive Summary for those with differing abilities.

Budget Overview Numbers

General Fund

\$592 million

Supports most of the direct services to the community including police, fire, parks, community development and transportation.

Administrative operations such as legal, city management, finance, customer service, among others.

For more information regarding the various funds listed above, please see the Expenditure Summary section included in Chapter 4 of this budget.

Internal Service & Other Operating Funds

\$261 million

Several areas in the city provide goods and services provided to city departments on a cost-reimbursement basis based on usage of service, including facility and equipment repair and maintenance, liability claims payments, employee medical expenses and technology service charges.

Enterprise Funds

\$568 million

City operations that are financed and operated like a private business, including Development Services, Parks Enterprise, Marina and Utility funds.

Special Purpose Funds

\$139 million

Some resources received are restricted either by state law or other request and dedicated to a specific purpose such as grants, donations, hotel/motel tax, park voter approved maintenance, among others. In addition, several areas of expenditure are isolated for accounting purposes such as debt service and human services.

Capital Investment Funds (General & Utilities including reserves)

\$679 million

Provides for major public facility improvements for items such as parks development, transportation roadways, signals, sidewalks and water and sewer pipes.

Performance Survey Results

Level of Expectations	2017	2018	2019	2020	2021
Greatly Exceeds Expectations	27%	30%	35%	33%	38%
Exceeds Expectations	67%	61%	58%	61%	56%
Meets Expectations	5%	5%	4%	3%	2%
Does Not Meet Expectations	1%	4%	3%	3%	1%

2023-2024 Total Resources

Category	\$ Million	Percentage
Sales Tax	\$221 Million	10%
B&O Tax	\$137 Million	6%
Property Tax	\$136 Million	6%
Other Taxes	\$78 Million	3%
Utility Tax	\$59 Million	3%
Beginning Fund Balance	\$566 Million	25%
Utility Services Fees	\$375 Million	17%
Operating Transfers	\$197 Million	9%
Charges for Services	\$181 Million	8%
Miscellaneous	\$185 Million	8%
Grants/Intergov't Srvc	\$91 Million	4%
Long-Term Debt	\$14 Million	1%
Short-Term Debt	\$0 Million	0%

2022 Property Tax Distribution

Location	Percentage
State of Washington	34%
Bellevue School District	29%
King County	15%
City of Bellevue	10%
Sound Transit	12%





For complete Budget Summary information:

BellevueWA.gov

A special thank you to the Leadership Team, Budget Office, department fiscal contacts, proposal writers, Graphics Services and all city employees who deliver the needed services to our community.





About Bellevue

This chapter provides information about the City of Bellevue, its form of government, management structure, location, population, business climate, and community service partnerships. This information will aid the reader in understanding Bellevue's service programs. Budgetary values have more complete meaning when placed in this context.

A. Form of Government and Organization

The City of Bellevue is a non-charter optional code city. It was incorporated on April 1, 1953. From its incorporation, Bellevue has maintained a Council-City Manager form of government. The City Manager is appointed by the Council as the chief executive officer of the City and is responsible to the Council for the proper administration of all City affairs. Councilmembers are elected at-large by Bellevue voters, and each serves a four-year term. Councilmembers are part-time officials who exercise the legislative power of the city and determine city policy. Bellevue has a seven-member Council, one of whom is elected by his or her fellow members to serve as Mayor for two years. The Mayor serves as chairperson of the Council, makes appointments to Council committees, and presides over weekly Council meetings. The Mayor has an equal vote with other Councilmembers.

The offices of City Clerk, City Treasurer, and Chief of Police are subordinate positions required by state statute. They are established by the Council and appointed by the City Manager. The City Clerk is responsible for keeping public records, and the City Treasurer is responsible for the receipt, disbursement, and custody of public monies. Though the City Clerk position, by statute, can include the duties of Treasurer, the City of Bellevue has established both positions, with the City Treasurer being defined as the Finance and Asset Management Director. All officers and/or department directors of the City are appointed by the City Manager.

The following pages contain several different organization and responsibility charts. These charts illustrate the City's management organization from different perspectives.

Figure 1-1 presents an organizational chart that shows the reporting relationships that currently exist.

Figure 1-2 presents a functional organization chart showing the principal activities for which each organization is responsible. These functional responsibilities are shown in detail in the department organization charts presented in the departmental chapters of the budget.

Figure 1-3 lists the current Councilmembers and department directors.



About Bellevue

Figure 1-4 presents and describes the array of advisory boards and commissions.

Figure 1-5 presents and describes the community organizations that the City works with.

Figure 1-6 shows the age distribution of Bellevue's population from 1990 through 2020.

Figure 1-7 shows the race/ethnic distribution of Bellevue's population in 2020.

Figure 1-8 shows key demographic characteristics showing the 1990, 2000 and 2010 Census data with the American Community Survey (ACS) data from 2015 and the current ACS period.

Figure 1-9 summarizes other trends for 2016 through 2022.

Figure 1-1 City of Bellevue Hierarchical Organizational Chart

City of Bellevue Administrative Structure 2023-2024





About Bellevue

Figure 1-2 Principal Activities

<p>City Attorney</p> <ul style="list-style-type: none"> • Legal support for City Council, all departments, and boards and commissions • Prosecution • Litigation • Risk Management 	<p>Finance and Asset Management</p> <ul style="list-style-type: none"> • General supervision over the City's financial affairs • Real Property and Survey • Service First Public Service Desk • Facilities and tenant services • Mechanical and electronic equipment repair
<p>City Clerk</p> <ul style="list-style-type: none"> • City Council support • City records and documents • Hearing Examiner staffing 	<p>City Manager</p> <ul style="list-style-type: none"> • City administration • Intergovernmental relations • Media relations and publications • Diversity
<p>Human Resources</p> <ul style="list-style-type: none"> • Personnel services, recruitment, selection • Matters of personnel policy • Compensation and classification • Workforce diversity • Staff training 	<p>Fire</p> <ul style="list-style-type: none"> • Fire suppression and rescue services • Fire prevention and education • Emergency medical services • Disaster preparedness • Hazardous materials emergency management
<p>Transportation</p> <ul style="list-style-type: none"> • Street maintenance • Transportation planning, design, construction management, and operation • Transportation Commission staffing 	<p>Development Services</p> <ul style="list-style-type: none"> • Development review and permitting • Clearing and grading permitting and inspection • Code enforcement
<p>Parks & Community Services</p> <ul style="list-style-type: none"> • Administration of city parks and recreation programs • Youth Link • Human services • Human Services Commission staffing • Probation • Park planning and development • Park Board staffing 	<p>Community Development</p> <ul style="list-style-type: none"> • Rezones • Affordable housing • Comprehensive planning • Community outreach • Planning Commission staffing • Economic and demographic statistical analysis • Community development functions of CIP • Arts program and Arts Commission staffing • Business development and retention • Redevelopment of small neighborhood centers • Promote tourism and international trade
<p>Information Technology</p> <ul style="list-style-type: none"> • Management of City's computer and telecommunications systems • Telephone systems management • Computer applications programming • Geographic information systems (GIS) 	<p>Utilities</p> <ul style="list-style-type: none"> • Water, sewer, storm and surface water, and solid waste utilities • Private utility franchising • Utility billing • Environmental Services Commission staffing
<p>Police</p> <ul style="list-style-type: none"> • Policing functions • Police-related community programs • Park patrol • Public safety communications center 	



About Bellevue

Figure 1-3 Current Councilmembers and Directors

Elected City Council

Mayor Lynne Robinson
 Deputy Mayor Jared Nieuwenhuis

CouncilJeremy Barksdale
 Conrad Lee
Jennifer Robertson
John Stokes
Janice Zahn

Appointed Administrative Staff

City Manager Brad Miyake
 Deputy City Manager..... Diane Carlson
 Deputy City Manager..... Nathan McCommon
 Interim Deputy City Manager.....Mike Brennan
 Chief of External Affairs & Strategic Advisor Genesee Adkins
 City Attorney..Kathy Gerla
 City Clerk..... Charmaine Arredondo
 Development Services Interim Co-Directors..... Liz Stead & Gregg Shrader
 Finance & Asset Management Director Toni Call
 Fire Chief..Jay Hagen
 Human Resources Director Joy St. Germain
 Chief Information OfficerSabra Schneider
 Parks & Community Services Director Michael Shiosaki
 Community Development Director Mike Kattermann
 Police Chief..... Wendell Shirley
 Transportation DirectorAndrew Singelakis
 Utilities DirectorNav Ota



About Bellevue

Figure 1-4 Advisory Boards and Commissions

Board or Commission	Description	Members	Role in Budget Process
<i>Advisory</i>			
Transportation Commission	The Commission shall act in a policy advisory capacity to the City Council. The Commission may hold public hearings and shall conduct studies, perform analyses, and prepare reports as required by the traffic standards code or requested by the City Council (BCC 3.63.070).	7	<ul style="list-style-type: none"> Reviews City Manager’s Transportation Department proposed CIP budget and provides feedback on the Preliminary Budget.
Parks & Community Services Board	The Board shall act in a policy advisory capacity to the City Council. With respect to city parks and community services facilities and programs, the Board may hold public hearings and shall conduct studies, perform analyses, and prepare reports requested by the City Council. The Board shall review, advise, and make recommendations to the Council on policies regarding parks and open space and community services issues (BCC 3.62.070).	7	<ul style="list-style-type: none"> Advises the Council on the Parks’ CIP. Reviews existing and potential new CIP projects. Communicates CIP priorities to Council via a Board-approved memo and oral communication to Council.
Environmental Services Commission	The Commission shall act in a policy advisory capacity to the City Council. The Commission may hold public hearings and shall conduct studies, perform analyses, and prepare reports requested by the City Council. The Commission shall review, advise, and make recommendations to the Council on city water, sewer, storm and surface water, and solid waste utility programs (BCC 3.55.070).	7	<ul style="list-style-type: none"> Advises Council on Utilities Department budget through approval of Water, Sewer, and Storm Drainage rates.



About Bellevue

Board or Commission	Description	Members	Role in Budget Process
Human Services Commission	The Commission shall act in a policy advisory capacity to the City Council. The Commission may hold public hearings and shall conduct studies, perform analyses, and prepare reports requested by the City Council. The Commission shall review, advise, and make recommendations to the Council on human services issues and policy (BCC 3.61.070).	7	<ul style="list-style-type: none"> Reviews and recommends to Council funding for various Human Services agencies (including Parks, Community Development, Development Services, Police, and Fire). The Commission's role includes reviewing City and Community Development Block Grant (CDBG) funding.
Planning Commission	The Commission shall act in a policy advisory capacity to the City Council. The Commission may hold public hearings and shall conduct studies, perform analyses, and prepare reports requested by the City Council, and shall review, advise and make recommendations to the Council regarding the comprehensive plan, land use issues, and the City's vision (BCC 3.64.070).	7	N/A
Library Advisory Board	The Board shall make periodic reports and recommendations to the City Council and City Manager relative to the scope and quality of library services being provided by the King County Library District to the residents of the City and, to the extent, it is requested to do so by the City Manager, shall represent the City's interests before the King County Library Board with respect to such services. (BCC 3.67.040).	7	N/A
Arts Commission	The Commission shall act in a policy advisory capacity to the City Council. The Commission may hold public hearings and shall conduct studies, perform analyses, and prepare reports requested by the Council concerning matters of art (BCC 3.56.070).	7	N/A



About Bellevue

Board or Commission	Description	Members	Role in Budget Process
<i>Non-Advisory</i>			
Bellevue Convention Center	To govern the affairs of the Bellevue Convention Center Authority (BCCA), which was established by City Council action on December 4, 1989. All corporate powers of the BCCA are exercised by or under the direction of the Board of Directors.	7	N/A
Civil Service	To provide for, formulate, and hold competitive tests to determine the relative qualifications of persons who seek employment for the position of Police Officer or Firefighter with the City of Bellevue; to provide promotion based on merit, to give uniformed personnel tenure; and to provide for a commission to investigate, by a public hearing, suspensions, demotions, and dischargers.	5	N/A
Diversity Advisory Network (BDAN)	To provide counsel to the City on how to better reach, serve, communicate, and collaborate with Bellevue's diverse community; to collect community feedback to help assess city services from a cultural competency lens; to engage in cross-cultural dialogue focused on diversity issues; and to provide feedback and insight on issues relevant to communities in Bellevue.	21	N/A
Firemen's Pension Board	The Firemen's Pension Board generally supervises and controls the administration of the Firemen's Pension fund, and ultimately has responsible oversight for administrative activities.	5	N/A
LEOFF 1 Disability Board	To act upon, approve, or deny firefighters' and law enforcement officers' claims for disability leave/retirement or medical benefits.	5	N/A



About Bellevue

Board or Commission	Description	Members	Role in Budget Process
Youth Link Board	To advise the City Council on issues facing Bellevue’s youth, to involve youth in current community issues, to utilize youth ideas to address community concerns, and to create new outlets for youth opportunities.	12-18	N/A
Network on Aging	The Bellevue Network On Aging is dedicated to healthy aging in the community by promoting awareness of needs and resources that support older adults through life’s transitions. Conducting effective and systematic outreach, regional collaboration, and community involvement with a unified voice.	16	N/A
Special Event Committee	The Special Events Committee is appointed by the City Council to interpret and administer the Special Events Code, establish event conditions and fees, set event times, places and conditions designed to help ensure safe, quality events and approve issuance of event permits.	17	N/A

B. Location, Population, and Business Climate

A Growing City

Spanning an area of 4.7 square miles near Meydenbauer Bay, the City of Bellevue was incorporated in 1953, with a population of 5,950. Development continued in areas east of the City, including the building of the Lake Hills planned community, which brought hundreds of new families to the area. Construction of the Evergreen Point Floating bridge also facilitated further growth. The young city proceeded to annex neighboring areas, growing to span over 28 square miles and reaching over 61,000 in population by 1970.

During the 1970s and 80s, annexation and population growth continued, but at a slower pace. Employment growth took off with the number of jobs quadrupling. For the first time, in 1990, the number of jobs in Bellevue, 89,910, surpassed the number of residents, 86,874.



A picture of Downtown Bellevue and NE 8th Street

Over the last couple of decades, Bellevue has grown beyond its “suburban” status to become a thriving and diverse metropolitan city that is home to many of the world’s leading high-tech firms and retail centers. Today Bellevue, the fifth largest city in Washington, has an estimated population of 152,600 and an equally large employment base of 155,031 jobs in 2020. By 2035, Bellevue is projected to reach over 160,400 residents and nearly 185,200 jobs.

Location

Strategically located at the intersection of Interstate 90, State Route 520, and Interstate 405, Bellevue is both the geographic center and the economic anchor of the Eastside. It is 11 miles from Seattle to the west, 29 miles from Everett to the north, and 37 miles from Tacoma to the south.



A panoramic view of Downtown Bellevue

About Bellevue

Bellevue is also about three hours north of Portland, Oregon, and three hours south of Vancouver, Canada.

A “City in a Park”

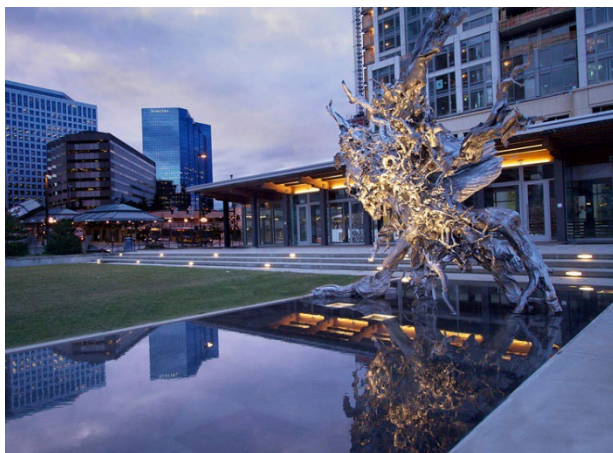
With the Cascade Mountains to the east, the Olympic Mountains to the west, and Mount Rainier to the south, Bellevue is surrounded by natural beauty. When viewed from the air, Bellevue fulfills its image as a “City in a Park.” Lying between Lakes Washington and Sammamish, interlaced with miles of urban forests, open streams, wetlands, freshwater lakes, and foothills rising to



A picture of the Meydenbauer Bay park

almost 1,500 feet, Bellevue is blessed with a rich natural environment. The City treasures and protects these natural places, maintaining more than 2,700 acres – nearly 13 percent of its land area – in city-owned open space, including natural areas and nearly 100 parks, greenbelts, and wetlands. Even in the heart of the downtown business district, Bellevue’s Downtown Park provides a green respite, an informal gathering place, and a popular location for special events and celebrations. Abundant vegetation softens the impacts of commercial areas and blends them into the natural environment.

Bellevue provides residents and visitors with a wealth of year-round outdoor recreation opportunities, including sailing, fishing, hiking, canoeing, kayaking, bicycling, golf, and water skiing.



A picture of a Bellevue City Hall Plaza

Quality Neighborhoods

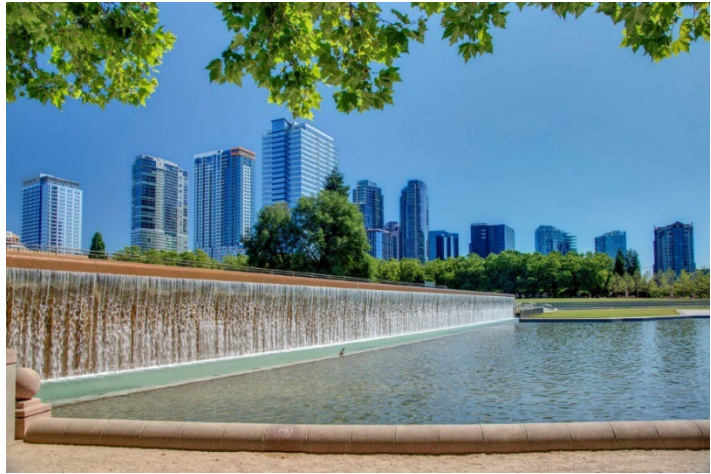
Visitors to Bellevue often remark that the City feels “safe and clean.” Residents and businesses value well-maintained homes and properties. The City places a high priority on maintaining public infrastructure, opting to ensure that existing facilities are in good condition before building new ones. Bellevue is also a safe place, with relatively low crime rates for a community of its size.

About Bellevue

In 2022, 61,400 households resided in Bellevue. Residents choose from a variety of housing types and living environments, ranging from quiet, older neighborhoods to new high-rise communities in Downtown, to modern homes. This diverse range of housing options provides choices for people in all phases of life.

A Vibrant Downtown

Downtown Bellevue is among the Northwest’s most distinctive business districts, featuring a successful mix of office towers, stores, theatres, restaurants, and hotels, along with such institutions as the Bellevue Arts Museum, the Bellevue Regional Library, and the Meydenbauer Convention Center. Over 54,944 jobs are located Downtown and an increasing number of people (14,603 in 2021) live in Downtown, where new



A picture of Bellevue Downtown Park

apartments and condominiums are coalescing into true urban neighborhoods. A majority of the City’s future growth is planned to occur in Downtown, Spring District, and BelRed as those neighborhoods continue to redevelop.

A Strong Economy

The fundamentals of the Bellevue economy are strong. As part of a large and complex metropolitan region of 4.0 million people, Bellevue is a hub for information technology, aerospace, business services, automobile dealerships, and



A picture of panoramic view of Bellevue and Cascades

retail companies. Currently, Microsoft, T-Mobile, Amazon, Concur, Symetra, and Meta are some of its largest employers. The COVID-19 pandemic upended much about the workplace and paved a way to a hybrid working environment. The disruption and change resulting from the COVID-19 pandemic introduced new business models and brought added uncertainty about the future economic outlooks and behaviors.

About Bellevue

The City also has three of the premier health care providers in the region, Overlake Hospital, Kaiser Permanente, and Children’s Hospital, located just east of Downtown, in Bellevue’s medical district.

Downtown Bellevue and Bel-Red are receiving public investment in the form of the 14-mile light-rail extension connecting downtown Seattle, downtown Bellevue, and the Overlake area in Redmond, that is set to open in 2024. The BelRed corridor projects located in the heart of the City will provide 12 multimodal roadways with the vision to connect the prosperous businesses and mixed livable neighborhoods to the greater city and region, dignified by environmental and community improvements.

In typical years, Meydenbauer Convention Center attracts over a quarter of a million people to the City each year hosting over 250 events. While hotel industry was still recovering in 2021 due to impacts of pandemic, Meydenbauer Convention Center continued to be an attraction for Bellevue visitors hosting a number of events and conferences offering a full complement of amenities for conventions and conferences,



A picture of Meydenbauer Convention Center

meetings. The Port of Seattle, the seventh-largest container port in North America, is less than 20 minutes from Downtown Bellevue. The City is less than half an hour from the Seattle-Tacoma International Airport and several commuter airfields,

which provide links to other cities in the Pacific Northwest as well as international destinations.

Downtown’s luxury shopping centers, the Bellevue Collection, and the Shops at the Bravern pull in tourists from all over the world. Bellevue’s current daytime population is estimated at 243,100, and Bellevue ranks second in the state for retail sales and second in King County for property values (as measured by assessed valuation).

Bellevue Schools and Higher Education

Bellevue’s strong economy is directly related to Bellevue being one of the most highly educated communities in the nation, with 69 percent of its adult residents having achieved a bachelor’s degree or higher in 2020. The City’s schools are also consistently rated among the best in the country, which attracts families to the City.



About Bellevue

With a total enrollment of 18,808 students in 2021, the Bellevue School District includes 16 regular elementary schools, one Spanish Immersion elementary school, one Mandarin dual-language elementary school, five regular middle schools, four regular high schools, and two alternative middle/high schools. 41.2 percent of students speaking a first language other than English, with 104 languages are spoken in the Bellevue School District. Four of Bellevue School District's regular high schools were awarded gold medals by the U.S. News and World Report's 2020 ranking of Best High Schools. Four high schools ranked in the top 500 best STEM schools in America.

Bellevue is also home to Bellevue College, the fourth largest institution of higher learning in Washington. While the majority of Bellevue College students come from communities throughout the greater Puget Sound region, many students come from all over the world, including over 1,300 international students from more than 57 countries. Bellevue College had an enrollment of 20,466 students for the 2020-2021 academic year.

Climate

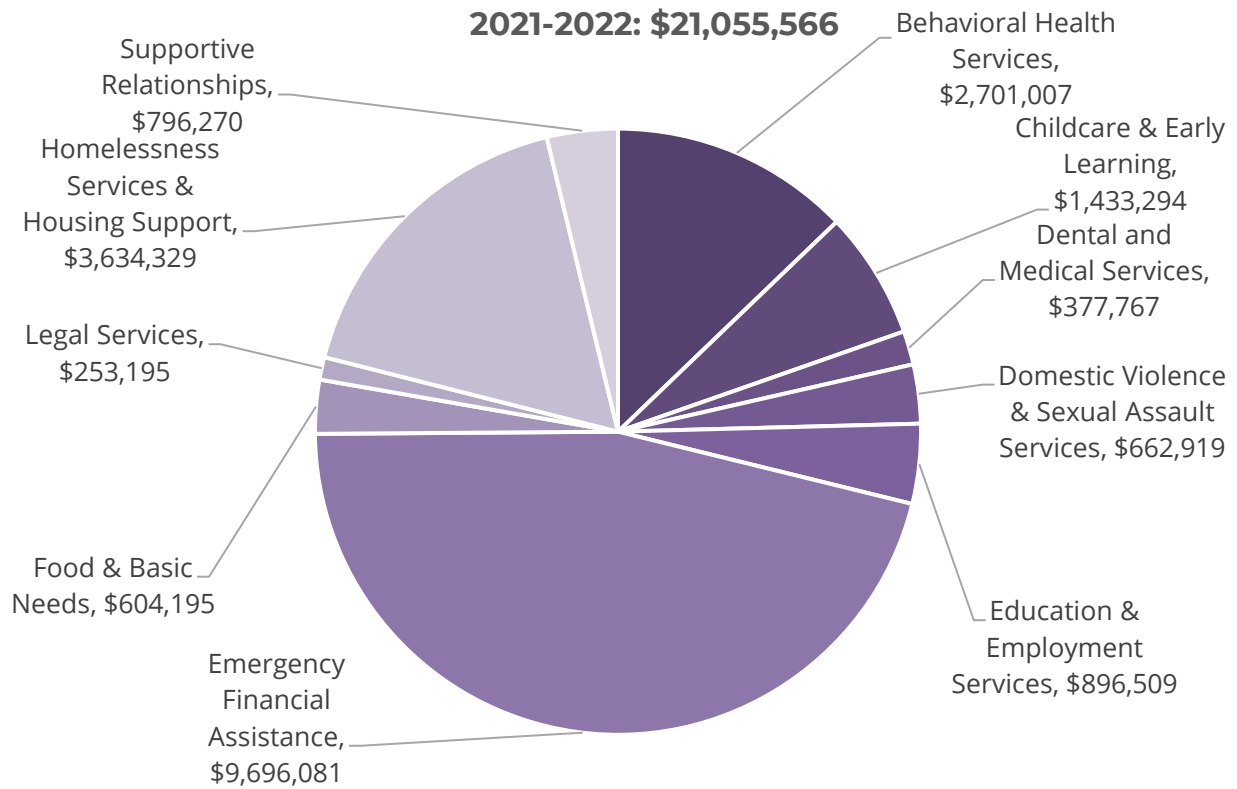
Mild winters and cool summers characterize Bellevue. High temperatures in July average about 77° F (25° C) compared to an 86° F (30° C) United States average, while low temperatures in January average 36° F (2° C) compared to a 23° F (-5° C) United States average. Average rainfall in the region is about 41 inches per year compared to 24 inches in San Francisco, 38 inches in Chicago, and 49 inches in Boston.

Community Partnerships

Bellevue partners with dozens of local and regional nonprofits to deliver essential services to individuals and families. In 2021 and 2022, the City of Bellevue provided \$21 million in grants to nonprofits to provide healthcare, meals, housing, and other social services to low-income and at-risk populations.

About Bellevue

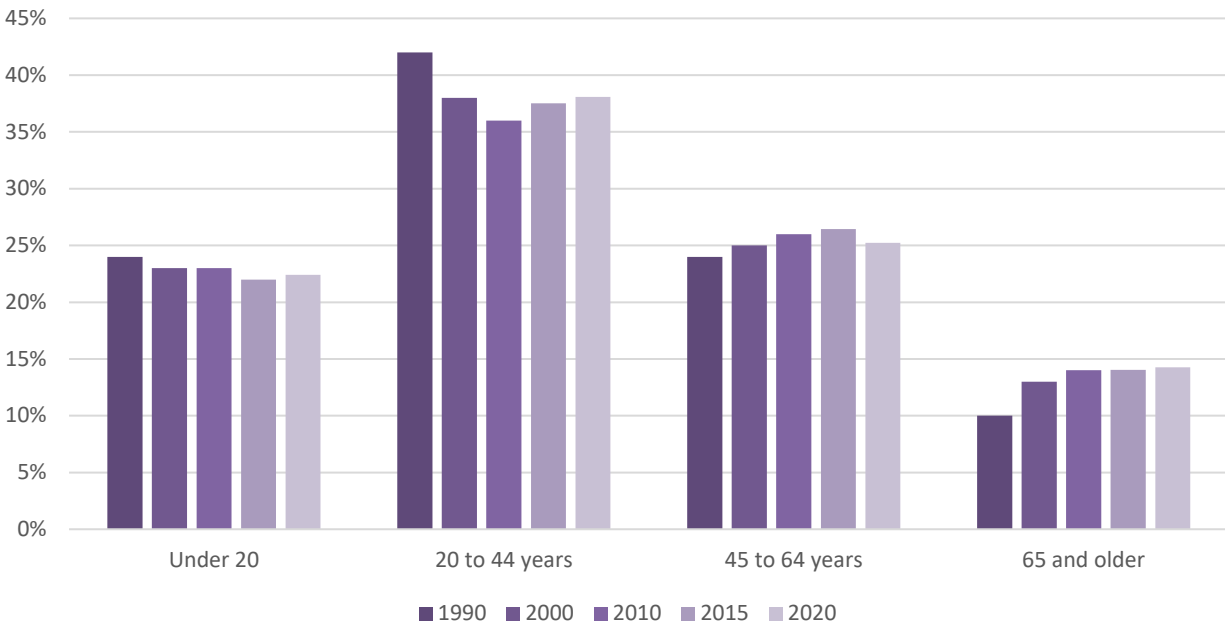
Figure 1-5 Community Partnership Spending, 2021-2022



Demographics

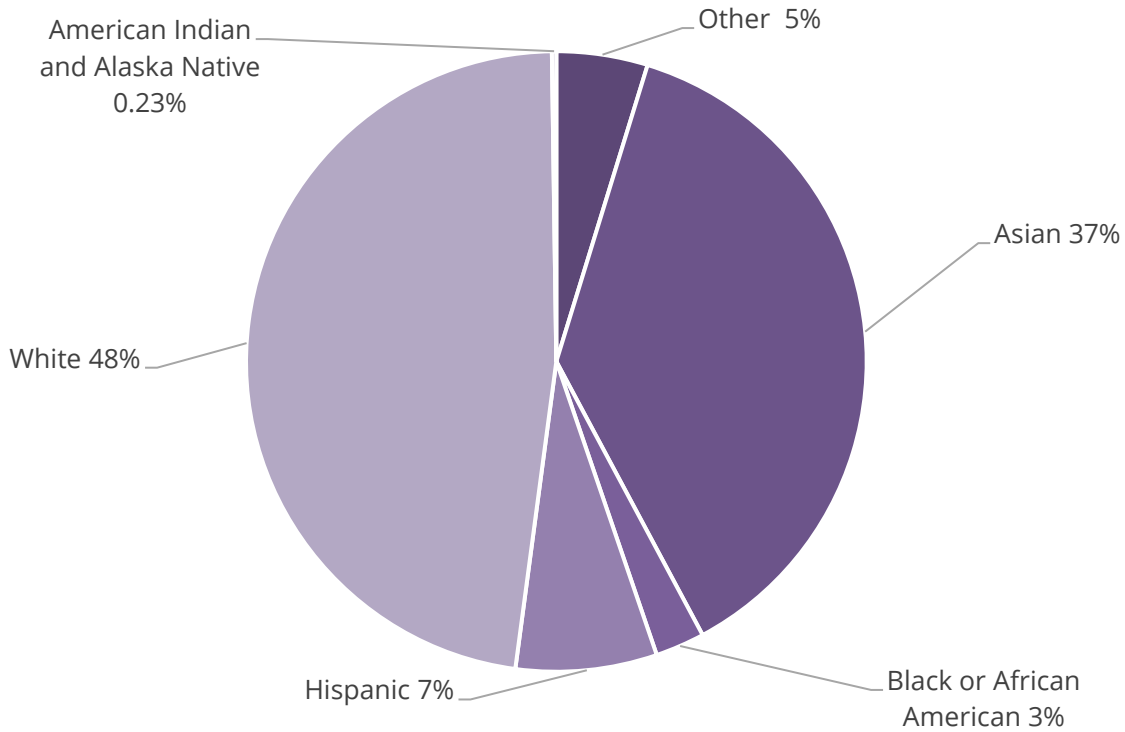
Bellevue's estimated population as of September 1, 2021 was 152,600, and it is projected to reach 160,400 by 2035. As the City has matured over the decades and its population has grown, Bellevue has become more diverse socially, culturally, and economically as demonstrated by the charts below.

Figure 1-6 Age Distribution of Bellevue's Population, 1990 – 2020



Sources: U.S. Census Bureau, 1990 and 2000 Census and 2010, 2015 and 2020 American Community Survey; Historical Geographic Information System: Version 2.0. Minneapolis, MN: University of Minnesota 2011.

Figure 1-7 Race / Ethnic Distribution



Source: U.S. Census Bureau, 2020 American Community Survey

Figure 1-8 Summary of Key Demographic Trends

Demographic Characteristics	2000 Census	2010 Census	2015 ACS	2020 ACS
Median age	38.2	38.5	38.2	37.6
Percent of population age 65 or older	13%	14%	14%	14.3%
Percent of a minority race or ethnicity	28%	41%	41%	48%
Percent Asian	17%	28%	31%	37.4%
Percent population foreign born*	25%	33%	36%	39%
Percent of population (age 5+) that speak a language other than English at home*	27%	38%	40%	43.8%



About Bellevue

Demographic Characteristics	2000 Census	2010 Census	2015 ACS	2020 ACS
Percent of adults (age 25+) with a Bachelor's degree or higher*	54%	59%	63%	69%
Percent of employed in management, business, science, and arts occupations*	53%	60%	60%	67.6%
Household median income (in 2019 inflation adjusted dollars)*	\$89,179	\$91,993	\$105,402	\$129,497
Percent of individuals with incomes below poverty*	6%	7%	7%	6.8%
* Note: Not all American Community Survey estimates are directly comparable to decennial census figures.				

Source: US Census Bureau, 1990, 2000, 2010 Census and 2015 and 2020 American Community Survey.

Figure 1-9 Other Trends

	2016	2017	2018	2019	2020	2021	2022*
Unemployment rate	3.6%	3.2%	2.9%	2.5%	6.4%**	3.6%	1.9%
Assessed Value (billions)	\$44.4	\$49.4	\$56.5	\$64.9	\$68.1	\$71.3	77.2
Total Budget All City Funds (millions)***	\$869.3	\$970.3	\$944.1	\$1,064.4	\$1,126.7	\$1,051	\$1,240

Sources: Bureau of Labor Statistics, Local Area Unemployment Statistics, King County Assessor, City of Bellevue amended budget.

*September 2022 data

**Employment statistics significantly impacted by COVID-19

*** Includes reserves



Council Vision and Strategic Target Areas

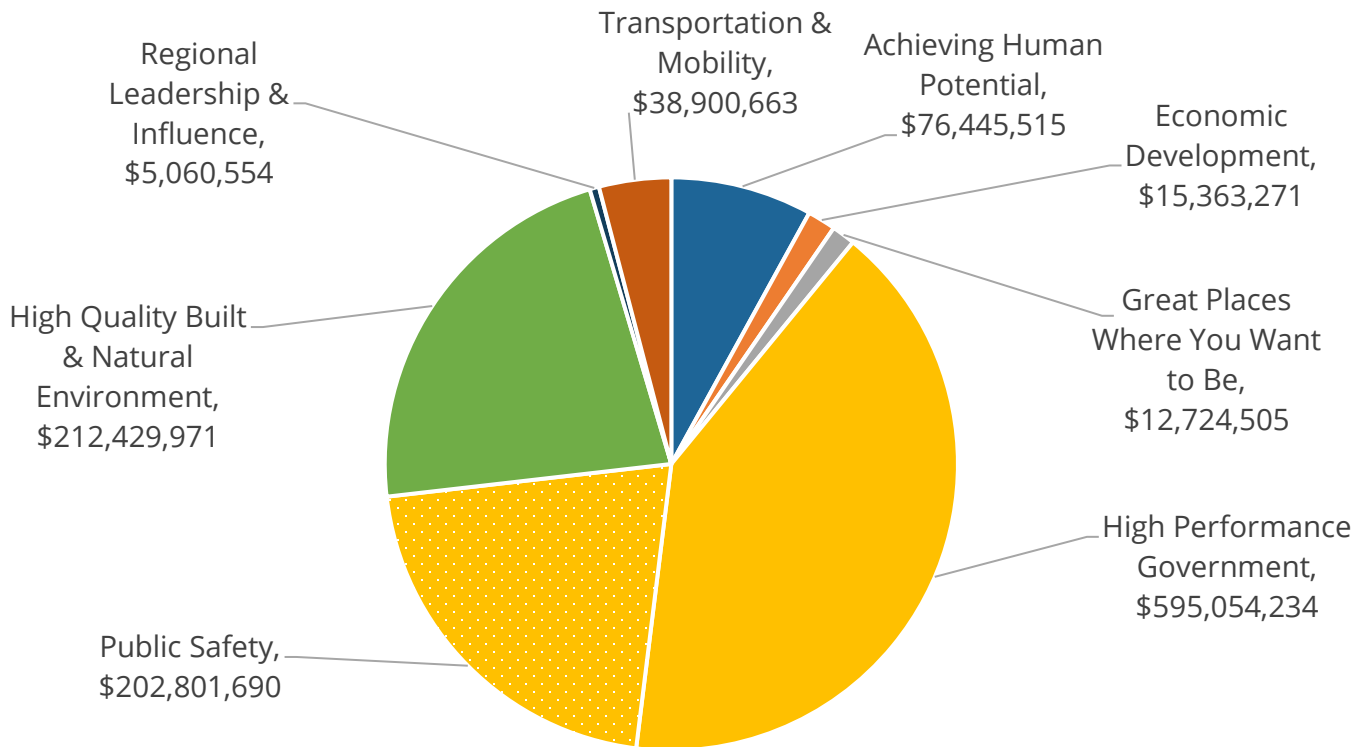
In May 2021, the Bellevue City Council revised the Vision, Strategic Target Areas (STA), and 3-Year Council Priorities. The following section displays the Strategic Target Areas, Budget Proposals that most directly address these areas, and metrics that deliver on the Council Vision and Strategic Target 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 2023-2024 Budget Process will be framed with these Strategic Target Areas.

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 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 2023-2024 budget for operating funds is \$955 and special purpose funds totals \$83 million. 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 operating proposal summaries and their alignment to the Strategic Target Areas may be found in Chapter 4 – Expenditure Summary.

Council Vision and Strategic Target Areas

2023-2024 Operating Funds
\$ 955,978,703



* Public Safety – made up of Fire, Police, and Prosecution proposals – is a subset of High Performance Government. Public Safety spending in 2023-2024 totals \$202 million, which makes up 34 percent of High Performance Government and 21 percent of the total operating 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 2023-2024, 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 local and global business. We attract the best – a highly educated, entrepreneurial and talented workforce – and the best choose Bellevue. We are home to headquarters for global businesses and innovative start-ups moving beyond the garage. Innovation is key to our future.

The city provides 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 businesses in Bellevue. Affordable and flexible workspaces nurture start-ups and entrepreneurial businesses.

We provide the lifestyles, 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 diverse industry sectors.

We foster a diversified suite of business activities. We support our existing and traditional sectors, including retail, neighborhood centers, auto sales, financial services, aerospace and light industrial businesses. We are a growing center for a broad range of technologies – including software, mobile communications, 5G, cloud computing, artificial intelligence, eco-districts, interactive media and entertainment, 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.

Bellevue College, the Global Innovation Exchange (GIX) and our other institutes of higher learning are connected physically and digitally from Eastgate to BelRed, 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.”

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:

Special Purpose Fund Proposals

Proposal #	Dept	Fund	Budget Proposal	2023-2024 Budget	2024 FTE
115.15NA	Community Development	General Fund, Operating Grants/Donations	Cultural and Economic Development - Core Services	\$473,101	-
Total				\$473,101	-

Operating Proposals as Ranked by the Strategic Target Team

Proposal #	Dept	Fund	Budget Proposal	2023-2024 Budget	2024 FTE	STA Rank
065.42NA	Finance & Asset Management	Hotel/Motel	Bellevue Convention Center Authority (BCCA) Operations	\$11,244,516	-	NR
115.15NA	Community Development	General Fund	Cultural and Economic Development	\$4,118,755	8	1
Total				\$15,363,271	8	-

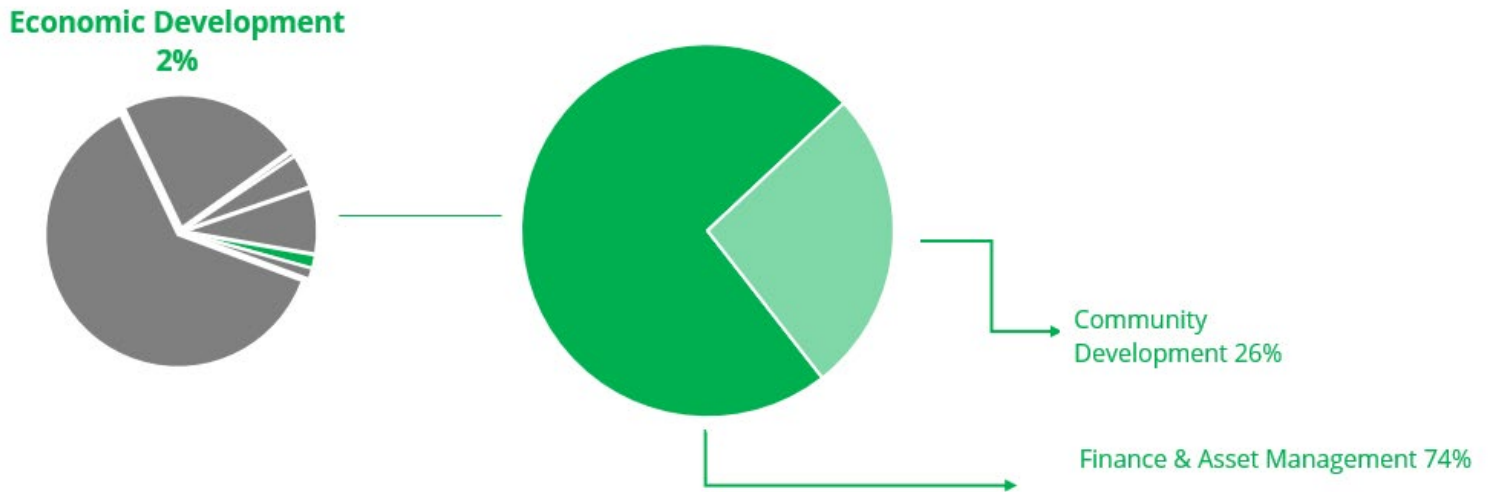
The Strategic Target Team was convened as part of the 2023-2024 budget development process. The Team consists of employees from all city departments and they were charged with evaluating all existing operating proposals to assess their ranking within Strategic Target Areas and overall across all STAs within the City. The Team ranked the proposals by their importance and strong ties to the goals and priorities of the Strategic Target Areas. New proposals or technical proposals were not ranked.

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 2023-2024 budget in the Economic Development STA and their relative share of Economic Development spending.

Percentage of Operating Funds Budget:



Council Vision and Strategic Target Areas

Are We Achieving Results that Matter?

Residents and businesses have a high opinion of Bellevue’s economic position. Eight in ten residents agree that the City does a good job creating a competitive business environment. A considerable majority of businesses believe that Bellevue is a better place to operate than other localities, and that the quality of City services exceeds their expectations. While the employment growth rate dipped below historical levels, partly due to the COVID-19 pandemic, thousands of businesses of all sizes have opened in Bellevue in recent years. Millions of visitors to the city inject new dollars into the local economy.

The below indicators were collected by City leadership and staff subject matter experts, after an in-depth review of each Strategic Target Area. The City sets aspirational targets for indicators, even if the facts and circumstances underlying the performance against those targets may be outside of the City’s direct influence or control.

Key Community Indicators	2018 Results	2019 Results	2020 Results	2021 Results	Status
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	78%	80%	80%	80%	Monitoring
Percent of businesses that believe Bellevue is a "somewhat" or "significantly" better place to operate a business than other cities and towns	N/A	77%	N/A	79%	Monitoring
Percent of businesses that feel that the quality of services provided to businesses by the City exceeds or greatly exceeds their expectations	N/A	72%	N/A	70%	Monitoring
Number of overnight visitors to Bellevue annually	2,151,644	2,203,708	900,967	1,359,550	Monitoring



Council Vision and Strategic Target Areas

Key Performance Indicators	2019 Actual	2020 Actual	2021 Actuals	2021 Target	Status
Percent of region's job growth captured within Bellevue since 2000	6.84%	5.67%	7.77%	6.7%	Meeting Target
Difference between regional unemployment rate and Bellevue's unemployment rate	1.1%	2.2%	1.1%	>0%	Meeting Target
Number of new business licenses issued	2,008	2,038	1,306	1,500	Not Meeting Target

Council Vision and Strategic Target Areas



Transportation and Mobility

“We are a multimodal and Vision Zero city with reliable and predictable transportation choices. Bellevue is well connected to the rest of the region and its activities via roads and transit. Bellevue’s entertainment, shopping and commercial centers are bustling and convenient to get around.

Adequate regional road capacity handles a high demand. Regional roads limit the impact to neighborhoods from cut-through traffic. A state-of-the-art intelligent transportation system minimizes traveler wait times and frustration, as people are safely moved through the city. Public transportation is ample, with seamless, reliable connections and a wide variety of services, including local transit, circulator buses, taxis and ride-sharing services. Walking and biking are safe and enjoyable ways to get around.”

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:

Special Purpose Fund Proposals

Proposal #	Dept	Fund	Budget Proposal	2023-2024 Budget	2024 FTE
130.36NA	Transportation	General Fund, Operating Grants/Donations	Transportation Implementation Strategies	\$344,930	-
Total				\$344,930	-



Council Vision and Strategic Target Areas

Operating Proposals as Ranked by the Strategic Target Team

Proposal #	Dept	Fund	Budget Proposal	2023-2024 Budget	2024 FTE	STA Rank
120.07NA	Police	General Fund	Traffic Flagging	\$2,357,552	-	12
130.04NA	Transportation	General Fund	Department Management and Administration	\$4,440,672	11.4	7
130.07DA	Transportation	General Fund	East Link Overall	\$371,251	1	1
130.11NA	Transportation	General Fund	Smart Mobility Operations and Implementation	\$2,876,608	8	5
130.13NA	Transportation	General Fund	Long-Range Transportation Planning	\$2,121,061	5	3
130.14NA	Transportation	General Fund	Modeling and Analysis Core Functions	\$1,546,974	4	11
130.17NA	Transportation	General Fund	Downtown Parking Enforcement	\$288,287	-	13
130.30NA	Transportation	General Fund	Traffic Safety and Engineering	\$5,205,535	14	2
130.31NA	Transportation	General Fund	Traffic Signal Maintenance	\$3,338,415	8.5	4
130.33NA	Transportation	General Fund	Transportation CIP Delivery Support	\$11,707,503	35.25	9
130.35NA	Transportation, Finance & Asset Management	General Fund, Equipment Rental Fund	Emergency Management/Preparedness for the Transportation Sys	\$806,004	2	8
130.36NA	Transportation	General Fund	Transportation Implementation Strategies	\$2,488,463	6.5	10
130.85DA	Transportation	General Fund	Bridge and Pavement Management	\$1,352,338	4.5	6
Total				\$38,900,663	100.15	-

The Strategic Target Team was convened as part of the 2023-2024 budget development process. The Team consists of employees from all city departments and they were charged with evaluating all existing operating proposals to assess their ranking within Strategic Target Areas and overall across all STAs within the City. The Team ranked the proposals by

Council Vision and Strategic Target Areas

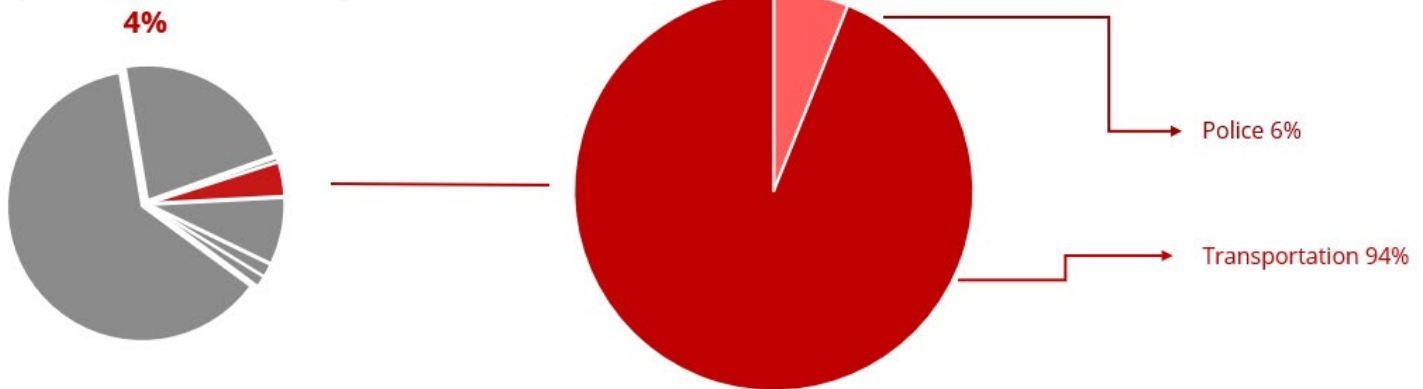
their importance and strong ties to the goals and priorities of the Strategic Target Areas. New proposals or technical proposals were not ranked.

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 2023-2024 budget in the Transportation and Mobility STA and their relative share of Transportation and Mobility spending.

Percentage of Operating Funds Budget:

Transportation and Mobility



Council Vision and Strategic Target Areas

Are We Achieving Results that Matter?

Community survey results highlight Bellevue's strong multimodal mobility and transportation system. Three out of four residents say the City is doing a good job developing a variety of transportation options that allow them to easily travel throughout Bellevue. In 2021, the City increased multimodal transportation options by creating more than 50,000 new feet of trails and walkways. Bellevue's annual overlay program and internal asphalt maintenance program met targets for average pavement conditions across all roadway types in the city. Mass transit use has declined in recent years, largely due to the pandemic and transition to remote work. The City will continue to monitor this trend, including impacts on the system that may warrant policy and funding changes to adapt and anticipate longer term impacts. Guided by the City's Vision Zero Strategic Plan and associated strategies, the City will continue working to reduce traffic deaths and serious injuries to achieve its Vision Zero goals.

The below indicators were collected by City leadership and staff subject matter experts, after an in-depth review of each Strategic Target Area. The City sets aspirational targets for indicators, even if the facts and circumstances underlying the performance against those targets may be outside of the City's direct influence or control.

Key Community Indicators	2018 Results	2019 Results	2020 Results	2021 Results	Status
Percent of residents who agree or strongly agree that Bellevue is providing a safe transportation system for all users	78%	83%	80%	80%	Monitoring
Percent of residents who say they can travel within the city of Bellevue in a reasonable and predictable amount of time	62%	73%	66%	77%	Monitoring
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)	70%	80%	73%	80%	Monitoring



Council Vision and Strategic Target Areas

Key Performance Indicators	2019 Actual	2020 Actual	2021 Actuals	2021 Target	Status
Average arterial pavement rating	69	76	79	78	Meeting Target
Average residential roadway pavement rating	80	82	80	76	Meeting Target
Mass Transit Use - Average weekday transit boardings and alightings (citywide)	51,066	20,100	17,300	74,000	Not Meeting Target
Linear feet of new trails, sidewalks, and bicycle facilities	68,644	34,395	50,900	53,000	Not Meeting Target
Number of vehicle, pedestrian and bicycle collisions that resulted in serious injuries and fatalities	30	13	26	0	Not Meeting Target

Council Vision and Strategic Target Areas



High-Quality Built and Natural Environment

“Bellevue's built environment has it all, and people find exactly where they want to live and work. The diverse and well-balanced mix of business and commercial properties and the wide variety of housing types and affordability attract people who desire a safe, sustainable, inclusive 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. Bellevue parks provide ample opportunities for all, including forested trails, neighborhood and regional parks, a regional aquatics center and community gathering places. We enjoy a variety of recreational and sporting opportunities within walking distance of our homes and businesses.

Bellevue is a “Smart City” with a clean, high-quality environment and excellent and reliable infrastructure that supports our vibrant and growing city, including high-tech connectivity. The city has a connected, multimodal transportation system, which blends seamlessly with 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>



Council Vision and Strategic Target Areas

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:

Special Purpose Fund Proposals

Proposal #	Dept	Fund	Budget Proposal	2023-2024 Budget	2024 FTE
115.01NA	Community Development	General Fund, Operating Grants/Donations	Planning Division	\$50,000	-
130.26NA	Transportation	General Fund, Operating Grants/Donations	Street Cleaning (Sweeping)	\$203,302	-
140.30NA	Utilities	Solid Waste Fund, Storm & Surface Water Utility, Water Utility Fund, Sewer Utility Fund	Solid Waste Management, Waste Prevention, and Recycling	\$730,623	-
Total				\$983,925	-

Operating Proposals as Ranked by the Strategic Target Team

Proposal #	Dept	Fund	Budget Proposal	2023-2024 Budget	2024 FTE	STA Rank
100.06NA	Parks & Community Services	General Fund	Community and Neighborhood Parks Program	\$15,839,162	35	9
100.08NA	Parks & Community Services	General Fund	Structural Maintenance Program	\$14,213,470	22	5
100.09NA	Parks & Community Services	General Fund, Land Purchase Revolving Fund	Natural Resource Management	\$7,119,813	15	13
100.10NA	Parks & Community Services	General Fund	Street Trees Landscaping & Vegetation Mngt Prog	\$5,301,647	5	21



Council Vision and Strategic Target Areas

Proposal #	Dept	Fund	Budget Proposal	2023-2024 Budget	2024 FTE	STA Rank
100.11NA	Parks & Community Services	General Fund, Land Purchase Revolving Fund, Marina	Park Planning and Property Management	\$4,225,886	8	14
100.12NA	Parks & Community Services	General Fund	Parks & Community Services Management and Support	\$4,456,726	12	27
110.03NA	Development Services, Finance & Asset Management, Fire, Transportation, Utilities	Development Services Fund, General Fund, Storm & Surface Water Utility, Water Utility Fund, Sewer Utility Fund	Development Services Review Services	\$23,532,940	74	15
110.07NA	Development Services	Development Services Fund	Code Compliance Inspection and Enforcement Services	\$2,056,292	6.5	4
115.01NA	Community Development	General Fund, Operating Grants/Donations	Planning Division	\$6,772,577	14	1
130.06NA	Transportation	General Fund	Transportation Drainage Billing	\$11,251,893	-	43
130.22NA	Transportation, Finance & Asset Management	General Fund, Equipment Rental Fund	Transportation System Maintenance (Non-Electric)	\$8,674,783	22.5	22
130.26NA	Transportation	General Fund, Operating Grants/Donations	Street Cleaning (Sweeping)	\$1,176,885	3	32
130.27NA	Transportation	General Fund	Street Lighting Maintenance	\$3,231,652	2	16
130.500NA	Transportation	General Fund	Franchise & Data Telecomm Prog Manager	\$343,505	1	41



Council Vision and Strategic Target Areas

Proposal #	Dept	Fund	Budget Proposal	2023-2024 Budget	2024 FTE	STA Rank
140.01NA	Utilities	Storm & Surface Water Utility, Water Utility Fund, Sewer Utility Fund	Capital Project Delivery	\$10,927,982	31.46	36
140.11NA	Utilities	Storm & Surface Water Utility, Water Utility Fund, Sewer Utility Fund	Utility Asset Management Program	\$1,692,488	5.5	33
140.13NA	Utilities	Storm & Surface Water Utility, Water Utility Fund	Water Mains and Service Lines Repair Program	\$4,499,502	10.65	2
140.14NA	Utilities	Water Utility Fund, Sewer Utility Fund	Water Distribution System Preventive Maintenance Program	\$1,986,624	6.85	24
140.15NA	Utilities	Storm & Surface Water Utility, Water Utility Fund, Sewer Utility Fund	Water Pump Station, Reservoir and PRV Maintenance Program	\$2,628,556	3.7	12
140.16NA	Utilities	Storm & Surface Water Utility, Water Utility Fund	Water Meter Repair and Replacement Program	\$625,291	2.25	35
140.17NA	Utilities	Water Utility Fund	Water Service Installation and Upgrade Program	\$655,805	1	23
140.18NA	Utilities	Sewer Utility Fund	Sewer Mains, Laterals and Manhole Repair Program	\$2,441,466	7	3
140.19NA	Utilities	Water Utility Fund, Sewer Utility Fund	Sewer Condition Assessment Program	\$1,400,177	4.45	38



Council Vision and Strategic Target Areas

Proposal #	Dept	Fund	Budget Proposal	2023-2024 Budget	2024 FTE	STA Rank
140.20NA	Utilities	Storm & Surface Water Utility, Water Utility Fund, Sewer Utility Fund	Sewer Mainline Preventive Maintenance Program	\$2,690,374	8.3	6
140.21NA	Utilities	Storm & Surface Water Utility, Water Utility Fund, Sewer Utility Fund	Sewer Pump Station Maintenance, Operations and Repair Progra	\$2,437,659	5.95	19
140.22NA	Utilities	Storm & Surface Water Utility, Water Utility Fund, Sewer Utility Fund	Storm and Surface Water Repair and Installation Program	\$2,207,097	4.65	8
140.23NA	Utilities	Storm & Surface Water Utility	Storm and Surface Water Infrastructure Condition Assessment	\$779,497	1.2	29
140.24NA	Utilities	Storm & Surface Water Utility	Storm & Surface Water Preventive Maintenance Program	\$4,226,567	11.75	18
140.25NA	Utilities	Storm & Surface Water Utility, Water Utility Fund, Sewer Utility Fund	Utilities Telemetry and Security Systems	\$1,938,986	3.8	10
140.26PA	Utilities	Storm & Surface Water Utility, Water Utility Fund, Sewer Utility Fund	Water Quality Regulatory Compliance and Monitoring Programs	\$2,098,865	4.05	17
140.27DA	Utilities	Utility Funds	Private Utility Systems Maintenance Programs	\$1,448,167	4.55	28



Council Vision and Strategic Target Areas

Proposal #	Dept	Fund	Budget Proposal	2023-2024 Budget	2024 FTE	STA Rank
140.30NA	Utilities	Solid Waste Fund, Storm & Surface Water Utility, Water Utility Fund, Sewer Utility Fund	Solid Waste Management, Waste Prevention, and Recycling	\$1,475,009	2.8	11
140.31DA	Utilities	Storm & Surface Water Utility, Water Utility Fund, Sewer Utility Fund	Storm and Surface Water Pollution Prevention	\$848,853	1.4	20
140.32NA	Utilities	Water Utility Fund	Water Systems and Conservation	\$169,503	0.1	30
140.33NA	Utilities	Storm & Surface Water Utility, Water Utility Fund, Sewer Utility Fund	Utilities Customer Service and Billing	\$4,562,974	8.75	31
140.34NA	Utilities	Storm & Surface Water Utility, Water Utility Fund, Sewer Utility Fund	Utility Taxes and Franchise Fees	\$34,514,648	-	42
140.37NA	Utilities	Water Utility Fund	Cascade Regional Capital Facility Charges	\$4,684,004	-	39
140.42NA	Utilities	Storm & Surface Water Utility, Water Utility Fund, Sewer Utility Fund	Utilities Department Management and Support	\$2,019,391	4	26
140.44NA	Utilities	Storm & Surface Water Utility, Water Utility Fund, Sewer Utility Fund	Utility Locates Program	\$1,281,719	4.4	41



Council Vision and Strategic Target Areas

Proposal #	Dept	Fund	Budget Proposal	2023-2024 Budget	2024 FTE	STA Rank
140.45DA	Utilities	Storm & Surface Water Utility, Water Utility Fund, Sewer Utility Fund	Advnc Metering Infrastr (AMI) Meter Support	\$749,938	3	25
140.49NA	Utilities	Storm & Surface Water Utility, Water Utility Fund, Sewer Utility Fund	Fiscal Management	\$2,117,435	5.5	34
140.60NA	Utilities	Storm & Surface Water Utility, Water Utility Fund, Sewer Utility Fund	Utilities Computer and Systems Support	\$4,029,861	4.5	40
140.63NA	Utilities	Storm & Surface Water Utility, Water Utility Fund, Sewer Utility Fund	Utility Planning and Systems Analysis	\$3,094,301	6.59	37
Total				\$212,429,971	378.15	-

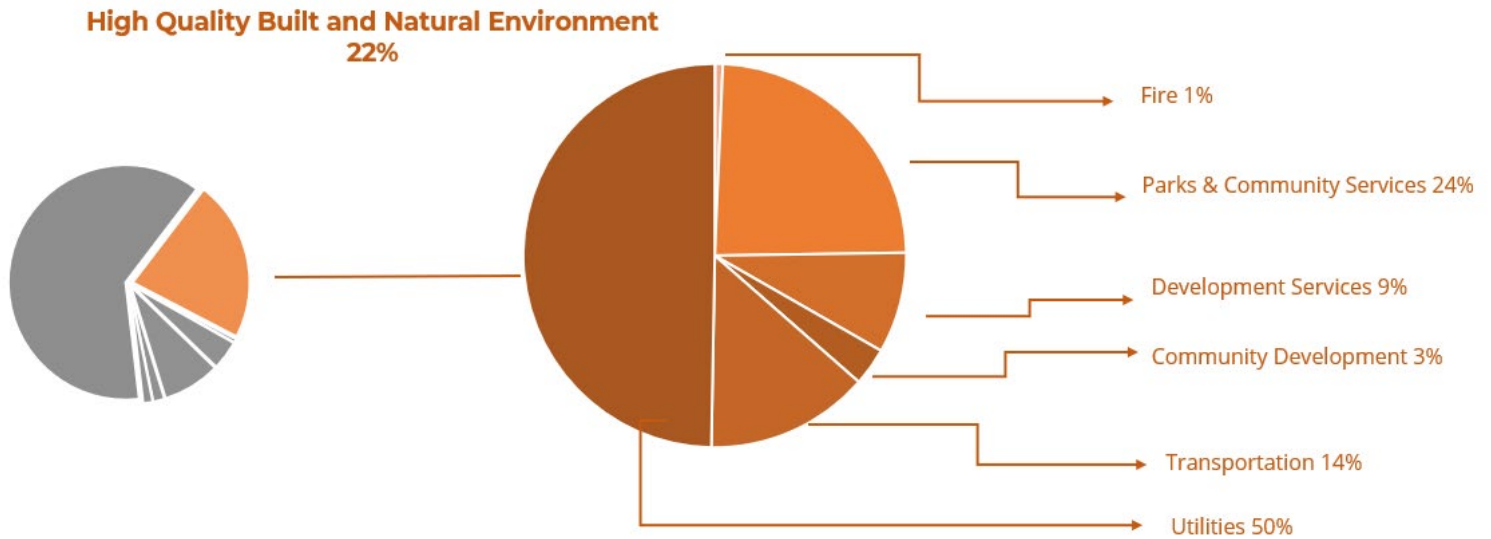
The Strategic Target Team was convened as part of the 2023-2024 budget development process. The Team consists of employees from all city departments and they were charged with evaluating all existing operating proposals to assess their ranking within Strategic Target Areas and overall across all STAs within the City. The Team ranked the proposals by their importance and strong ties to the goals and priorities of the Strategic Target Areas. New proposals or technical proposals were not ranked.

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 2023-2024 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 Funds Budget:



Are We Achieving Results that Matter?

Bellevue’s thoughtfully planned and maintained landscapes and sustainable infrastructure continue to satisfy. Eight in ten residents believe Bellevue’s natural environment supports healthy living and personal well-being. Bellevue is a “City in a Park”, with high-quality and accessible park facilities, trails and open spaces. A majority of businesses rate permitting and licensing services as better than neighboring cities and towns. When considering Bellevue utility services, eight in ten residents believe they get good to excellent value for their money. The community enjoys superior drinking water, and high-performing wastewater, storm, and surface water systems.

The below indicators were collected by City leadership and staff subject matter experts, after an in-depth review of each Strategic Target Area. The City sets aspirational targets for indicators, even if the facts and circumstances underlying the performance against those targets may be outside of the City’s direct influence or control.



Council Vision and Strategic Target Areas

Key Community Indicators	2018 Results	2019 Results	2020 Results	2021 Results	Status
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	82%	85%	80%	87%	Monitoring
Percent of residents who agree or strongly agree that Bellevue's environment supports their personal health and well-being.	84%	89%	85%	90%	Monitoring
Percent of residents who agree that the appearance of Bellevue's public parks and park facilities are good or excellent	94%	97%	95%	98%	Monitoring
Percent of residents who somewhat or strongly agree Bellevue can rightly be called a "City in a Park"	68%	73%	68%	75%	Monitoring

Key Performance Indicators	2019 Actual	2020 Actual	2021 Actuals	2021 Target	Status
Percent of households living within one-third mile walking distance of park or trail access point	73%	73%	73%	72%	Meeting Target
Percent of business community who rates City of Bellevue development services related to permitting and licensing as better than other cities and towns	50%	N/A	54%	60%	Not Meeting Target
Acres of park and open space per 1,000 population	18.6	18.3	17.8	20	Not Meeting Target



Council Vision and Strategic Target Areas

Key Performance Indicators	2019 Actual	2020 Actual	2021 Actuals	2021 Target	Status
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%	67%	80%	80%	Meeting Target
Percent of residents who feel they receive good to excellent value for their money when considering Bellevue utility service as a whole	85%	78%	82%	80%	Meeting Target
Number of unplanned water service interruptions per 1,000 customer accounts.	2.34	2.04	2.6	3	Meeting Target
Wastewater overflow events per 100 miles of pipe.	3.3	3.0	2.2	4	Meeting Target
Structural flooding occurrences for storms less than a 100-year storm event	12	0	0	5	Meeting Target

Council Vision and Strategic Target Areas



Great Places Where You Want to Be

“For many of us, Bellevue is home. For the rest of the region and the world, Bellevue is a destination. Learn, relax, shop, eat, cook, read, play or marvel at our natural environment. Whatever your mood, there is a place for you in Bellevue. Great Places Performance

From the sparkling waters of Meydenbauer Bay Park, we can walk or bike east along the Grand Connection through downtown, east to Wilburton for business and entertainment, or continue to the Eastrail. Throughout the journey, nature, culture, street entertainment, an international fusion of food and people from all over the world can be enjoyed by all.

Bellevue celebrates and honors an abundant arts scene. Artists, creative workers and artisan groups are supported through a multitude of private philanthropy and arts funds, as well as direct investments by the city. Our residents have access to excellent and varied performance, visual and literary arts in multiple venues within our city.

Cultural opportunities connect and attract many. Through art, history, food, celebrations, community gatherings and nightlife, culture is shared, appreciated and enjoyed. There are opportunities and spaces for residents to gather, engage and learn about the many cultures that call Bellevue home.

The past is honored. Residents work together, share our stories and experience a sense of place through an understanding of our experiences.

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

From the constant beat of an urban center, we can quickly escape into nature in our parks, streams, trails and lakes. We can kayak the Slough, hike the Lake-to-Lake Trail, bike the Mountains to Sound Greenway or 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>



Council Vision and Strategic Target Areas

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:

Special Purpose Fund Proposals

Proposal #	Dept	Fund	Budget Proposal	2023-2024 Budget	2024 FTE
070.09NA	Fire	Operating Grants/Donations	Fire Department Small Grant and Donations	\$410,660	-
Total				\$410,660	-

Operating Proposals as Ranked by the Strategic Target Team

Proposal #	Dept	Fund	Budget Proposal	2023-2024 Budget	2024 FTE	STA Rank
100.03NA	Parks & Community Services	Parks Enterprise Fund	Parks Enterprise Programs	\$12,724,505	17	1
Total				\$12,724,505	17.00	-

The Strategic Target Team was convened as part of the 2023-2024 budget development process. The Team consists of employees from all city departments and they were charged with evaluating all existing operating proposals to assess their ranking within Strategic Target Areas and overall across all STAs within the City. The Team ranked the proposals by their importance and strong ties to the goals and priorities of the Strategic Target Areas. New proposals or technical proposals were not ranked.

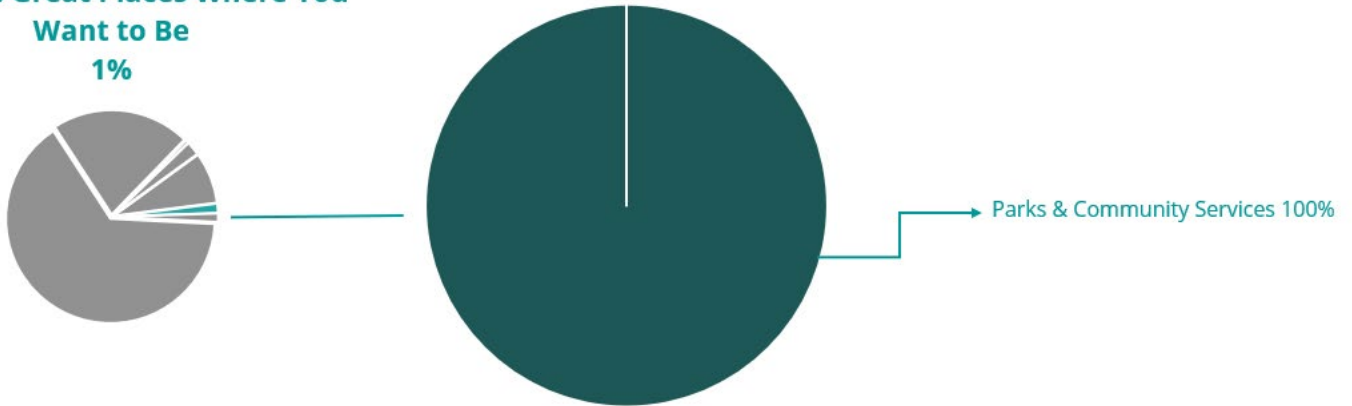
More detailed descriptions of budget proposals by Strategic Target Area may be found in the Appendix. For more information about specific departments, see the department pages in Chapter 4.

The following chart indicates the departments that comprise the 2023-2024 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 Budget:

Bellevue: Great Places Where You Want to Be
1%



Are We Achieving Results that Matter?

For years, a considerable majority of residents have rated Bellevue as a good or excellent place to live. City grant dollars support dozens of artists and arts organizations each year. Three in four residents believe their city is a visionary community that fosters creativity. Nearly seven in ten businesses would recommend the city as a vibrant arts and cultural destination, and Bellevue continues to invest resources to build the capacity of the cultural community. Through investment in parks and recreation programming, the city provides opportunities that are available to every resident, regardless of age and ability. Over ninety percent of participants rate recreation programs as good or excellent.

The below indicators were collected by City leadership and staff subject matter experts, after an in-depth review of each Strategic Target Area. The City sets aspirational targets for indicators, even if the facts and circumstances underlying the performance against those targets may be outside of the City's direct influence or control.

Key Community Indicators	2018 Results	2019 Results	2020 Results	2021 Results	Status
Percent of residents who describe Bellevue as a good or excellent place to live	95%	95%	95%	97%	Monitoring



Council Vision and Strategic Target Areas

Key Community Indicators	2018 Results	2019 Results	2020 Results	2021 Results	Status
Percent of businesses who would recommend Bellevue as a vibrant arts and cultural destination	N/A	63%	N/A	68%	Monitoring
Percent of residents who view Bellevue as a visionary community in which creativity is fostered	68%	76%	70%	76%	Monitoring

Key Performance Indicators	2019 Actual	2020 Actual	2021 Actuals	2021 Target	Status
Percent of recreation program participants rating programs good or excellent	94.9%	94.6%	94.9%	90%	Meeting Target
Number of organizations and artists funded by Arts grants	38	42	42	N/A	Monitoring

Council Vision and Strategic Target Areas



Regional Leadership and Influence

“Bellevue leads, catalyzes and partners with our neighbors throughout the region to advance common goals. We are at the center of the lakeside crescent formed by the cities of Redmond, Kirkland, Bellevue, Issaquah and Renton.

Public safety, 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, Seattle and other King County cities 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:

Operating Proposals as Ranked by the Strategic Target Team

Proposal #	Dept	Fund	Budget Proposal	2023-2024 Budget	2024 FTE	STA Rank
030.01NA	City Council	General Fund	City Council	\$1,047,085	7	NR
040.07NA	City Manager	General Fund	Intergovernmental Relations and Regional Issues	\$4,013,468	5	1
Total				\$5,060,554	12	-

The Strategic Target Team was convened as part of the 2023-2024 budget development process. The Team consists of employees from all city departments and they were charged with evaluating all existing operating proposals to assess their ranking within Strategic Target Areas and overall across all STAs within the City. The Team ranked the proposals by

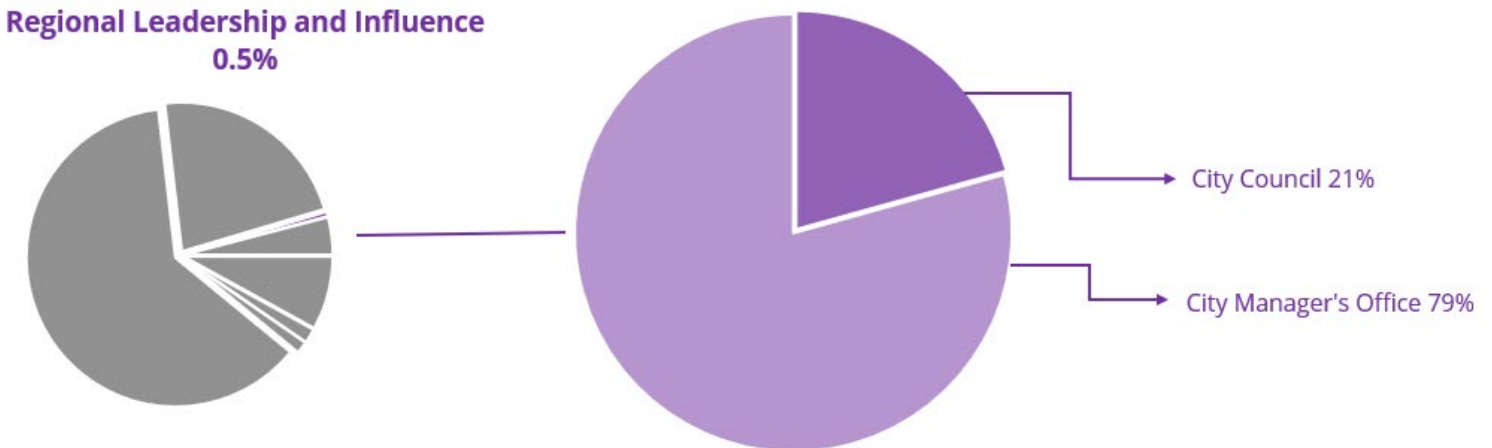
Council Vision and Strategic Target Areas

their importance and strong ties to the goals and priorities of the Strategic Target Areas. New proposals or technical proposals were not ranked.

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 2023-2024 budget in the Regional Leadership and Influence STA and their relative share of Regional Leadership and Influence spending.

Percentage of Operating Funds Budget:





Council Vision and Strategic Target Areas

Are We Achieving Results that Matter?

Community 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. The City leverages federal and state grants and other funding sources for transportation, utility and other priority projects. Bellevue officials regularly participate in key regional boards and committees, to advocate for the City’s priorities and build effective coalitions between governments.

The below indicators were collected by City leadership and staff subject matter experts, after an in-depth review of each Strategic Target Area. The City sets aspirational targets for indicators, even if the facts and circumstances underlying the performance against those targets may be outside of the City’s direct influence or control.

Key Community Metrics	2018 Results	2019 Results	2020 Results	2021 Results	Status
Percent of residents who rate the overall quality of life in Bellevue as exceeds/greatly exceeds expectations	91%	93%	94%	94%	Monitoring
Percent of residents who somewhat or strongly agree Bellevue is doing a good job of looking ahead to meet regional challenges	65%	70%	71%	77%	Monitoring

Key Performance Metrics	2019 Actual	2020 Actual	2021 Actuals	2021 Target	Status
Number of key federal and state grant applications and funding requests	N/A	N/A	8	10	Not Meeting Target
Number of key regional boards and committee meetings in which Bellevue officials participate	N/A	N/A	25	25	Meeting Target

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. Bellevue listens, engages and values the many voices within our community, and residents know they are an essential part of their community and have many opportunities to engage with the city and each other. The city’s outreach is inclusive and culturally sensitive.

Our residents are invested in their community and connected 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 and workforce development, 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.

Bellevue enjoys high community population health and attracts top health providers from around the region. Our entire community experiences equitable access to services.”

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



Council Vision and Strategic Target Areas

Budget Proposals for Achieving Human Potential

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

Special Purpose Fund Proposals

Proposal #	Dept	Fund	Budget Proposal	2023-2024 Budget	2024 FTE
100.04NA	Parks & Community Services	General Fund, GF-Human Services, Operating Grants/Donations	Human Services Planning Funding and Regional Collaboration	\$2,676,700	-
115.08NA	Community Development	General Fund, Operating Grants/Donations	Neighborhood Services Division	\$543,011	-
115.10NA	Community Development	General Fund, Housing Fund	Housing Trust Fund Contribution and ARCH Administration	\$5,805,581	8
115.16NA	Community Development, Parks & Community Services	Housing Fund	1590 Affordable Housing Implementation	\$19,775,743	3
Total				\$28,801,035	11

Operating Proposals as Ranked by the Strategic Target Team

Proposal #	Dept	Fund	Budget Proposal	2023-2024 Budget	2024 FTE	STA Rank
040.15NA	City Manager	General Fund	Diversity Advantage Program: Cultural Competence & Equity	\$2,093,037	3	1
070.02NA	Fire	General Fund	Advanced Life Support (ALS) Services	\$19,946,890	46.39	2
070.06NA	Fire	General Fund	Fire Prevention	\$3,654,240	10.5	8



Council Vision and Strategic Target Areas

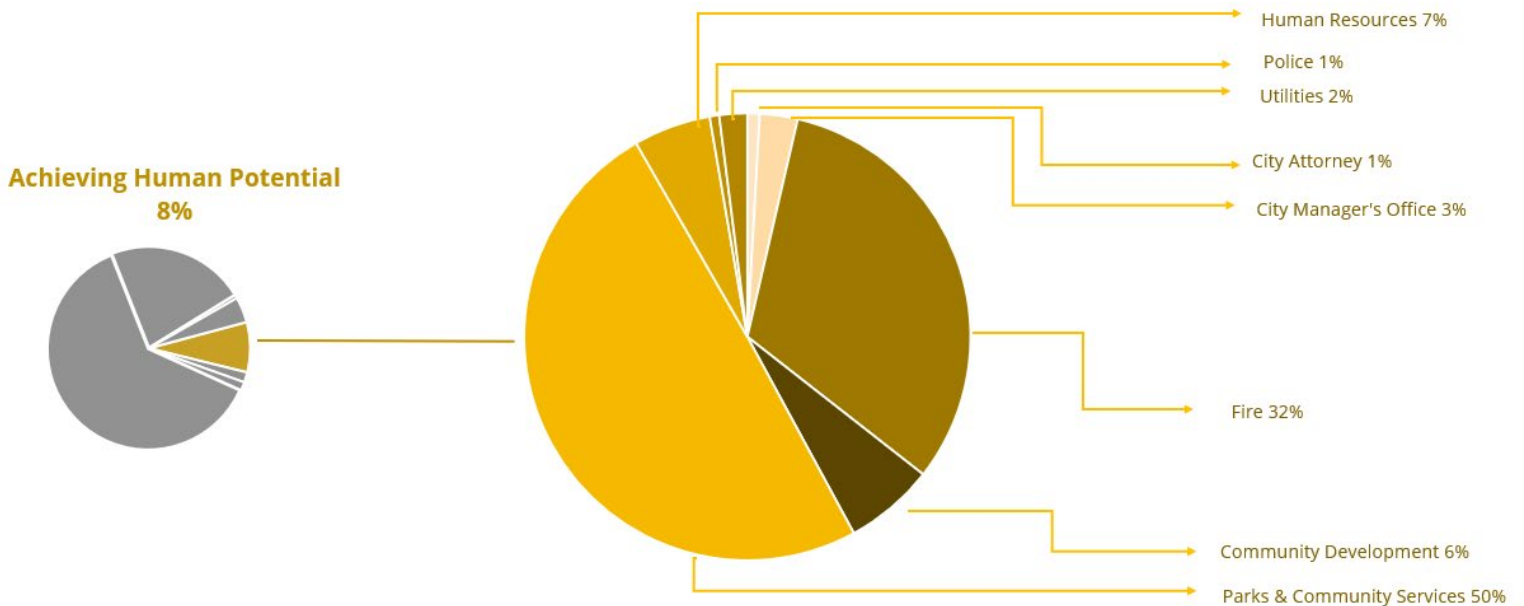
Proposal #	Dept	Fund	Budget Proposal	2023-2024 Budget	2024 FTE	STA Rank
070.14NA	Fire	General Fund	Fire and Life Safety Comm Risk Reduction	\$803,699	2	13
080.04NA	Human Resources	General Fund	Talent Management	\$2,957,642	8	9
080.07NA	Human Resources	General Fund	Talent Rewards, Sys & Labor Relations	\$2,029,956	6	10
100.01NA	Parks & Community Services	General Fund	Community Recreation	\$15,235,595	34.56	7
100.02NA	Parks & Community Services	General Fund	Youth Development Services	\$1,416,425	3	12
100.04NA	Parks & Community Services	General Fund, GF-Human Services, Operating Grants/Donations	Human Services Planning Funding and Regional Collaboration	\$21,032,934	5.6	4
115.08NA	Community Development	General Fund, Operating Grants/Donations	Neighborhood Services Division	\$3,464,571	7.6	11
115.10NA	Community Development	General Fund, Housing Fund	Housing Trust Fund Contribution and ARCH Administr	\$819,633	1	6
120.03NA	Police, City Attorney, Parks & Community Services	General Fund	Domestic Violence Prevention and Response	\$1,446,525	4	5
140.29NA	Utilities	Utility Funds	Utilities Rate Relief Program	\$1,544,368	0.95	14
Total				\$76,445,515	132.6	-

Council Vision and Strategic Target Areas

The Strategic Target Team was convened as part of the 2023-2024 budget development process. The Team consists of employees from all city departments and they were charged with evaluating all existing operating proposals to assess their ranking within Strategic Target Areas and overall across all STAs within the City. The Team ranked the proposals by their importance and strong ties to the goals and priorities of the Strategic Target Areas. New proposals or technical proposals were not ranked.

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 2023-2024 budget in the Achieving Human Potential STA and their relative share of Achieving Human Potential spending.

Percentage of Operating Funds Budget:





Council Vision and Strategic Target Areas

Are We Achieving Results that Matter?

Survey results confirm that Bellevue is a connected and supportive community, while there remain opportunities to support the city’s most marginalized and vulnerable populations. Most residents believe that their neighborhoods are excellent places to live, where all generations have a chance to live well, work and play. Five in ten residents believe that having jobs that do not pay enough for food, shelter and clothing is a major or moderate community problem. Hundreds of affordable housing units are created or preserved annually on average, and the City Council continues to make significant investments to increase the availability and quality of human services. Despite pandemic lockdowns, thousands of customers per year are served by Mini City Hall.

The below indicators were collected by City leadership and staff subject matter experts, after an in-depth review of each Strategic Target Area. The City sets aspirational targets for indicators, even if the facts and circumstances underlying the performance against those targets may be outside of the City’s direct influence or control.

Key Community Indicators	2018 Results	2019 Results	2020 Results	2021 Results	Status
Percent of residents who agree that the city promotes a community that encourages community engagement	77%	81%	82%	79%	Monitoring
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	76%	80%	78%	81%	Monitoring
Percentage of residents who agree that Bellevue is a welcoming and supportive and demonstrates caring for people through actions	79%	84%	84%	84%	Monitoring
Percent of residents who say their neighborhood is a good or excellent place to live	94%	95%	94%	95%	Monitoring

Council Vision and Strategic Target Areas

Key Community Indicators	2018 Results	2019 Results	2020 Results	2021 Results	Status
Percent of residents who say that having jobs that do not pay enough for food, shelter and clothing is a major or moderate community problem	N/A	50%	N/A	49%	Monitoring

Key Performance Indicators	2019 Actual	2020 Actual	2021 Actuals	2021 Target	Status
Number of new or preserved affordable housing units	268	724	131	176	Not Meeting Target
Number of customers served at Mini City Hall	17,036	10,797	7,285	20,000	Not Meeting Target
Percent of residents that rate human services in Bellevue as either readily or very readily available	59%	59%	58%	65%	Not Meeting Target

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 and well-being. The perception of safety contributes to the success of individuals, businesses and neighborhoods. Police, fire, public health professionals and emergency personnel are seen by our community every day, and we ensure that services reflect high standards and pride.

People choose Bellevue because we are a well-managed city. Residents realize a direct link between their local tax dollars and the services they receive. We make public investments wisely – assuring taxpayers that we are living within our means while also ensuring 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 support public engagement, innovation, and connectivity. Boards, commissions and other 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 ensure sound policy direction and decisions. Bellevue does its business, using data and cutting-edge technology. City government uses all forms of outreach, including technology, to connect with its residents, giving them a voice and visibility.

We seek input from our residents and businesses, and this input informs city decision-making. We make decisions in a transparent manner and support public engagement and connectivity.

Our residents are invested in Bellevue. They speak up and collectively work to address mutual needs. In Bellevue, our residents know 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:

Special Purpose Fund Proposals

Proposal #	Dept	Fund	Budget Proposal	2023-2024 Budget	2024 FTE
065.05NA	Financial Services - Accountability & Reporting	General Fund, I&D Redm Reg Levy	Financial Services - Accountability & Reporting	\$51,601,120	-
070.04PA	Citywide Emergency Management Services	General Fund, Operating Grants/Donations	Citywide Emergency Management Services	\$526,388	1.99
070.08DA	OEM Grant Participation: UASI and EMPG	Operating Grants/Donations	OEM Grant Participation: UASI and EMPG	\$439,811	1.45
Total				\$52,567,319	3.44

Operating Proposals as Ranked by the Strategic Target Team

Proposal #	Dept.	Fund	Budget Proposal	2023-2024 Budget	2024 FTE	ST Rank
010.01NA	City Attorney	General Fund	City Attorney Department Management & Support	\$1,873,193	4	13
010.08NA	City Attorney	General Fund	Civil Legal Services	\$5,879,526	14	11
010.09NA	City Attorney	Workers' Comp Fund, General Self-Ins Fund	Risk Management— Insurance, Claims and Loss Control	\$19,457,389	5.75	25
010.10NA	City Attorney	General Fund	Criminal Prosecution Services	\$2,008,276	6	5



Council Vision and Strategic Target Areas

Proposal #	Dept.	Fund	Budget Proposal	2023-2024 Budget	2024 FTE	ST Rank
020.01NA	City Clerk	General Fund	City Clerk's Operations	\$2,188,371	6	17
020.02NA	City Clerk	General Fund	Council Legislative and Administrative Support	\$550,514	2	37
020.04NA	City Clerk	General Fund	Records Manag Serv & Disclosure of Public Records Info	\$2,201,204	6	20
040.01NA	City Manager	General Fund	Public Defense Services	\$2,052,590	-	23
040.02NA	City Manager	General Fund	Communications	\$4,049,345	11	16
040.04NA	City Manager	General Fund	Overall City Management	\$5,209,945	8	3
040.09NA	Finance & Asset Management	General Fund	King County District Court - Bellevue Division Services	\$2,493,322	-	NR
065.01PA	Finance & Asset Management	General Fund	Finance & Asset Management Department Management and Support	\$3,970,606	8	18
065.02NA	Finance & Asset Management	General Fund	Budget Office	\$3,257,156	10	9
065.03NA	Finance & Asset Management	General Fund	FAM Business Systems	\$1,840,232	5	34
065.04NA	Finance & Asset Management	General Fund, Facilities Services Fund	Client Services	\$1,864,745	7	32
065.05NA	Finance & Asset Management	General Fund, I&D Redm Reg Levy	Financial Services - Accountability & Reporting	\$2,916,679	8	42



Council Vision and Strategic Target Areas

Proposal #	Dept.	Fund	Budget Proposal	2023-2024 Budget	2024 FTE	ST Rank
065.06NA	Finance & Asset Management, Community Development	General Fund, General CIP Fund	Professional Land Survey Services	\$2,493,708	7.75	57
065.07NA	Finance & Asset Management	General Fund	Real Property Services	\$3,093,560	6	NR
065.08NA	Finance & Asset Management	General Fund	Business Tax and License Administration	\$4,169,776	12	54
065.09NA	Finance & Asset Management	General Fund	Miscellaneous Non-Departmental (MND)	\$17,214,419	15	NR
065.12NA	Finance & Asset Management	General Fund	Financial Services	\$7,307,347	19	21
065.20PA	Finance & Asset Management	Facilities Services Fund	Facility Operations	\$9,549,689	12	24
065.21PA	Finance & Asset Management	Facilities Services Fund	Facility Planning and Project Management	\$3,256,390	8	50
065.22NA	Finance & Asset Management	Facilities Services Fund	Parking & Employee Transportation Services	\$1,049,865	1	61
065.30PA	Finance & Asset Management	Equipment Rental Fund	Fleet Services Maintenance & Repair	\$5,542,106	15.5	12
065.31DA	Finance & Asset Management	Equipment Rental Fund	Fleet & Communications Asset Management	\$479,680	1.5	49
065.32DA	Finance & Asset Management	Equipment Rental Fund	Fleet & Comm Parts Inventory & Fuel System	\$5,067,695	3.5	51



Council Vision and Strategic Target Areas

Proposal #	Dept.	Fund	Budget Proposal	2023-2024 Budget	2024 FTE	ST Rank
065.33DA	Finance & Asset Management	Equipment Rental Fund	Fleet & Communications Management	\$788,015	2.5	46
065.34PA	Finance & Asset Management	Equipment Rental Fund	Electronic Communication Services	\$756,334	2	47
065.41NA	Finance & Asset Management	LEOFF I Medical Reserve	LEOFF 1 Medical Operating Costs	\$125,964	-	NR
070.01PA	Fire, Police, Finance & Asset Management	General Fund, Equipment Rental Fund	Fire Suppression and Emergency Medical Response	\$78,034,650	184.56	4
070.03NA	Fire	General Fund	Fire Department Training Division	\$1,766,775	4	33
070.04PA	Fire	General Fund, Operating Grants/Donations	Citywide Emergency Management Services	\$649,985	1.56	22
070.05NA	Fire	General Fund	Fire Department Management & Support	\$3,669,758	9.25	26
070.07DA	Fire	General Fund	Fire Facilities Maintenance & Operations	\$2,060,394	1.8	7
070.15NA	Fire	General Fund	Bellevue Fire CARES Program	\$1,862,198	6.5	38
070.16DA	Fire, Police	General Fund	Public Safety Dispatch Services	\$3,415,336	-	8
070.18NA	Fire	General Fund	East Metro Training Group	\$1,083,969	-	60
080.01NA	Human Resources	Health Benefits Fund	Health Benefits Operating Fund	\$62,405,443	1.9	NR
080.06NA	Human Resources	General Fund, Unemployment Comp Fd	Workforce Administration	\$1,930,010	3.9	31



Council Vision and Strategic Target Areas

Proposal #	Dept.	Fund	Budget Proposal	2023-2024 Budget	2024 FTE	ST Rank
090.01NA	Information Technology	Information Technology Fund	Computer Technology Services	\$3,141,211	10	10
090.03NA	Information Technology	Information Technology Fund	Application Development Services	\$5,719,763	15	55
090.05NA	Information Technology	Information Technology Fund	IT Department Management and Support	\$3,012,521	7	15
090.06NA	Information Technology	Information Technology Fund	Geospatial Technology Services (GTS)	\$2,385,903	5	56
090.08NA	Information Technology	Information Technology Fund	Network Systems and Security	\$6,828,852	13	1
090.09NA	Information Technology	Information Technology Fund	Technology Business Systems Support	\$6,304,950	13	40
090.10NA	Information Technology	Information Technology Fund	eCityGov Alliance Fees and Services	\$783,594	2	58
100.05NA	Parks & Community Services	General Fund	Bellevue Probation and Electronic Home Detention	\$3,328,071	11	52
110.01NA	Development Services, Fire, Transportation, Utilities	Development Services Fund, General Fund, Storm & Surface Water Utility, Water Utility Fund, Sewer Utility Fund	Development Services Information Delivery	\$4,483,202	12.65	43
110.02NA	Development Services, Fire, Transportation, Utilities	Development Services Fund, General Fund, Storm & Surface Water Utility, Water Utility Fund, Sewer Utility Fund	Policy Implementation Code Amendments & Consulting Service	\$4,990,627	14.08	27



Council Vision and Strategic Target Areas

Proposal #	Dept.	Fund	Budget Proposal	2023-2024 Budget	2024 FTE	ST Rank
110.04NA	Development Services, Fire, Transportation, Utilities	Development Services Fund, Storm & Surface Water Utility, Water Utility Fund, Sewer Utility Fund	Development Services Inspection Services	\$26,878,944	82.67	19
110.05NA	Development Services	Development Services Fund	Development Services Department Management & Support	\$2,702,914	4	35
110.06NA	Development Services	Development Services Fund	Development Services Financial Management	\$1,541,166	5	53
110.12NA	Development Services	Development Services Fund	Development Services Office Remodel	\$2,100,000	-	NR
110.13NA	Development Services	Development Services Fund	Development Services Automation Proposal	\$1,237,333	-	48
115.12NA	Community Development	General Fund	CD Department Management and Support	\$1,230,330	3	28
120.01NA	Police	General Fund	Patrol	\$55,281,408	141	2
120.02PA	Police	General Fund	Investigations	\$11,772,158	31	6
120.04NA	Police	General Fund	Special Operations Group	\$5,329,038	14	14
120.08NA	Police	General Fund	Property and Evidence	\$967,249	4	29
120.09NA	Police	General Fund	Police Records	\$12,956,519	19	39
120.10PA	Police	General Fund	Personnel Services Unit	\$4,220,687	9	44
120.11NA	Police	General Fund	Courts and Custody Unit	\$5,597,360	11	45
120.12NA	Police	General Fund	Office of Accountability	\$954,771	2	41



Council Vision and Strategic Target Areas

Proposal #	Dept.	Fund	Budget Proposal	2023-2024 Budget	2024 FTE	ST Rank
120.13NA	Police	General Fund	Management and Support	\$3,808,763	9	30
120.17NA	Police	General Fund	Special Details: SWAT/CRT; Bomb Squad; CDU; Honor Guard	\$392,391	-	36
120.18NA	Police	General Fund	Body-Worn Camera Program	\$2,733,354	5	NR
140.61NA	Utilities	Water Utility Fund, Sewer Utility Fund	Utilities Water Supply Purchase and Sewage Disposal	\$129,224,193	-	62
120.19NA	Police	General Fund	Community Crisis Assistance Team (CCAT)	\$5,560,801	15	NR
Total				\$595,054,232	877.37	-

The Strategic Target Team was convened as part of the 2023-2024 budget development process. The Team consists of employees from all city departments and they were charged with evaluating all existing operating proposals to assess their ranking within Strategic Target Areas and overall across all STAs within the City. The Team ranked the proposals by their importance and strong ties to the goals and priorities of the Strategic Target Areas. New proposals or technical proposals were not ranked.

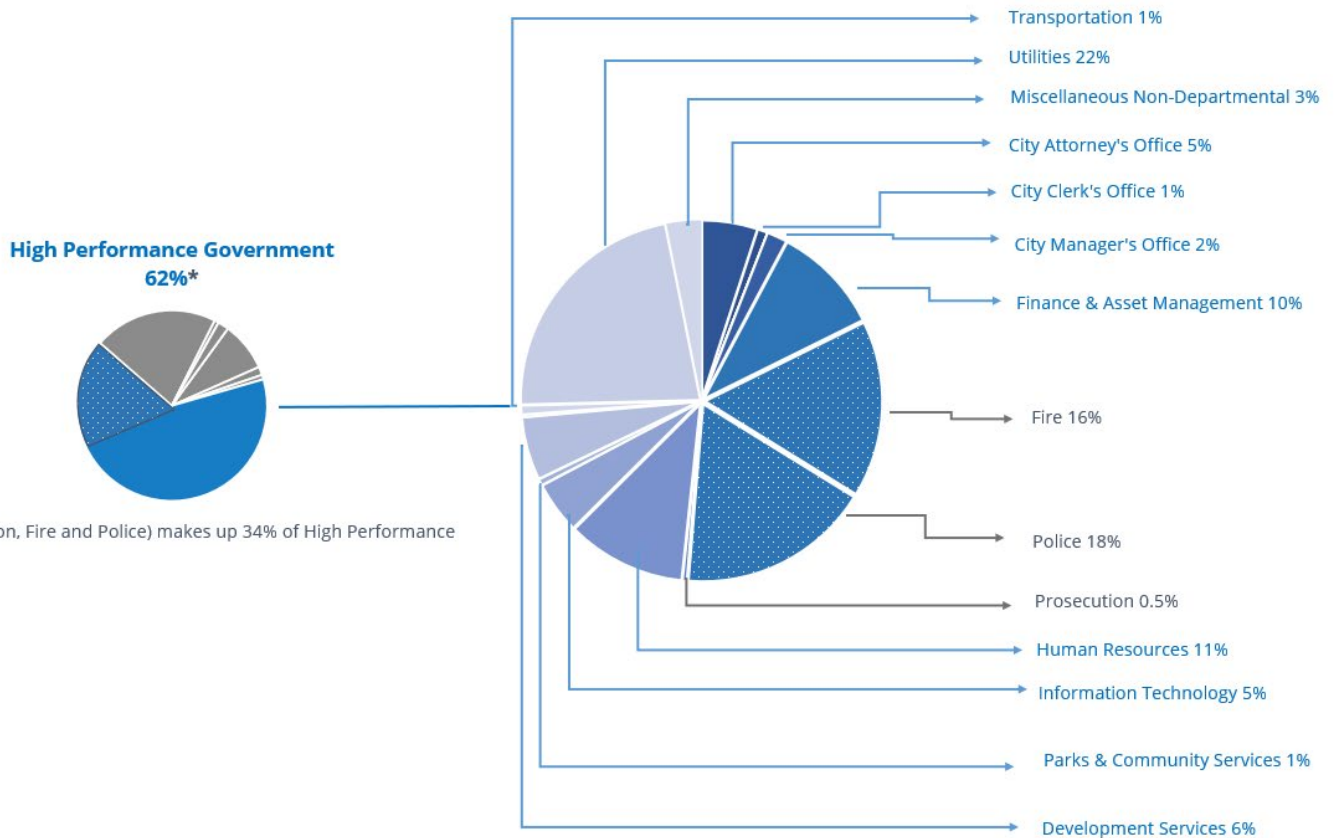
* Public safety (Fire and Police) proposal. Public safety costs make up 34 percent of total High Performance Government spending.

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 2023-2024 budget in the High Performance Government STA and their relative share of High Performance Government spending.

Council Vision and Strategic Target Areas

Percentage of Operating Funds Budget:



* Public safety (Prosecution, Fire and Police) makes up 34% of High Performance Government spending.

Council Vision and Strategic Target Areas

Are We Achieving Results that Matter?

Community opinion confirms that the City of Bellevue is a high performing organization, meeting the needs and expectations of community members in key service areas. A considerable majority of residents surveyed report that City services exceed their expectations. Bellevue has received a top bond rating for many years in a row, and most residents agree they get good value for their City tax dollar. The City maintains and enforces a highly effective building code and provides open and accessible planning and development review services. Staff diversity, equity, inclusion (DEI) training hours have decreased, largely due to a training pause and reevaluation during the pandemic. City staff are developing a new training curriculum aligned with changing staff needs and an updated DEI framework. Most residents agree that Bellevue is safe and well-prepared to respond to emergencies. Police data show that the crime rate and patrol response times meet performance targets. 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 City leadership and staff subject matter experts, after an in-depth review of each Strategic Target Area. The City sets aspirational targets for indicators, even if the facts and circumstances underlying the performance against those targets may be outside of the City's direct influence or control.

Key Community Indicators	2018 Results	2019 Results	2020 Results	2021 Results	Status
Percent of residents who agree that the quality of city services exceeds or greatly exceeds their expectations	89%	91%	90%	90%	Monitoring
Percent of residents who agree/strongly agree that city government is giving them value for their money	71%	76%	76%	75%	Monitoring
Percent of residents who feel that Bellevue listens to them and seeks their involvement	78%	78%	81%	78%	Monitoring
Percent of residents who agree that the city does a good job of keeping residents informed	84%	86%	85%	85%	Monitoring

Council Vision and Strategic Target Areas

Key Community Indicators	2018 Results	2019 Results	2020 Results	2021 Results	Status
Percent of residents who agree that the city does a good job of looking ahead to meet local challenges	67%	70%	71%	76%	Monitoring
Percent of residents who agree or strongly agree that Bellevue is a safe community in which to live, learn, work and play	96%	93%	96%	95%	Monitoring
Percent of residents who agree or strongly agree that Bellevue plans appropriately to respond to emergencies	88%	82%	85%	82%	Monitoring
Percent of residents who agree or strongly agree that Bellevue is well-prepared to respond to emergencies	92%	92%	91%	91%	Monitoring

Key Performance Indicators	2019 Actual	2020 Actual	2021 Actuals	2021 Target	Status
City continues to receive Aaa bond rating	Aaa	Aaa	Aaa	Aaa	Meeting Target
Percent of residents who agree the City's land use planning efforts are open and accessible	67%	66%	61%	75%	Not Meeting Target
Building Code Effectiveness Grading Schedule rating	2	2	2	2	Meeting Target
Total hours of diversity, equity and inclusion training completed by staff city-wide	4,680	0	892	4,700	Not Meeting Target
Police patrol response time to critical emergencies (life threatening) from the time officer	3:52	3:26	3:12	4:15	Meeting Target

Council Vision and Strategic Target Areas

Key Performance Indicators	2019 Actual	2020 Actual	2021 Actuals	2021 Target	Status
receives a call to arrival at the scene (minutes : seconds)					
Group A NIBRS crimes (violent and property) crimes per 1,000 residents	N/A	N/A	53.58	55	Meeting Target
Percent of incidents where total Fire Department emergency response from call to arrival on the scene is 6 minutes or less	62%	70%	68%	90%	Not Meeting Target
Cardiac arrest survival rate	54%	53%	52%	50%	Meeting Target
Total dollar loss from fire (in millions)	4.6	5.7	3.3	2	Not Meeting Target
Percent of fires contained to the room of origin	88%	86%	82%	85%	Not Meeting Target



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**2023-2024 Adopted Budget Operating General Fund
Adopted Budget by Strategic Target Area**

Department Name	AHP	ED	BGP	HPG	HQ	RLI	TM	Total	%
City Attorney	682,991			10,128,331				10,811,322	2.25%
City Clerk				5,417,112				5,417,112	1.13%
City Council				2,677		1,047,085		1,049,762	0.22%
City Manager	2,093,037			11,648,866		3,827,264		17,569,167	3.66%
Finance & Asset Management				30,619,775	89,605			30,709,379	6.40%
Fire	24,404,828			95,997,508	1,345,177			121,747,514	25.37%
Human Resources	4,987,599			2,074,487				7,062,085	1.47%
Parks & Community Services	19,411,288			3,407,741	49,451,387			72,270,416	15.06%
Community Development	4,284,204	4,033,755	85,000	1,845,095	6,772,577			17,020,631	3.55%
Police	523,668			104,669,193			2,357,552	107,550,413	22.41%
Transportation				4,748,374	29,404,645		36,543,111	70,696,130	14.73%
Miscellaneous Non-Departmental				17,884,104		186,204		18,070,308	3.76%
Total Operating General Fund	56,387,615	4,033,755	85,000	288,443,262	87,063,390	5,060,554	38,900,663	479,974,240	100%
Percent of Total	11.75%	0.84%	0.02%	60.10%	18.14%	1.05%	8.10%	100.00%	

*Figures may not foot due to rounding

Strategic Target Area Abbreviations

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

**2024 FTE Comparison by Strategic Target Area and Department
Adopted Budget by Strategic Target Area**

Department Name	AHP	ED	BGP	HPG	HQ	RLI	TM	Total	%
City Attorney	2.00			32.75				34.75	3.05%
City Clerk				16.00				16.00	0.53%
City Council						7.00		7.00	0.10%
City Manager	3.00			19.00		5.00		27.00	1.64%
Finance & Asset Management				130.75	0.25			131.00	11.89%
Fire*	58.89			225.11	4.00			288.00	11.82%
Human Resources	14.00			7.80				21.80	6.76%
Information Technology				66.00				66.00	2.72%
Parks & Community Services	45.16		17.00	11.00	97.00			170.16	10.26%
Development Services				89.10	56.65			145.75	7.16%
Community Development	18.60	8.00		3.00	14.00			43.60	3.97%
Police	1.00			247.00				248.00	10.39%
Transportation				14.00	43.50		100.15	157.65	5.45%
Utilities	0.95			10.30	162.75			174.00	22.76%
Miscellaneous Non-Departmental**				9.00				9.00	1.51%
Total FTE	143.60	8.00	17.00	880.81	378.15	12.00	100.15	1,539.71	100%
Percent of Total	9.33%	0.52%	1.10%	57.21%	24.56%	0.78%	6.50%	100.00%	

Figures may not foot due to rounding

*Includes Frozen Fire FTEs

**FTE position authority only, held for future growth

Strategic Target Area Abbreviations

AHP Achieving Human Potential

ED Economic Development

BGP Great Places Where You Want to Be

HPG High Performance Government

HQ High Quality Built & Natural Environment

RLI Regional Leadership & Influence

TM Transportation & Mobility

COUNCIL 3-YEAR PRORITIES WITH INVESTMENTS

In May 2021, Council updated the City Council Vision and updated the Council priorities for the 2021-2023 period. Below, the table is sorted by the Strategic Target Areas, highlighting the 3-year priorities and budget proposals that most directly address those priorities. Staff acknowledges that there are many other proposals that have ties to the priorities; this focus is on those with the most direct tie. While staff linked only those proposals with a clear and direct linkage, the understanding is that there are many proposals with an indirect link to the Strategic Target areas.

STA: Economic Development				
	City Council Priority	Operating or CIP	Existing Budget Proposal	New/Enhancement (Parathesis provide the new \$ added)
1	Implement the direct strategies of the Economic Development Plan, addressing: <ul style="list-style-type: none"> Capacity building and partnerships Small business and entrepreneurship Workforce Retail Creative economy Tourism 	Operating	<ul style="list-style-type: none"> 115.15NA Cultural & Economic Development - Core Services (Community Development) 	
		CIP	<ul style="list-style-type: none"> CD-37 Downtown Community/Livability (Community Development) G-105 Economic Development Plan Implementation (Community Development) 	

STA: Transportation & Mobility				
	City Council Priority	Operating or CIP	Existing Budget Proposal	New/Enhancement (Parathesis provide the new \$ added)
2	Continue to execute 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 safety, transportation, and quality of life in neighborhoods.	Operating	<ul style="list-style-type: none"> 130.13NA Long Range Transportation Planning (Transportation) 130.30NA Traffic Safety and Engineering (Transportation) 130.33NA Transportation CIP Delivery Support (Transportation) 	

STA: Transportation & Mobility				
	City Council Priority	Operating or CIP	Existing Budget Proposal	New/Enhancement (Parathesis provide the new \$ added)
			<ul style="list-style-type: none"> • 130.36NA Transportation Implementation Strategies (Transportation) 	
		CIP	<ul style="list-style-type: none"> • PW-R-198 Neighborhood Congestion Management (Levy) (Transportation) • PW-R-199 Neighborhood Safety and Connectivity (Levy) (Transportation) 	
3	Advocate with the state Department of Transportation and regional agencies for acceleration of the I-405 Corridor Program and completion of SR 520 improvements, including Bellevue project (i.e. NE 6 th St., 124 th Ave. NE Interchange, braided ramps, Coal Creek Parkway)	Operating	<ul style="list-style-type: none"> • 040.07NA Intergovernmental Relations & Regional Issues (City Manager's Office) 	
		CIP	<ul style="list-style-type: none"> • PW-R-191 124th NE/Ichigo Way (NE 18th Street) to Northrup Way (Transportation) 	<ul style="list-style-type: none"> • PW-R-211 NE 6th Street Extension (\$250K) (Transportation) • PW-R-215 Regional Capital Analysis Development and Coordination (\$1.35M) (Transportation)
4	Continue oversight of light rail construction and ensure that we implement an effective strategy for construction mitigation for neighborhoods, traffic and business.	Operating	<ul style="list-style-type: none"> • 040.07NA Intergovernmental Relations & Regional Issues (City Manager's Office) • 130.04NA Department Management & Administration (Transportation) 	

STA: Transportation & Mobility				
	City Council Priority	Operating or CIP	Existing Budget Proposal	New/Enhancement (Parathesis provide the new \$ added)
		CIP	<ul style="list-style-type: none"> PW-R-182 Downtown Transportation Plan/ Exceptional Light Rail Station Access (Transportation) PW-R-159 East Link Analysis and Development (Transportation) 	

STA: High Quality Built and Natural Environment				
	City Council Priority	Operating or CIP	Existing Budget Proposal	New/Enhancement (Parathesis provide the new \$ added)
5	Execute Affordable Housing strategy, including: <ul style="list-style-type: none"> Look at code amendments instead of comprehensive plan amendments for projects with exceptional amounts of low and middle-income housing; and, Strengthen housing bonus program 	Operating	<ul style="list-style-type: none"> 115.01NA Planning Division (Community Development) 115.16NA 1590 Affordable Housing Implementation 115.10NA Housing Trust Fund Contribution and ARCH Administration 	
		CIP	<ul style="list-style-type: none"> G-109 Affordable Housing Contingency (Community Development) 	
6	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 waterfront.	Operating		
		CIP	<ul style="list-style-type: none"> P-AD-100 Gateway NE Entry at Downtown Park 	
7	Advance implementation of Smart City Strategy,	Operating	<ul style="list-style-type: none"> 090.05NA IT Department 	

STA: High Quality Built and Natural Environment				
	City Council Priority	Operating or CIP	Existing Budget Proposal	New/Enhancement (Parathesis provide the new \$ added)
	including advanced transportation technology and autonomous, connected, electric and shared vehicle technologies.		Management and Support (Information Technology) <ul style="list-style-type: none"> • 130.11NA Smart Mobility Operations and Implementation (Transportation) • 130.14NA Modeling and Analysis Core Functions (Transportation) 	
		CIP	<ul style="list-style-type: none"> • G-38 Smart City Connectivity (Information Technology) • PW-R-156 Smart Mobility Plan Implementation Program 	
8	Implement the Environmental Stewardship Plan, which identifies actions in five focus areas: <ul style="list-style-type: none"> • Climate change • Energy • Materials management and waste • Mobility and land use • Natural systems 	Operating		<ul style="list-style-type: none"> • 115.01NA ESI Support (\$500K/Year)
		CIP	<ul style="list-style-type: none"> • CD-46 ESI Implementation (Community Development) 	<ul style="list-style-type: none"> • G-121 Electric Vehicle Infrastructure (\$3.5M (Finance & Asset Management) • G-122 ESI Energy Efficiency Projects (\$3.9M) (Finance & Asset Management) • CD-46 ESI Implementation (\$1.7M) (Community Development)
9	Advance a park funding strategy, including consideration of new funding sources for operations, maintenance and construction.	Operating		
		CIP		
10	Proceed with site selection and feasibility analysis for a major	Operating		
		CIP	<ul style="list-style-type: none"> • G-114 2019 Aquatic Center Study 	<ul style="list-style-type: none"> • P-AD-108 Aquatics Facility Design (A&E) (\$4M) (Parks)

STA: High Quality Built and Natural Environment				
	City Council Priority	Operating or CIP	Existing Budget Proposal	New/Enhancement (Parathesis provide the new \$ added)
	aquatic center in Bellevue.			

STA: Bellevue: Great Places Where You Want to Be				
	City Council Priority	Operating or CIP	Existing Budget Proposal	New/Enhancement (Parathesis provide the new \$ added)
11	Continue to advance the Grand Connection as the city's signature gathering place. Establish the preferred crossing of I-405 and begin design discussions with WSDOT; 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.	Operating	<ul style="list-style-type: none"> 040.07NA Intergovernmental Relations & Regional Issues (City Manager's Office) 115.01NA Planning Division (Community Development) 130.13NA Long-range Transportation Planning (Transportation) 	
		CIP	<ul style="list-style-type: none"> G-44 Grand Connection Implementation (Community Development) 	<ul style="list-style-type: none"> PW-R-216 I-405 Non-Motorized Crossing (\$3.6M) (Transportation)
12	Work with King County and Sound Transit to ensure that Eastrail from Renton to the Wilburton Trestle is completed; complete the section of the trail from Kirkland to the Light Rail Maintenance Facility East; complete the interim connection through the Spring District; and begin to establish community connection points to Eastrail.	Operating	<ul style="list-style-type: none"> 040.07NA Intergovernmental Relations & Regional Issues (City Manager's Office) 	
		CIP	<ul style="list-style-type: none"> G-103 Eastrail (Transportation) 	

STA: Regional Leadership and Influence				
	City Council Priority	Operating or CIP	Existing Budget Proposal	New/Enhancement (Parathesis provide the new \$ added)
13	Be an active regional partner, whether it is with cities east of the lake, Seattle and King County, schools and special purpose districts, or the state and federal government. Strategically pursue public and/or private funding and partnerships where beneficial to Bellevue and the region. Establish a partnership with the Port of Seattle on our mutual areas of interest, including attraction of international business and tourism.	Operating	<ul style="list-style-type: none"> 040.07NA Intergovernmental Relations & Regional Issues (City Manager's Office) 	
		CIP		

STA: Achieving Human Potential				
	City Council Priority	Operating or CIP	Existing Budget Proposal	New/Enhancement (Parathesis provide the new \$ added)
14	Leverage the higher education institutions in Bellevue to benefit our residents and businesses. <ul style="list-style-type: none"> The Global Innovation Exchange and its partners present an opportunity to dramatically grow human potential in the field of technology innovation. The city should support GIX and take advantage of the financial and 	Operating	<ul style="list-style-type: none"> 040.07NA Intergovernmental Relations & Regional Issues (City Manager's Office) 	
		CIP	<ul style="list-style-type: none"> PW-R-200 Bellevue College Connection 	

STA: Achieving Human Potential				
	City Council Priority	Operating or CIP	Existing Budget Proposal	New/Enhancement (Parathesis provide the new \$ added)
	<p>human benefits that will come from it.</p> <ul style="list-style-type: none"> • Bellevue College is an important partner in providing workforce development. The city should support the college, the faculty and students in the city's transportation and affordable housing plans. <p>The City should implement the TechHire initiative to benefit the region's technology companies.</p>			
15	Continue to implement the Diversity Advantage Plan, including determining the availability of and need for multicultural programming in the city and completing the cross-cultural study already underway.	Operating	<ul style="list-style-type: none"> • 040.15NA Diversity Advantage Program: Cultural Competence & Equity 	<ul style="list-style-type: none"> • 040.15NA: Cross Cultural Programming at (\$250K/Year). • 040.15NA: Advancing Diversity, Equity & Inclusion Programming (\$200K/Year)
		CIP	<ul style="list-style-type: none"> • G-118 Cross-Cultural Center 	
16	Work toward an Eastside solution for a permanent location for a men's homeless shelter.	Operating		
		CIP		
17	Explore a safe parking program for homelessness response.	Operating		<ul style="list-style-type: none"> • 040.07NA: Safe Parking Program (est. \$450K/Year)
		CIP		

STA: High Performance Government				
	City Council Priority	Operating or CIP	Existing Budget Proposal	New/Enhancement (Parathesis provide the new \$ added)
18	<p>Build trust in government by developing and implementing a comprehensive communication plan with proactive strategies and systems, and robust, transparent, open public engagement processes. Characteristics that were discussed include:</p> <ul style="list-style-type: none"> • Share clear and timely information • Engagement – getting input • The more we listen, the more responsive we are 	Operating	<ul style="list-style-type: none"> • 020.01 NA City Clerk’s Operations (City Clerk’s Office) • 020.04NA Records Management Service & Disclosure of Public Records Info (City Clerk’s Office) • 040.02NA Communications (City Manager’s Office) • 120.09 Police Records (Police) 	
		CIP		
19	Identify and implement technologies that improve customer service by the City of Bellevue	Operating	<ul style="list-style-type: none"> • 090.01NA Customer Technology Services (Information Technology) • 090.03NA Application Development Services (Information Technology) • 090.09NA Technology Business Solutions (Information Technology) 	
		CIP		
20	Establish a long-range financial strategy that includes options that respond to the future operation and capital needs of the City.	Operating	<ul style="list-style-type: none"> • 065.02NA Budget Office (Finance & Asset Management) • 065.01PA Finance & Asset Management Department Management and Support (Finance & Asset Management) 	
		CIP		

STA: High Performance Government				
	City Council Priority	Operating or CIP	Existing Budget Proposal	New/Enhancement (Parathesis provide the new \$ added)
21	Develop and establish a new brand identity for the City of Bellevue that reflects both our past and our future; an identity that is iconic and leaves a lasting impression that Bellevue is a place that people want to live, work, learn and play.	Operating	<ul style="list-style-type: none"> 040.02PA Communications (City Manager's Office) 	
		CIP		
22	Leverage data and technology to enhance community engagement, equity, and accountability. <ol style="list-style-type: none"> 1. Measure and share interactive reports of key performance indicators across city services. 2. Increase the reporting of correlated and aggregated community inputs to inform future policies. 3. Set up a dashboard to continuously report on progress against council priorities/vision 	Operating	<ul style="list-style-type: none"> 065.01PA Finance & Asset Management Department Management and Support (Finance & Asset Management) 	
		CIP		



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Public Outreach Summary for the 2023-2024 Budget

Public Engagement

The 2023-2024 budget process includes several options for public engagement. The **Budget Process Public Involvement Website** is available at <https://bellevuewa.gov/budget> and provides links and contact information for anyone interested in further information. Below is a status of each engagement option.

Resident and Business Surveys

Budget Survey

<https://bellevuewa.gov/city-government/departments/finance/budget-and-performance/performance-reports/budget-survey>

In preparation for the new budget, the City conducted a budget survey. The survey was designed to provide a statistically valid tool to enhance the City's knowledge of residents' perceptions about the City and to better understand community priorities and expectations regarding city services. This survey has been conducted every other year since 1998.

Performance Survey

<https://bellevuewa.gov/city-government/departments/finance/budget-and-performance/performance-reports/performance-measures-survey/>

The City conducts a performance survey biennially to measure the performance of the City. The methodology for the Performance Survey is the same as in the Budget Survey.

Business Survey

<https://bellevuewa.gov/city-government/departments/finance/budget-and-performance/performance-reports/business-survey/>

The City conducted the business survey for the first time in 2015. The survey is conducted every other year with the 2021 survey as the most recent available. The survey addresses Bellevue's key metrics, attitudes about operating and owning a business, starting a business, and questions relating to taxation.

Public Hearings

The City Council holds three public hearings on the 2023-2024 budget to provide stakeholders multiple opportunities to officially comment on the operating and capital budgets. Two public hearings, one in May and the other in August, are held prior to the submission of the Preliminary Budget to the council and offer residents and other stakeholders the opportunity to let the council know what issues are important to them. The third hearing, in November after the council receives the Preliminary Budget, provides interested parties the chance to address new budget proposals and comment on significant budget issues.



Public Outreach Summary for the 2023-2024 Budget

Summaries of the May, August, and November public hearings are presented in this section. Additional emails, phone calls, and communications may have been received by councilmembers over the course of 2022.

Public comment

The public are also welcome and encouraged to speak during public comment periods at all regular Council meetings once physical meetings resume. Council agendas are posted on the Council website in advance of the meeting.

Boards and Commissions

Four city boards and commissions provide input on the budget process and they can be found at <https://bellevuewa.gov/city-government/departments/city-clerks-office/boards-and-commissions>.

- Transportation Commission: provides funding recommendations on the Capital Investment Program (CIP) budget.
- Environmental Services Commission: provides funding recommendations on both the operating and CIP Utilities budgets as well as rate recommendations.
- Parks and Community Services Board: provides funding recommendations on the CIP budget.
- Human Services Commission: provides funding recommendations on allocations to human services (City/CDBG) agencies.

E-mail/Contact Councilmembers

Comments to the full Council may be emailed to Council@bellevuewa.gov or by leaving a voicemail with the Council Office at 452-452-7810.

E-mail/Contact Finance and Asset Management

Presentations to Neighborhood Groups, Business Associations and Others

The Finance and Asset Management Department will give presentations about the budget upon request to any group. Please contact the department at 425-452-5281 or at FAM@bellevuewa.gov

Information Provided Upon Request

Finally, the Finance and Asset Management Department responds to any communication received regarding the budget process. Please contact the department at 425-452-5281 or at FAM@bellevuewa.gov



Public Outreach Summary for the 2023-2024 Budget

Public Hearings Testimony (paraphrased)

May 23, 2022 (source: adopted Council Meeting Minutes)

City Clerk Charmaine Arredondo said the legal notice of the public hearing was published on May 9 and May 16. She said the Council received four written comments, which are provided in the desk packet.

The following individuals provided public comment:

1. Debbie Lacy, Founder and Executive Director of Eastside For All, thanked Mayor Robinson and the Council for their work in support of the feasibility study for the crosscultural center. She encouraged the Council to support the next steps recommended in the Phase 3 feasibility study report. She said it is important for the community to work together in creating a center for the present and for future generations. She said the built environment and community spaces should reflect everyone's contributions. She said the center can provide a space for members of the community to explore mutual goals, exchange knowledge, history and resources, and to welcome newcomers. She encouraged the Council to provide funding to continue moving forward with the cross-cultural center. Ms. Lacy requested an investment in capacity building support for local communitybased organizations. While they are grateful for the funding support from the City, many nonprofit organizations have been challenged during the pandemic and are in need of capacity support to continue to be effective.

2. April Stevens, an alumni of the Bellevue Essentials class, thanked the Council for all they do. She encouraged the addition of staff and other resources to expedite the implementation of the Environmental Stewardship Plan. She said the plan was approved by the Council 2.5 years ago. She said the actions in the plan have been only partially enacted or have not yet been addressed. Ms. Stevens said approximately 30 percent of the plan has been implemented and she is concerned about reaching the 2030 goals. She thanked the City's hard-working staff and encouraged additional funding and staff.

3. Barbara Braun said the residents of Bellevue appreciate the City's recent efforts to advance the 2020 Environmental Stewardship Plan and applaud the inclusion of climate change and environmental issues as top priorities. However, she expressed concern that Bellevue is falling behind other cities in its investments to reduce community-wide greenhouse gas emissions by 50 percent by 2030. She thanked the City for its commitment to reviewing the tree codes. However, she said trees do not reduce greenhouse gas emissions. She said most emissions are generated by buildings and transportation activity. She encouraged the Council to increase funding and staffing to expedite the implementation of the plan. She suggested eight full-time staff and an annual budget of at least \$2 million. She encouraged the City to take advantage of grants and



Public Outreach Summary for the 2023-2024 Budget

other monies available to accelerate climate actions.

City Clerk Arredondo invited the public to submit comments to Council@bellevuewa.gov.

August 1, 2022 (source: adopted Council Meeting Minutes)

City Clerk Arredondo noted that written comments were included in the Council's desk packet.

The following individuals provided public comment:

1. Barbara Braun expressed concern about climate change and urged the City to be more aggressive in implementing its Environmental Stewardship Plan. She asked the Council to provide resources in the budget to add 6-10 staff positions dedicated to addressing climate change impacts. She commented on the importance of trees. She noted, however, that they do not reduce greenhouse gas emissions. She asked the Council to add \$2 million per year in 2023 and 2024 to the environmental stewardship program.
2. Paul Bruno expressed concern about climate change and said that other cities have significantly reduced their greenhouse gas emissions by adding staff and resources to their environmental programs. He said People for Climate Action (PCA) provided the Council a draft outline of the possible responsibilities for those staff.
3. April Stevens encouraged the Council to fund additional staff to implement the Environmental Stewardship Plan. She noted the increase in temperatures, wildfires and other climate-related events across the country.
4. Kylie Shulman, a student at Newport High School, shared her concerns about the impacts of climate change. She described her involvement with organizations working to address those impacts. She encouraged full funding to implement the Environmental Stewardship Plan. She noted health conditions related to climate change including asthma. She said it is important to take action now.
5. Curtis Allred asked the Council to increase funding and resources for the environmental stewardship program.
6. Don Marsh encouraged additional staff for implementing the Environmental Stewardship Plan. He encouraged the City to be leaders in addressing climate change. He noted that he is the co-founder of 300 Trees and a board member for Trees 4 Livability. He thanked the City for its tree giveaway events and for addressing its tree codes. He said that neighborhoods without trees can have temperatures as much as 15 degrees higher than areas with tree cover. He noted the importance of protecting natural habitats and our City in a Park.



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7. Putter Bert, representing KidsQuest Museum, requested increased funding and resources for the arts in Bellevue. She said the budget for supporting arts and culture in the community has not increased since 2000. She thanked the City for its ongoing support.

8. Court Olson noted his ongoing concern regarding climate change. He encouraged the City to provide more resources for the environmental stewardship program. He said it is important to act as quickly as possible.

9. Bennyroyce Royon, Co-Chair of the Eastside Culture Coalition (ECC) and the Producing Artistic Director for Bennyroyce Dance, commented regarding the challenges associated with the pandemic that began in March 2020. He described how cultural and arts organizations supported each other over the past couple of years. He said organizations continue to experience budget and staffing reductions. He asked the Council to provide additional funding for arts and culture initiatives and organizations. He noted the need for office and performance space.

10. Jennifer Keller urged the Council to provide full funding for implementing the Environmental Stewardship Plan. She expressed concern about young people and their future. She said the City's current staff is working hard but they need more help to do this essential work. She said cities that have provided more resources to address climate change have experienced greater reductions in their greenhouse gas emissions.

11. Christopher Randels, representing Complete Streets Bellevue, said residents value sustainability, equity, safety and accessibility for everyone. He thanked the Council for its funding of the Vision Zero transportation safety program. He commented on the need to reduce carbon emissions and the need for adequate transit service and bike and pedestrian facilities. He encouraged the Council to increase funding for the Vision Zero program, bike and pedestrian improvement projects, and transit efficiency improvements.

12. Chris Marks urged the Council to increase resources for addressing climate change and implementing the Environmental Stewardship Plan. She said current buildings are producing half of the greenhouse gas emissions in Bellevue. She said residents and businesses need information to understand the community's shared goals and the necessary mitigation actions. She said everyone in the community must work together.

13. Betsi Hummer requested funding to continue the Community Crisis Assistance Team (CCAT) program of the Bellevue Police Department. She said the pilot project was highly effective in helping individuals experiencing a mental health crisis and diverted many of them from jails and hospitals. Under the pilot project, police use of force decreased and the amount of time spent by the CCAT increased. Ms. Hummer noted that the East Bellevue Community Council (EBCC) was recently sunsetted. She suggested reallocating \$4,500 from the EBCC budget to neighborhood associations.



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14. Marlene Meyer expressed concerns regarding climate change and pollution.

15. Ruth Lipscomb asked the Council to consider funding a community mental health response team. She referenced the CCAT pilot project and encouraged the City to research programs in other communities. She noted that the CCAT project did not provide the option of having mental health professionals respond without police officers. She suggested dispatching mental health personnel as first responders in certain situations. stewardship program.

November 7, 2022 (Anticipated final public hearing date)

City Clerk Arredondo noted that 131 written comments regarding the budget were included in the Council's desk packet.

The following individuals provided public comment:

1. Bill Hetherington thanked the Council for supporting funding in the budget for an apprenticeship utilization program. He thanked the Council for listening to members of the community and the building trades as they advocated for the program. He said the program will provide opportunities for young men and women to begin their careers. He noted joint efforts with the Bellevue School District, including the state-registered preapprenticeship program at Interlake High School. He said the King County Council is expected to approve funding for capital improvements at Interlake High School for the program.

2. Guillermo Rivera said he was speaking on behalf of Eastside for All, a racial equity and social justice organization in East King County. He spoke in favor of recommendations by A Regional Coalition for Housing (ARCH) regarding tenant protections. He noted coordinated efforts to preserve affordable housing and to protect tenants from unreasonable rent increases. He said neighboring cities have adopted ARCH's recommendations, including Burien, Kirkland and Redmond.

3. Ruth Lipscomb asked the City to fund an impartial study of the City's 911 call data by an experienced national partner. She expressed an interest in which response options or combination of options by Police and non-Police units would best fit the needs of our neighbors, especially those experiencing a mental or behavioral health crisis. She said the City should fund an objective look at the 911 call data to inform decisions around mental health crisis response. She encouraged a similar independent study of the proposed Police transit unit. She asked the Council to fully fund environmental stewardship program needs.

4. Villette Nolon, Executive Director for the Bellevue Police Foundation, said she lives in the Somerset neighborhood. She expressed support for the proposed Police



Public Outreach Summary for the 2023-2024 Budget

Department and Fire Department budgets. She thanked the Council for their hard work and for listening to the community. She expressed support for the proposed Police transit unit and the Community Crisis Assistance Team (CCAT). She noted the need for additional officers to address retail and residential theft.

5. Betsi Hummer said people in Bellevue deserve to be safe and to feel safe. She asked the Council to fund a minimum of 19 Police officers, including the CCAT program, East Link transit unit and other resources. She commented on the significant growth in population and workers in Bellevue in recent years and noted a 37 percent increase in public safety calls for service since 2012. She said there has been a 19 percent increase in crime over the past five years. However, the number of Police officers increased by only 3.3 percent.

6. Craig Spiegle continued Ms. Hummer's presentation. He said the City of Bellevue has responded very effectively to priority 1 calls within an average of 3.5 minutes, while King County's average response time is more than 13 minutes. He expressed support for the proposed Police transit unit. He said many studies indicate that crime increases with the introduction of transit services. He encouraged the Council to consider eliminating non-essential programs to avoid excess taxes.

7. Anne Coughlin urged the Council to hire at least 21 Police officers, noting the increase in crime since 2017. She expressed support for funding the Police transit unit. She suggested the adoption of standards to address increasing litter on streets and in green spaces. She suggested that the Council approve an ordinance to address graffiti.

8. Alexa Rehrl said she lives in downtown Bellevue and is a current member of the Bellevue Police Department's Citizens Academy. She expressed support for adding officers to keep pace with the significant growth in recent years, including the addition of the Police transit unit.

9. Paul Clark expressed support for the proposed Police transit unit, which he believes is necessary to make light rail a success. He lives and works in downtown Bellevue. He expressed concern about the increase in crime and anti-social behavior and expressed support for the CCAT program. He encouraged Bellevue to uphold its tradition of strong public safety.

10. James Fulop spoke in opposition to the proposal to create a Police transit unit. He said the armed officers at transit stations in New York City made him nervous and he does not want to create that kind of atmosphere in Bellevue. He asked why a special transit unit is needed versus using regular officers.



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At 7:23 p.m., Mayor Robinson declared a short break. The meeting resumed at approximately 7:41 p.m.

11. Lorraine Stewart, an Issaquah resident, said she often rides, walks and runs in Bellevue. She expressed concern regarding the increase in serious accidents involving pedestrians and cyclists. She said she was the victim of one of those accidents in 2016, which has left her with permanent injuries. She asked the Council to increase funding for the Vision Zero program to the original proposed amount of \$500,000 per year.

12. Alecia Sebastian expressed concerns regarding the impacts of climate change and the need to reduce greenhouse gas emissions. She encouraged the community to work together to achieve the City's goals. She urged the Council to fully fund staff and other resources to expedite the implementation of the Environmental Stewardship Plan.

13. Pamela Johnston talked about being intentional about the community and its values. She said Bellevue tries to do that but sometimes we go beyond our borders and forget what is special about Bellevue. She asked the Council to consider first responders a top priority. She noted her interest in tree regulations, sign codes, Airbnb units and other issues. She spoke to the importance of trust and having a caring, competent and honest government. She encouraged continued collaboration with the community.

14. Katie Wilson, General Secretary of the Transit Riders Union, expressed concern regarding the budget proposal to create a Police transit unit. She said the union is not convinced that this is the best use of resources. She said many studies have failed to find an increase in crime due to the opening of transit facilities. She commented regarding police use of force and racial equity. She suggested using the funds proposed for the Police transit unit to increase funding for human services and affordable housing.

15. Lara Gardner, a Lake Hills resident, expressed support for the City's healthy streets program, noting that she lives on one of the designated healthy streets. She expressed concern, however, regarding high traffic speeds on residential streets. She said it would be helpful to have a safe pedestrian and bike connection to the Crossroads shopping area one mile from her home. She asked the Council to increase funding for the Vision Zero program to \$500,000 per year.

16. Maryanne Halverson, a Bridle Trails resident, said her family has been following the Comprehensive Plan and Budget processes remotely over the past year. She thanked City Manager Brad Miyake and staff for their work. She expressed support for the Police Department's proposed budget given the increase in crime.



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17. Matt Jack, representing the Bellevue Downtown Association (BDA), thanked the City for its public engagement process related to the budget. He said the budget is transparent about the proposed tax increases and how the funds will be used. He said the budget maintains services to match the increasing demands of a growing city and builds on prior investments by advancing capital projects with lasting public benefits. He expressed support for the multimodal network improvements, funding for long-term planning initiatives, funding for partnerships in placemaking and arts programming, park funding, intentional public safety programs, increased funding for implementing the Affordable Housing Strategy, and commitments to enhance efficiencies in resources for development review and permitting.

18. Wendy Tyner, representing Wintergrass Music Festival, thanked Councilmembers for their ongoing support over the past 12 years. She noted a decrease in the City's contribution over the past year while the festival budget almost doubled to \$729,500. She asked the Council to boldly increase funding for the arts grants budget. She described the significant economic impact of arts and cultural facilities within the community. She encouraged everyone to come to Wintergrass in late February.

19. Al Rosenthal expressed support for an increase in the number of police officers. He expressed concerns regarding the low-barrier housing project in the Eastgate area and overall crime and public safety. He noted the need for more officers in the Factoria and Eastgate retail areas. He said crime has increased significantly in downtown Redmond as the number of people experiencing homelessness has grown. He expressed concern about rampant shoplifting and theft.

20. Vishnu Mangipudi, a freshman in high school, said he is the co-chair of the Bellevue Youth Link Climate Action Team. He spoke to the importance of advocating for a cleaner and more sustainable future. He thanked the Council for approving and providing funding to implement the Environmental Stewardship Plan. However, he encouraged additional funding to achieve climate goals. He suggested a focus on the building and transportation sectors, where approximately 85 percent of Bellevue's current emissions are produced. He urged the Council to fully fund the Environmental Stewardship Plan.

21. Allison Howes encouraged the Council to strongly consider funding a mental health crisis team that does not rely on a police response when one is not warranted. She said such an approach has been found to be overwhelmingly safe. She said the arrival of police officers can increase the trauma of an already difficult situation. She noted the importance of 911 dispatch protocols and training. In some cases, clinicians are part of the dispatch team. She urged the Council to fund a community response team as part of the CCAT program.



Public Outreach Summary for the 2023-2024 Budget

22. Sally Fouche expressed support for the People for Climate Action group. She noted her background in technology and education and expressed concern regarding the need for mental health services for youth. She asked the Council to set aside money for a national consultant to conduct a data analysis of Bellevue's 911 data to prepare to pilot and implement community responder teams in addition to CCAT program teams. She said the use of community responders can help free up time for police officers to focus on their core work.

23. Michael Moberly said he recently retired as the Director of Programs and Services for Congregations for the Homeless. He asked the Council to support the budget for emergency services including the Bellevue Police Department CCAT program. He said the presence of uniformed officers can increase the distress of someone experiencing a mental health crisis. He said pairing a social worker or mental health professional with a police officer who is not in uniform has proven to be an effective approach.

24. Heather Kelley expressed support for the CCAT program. However, she questioned whether it is the best way to meet the needs of individuals experiencing a behavioral health crisis. She encouraged the City to fund a community responder pilot program involving mental health professionals who respond to calls without police officers.

25. Chris Marks, representing People for Climate Action (PCA), commended the increased budget for the Environmental Stewardship Program in 2023-2024. She recalled City staff talking in the past about the impacts of the transportation and building sectors on greenhouse gas emissions and noted that PCA shares their concerns. Ms. Marks encouraged more funding for community wide efforts, versus City organization efforts, to reduce greenhouse gas emissions. She said Bellevue is not on track to meet its goal of reducing community wide emissions by 50 percent by 2031.

26. Barbara Braun continued Ms. Marks' presentation. She said nearly a quarter of Bellevue's greenhouse gas emissions are generated by commercial buildings, residential buildings and the transportation system. She said the state's Clean Building Act is addressing energy performance standards in commercial buildings with more than 20,000 square feet. However, cities are left to address existing residential buildings and commercial buildings with less than 20,000 square feet. Ms. Braun referred to the King County wedge analysis provided in the meeting packet. She said a consultant was hired to provide free assistance to large commercial building owners to help them comply with the state performance standards. She said building programs should be launched in 2023 to reach the 2031 goal.



Public Outreach Summary for the 2023-2024 Budget

27. Court Olson added to Ms. Braun’s comments. He said PCA has been coordinating with City staff regarding the budget proposals and has researched how other cities have reduced greenhouse gas emissions. He said PCA developed a plan for amending the allocations to fill the emissions gap not covered by Washington state law. He suggested that the City spend at least \$7.3 million on community wide efforts to reduce emissions. He said a larger portion of the budget supports the City’s efforts to reduce its own emissions. He thanked the Council for the increased funding for the Environmental Stewardship Initiative. He said, however, that more needs to be done.

28. Mary Pat Byrne referred to the recommendations of the Arts Commission for the annual grant funding to artists and arts groups working in Bellevue. She recalled that she worked as the arts manager for the City for 28 years and retired in 2015. She said it is exciting to see the increase in the number and diversity of arts organizations applying for funding. She expressed concern that arts funding has not kept pace with growth. She commented on the benefits of the arts for the community and encouraged an increase in arts funding.

29. Heidi Dean referred to the comments made earlier by Craig Spiezle and Betsi Hummer regarding crime. Ms. Dean expressed support for a Police transit unit. She commented on recent crimes, including a serious attack at the Bellevue Transit Center. She thanked the individuals advocating for the City to establish a trades apprenticeship program.

30. Sam Basta said he owns commercial property next to Bannerwood Park. He applauded the City for its role in developing the Eastgate men’s shelter and for supporting transit services. He said both will bring changes to the community and it is vital to support police officers while also helping those in need.

31. Kylie Shulman, a sophomore at Newport High School, described how climate change is affecting every aspect of our lives. She said she is happy to see more funding allocated to the Environmental Stewardship Initiative. However, she encouraged increased funding. She said the City needs to work toward lowering energy costs, implementing easier and more successful ways to move around the city and ensuring cleaner air for people with health conditions such as asthma.

32. Christopher Randels, speaking on behalf of Complete Streets Bellevue, commented regarding safety and data-informed decisions. He urged the Council to increase funding for the Vision Zero program to \$500,000 per year. He spoke against the proposal for a Police transit unit. He cited studies indicating no increase in crime rates around transit stations in other cities.

33. Matt Gleason spoke in opposition to the proposed Police transit unit. He expressed concern about the arrest of shoplifters instead of exploring their



Public Outreach Summary for the 2023-2024 Budget

underlying issues. He noted that arresting people, including the organized retail rings, does not stop shoplifting. He encouraged funding for mental health services and affordable housing.

34. Angelica Graham, representing Eastside for All, said their position as a community response organizer focuses on increasing a stronger sense of belonging for Black and Brown community members in East King County. Referring to the CCAT program, they encouraged the City to allow more time for information gathering. They said the CCAT program does not properly address the impacts or efficacy of its crisis response model on Black and Brown community members. They said the stakeholders consulted during the CCAT pilot program did not include community-based leaders in Black, Brown and immigrant communities. They said the CCAT program did not mention culturally responsive approaches or linguistic access despite the fact that 40 percent of Bellevue residents were born outside of the United States. They encouraged the City to gather input from community members with lived experiences to involve them in the community and to ensure their needs are being properly addressed. They encouraged a 911 data analysis to compare the need for a police response versus a mental health professional response. They encouraged the Council to consider a community response model instead of the CCAT model in which social workers respond with Police and/or Fire personnel.

35. Joy Randall said she is a community volunteer for a number of mutual aid groups that support the unhoused and low-income community members in the region. She asked the Council to not invest in the proposed Police transit unit. She said a number of studies have demonstrated that transit service does not increase crime. She expressed concern regarding the number of Black and Brown individuals arrested in Bellevue.

36. Marlene Meyer thanked the Council for listening to everyone tonight. She described incidents involving her son and police officers, who were helpful but suggested she needed to learn how to be a better parent. She said her son has graduated and is now managing special needs programs. She expressed support for both police and mental health responses in the community. Ms. Meyer urged the City to more aggressively address greenhouse gas emissions related to buildings and the transportation system.

Additional emails, phone calls, and communications may have been received by councilmembers over the course of 2022.

Budgeting for Equity Framework

The 2023-2024 Budget takes steps toward promoting greater consideration of equity in the City's fiscal decision-making. On March 7, 2022, Bellevue staff requested feedback from Council on development and testing of an equity lens for the budget process.

How does the Budgeting for Equity Framework fit into Bellevue's Broader Ecosystem of Equity-Focused Efforts?

The City Council's vision statement begins,

"Bellevue welcomes the world. Our diversity is our strength." Bellevue's Diversity Advantage Plan (DAP), adopted in 2014 and integrated into Council Priority 15, seeks to make Council's vision a reality, and has informed and fueled a wide range of

equity-focused efforts citywide. The Diversity Advantage Team (DAT) is currently in the process of creating an update of the DAP that will provide a roadmap to drive toward greater equity within City operations. The Budgeting for Equity Framework is meant to compliment and build upon these other strategic efforts within the City. Figure 1 provides a high-level overview of Bellevue's equity ecosystem and illustrates where the Budgeting for Equity Framework fits into this broader suite of equity-focused efforts.

Current State of Budgeting for Equity

In developing the Budgeting for Equity Framework, the workgroup sought to build on efforts already underway. Currently, there are a variety of efforts at the department level to build equity considerations into fiscal and policy decision making.

Some examples of the City's recent efforts that influenced policy and fiscal decision making for the 23-24 biennium include:

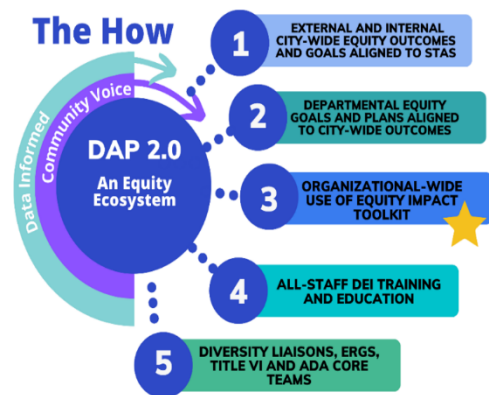
- **Using an Equity Lens in Human Services Funding:** The Bellevue Human Services Commission is responsible for making funding recommendations to City Council and is currently in the process of developing recommendations to allocate resources totaling approximately \$5,000,000 to contracts for the 23-24 biennium. For this current cycle, the Commission has for the first time adopted an equity rubric as a central input into their decision making.
- **Using Equity Considerations to Inform Park Investments:** Parks CIP investments are informed by the Parks and Open Space System Plan (POSSP). The POSSP was fundamentally developed and updated with an equity lens. The current 2023-2029 CIP reflects this emphasis and includes investments totaling \$10 million as seed money for

Figure 1: Bellevue's Equity Ecosystem

The What

To achieve an equitable City of Bellevue for residents and staff alike. To eliminate disparities in outcomes and to ensure all members of our community can access, participate in and benefit from services, resources, and opportunities that contribute to a high quality of life, regardless of an individual's identities such as race, gender, or ability.

The How



Parks investments in Eastgate and Factoria, areas of the City where there has historically been a lower concentration of Parks facilities.

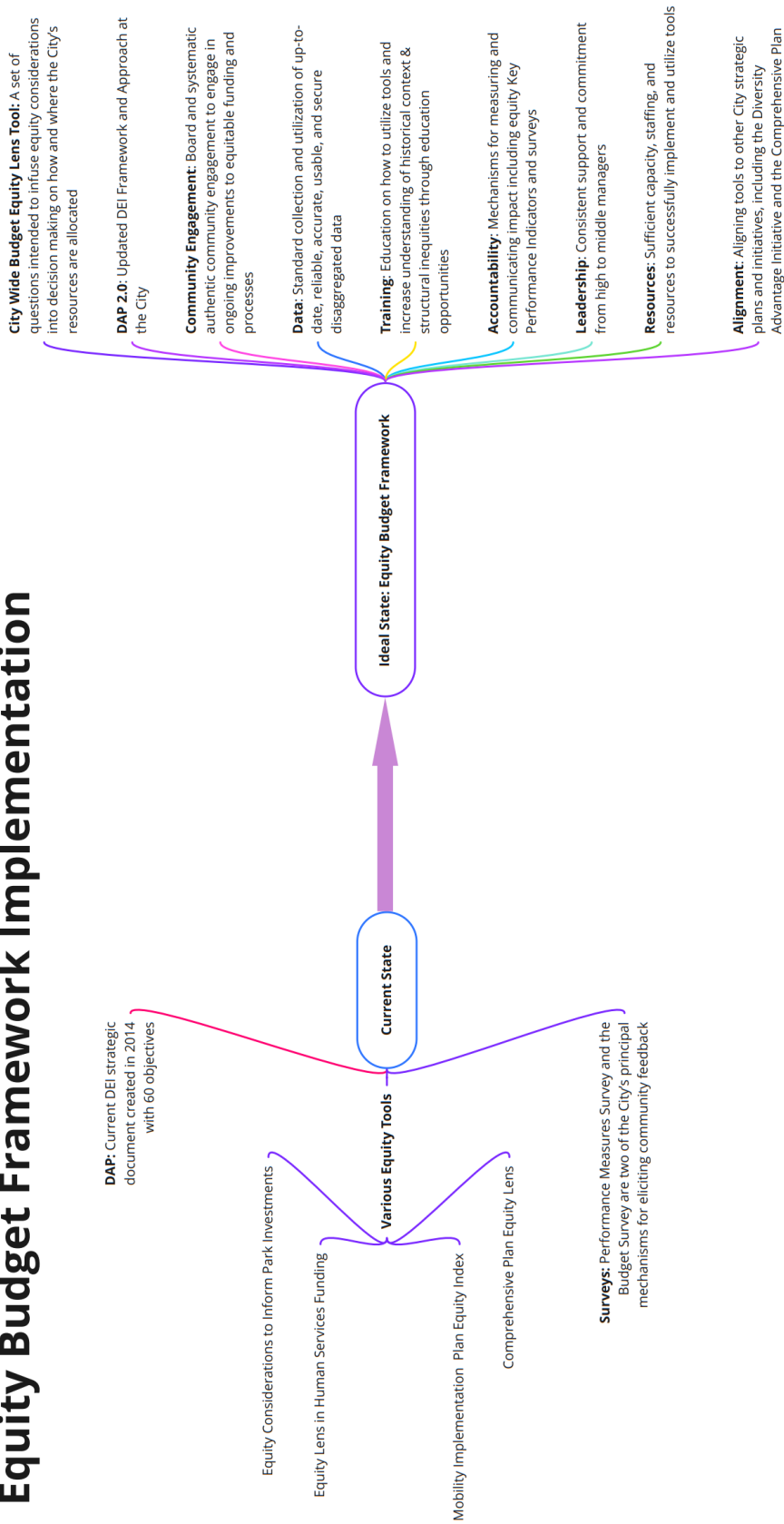
- **Using an Equity Lens to Shape Transportation Investment:** The Mobility Implementation Plan (MIP) is a new long-range planning framework developed by the Bellevue Transportation Commission at the request of the City Council. The purpose of the MIP is to ensure that all of Bellevue's transportation plans are compatible with each other and with the City's land use plan. The MIP includes an "equity index" to help identify places where specific types of projects would enable people get to where they need to go.
- **Applying Equity Lens to Fundamental City Policies-Update of Comprehensive Plan:** Bellevue's Comprehensive Plan is the City's foundational policy document, guiding growth and development for the next 20 years. The 2024 update, to guide Bellevue's development through 2044, is now underway. Recognizing the importance of ensuring that city policies are aligned to undo societal inequities and address the needs of communities that have been historically marginalized, Community Development is applying an equity lens to the Comprehensive Plan update process.
- **Incorporating Equity Considerations into City Feedback Mechanisms:** The Performance Measures Survey and the Budget Survey are two of the City's principal mechanisms for eliciting community feedback. The most recent Performance Survey was conducted in 2021 and for the first time included questions to measure residents' sense of belonging in their community. The 2022 Budget Survey was improved to collect and report survey responses disaggregated by race, among other demographic categories.

Recommendation-Moving from Current to Ideal State

The Budget Equity Framework is an opportunity to deepen the City's understanding of the impacts of budgetary decisions on BIPOC (Black, Indigenous, People of Color) and other historically marginalized communities to ultimately eliminate disparities in outcomes within the City of Bellevue.

These recommendations are intended to guide the City from the current to a more ideal state, where equity is comprehensively and systematically integrated into fiscal decision making at all levels, as shown below.

Equity Budget Framework Implementation



Proposed Budget Equity Framework

The Budget Equity Framework is an iterative process consisting of five components: 1) Continuous community engagement 2) Data Collection and Analysis 3) Application of the Budget Equity Impact Questions 4) Ranking of budget proposals and 5) Making budget decisions with an equity lens.

Central to the Budget Equity Framework are the Equity Impact Questions. The City's budget process requires departments to submit narratives that lay out the rationale and resource requirements for proposed

programs. While in the past some proposal narratives have referenced the impact of the program on equity, this has not been incorporated systematically in the budget development process. The questions below will be incorporated into the Budget Proposal process as a means of capturing how departments, and department budget proposals, address equity.

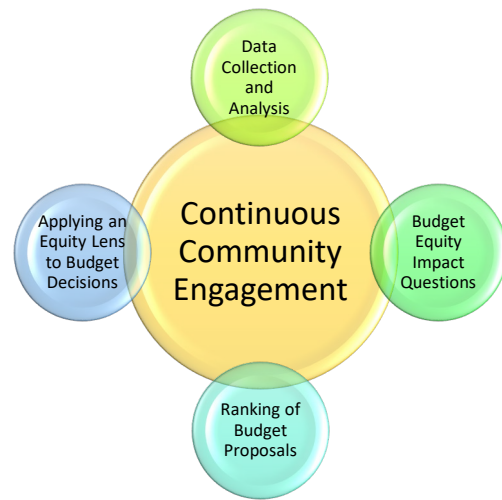
Implementation: A Phased Approach

Phasing is intended to complement upcoming work to update the Diversity Advantage Plan and the existing budget process.

- Phase I: Complete Budget Equity Framework Groundwork (Dec 2022-Nov 2023)
- Phase II: Budget Preparation & Adoption (November 2023-November 2024)
- Phase III: Measuring Impact and Continuous Improvement (December 2024-ongoing)

First steps will include creating usage guidelines for the framework, training staff on how to use the tool, giving staff ample opportunity to engage with impacted communities, and ensuring staff have access to quality disaggregated data to inform their decision making.

Figure 2: Budget Equity Framework





Budget Guide

Understanding a municipal budget and its specialized terminology can be a challenge. This Budget Guide has been developed to make a review of the City of Bellevue’s budget easier. It highlights the type of information contained in each chapter, describes some parts in detail and gives directions for locating additional budget information.

The Budget Guide is organized into the following sections:

A. Budget Section Descriptions

This section identifies the format and information presented in the 2023-2024 Budget document.

B. 2023-2024 Budget Process

This section describes the Budget One process used by Bellevue to develop the City’s budget.

C. Basis of Accounting and Budgeting

This section discusses the basis of accounting used to present budget information.

D. Financial Policies Overview

This section provides an overview of the financial policies used by Bellevue to develop the City’s budget.

E. Locating Additional Budget and Financial Information

This section provides a list of other resources and documents containing information about the City’s finances.

A. Budget Section Descriptions

The 2023-2024 Budget and 2023-2029 Capital Investment Program Plan

The 2023-2024 Budget and 2023-2029 Capital Investment Program (CIP) Plan is designed to provide the reader with a comprehensive look at Bellevue's budget. It is organized both by Strategic Target Area and department and includes summaries relating to the forecast, resources and expenditures, staffing, department organization and the CIP. The following is a description of each chapter of the document.

Chapter 1 – Introduction

Transmittal Letter

The Budget Transmittal Letter presents the City Manager's message on the 2023-2024 Budget and the 2023-2029 CIP Plan to the Mayor, Councilmembers, residents and other stakeholders. The City Manager's transmittal letter highlights priorities and issues for both operating and CIP budgets.

Executive Summary

The Executive Summary presents a high-level summary of the key components of the 2023-2024 Budget.

About Bellevue

About Bellevue provides background information about the City of Bellevue, such as its form of government and organization, location, population and business climate.

Council Vision and Strategic Target Areas

Council Vision and Priorities presents the priorities of the City Council and how budget proposals recommended for funding in this budget align with the Strategic Target Areas.

Council 3-year Priorities with Investments

The Council 3-year Priorities with Investments section is the summary of Strategic Target Areas, highlighting the 3-year priorities and budget proposals that most directly address those priorities.

Budget Guide

Public Outreach Summary

The Public Outreach Summary section presents an overview of the stakeholder engagement and outreach process leading up to the adoption of the 2023-2024 Budget.

Equity in Budget Decision Making

The Equity in Budget Decision Making section presents the current state of City's Budgeting for Equity and Budget Equity Framework Implementation.

Chapter 2 – Budget Guide

The Budget Guide provides an overview of the budget, an overview of the budgeting process, the basis of accounting used to present budget information, explanations of the City's financial policies, and how to locate additional budget or financial information.

Chapter 3 – Forecast

This chapter predicts the resources (income) and service level expenditures (spending) for major city operations and enterprise funds. A forecast is a mid-range look into the future that tries to anticipate what spending and resources will be, and what actions the City may need to take now based on those predictions.

Chapter 4 – Financial Information

Resource and Expenditure Summaries

This section provides an overview of resources and expenditures through graphic presentations of tax and fee revenue and spending by fund, department and Strategic Target Area.

Department Information

This section provides an organizational chart of each department's major activities, information regarding the department's objectives for the 2023-2024 budget and major accomplishments in the 2021-2022 biennium. In addition, the chapter provides an overview of departmental expenditures by category and by fund, a comparison of budgeted staffing levels between 2021 through 2024, and 2021 actual and 2022 budgeted expenditures and 2023-2024 Adopted Budget expenditures.



Budget Guide

Capital Investment Program Plan

This section provides information about the General and Utilities CIP Plans. It provides a balanced seven-year forecast through 2029. The status of voter-approved levies and Transportation Infrastructure Finance and Innovation Act (TIFIA) is explained in detail with information on funding resources and project-specific revenue.

Chapter 5 – Appendix

This chapter contains a glossary of the terms and acronyms used in the document. It also contains the financial policies for the City and past budget related ordinances.

B. 2023-2024 Budget Process

Background

Since the 2011-2012 budget development, the City has been using the process called "Budget One" to develop the Biennial Budget. The foundational purpose of Budget One is to produce a balanced budget that shows how the City is achieving the desired results for the community. Budget One is a process that:

- 1) Identifies the community's priorities (outcomes called Strategic Target Areas);
- 2) Prioritizes services to meet those outcomes (Strategic Target Areas); and
- 3) Funds those services with available monies.

In alignment with past practice and continuing the evolution of the City's budget process, the 2023-2024 Budget Process will be framed with the Council Vision and the connected seven "Strategic Target Areas".

Generally, the process requires all services and functions throughout the city to be submitted to the Budget Office. Once received, the Budget Office reviews and provides fiscal analysis and information. In addition, a small citywide team is planned to assist in ensuring performance metrics tie proposals to the Strategic Target Areas.

For the 2023-2024 budget process, the Leadership Team reviewed the overall budget proposals as well as the fiscal information to make a budget recommendation to the City Manager. The City Manager takes all information, including the feedback from Council, and prepares his 2023-2024 Preliminary Budget which was presented to Council from September through November for review, deliberation, and final action.

Budget One Strategic Target Areas

The 2023-2024 Budget One cycle frames the budget with seven Strategic Target Areas and by department. These Strategic Target Areas are framed from the Council Vision Priorities for 2021-2023 document. A brief paraphrased description of each strategic target area is listed below. The actual language is available at <https://bellevuewa.gov/city-government/city-council/council-vision>.

- **Economic Development** – Bellevue fosters a diversified suite of business activities to support existing and traditional business sectors as well as attracting the best to choose Bellevue as headquarters for global businesses and innovative startups. Bellevue business is global and local.
- **Transportation and Mobility** – Getting into, around, and through Bellevue is a given. Transportation is both reliable and predictable. Mode choices are abundant and safe.
- **High Quality Built and Natural Environment** – 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: 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.
- **Regional Leadership and Influence** – Bellevue will lead, catalyze, and partner with our neighbors throughout the region and celebrate the benefits of working together as one region.
- **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.
- **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.

In addition, departmental views are available in the Adopted Budget document.



Budget Guide

Budget One Process Calendar

The 2023-2024 Budget One Process (for both Operating and CIP budgets) consists of:

Milestone/Process Point	2022 Month	Status
Business Survey	Survey conducted in June 2021; report published November 2021	Completed
Budget Survey of Residents	Survey conducted between February and April 2022; report published August 2022	Completed
Performance Measures Survey of Residents	Survey conducted in June and July of 2021; report published August 2021	Completed
City website is updated to include a Budget One site for use in Public Engagement	March	Completed
Budget Workshop with City Council: Provide Council with process and practices of the 2023-2024 Budget. Provide Council the fiscal condition of the City. Solicit feedback from Council as the City Manager prepares his Preliminary Budget.	March 7	Completed
Budget proposals are submitted to the Budget Office	April 15	Completed
Analytical Analysis, Proposal Review and Synthesize Equity Lens Metrics	April to June	Completed
First Public Hearing	May 23	Completed
City's Strategic Target Team provides prioritized proposals to City's Leadership Team	May - June	Completed
City's Leadership Team provide a recommendation to the City Manager	July	Completed
Second Public Hearing	August 1	Completed
The City Manager presents his proposed budget to the Council	September 26	Completed
Third Public Hearing	November 7	Completed
Council reviews, deliberates, and adopts a final 2023-2024 Budget and 2023-2029 CIP	November 21	Completed

C. Basis of Accounting and Budgeting

The City budgets and accounts for all funds on a modified accrual basis. The “basis” of either accounting or budgeting refers to the timing with which the City recognizes revenues and expenses. Under modified accrual, expenditures are recognized when goods are received, or services are executed, and revenues are recognized when they are measurable and available; provided that payments for expenditures are made, and revenues are collected, within a 60-day period thereafter.

At year-end, the City also prepares financial statements on the modified and full accrual basis, as required by the State-prescribed Budgeting, Accounting, and Reporting System (BARS), and by generally accepted accounting principles (GAAP). These financial statements are presented in the City’s Annual Comprehensive Financial Report (ACFR). ACFR requirements include the Park Enterprise and Land Purchase Revolving Funds as part of the General Fund, and separate utilities funds into water, sewer, and drainage components and all other budget funds have equivalent ACFR funds.

D. Comprehensive Finance and Asset Management Policies Overview

The Comprehensive Financial Management Policies assembles all the City's financial policies in one document. They are the tools used to ensure that the City is financially able to meet its immediate and long-term service objectives. The individual policies contained herein serve as guidelines for both the financial planning and internal financial management of the City. 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>.

The City of Bellevue is accountable to its citizens for the use of public dollars. Municipal resources must be wisely used to ensure adequate funding for the services, public facilities, and infrastructure necessary to meet the community's present and future needs. These policies safeguard the fiscal stability required to achieve the city's goals and objectives. The City of Bellevue is in compliance with all relevant financial policies within the Comprehensive Finance and Asset Management Policies.

Objectives

To achieve its purpose, the Comprehensive Financial Management Policies has the following objectives for the City's fiscal performance.

- A. To guide City Council and management policy decisions that has significant fiscal impact.
- B. To set forth operating principles that minimizes the cost of government and financial risk.
- C. To employ balanced and fair revenue policies that provides adequate funding for desired programs.
- D. To maintain appropriate financial capacity for present and future needs.
- E. To promote sound financial management by providing accurate and timely information on the City's financial condition.
- F. To protect the City's credit rating and provide for adequate resources to meet the provisions of the City's debt obligations on all municipal debt.
- G. To ensure the legal use of financial resources through an effective system of internal controls.
- H. To promote cooperation and coordination with other governments and the private sector in the financing and delivery of services.

Significant Changes

The development of the biennial budget provides the opportunity to review the City's Comprehensive Financial Management Policies and make necessary adjustments due to new or revised City ordinances and policies, state laws, or recommendations made by national accreditation and/or approval authorities. The investment policies have changes



Budget Guide

to them around investment of City reserves. For more detail please see the Comprehensive Financial Management Policies located at <https://bellevuewa.gov/city-government/departments/finance/budget-and-performance/budgets/current-budget>.

E. Locating Additional Budget and Financial Information

In addition to the 2023-2024 Budget document, the City of Bellevue publishes other information about the city's finances. Some of the more important documents that might be of interest include:

The Annual Comprehensive Financial Report (ACFR) presents the year-end financial status and results of operations for each of the city's funds, as well as various statistical and demographic information about the City of Bellevue. Each year's ACFR can be found on the city's Finance and Asset Management Department home page at <https://bellevuewa.gov/city-government/departments/finance/annual-comprehensive-financial-report>.

Quarterly Monitoring Reports discuss the status of operating and CIP resources and expenditures each quarter including a year-end projection of probable outcomes. Quarterly Monitoring Reports 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/budget-monitoring-reports>.

The 2023-2024 Adopted Budget document, proposals for the 2023-2024 Budget and other financial reports can be found online at <https://bellevuewa.gov/city-government/departments/finance/budget-and-performance/budgets/current-budget>.

Requests for any of these documents or inquiries about other financial programs of the City of Bellevue should be directed to:

Mrs. Laurie Leland
Interim Finance and Asset
Management Director
City of Bellevue
P.O. Box 90012
Bellevue, WA 98009-9012
Phone: (425) 452-4366

or

Mr. Evan Phillips
City Budget Manager
City of Bellevue
P.O. Box 90012
Bellevue, WA 98009-9012
Phone: (425) 452-2831

Economic Outlook Executive Summary

Executive Summary

- The world is recovering as the COVID-19 pandemic now shifts to its endemic phase. Much economic uncertainty abounds, but persistent labor strength among other indicators suggest the economy is not in a recession.
 - Inflation in 2022 reached levels not seen in 40 years.
 - Supply side drivers include a number of distortions which occurred in the wake of the COVID-19 containment measures shutting down production almost universally, with key shortages developing in industries with high lag times such as semi-conductor chips.
 - Another key supply side driver of inflation is the recent geopolitical crisis in Ukraine, and its ramifications on the energy commodities markets that act as key inputs in every industry.
 - Demand side drivers of the current inflation build up include the fiscal stimulus distributed by governments in order to avoid an economic collapse during the COVID-19 crisis.
 - Labor shortages are occurring across many industries.
 - Despite many challenges and uncertainties during these unprecedented times, the outlook for the national economy remains resilient with both upside and downside risks explored.
- The Puget Sound region developed similar issues locally that are also reflected on the national level.
 - Inflation rose across the board in the Seattle-Tacoma-Bellevue area, the only area experiencing an easing of prices was apparel. The categories that affect local residents the most are the 48 percent increase in the cost of gasoline and the rise in rents for shelter.
 - There is much economic uncertainty so both optimistic and pessimistic scenarios are analyzed in the City's planning for the future. The region's outlook is optimistic as a center of culture and recreation for a robust and often remote workforce, but there are many challenges on the horizon.

Global and National Economy

Over the past two years the novel coronavirus and its variants have up-ended society world-wide as governments scrambled for emergency measures to help the health of their citizens and to mitigate the damage done to their economies. Now in 2022 the mask requirements and sweeping containment measures which kept people isolated in quarantine are generally gone as the pandemic transitions to its endemic phase. Authorities now have an opportunity to plan for a stronger path forward into the next normal for society.

In the first quarter of 2022 real gross domestic product (GDP) decreased at an annual rate of 1.6 percent. This was followed by a 0.6 percent decrease in the second quarter of 2022. These declines were driven by extended lockdowns in China, the interest rate hikes to ease inflation, and the war in Ukraine. While the textbook definition of a recession is two consecutive quarters of negative growth there is considerable evidence, such as persistent strength in the labor market and expanding industrial production, that suggest the economy is not currently in a recession (Source: [Bureau of Economic Analysis](#)). Labor income surged over 11 percent annualized rate and remained positive, but modest, once adjusted for inflation (Source: [U.S. Department of Treasury](#)). These labor gains accounted for the strong 1.8 percent growth in gross domestic income (GDI). Additionally, industrial production is rising and non-financial corporate profits are high which are not suggestive of a recessionary environment.

There are numerous uncertainties on the horizon: historic high inflation, broad base supply chain issues, waning fiscal support, and interest rates heading higher, among others. Consumer demand was driven up by fiscal stimulus with \$3.4 trillion in COVID-19 relief in 2020 and \$1.9 trillion from the American Rescue Plan in 2021 (Source: [IHS Markit](#)) and as the stimulus recedes there is much uncertainty about the resilience of demand. This section will discuss: inflation and its supply and demand drivers; persistent labor tightness; and the outlook for the national economy.

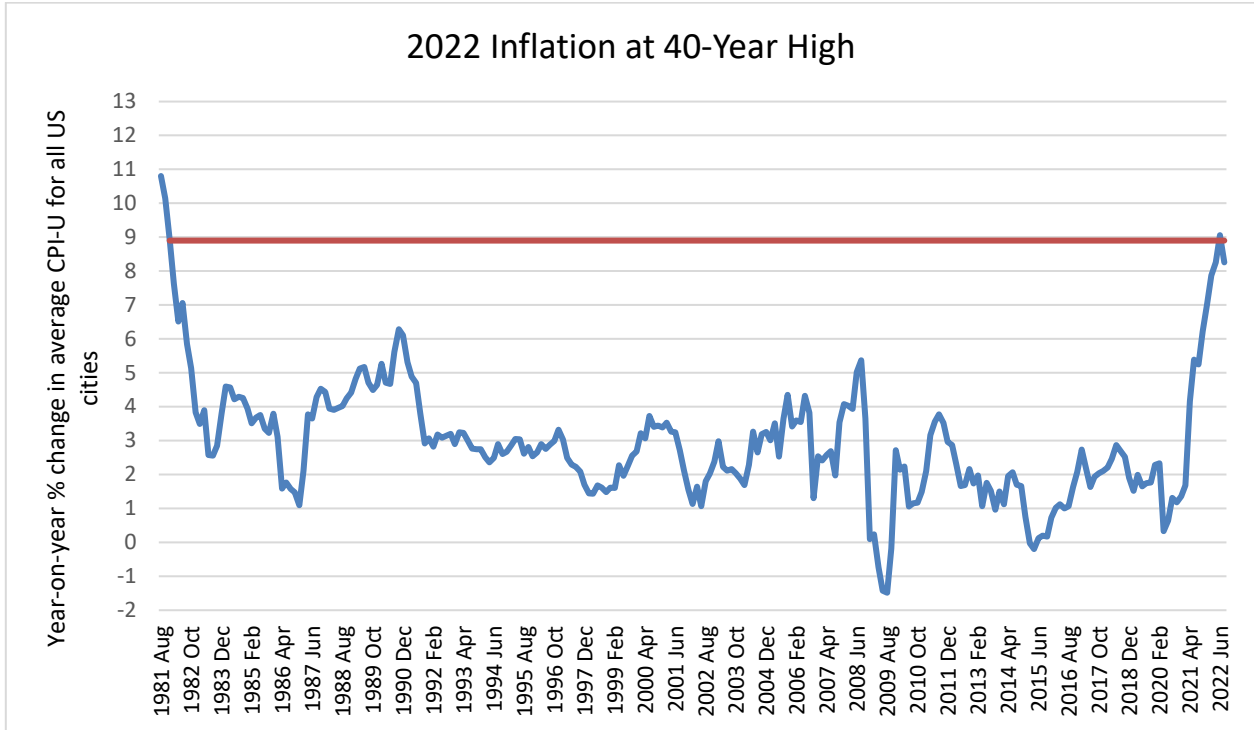
Inflation

During the initial onset of the pandemic in 2020 a decline in inflation occurred as demand receded when the economy shut down. There was a societal shift in demand from services which can be enjoyed outside of the home, to goods as the services sector shut down. The demand-drive price changes included goods consumed at home such as furniture and cookware. This was accompanied by home-goods related shortages such as toilet paper and groceries as consumers pivoted their consumption from in the office and out on the town to isolating in their homes.

In June 2022, the year over year percentage increase in the consumer price index (CPI) reached 9.06 percent, a level not seen in the last 40 years since 1981 as shown in Chart 1 below. It has moderated slightly to 8.26 percent in August 2022. There are numerous arguments as to why inflation is emerging in such a way, with the primary factor driving excessive inflation being the

COVID-19 pandemic and the demand and supply-side distortions that the crisis caused worldwide. In an analysis the Federal Reserve Bank of San Francisco estimated that demand pull factors are responsible for about one-third of the run-up in current inflation levels, while supply factors explain about half of the current inflation levels with the remainder due to ambiguous factors (Source: [FRBSF](#)).

Chart 1



Source: BLS, August 2022

Local Economy

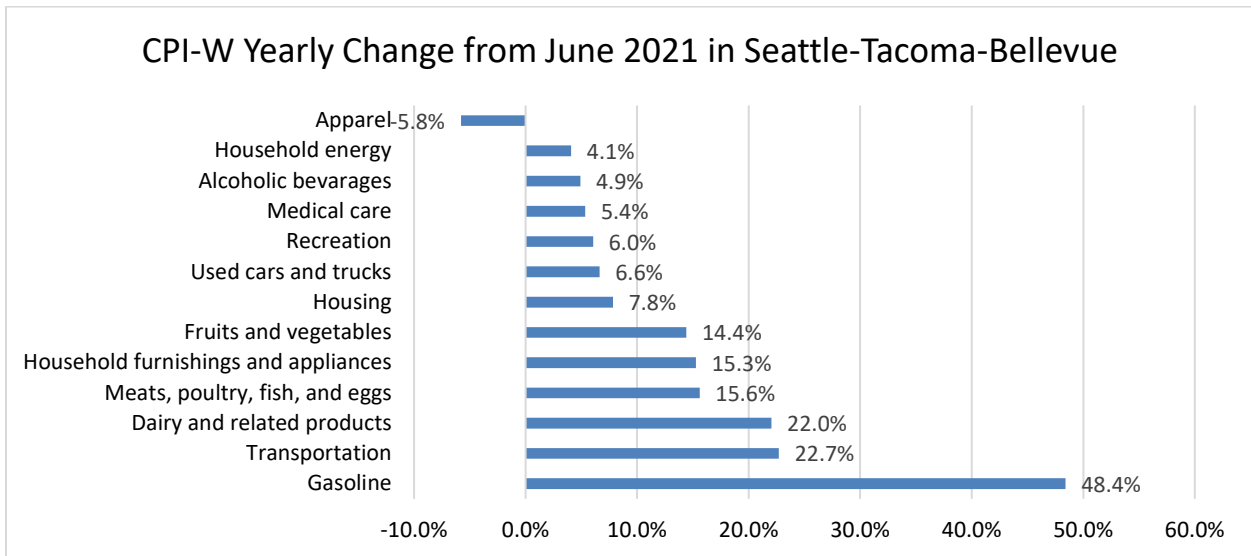
Mirroring the national economy, Washington State and the Puget Sound region also experienced record levels of inflation and labor tightness. This section will explore the regional inflation in various areas as it switched from goods to services, and the local labor shortages manifesting into strikes in the concrete and education industries. Despite these challenges and uncertainties, the regional economy is still optimistic.

Inflation

As shown in Chart 2 below, in the region, gasoline prices have increased by 48.4 percent year over year which feeds into the large increases in many other sectors dependent on gasoline such as transportation, up 22.7 percent, and groceries overall increasing by 13.5 percent. Grocery prices were driven by large increases in dairy, up 22 percent, and meat products, up 15.6 percent. Other categories had more modest increases, and in the apparel industry prices

went down reflecting the increased inventory many retailers have now in response to the lingering supply chain issues that created shortages in the recent past. While the pace of inflation does appear to be moderating in response to the FED’s interest rate increases, the current level of inflation in areas of groceries and transportation disproportionately affect those already disadvantaged. Price pressures on food and transportation could dampen consumer confidence and eventually lead to behavioral shifts in spending patterns which could affect retail sales tax revenues.

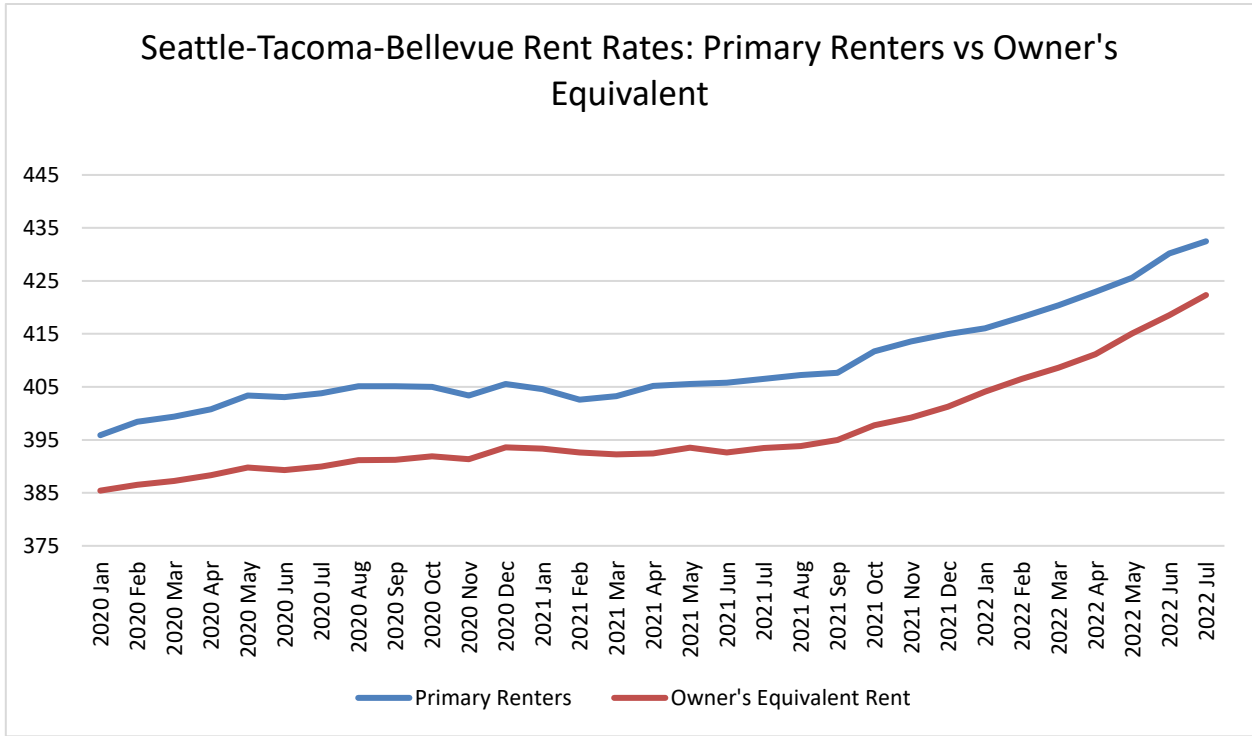
Chart 2



Source: U.S. Bureau of Labor Statistics, July 2022

A pressure point for consumers is the cost of shelter monthly. As the housing market demand increased after the pandemic in 2021, the index for the owner’s equivalent of rent increased from 393 in January 2021 to 422 in July 2022. This is shown in Chart 3 below. This figure represents an over 7 percent increase compared to July 2021. The index measuring the direct rent of primary residence, from renters not owners, increased only 6 percent in the same time period (Source: [BLS](#)). As the combination of higher mortgage rates and slowing economic growth weigh on the housing market, prices for homes are moderating and this price moderation should be passed along through moderating rents in the future.

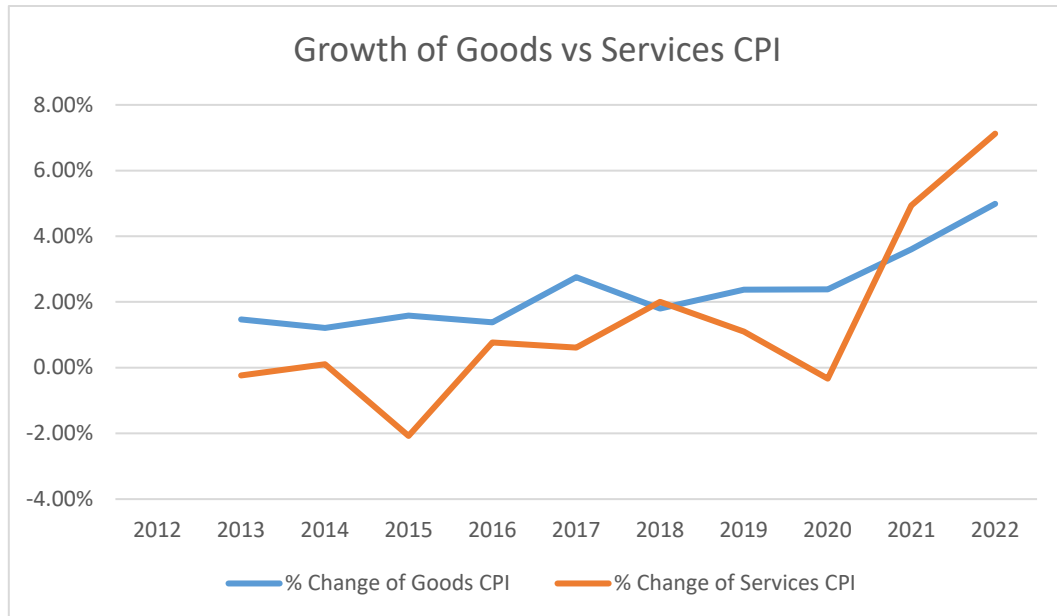
Chart 3



Source: U.S. Bureau of Labor Statistics, July 2022

To disaggregate the inflation of goods from services the categories of CPI-W for Seattle-Tacoma-Bellevue categories were sorted into separate categories. Services consisted of the sub-categories education and communication, medical care, recreation, and transportation. Goods consisted of the sub-categories apparel, housing, food and beverages, and other goods. Separating the consumer price inflation out in this manner illuminates an interesting facet of the current pandemic driven inflation. When the lockdowns first occurred in 2020 the services sector was forced to close for the most part, and when it reopened there were new rules and risks to navigate. In the meantime, the stimulus money helped bridge the gap in the consumers wallets while the economy was paused, and online delivery services brought goods to consumers' homes whenever they demanded. This is one of the components that initially began the buildup in inflation. Then as the economy reopened and the services sector rebounded that sector overtook goods as the leading driver of inflation. The switch from goods-driven inflation to services-driven inflation is shown in Chart 4 below.

Chart 4



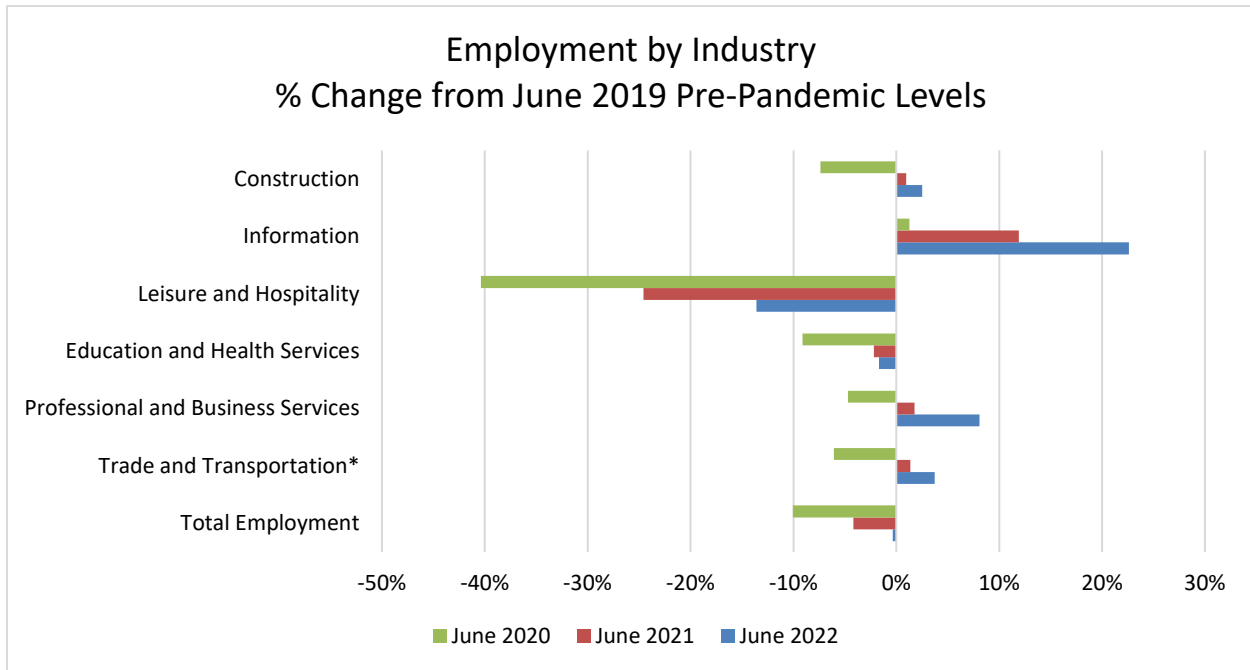
Source: U.S. Bureau of Labor Statistics, July 2022 data; City of Bellevue calculations

Labor

The labor shortage noticed on the national level is amplified on the local level, with the unemployment rate in January 2022 at 4.3 percent and then tightening further until it reached 2.6 percent in April 2022. Since April it has moderated, slowly increasing to 2.8 percent in May 2022 and 3.3 percent in June 2022. While more unemployment is usually seen as a negative force on the economy, in today’s unusually tight labor market it would be welcomed to alleviate pressures on labor prices and encourage employee retention.

The chart below shows employment by industry as it has changed in percentage since the pre-pandemic 2019 levels. June 2020 levels show the deep drop in employment in almost every industry, particularly hard hit was leisure and hospitality and education and health services. The only industry which gained employees in June 2020 was the information industry. Now in June 2022 the information sector has gained 23 percent compared to the level of employment in the industry in June 2019. Other industries that have fully recovered to 2019 levels or surpassed them are professional and business services which increased 8 percent since 2019, trade and transportation which increased 4 percent, and construction which increased 3 percent. In June 2022 two industries are still below pre-pandemic levels of employment: education and health care is still down 2 percent and leisure and hospitality is still down 14 percent compared to pre-pandemic levels. However, those two industries are recovering, they are just recovering slower than the others. Leisure and hospitality gained 27 percent in June 2021 and 15 percent in June 2022 in year-on-year growth.

Chart 5



Source: U.S. Bureau of Labor Statistics, July 2022

Record-high construction costs and delays have plagued the development industry nationwide since the onset of the pandemic due in part to labor shortages. Locally these issues manifested with a concrete strike lasting 145 days. Many projects were delayed, including Sound Transit’s light rail project into Mercer Island and Bellevue. Construction completion for this project was previously expected in mid-2023 and is now 2024. The costs for construction are expected to increase even further through the end of 2022, with some estimating a 14 percent increase by year end (Source: [Puget Sound Business Journal](#)). Despite these challenges, there is still a lot of uncertainty on whether these price increases will result in a slowdown in construction. The industry is closely watching the growth of rents as a factor in estimating market demand. There is much uncertainty in the outlook for the industry.

Local Risks on the Horizon

Overall, there is uncertainty surrounding many aspects of the economy, with the City of Bellevue analyzing optimistic and pessimistic scenarios in the outyears. Here are some areas of risks that also needs to be monitored:

- Growth throughout Bellevue’s varied economic hubs:
 - Upside indicators: growth continues at the rate which the City has become accustomed to, most notably in Downtown, BelRed, and the Spring District.
 - Downside indicators: long-impacts of continued hybrid working environments may lead to reduced office space demand and less economic activity with fewer workers spending time in Bellevue.

- Recessionary environments possible on the horizon:
 - Upside indicators: consumer demand indicators soften which leads the FED to moderate interest rate hikes and eventually refrain from implementing further hikes. Lower interest rates will encourage construction and real estate markets in the Bellevue area.
 - Downside indicators: inflation remains strong leading the FED to increase interest rates even more. Additionally, there may be compounding effects from interest rates increasing in a coordinated manner across the globe.

Outlook

There is much economic uncertainty as the world moves forward from the COVID-19 pandemic. Inflation in 2022 has reached levels not seen in 40 years, caused by many drivers including supply chain disruptions from COVID-19 and geopolitical conflicts and fiscal stimulus distributed to support demand during the COVID-19 containment measures. Inflation has also hammered the Puget Sound region locally. For both the national and local economies the optimistic scenarios have inflation moderating, allowing for a soft landing economically. A pessimistic scenario occurs if inflation continues or increases, requiring further interest rate hikes which raise the likelihood of a recession. For the City of Bellevue specifically, pessimistic scenario also considers long-term impacts of remote work reducing economic activity in the area. The City's optimistic vision considers the region as a center of culture and recreation with a robust workforce that will continue to engage with the community economically even when working remotely.



2023-2028 General Fund Forecast Executive Summary

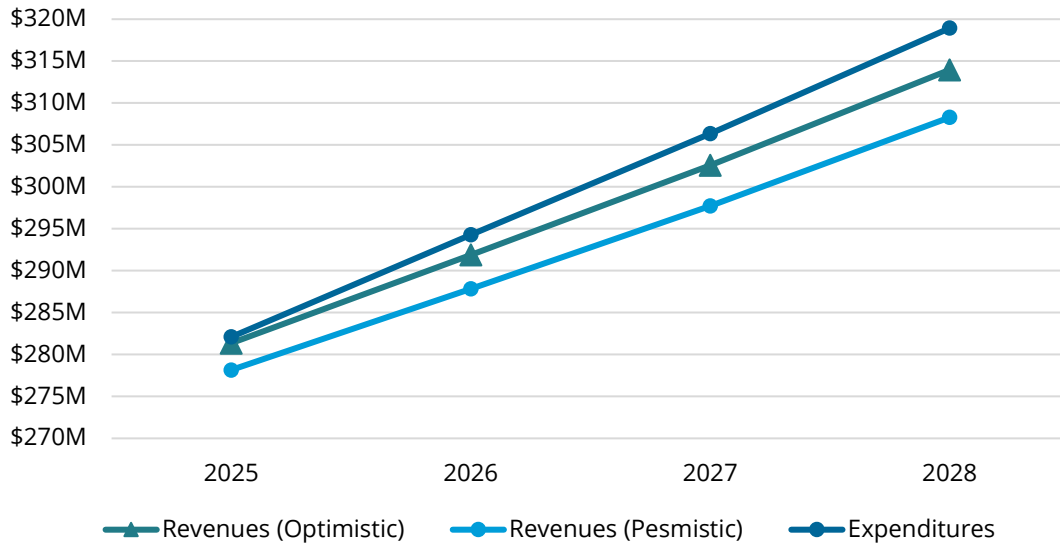
Executive Summary

- With the help of stimulus money and availability of COVID vaccine, the City's general fund revenue has rebounded back to pre-pandemic level in 2021. However, inflation has increased and remains high as strong demand is combined with ongoing supply issue.
- With the actions proposed in 2023 and 2024, the near-term outlook appears manageable, barring a severe recession. However, the structural imbalance between revenue and expenditure growth will continue in the long term due to a series of influences:
 - Revenue growth not keeping pace with expenditure growth, primarily due to revenue streams being capped by state law,
 - Urbanization and growth of the city will require investing in services to keep pace.
- Prior to COVID-19, the City had implemented several cost containment strategies to allow the City to use fund balance over time to address the out-year fiscal challenge. This 2023-2024 Budget includes modest revenue increases to move the City to a more financially sustainable position as the needs on City services expand.
- Future years' budget discussions will be required as the city learns more about the fiscal impact of growth and inflation, geopolitical uncertainty and policy variability.
- Chart 1 below depicts the General Fund out-year forecast with two potential revenue scenarios to reflect optimistic and pessimistic environments.

2023-2028 General Fund Forecast Executive Summary

Chart 1

General Fund Forecast Revenue vs. Expenditures (2025-2028)



Risks

The risks to the General Fund revenue include:

- Inflation has affected prices in the Seattle region with more intensity than nationwide, and there is much uncertainty as to when this will be tempered. If inflationary pressures continue, it will reduce consumer's real spending and increase the City's expenses.
- Worldwide events like Russia-Ukraine war and extreme weather cycles could further disrupt the supply chain and make inflation more persistent.
- As the FED tightens the monetary policy to combat inflation, the risk of a recession grows.
- Although we have navigated through the 3 waves of COVID, virus variants could complicate the outlook.
- Enduring remote and hybrid work impact downtown retail and dining sales, and a long-term impact on office vacancy and new construction.



2023-2028 General Fund Financial Forecast

General Fund Revenue Overview and Revenue Details

The City's General Fund revenue collections totaled \$225.6 million in 2021. The City's mix of revenue consists of property tax, sales tax, business and occupation (B&O) tax, utility tax, user fees, state-shared revenue, as well as other smaller revenue sources. These revenue sources fall into essentially five categories: sales tax, B&O tax, property tax, utility tax, and all other revenues. With COVID-19 transitioning from pandemic to endemic, economic growth has resumed with the aid of stimulus money and COVID related restrictions being lifted. However, inflation has increased and remains high as strong demand is combined with ongoing supply chain issues. The General Fund is projected to grow at 7.7 percent in 2023 and 3.5 percent in 2024 as new businesses come to Bellevue and light rail opens.

In years 2025 through 2028, the City's revenue picture becomes less certain and the impact of economic assumptions compounds with each year. For this Adopted Budget, the City is including two out-year forecast scenarios, one optimistic and another more pessimistic. The optimistic scenario assumes continued growth throughout Bellevue's varied economic hubs, most notably Downtown, BelRed and the Spring District. Conversely, the pessimistic scenario, while still assuming growth is more tepid about the long-term impacts of continued hybrid working environments which may lead to reduced office space demand and less economic activity with fewer workers spending time in Bellevue. Bellevue's workforce population and the proximity to other notable employers has served as an incubator for growth, and the pessimistic scenario is more conservative regarding the long-term impacts of changing economic behaviors.

The City has a diverse tax base, but many revenue sources are sensitive to changes in economic conditions. Pre COVID-19, Sales, and B&O taxes had strong growth and has increased their proportionate share due to the faster growth of new marketplace fairness revenue and the combined growth of traditional sales tax and B&O tax base compared to other revenue streams. The proportionate share increase of these two revenues has supported the existing expenditure levels in the City and assisted in building reserves in the past, but also created a greater reliance on these revenue streams.

Sales and Use Tax

Overview

Most components of the sales tax recovered to pre-pandemic levels with some even rising above the pre-pandemic levels boosted by the economic recovery and inflation in 2021. However, the tourism industry's related sectors such as food, drink, and accommodations are still below the pre-pandemic level. The sales tax collections from those sectors are forecasted to recover to pre-pandemic levels in 2023. The construction development projects will grow fast through 2024 when the light rail opens. The sales tax collection is forecasted to grow 7.9 percent in 2023 and 6.3 percent in 2024. For years beyond 2024, sales tax is forecasted to grow



2023-2028 General Fund Financial Forecast

by an average of 5.4 percent per year in the optimistic scenario and 4.5 percent per year in the pessimistic scenario as economic and business growth continue.

The table below provides a comparison of the City's sales tax forecast to Seattle, King County, and Washington State. In both optimistic and pessimistic scenarios, Bellevue's forecast is comparable with King County and Washington State. This forecast is based on the best information available at this point in time, and as the forecast extends to the out years, the margin of error increases. A high degree of uncertainty surrounds the impacts of the Fed's tightening monetary policy, high inflation and geopolitical disruptions on the economic activity.

Bellevue Sales Tax Forecast Comparing to Other Jurisdictions

	2023	2024	2025	2026	2027	2028
Bellevue (Optimistic)	7.9%	6.3%	5.3%	5.6%	5.3%	5.5%
Bellevue (Pessimistic)	7.9%	6.3%	4.2%	4.6%	4.4%	4.7%
Seattle	3.5%	2.6%				
King County	4.1%	4.6%	4.2%	4.6%	4.3%	4.9%
State	3.7%	3.5%	3.2%	3.4%	3.6%	

Note: All growth rates include marketplace sales tax.

*Bellevue sales tax rates displayed above are the total citywide sales tax growth rate.

*Seattle sales tax growth rate is from Seattle's Aug 2022 Forecast.

*King County sales tax growth rates are from King County July 2022 Forecast by King County Office of Economic and Financial Analysis.

*Washington State growth rates are from the June 2022 Revenue forecast by the Economic and Revenue Forecast Council.

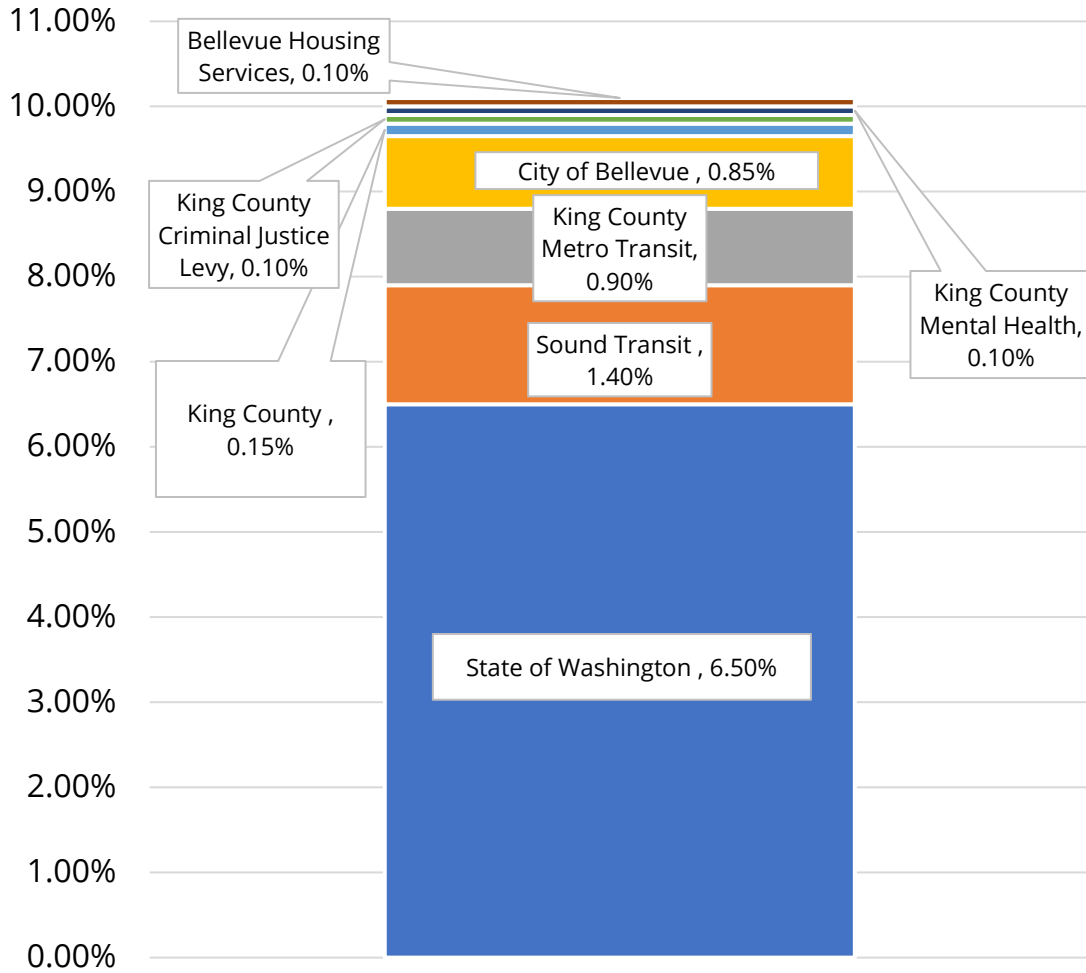
Background

The retail sales and use tax (sales tax) is imposed on the sale of most goods and certain services in Bellevue. The tax is collected from consumers by businesses that in turn remit the tax revenue to the state. The state sends the City its share of this revenue monthly. The City collects a 0.95 percent tax on retail goods and services with 0.1 percent dedicated to affordable housing. Chart 2 shows Bellevue's sales and use tax rate components. Sales tax revenue is the most volatile revenue that the City's General Fund collects. Chart 3 shows the sales tax growth since 2000 and is shown compared to the Consumer Price Index (CPI) to demonstrate the magnitude of growth and volatility. The outbreak of COVID-19 created a sharp and profound negative impact upon the economy and sales tax revenues.

2023-2028 General Fund Financial Forecast

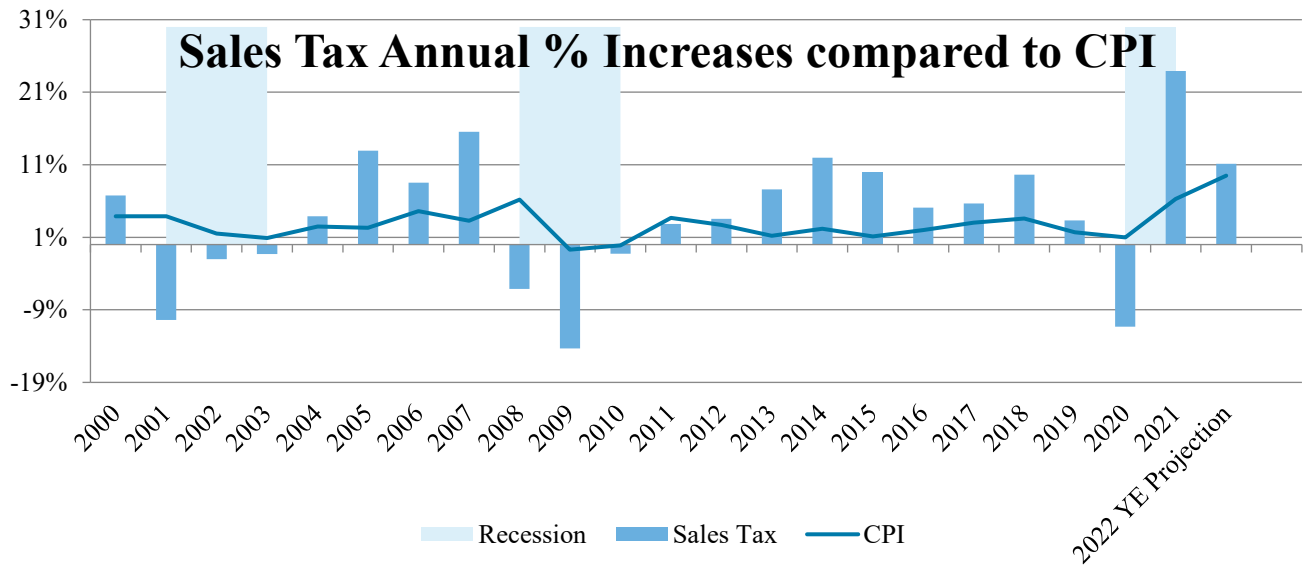
Chart 2

Sales and Use Tax Rates in Bellevue, effective Jan 1, 2021



2023-2028 General Fund Financial Forecast

Chart 3



**One-time Department of Revenue audit refund issued in 2018-2022 was removed from growth rate calculation to show the trend. 2022 YE projection comes from Q2 monitoring.*

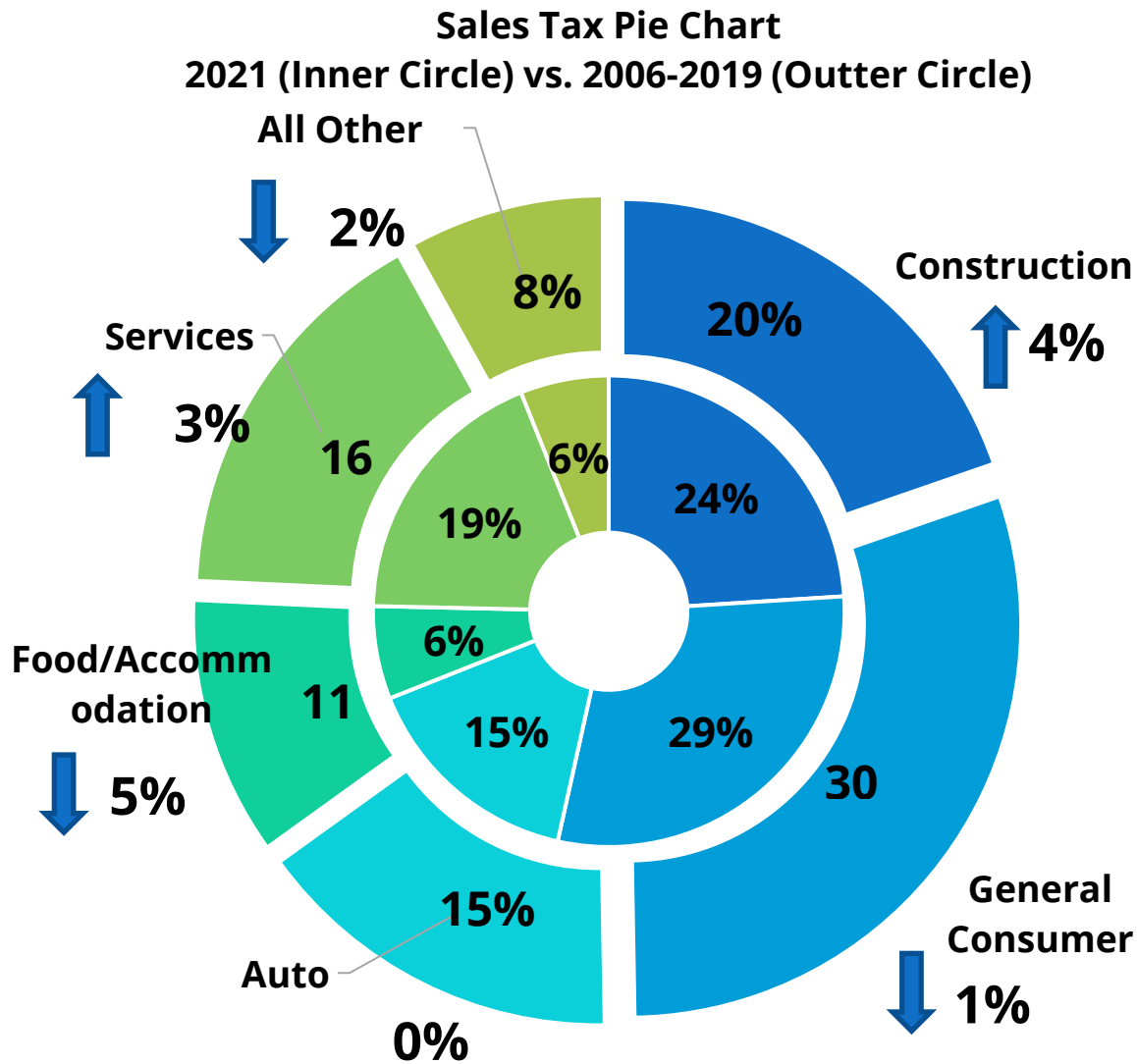
Since the Great Recession, total sales tax growth has recovered at moderate speed due to the significant construction growth and the consistent recovery of food/accommodation. However, retail trade growth was recovering at a much slower speed due to the long recovery process of consumer confidence. This imbalanced growth in different sectors led to sales tax growth relying more and more on construction activities. The share of construction sales tax to total sales tax increased from 10 percent in 2012 to 19 percent in 2019.

Due to the impact of COVID, policy restrictions were imposed on the economy to slow the spread of virus. These measures and associated social distancing requirements resulted in the abrupt closure of the economy, reducing sales tax revenue collections by 11 percent in 2020 compared to pre-pandemic level. The hardest-hit sectors for Bellevue were food/accommodation, auto sales, retail sales, which together comprised over 55 percent of sales tax revenue in 2019. However, both constructions and services including information technology and financial services had little impact from COVID in 2020. Boosted by inflation, total sales tax recovered to be above pre-pandemic level in 2021 as the economy reopened and stimulus money were released. However, food/accommodation sector was still 34 percent below the pre-pandemic level in 2021. Significant office projects are currently planned or under construction in all growth areas of the city. Several large offices and mixed-use developments currently in the plan review phase will move to construction with office development as the most active segment driven by Amazon’s plans to bring 25,000 employees to Bellevue by 2025. All other sales tax sectors make up the remaining balance.

Chart 4 below shows how the share of each economic sector has changed after COVID-19 pandemic.

2023-2028 General Fund Financial Forecast

Chart 4



Construction

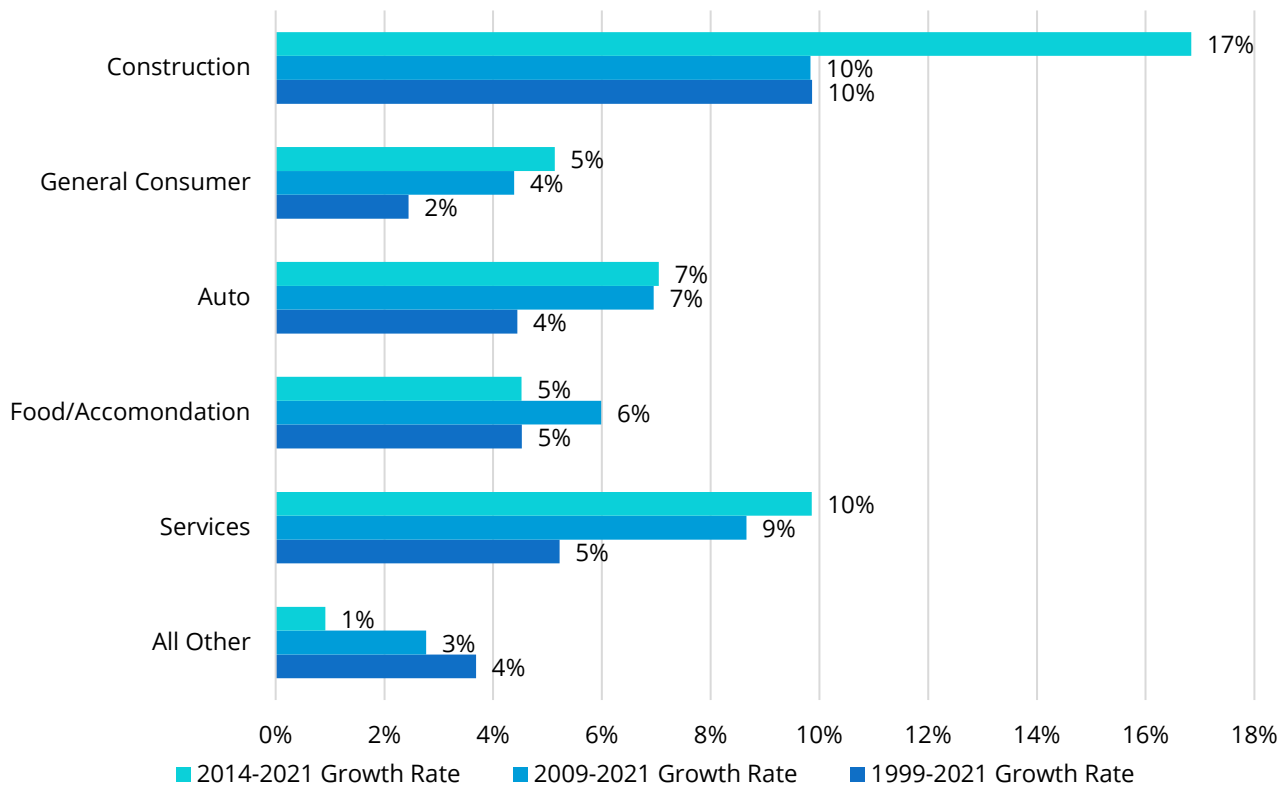
Construction activity is highly volatile and is dependent on several factors, such as the real estate market and the overall health of the economy. However, construction is a one-time activity and eventually it will slow as demand diminishes. Chart 5 below shows the volatility of the construction sales tax by comparing the sales tax by category and by different periods. Total construction growth decreased significantly during the recession (up to 31 percent in a year) and then came back up to a higher than pre-recession growth rate as the economy recovered from the recession. In the post-recession recovery period, it has an annual growth rate of 17 percent, a much higher rate than the other sales tax categories. However, by including the great recession in the analysis, the average annual growth rate reduces to 10 percent. Chart 5 below compares the different categories of sales tax and their average annual growth rate in different economic stages, the growth patterns for different sales tax categories

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can vary a lot. As shown in the sales tax growth rate comparison chart below, the construction sales tax share has gone up and down due to the construction/economic cycles. By the end of 2021, the construction, the second largest component of sales tax, has grown to be 24 percent of the sales tax. The largest components of sales tax - the general consumer (mostly retail sales) category is continuing to decrease its shares due to slower growth.

Chart 5

Average Sales Tax Growth Rate by Industry and by Periods



Bellevue’s construction activities tend to move with the region’s trend but are somewhat unique due to the fast growth in the BelRed and downtown areas. However, Bellevue’s construction is not immune to the macroeconomic impacts which include increasing borrowing costs and rising material and labor costs. As working-from-home and hybrid schedule have become an enduring feature after the pandemic response, other jurisdictions around Bellevue are also watching construction activities very closely.

The 2023-2028 General Fund forecast incorporated the Development Services Department’s forecast and assumed the construction activities in the City will continue its high level in the near terms. Significant projects currently planned or under construction are in all growth areas of the City including several offices, mixed-use and multi-family developments. As companies



2023-2028 General Fund Financial Forecast

re-evaluate in-office work strategies, office development may slow somewhat. Completion of the Eastlink Light Rail project is anticipated to spur additional long-term commercial and residential Transit Oriented Development near light rails stations (Source: Development Service Department).

Bellevue’s construction sales tax is projected to maintain its high growth until 2024 based on the known projects in the pipeline and then grow with the region’s construction trend. As a general rule, sales tax is received on major construction projects between 9 months and 18 months post permit issuance.

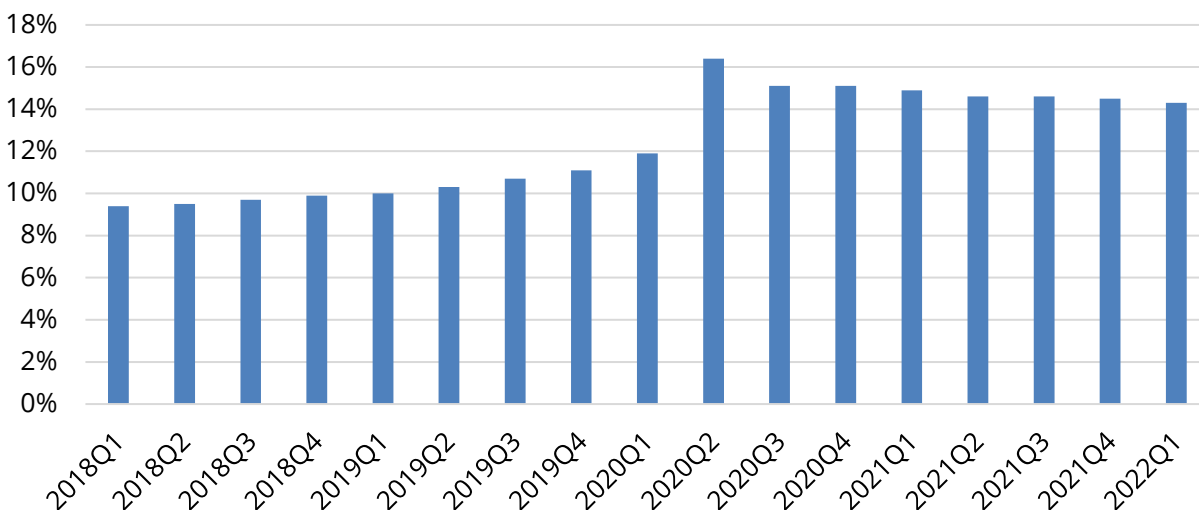
Retail Sales

Retail sales is a broad category that is comprised of sales tax generated by the sale of both store retailers operating fixed point-of-sale locations, located and designed to attract a high volume of walk-in customers and non-store retailers including electronic shopping and mail-order houses. Personal income, employment rate, consumer spending, and inflation are all highly correlated with retail sales tax revenue.

The retail industry has been undergoing an enormous transformation, especially during the pandemic as it accelerated digital offerings and adapted quickly to new customer needs. Ecommerce levels peaked in the second quarter of 2020 at about 16 percent of retail sales. Digital marketplaces have helped the industry grow during the pandemic, particularly small and medium sized retailers. Since then, levels have dropped to 14 percent in the first quarter of 2022 — higher than pre-pandemic level 11 percent but lower than the highest levels in early 2020 (Source: Fred).

Chart 7

United States E-commerce as Percent of Retail Sales



Source: United States Census Bureau



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Physical locations remain pivotal, especially now that a significant proportion of ecommerce orders are fulfilled by stores. Increasing retailers meet consumers both online and in-store, creating an integrated experience that blends channels. Retail store counts continue to grow with the industry and the broader economy, despite the growing share of ecommerce. In fact, the role of the store is evolving to support buying across all channels (Source: NRF).

Strong wage growth and healthy job gains are the key support for consumer spending. Solid retail sales in 2022 despite inflation points to a willingness amongst households to run down accumulated savings and increase in personal credit usage to maintain lifestyles consumers are accustomed to (Source: Bloomberg). However, credit card spending grew at 21 percent annual rate in July 2022, compared to 7 percent annual rate in early 2020 before the COVID hit the economy. (Source: FRED). If high inflation persists, it will hurt different income groups disproportionately, especially the low-income consumers. Considering consumers shift back to services from goods, the retail sales tax is forecasted to grow at 4.4% on average from 2023 to 2028.

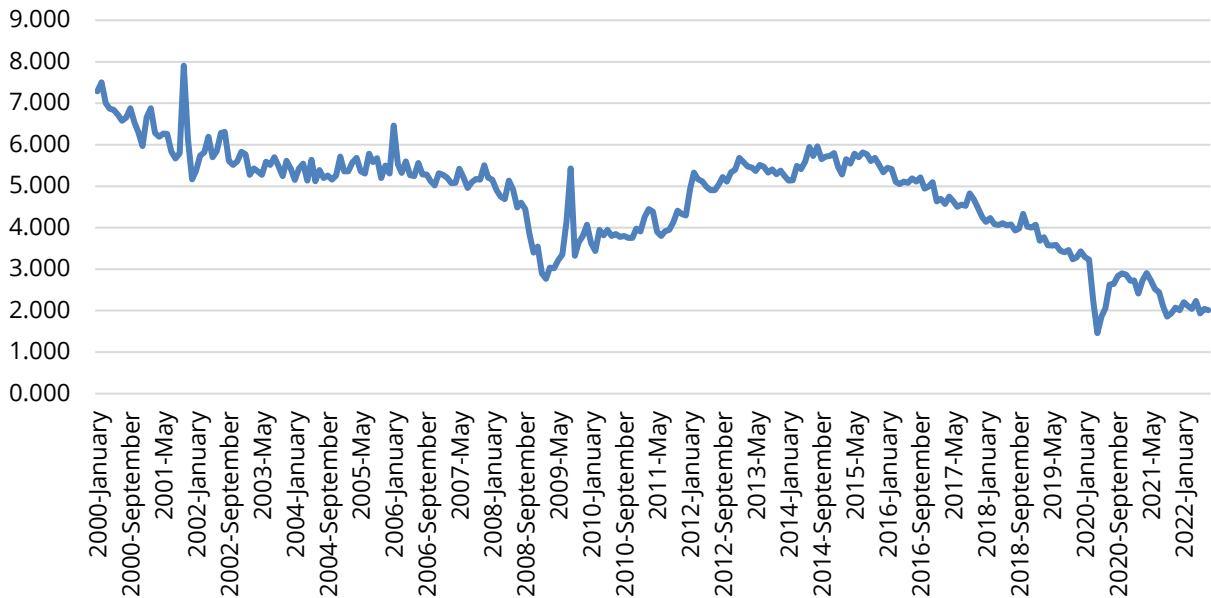
Auto Sales

Auto sales is the fourth largest component of sales tax, accounting for 15 percent of the total sales taxes. This revenue is highly volatile considering the 18 percent and 10 percent decreases in 2008 and 2009 respectively. Due to the COVID-19 pandemic and containment efforts, automotive domestic sales in the country fell over 58 percent year over year in April 2020. Auto sales started to recover as the economy reopened thanks to pent up demand. The 2021 auto sales tax was collected to be above the pre-pandemic level in 2021 due to historic high inflation. However, the sales volume of vehicles was still below the pre-pandemic level.

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Chart 8

United States Domestic Monthly Auto Sales 2000-2022 (In Thousands)



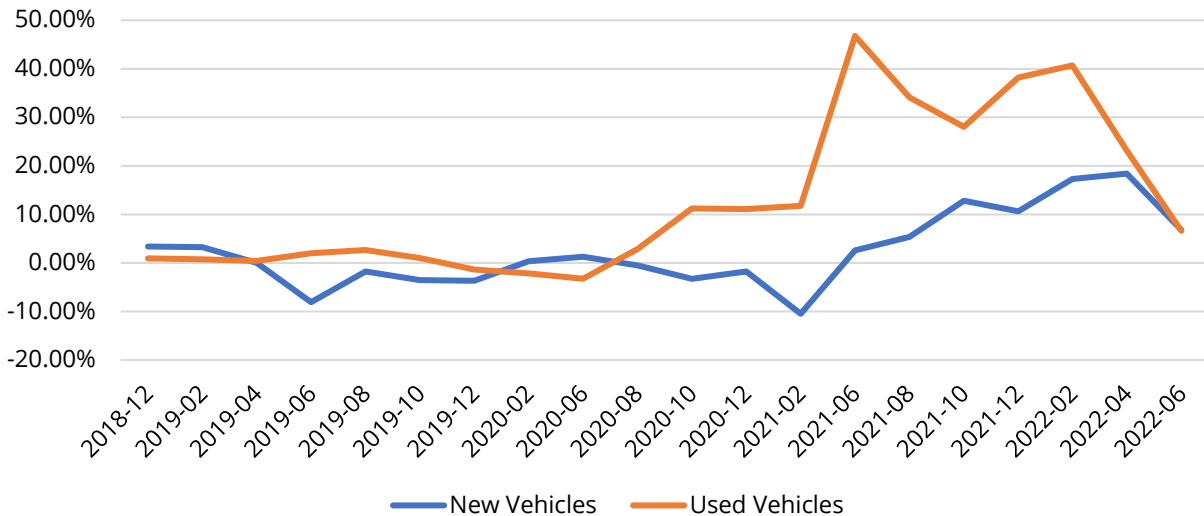
Source: Bureau of Economic Analysis

COVID shutdowns impacted auto production challenging the inventory. The semiconductor chip shortage has been stubbornly persistent. The sales pace is dictated by how many units are delivered to retailers and demand exceeds supply. High transaction prices are the result. New vehicle price indexes for Seattle-Tacoma-Bellevue increased 6.84 percent year over year in June 2022, a moderation after a peak at 18.41 percent year over year increase in April 2022. Even at record high prices, a significant number of vehicles are purchased by consumers before they arrive at the dealership. Production volumes are likely to improve as the chip production and supply chain issues abate. Extra production should be sold quickly due to the pent-up demand. Transaction prices will grow slower due to higher interest rates and improved vehicle availability. Used car prices are historically high as the auto industry continues to work through the on-going new vehicle inventory challenges. The price index for used cars in Seattle-Tacoma-Bellevue moderated to 6.64 percent year over year in June 2022 after it's the peak rate 40.67 in February 2022.

2023-2028 General Fund Financial Forecast

Chart 9

Year-Over-Year Growth Rates for New and Used Vehicles CPI in the Seattle-Tacoma-Bellevue Region



Source: U.S. Bureau of Labor Statistics

The political tension exacerbates the supply issues and adds pressure on gasoline prices. The Fed's tightening monetary policy will apply additional downward pressure to the auto sales. As the pandemic recedes people are more comfortable using public transportation, this combined with rising prices from inflation may lead to an issue with a lack in demand once the supply catches up. Recovery of sales volume is pushed out further as a result. Auto sales still faces uncertainty due to market disruptions and low consumer confidence. The current forecast anticipates a 3 percent average annual growth from 2024 to 2028.

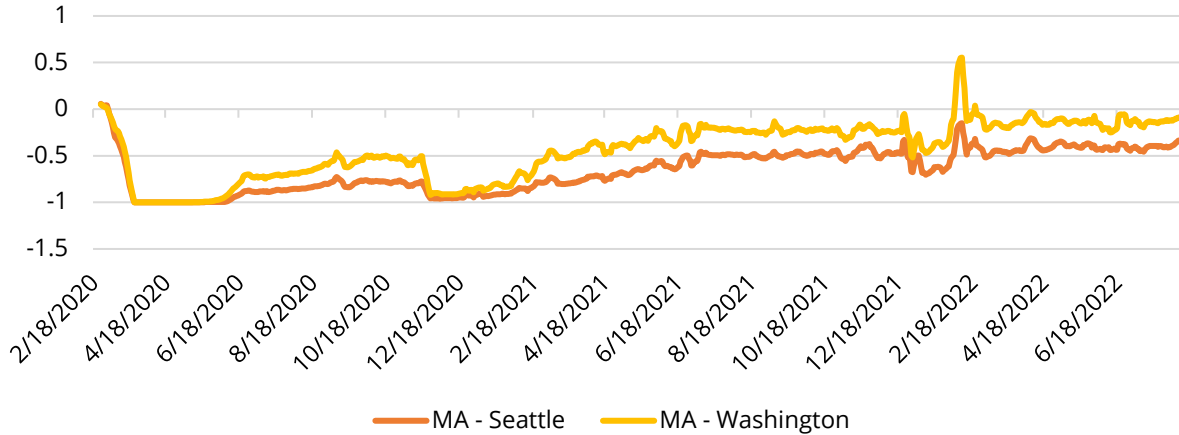
Food and Accommodation

Food and accommodation sector was one of the hardest hit by COVID-19 pandemic. The number of employees in leisure and hospitality in the Seattle and Bellevue region in June 2022 is still down by 13 percent compared to pre-crisis 2019 levels. Since COVID outbreak, many restaurants have adapted to the technology such as apps, third-party ordering, and direct online ordering. Restaurants and bars have been slowly recovering as business restrictions were gradually lifted. Seattle area seated diners are still down an average of 44 percent compared to pre-pandemic levels. Food delivery services have become immensely important but brought unique challenges such as trust of the food handling process, delivery methods, and demand for contactless transactions. Labor shortages still significantly affect the industry. Due to the staff shortage, many restaurants are forced to operate with shorter hours and fewer days. Drastic increase in food cost due the supply chain issues also challenges the restaurant industry.

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Chart 10

Washington State and Seattle Seated Diners at Restaurants 2020-2022 Percent Change from Comparable Days of 2019, Daily Data Moving Average



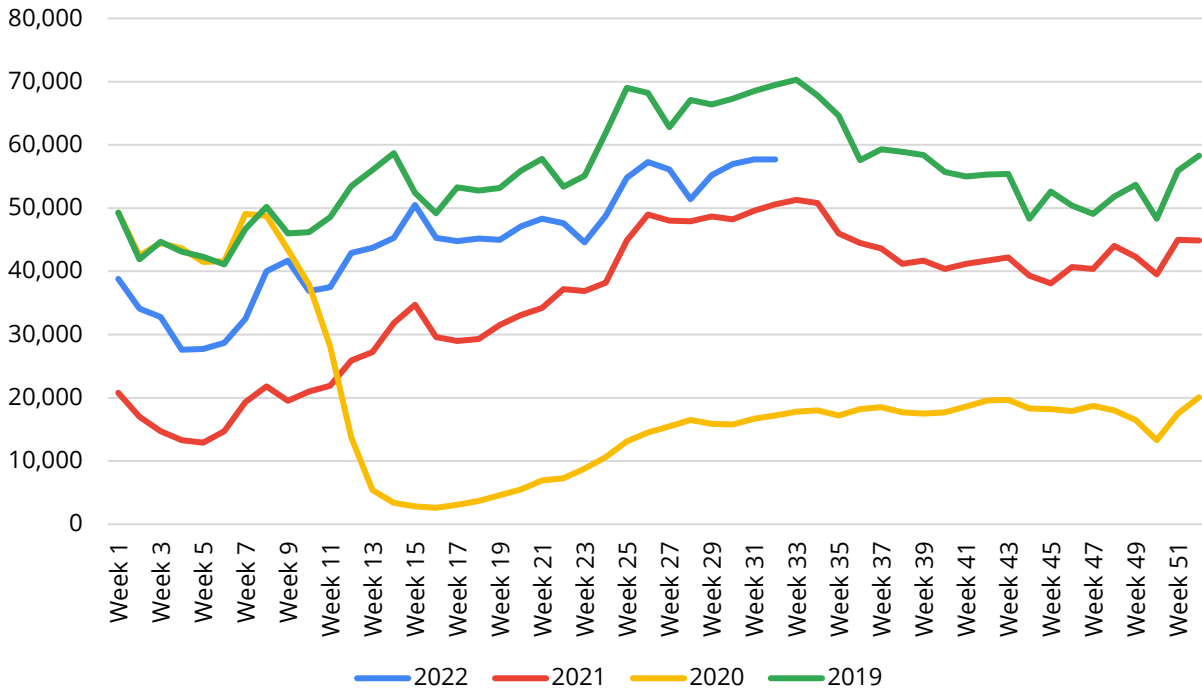
Source: OpenTable

Tourism, one of the industries hit hardest by COVID-19, was the state’s fourth-largest economic driver before the pandemic (Source: The Seattle Times). Bellevue, part of greater Seattle tourism hubs, had both domestic and international visitors including business travelers. Chart 11 below shows a weekly dashboard of airport activity to track economic recovery following COVID-19 for SEA and the region. As of August 2022, Seattle-Tacoma International Airport (SEA) served an average of 57k daily departing passengers. Volumes are up 14 percent compared to August 2021, but remain 17 percent down compared to pre-crisis levels in August 2019. Air carriers are limited by staff shortage, compounded by the rising price of fuel. As an indicator of the hotel industry, the trends in air travel are still gradually improving and below the pre-pandemic level, which implies lower hotel room occupancy. Food and Accommodation sales tax collection is forecasted to be back to the pre-pandemic level in 2023 and then grow at a 7.3 percent annual rate on average for 2024 through 2028.

2023-2028 General Fund Financial Forecast

Chart 11

SEA Airport TSA Screened Volume, Weekly Data



Source: Port of Seattle

Services

The service sector comprises various service industries including professional/business services, information services and financial services. On the heels of strong in-migration and population growth, the majority of gains were in service sectors, especially in professional/business services, which expanded at a rapid pace of 3.9 percent year-over-year. The information services sector, the third-largest job creator, grew at a pace of 8.2 percent year-over-year as of December 2019 and was the fastest-growing employment sector. The financial services also had steady growth at 3.3 percent (Source: IHS Markit). The service sector has played a vital role during COVID as remote work, online education, telehealth and social distancing have created a demand for products and services delivered by the information industry. The service sales tax collection had little impact from COVID in 2020 and continued to expand in 2021. The remote and hybrid work have been enduring in service sector even after the COVID pandemic. The office buildings remain on average below 40 percent occupancy. Some companies have chosen to downsize their office leases when the leases expire. Companies can cut expenses on the commercial real estate to partially offset increased payroll under the high inflation and high interest rates environment. As tech companies continue to expand in Bellevue, the service sector will keep fast growth.



2023-2028 General Fund Financial Forecast

Business & Occupation Tax

Business and occupation (B&O) tax is made up of two parts: gross receipts and square footage taxes. The B&O tax is the third-largest source of General Fund, accounting for 16 percent of General Fund revenue in 2021. Like sales tax, it is also economically sensitive and volatile. During the Great Recession, B&O tax collections fell 20 percent from the peak and did not return to pre-recessionary levels until 2014. Due to the impact of COVID-19, B&O tax collection in 2020 went down 9 percent from the 2019 level. It recovered to be above the pre-pandemic level in 2021. Assuming 0.01 percent of gross receipts rate adjustment in 2023, the B&O tax collection without audit revenue is forecasted to grow stronger in 2023 with 11 percent year-over-year supported by the major business movements. B&O tax collection will continue to grow at 6 percent as light rail opens in 2024. Without audit revenue, B&O is forecasted to grow by an average of 5 percent per year from 2025 to 2028 due to increased business growth in downtown Bellevue and the Spring District. B&O tax forecast is subject to a high degree of uncertainty due to high inflation, Fed's tightening monetary policy and geopolitical disruptions.

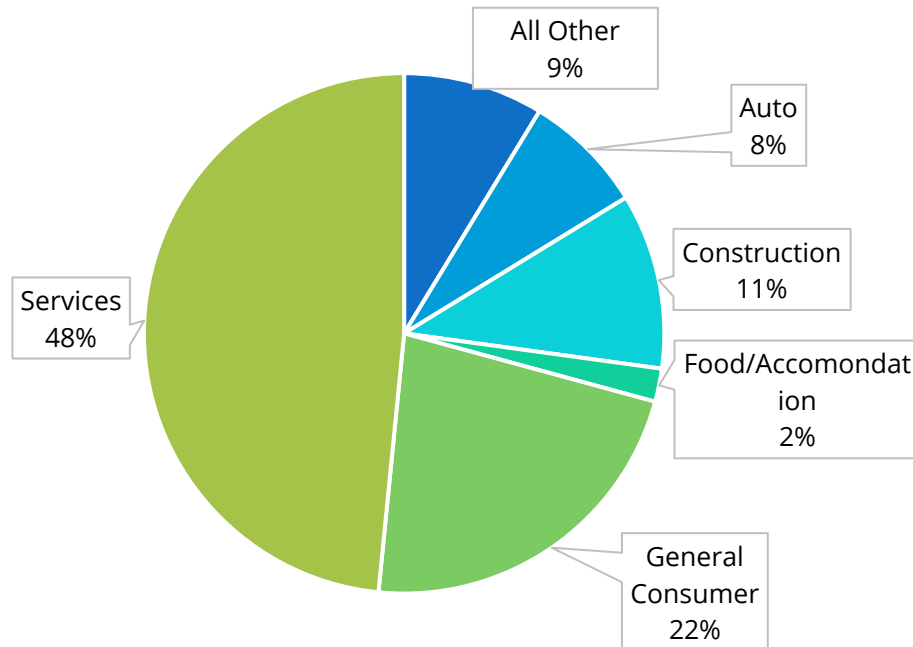
In 2021, the largest contributor to total state B&O tax collection was the services sector (chart 12), which represented an estimated 48 percent of B&O taxes due. About 41 percent of B&O tax collection was impacted heavily by COVID-19 consisting of retail, accommodation, food and drink, auto sale and other in-person services. Most of them recovered to be above the pre-pandemic level in 2021 except for food and accommodation. Construction collections were less impacted by COVID, representing 11 percent of 2021 B&O tax collections. Since COVID outbreak in 2020, remote and hybrid work has created an underutilization of office space. Bellevue CBD office had 6 percent vacancy rate in the second quarter of 2022 with 1 million square footage of new office spaces built in 2021. Less demand for the office spaces creates some uncertainty of our B&O collection especially for the square footage taxes. Some companies will right-size as leases expire, providing opportunities for new companies coming to the Bellevue and those still growing. As a tech base on the Eastside, the business environment in Bellevue remains attractive.

The City continually monitors the B&O tax base as well as audit findings that may require either a refund to the taxpayer or an additional payment to the city. Audit revenue is highly volatile and has ranged from several hundred thousand dollars to nearly \$4.4 million.

2023-2028 General Fund Financial Forecast

Chart 12

2021 Bellevue B&O tax collection



General Property Tax

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.

Under Initiative 747, the regular levy can grow at a maximum of 1 percent annually or the rate of inflation, 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”). Inflation is defined as the increase in the implicit price deflator (IPD).

Bellevue’s property tax rate is one of the lowest in King County. The City’s 2022 property tax rate at \$0.84 per \$1,000 AV was roughly 16 percent of the most common total \$8.20 rate paid by Bellevue property owners for all taxing jurisdictions such as King County, Washington State, and school districts. The 2022 property tax total and City of Bellevue tax obligations for a home of median assessed value (\$1,107,000) in Bellevue is \$9,078 and \$933 respectively. Chart 13 shows the destinations of a typical Bellevue property owner’s property tax in 2022.

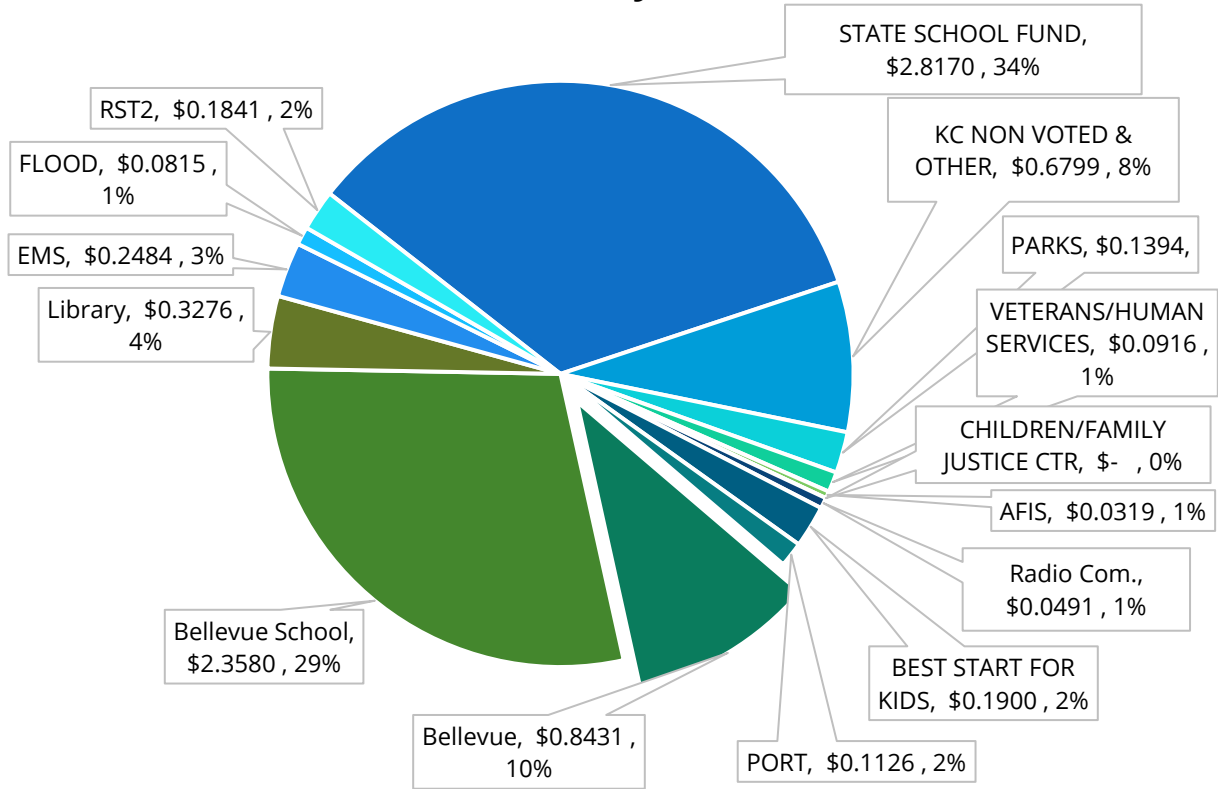
Due to the capped growth of property tax and its large share among all general fund revenues, the maximum of 1 percent plus new construction growth does not keep up with the growth rate of personnel and maintenance costs. This is the main fundamental problem in the tax

2023-2028 General Fund Financial Forecast

structure that caused the imbalanced growth between general fund revenues and expenditures.

Chart 13

Bellevue 2022 Levy Rate Distribution



In 2023, the City utilizes 1 percent of Property Tax from the banked capacity to cover additional service costs. Bellevue currently has estimated \$8.3 million in banked capacity available. This forecast assumes a 2 percent statutorily available property tax adjustment in 2023 and another 1 percent in 2024.



2023-2028 General Fund Financial Forecast

Utility Tax

Utility tax is collected from eight types of utility services: electric, natural gas, garbage, telephone, cellular phone, water, sewer, and stormwater. The utility tax share to total general fund revenue decreased from 16 percent to 12 percent from 2013 to 2021 and is projected to decrease further in out years.

- In the last few years, electric and natural gas utility tax collections have been higher than the historic trend due to hotter weather and higher inflation. Mild growth of the tax collections are forecasted for out years.
- Telephone and cellular phone taxes have been on the decline and are expected to decline further during the forecasted period due to households abandoning landlines and wireless phone companies shifting the proportions of the bill more towards the untaxed data and away from voice service.
- Water and sewer utility taxes have increased in the past three years due to longer and hotter summers; the forecast assumes mild increases for water and sewer utility taxes.

Other Revenue

Other revenue consists of dozens of revenues collected from various sources, including excise taxes, penalty/interest delinquent tax, licenses and permits, intergovernmental – state and other cities, charges for goods and services, fines/forfeits, and other miscellaneous taxes and revenues. Intergovernmental revenues consist of revenues collected from other entities for services provided by Bellevue (e.g. Fire, Emergency Management Services, etc.). See the Resource Summary section for more details on these revenues.

General Fund Expenditure Overview

Building off the 2021-2022 budget, the 2023-2024 maintains the cost containment measures adopted to weather the economic impacts of COVID-19. While these ongoing measures help with the City's long-term revenue and expenditure imbalance, it does not do enough to fully offset needs and services needed for a growing and urbanizing city.



2023-2028 General Fund Financial Forecast

Urbanization

Starting with the 2018 Mid-Biennium, the City’s forecast includes a modest assumption of 0.3 percent growth in total expenditures for an increase in demand for services based on the continued urbanization of the city. The forecast includes a modest 0.3 percent growth in total expenditures (\$806,000 in 2025) continuing and growing annually to 2028.

Inflation

Inflation is estimated by the King County Office of Economic and Financial Analysis in July 2022 as follows:

2024	2025	2026	2027	2028
3.70%	2.67%	2.56%	2.62%	2.69%

Capital Investment Program Maintenance and Operations (CIP M&O)

While major maintenance and renovation projects are contained within the CIP, minor maintenance is funded with operating funds. The city has a policy that addresses funding for minor maintenance on existing infrastructure. As the city builds new infrastructure, there are limited mechanisms to ensure additional maintenance and operations funding for new facilities. Over time, this puts increasing pressure on the operating budget. In the 2024 to 2028 General Fund forecast, additional CIP M&O is assumed every year starting from 2023. The actual cost could vary depending on the actual completion date and maintenance cost.

In '000s	2025	2026	2027	2028
New Infrastructure M&O	\$500	\$500	\$500	\$500

New Investments

The 2023-2024 Adopted Budget and by extension, the 2023-2028 General Fund forecast include several new investments. These investments include increased public safety, internal services, development, and planning staffing as well as investments in environmental stewardship, equity, inclusion, and access among others. Many of these investments are ongoing programs and those added expenditures are reflected in the out years of the forecast.

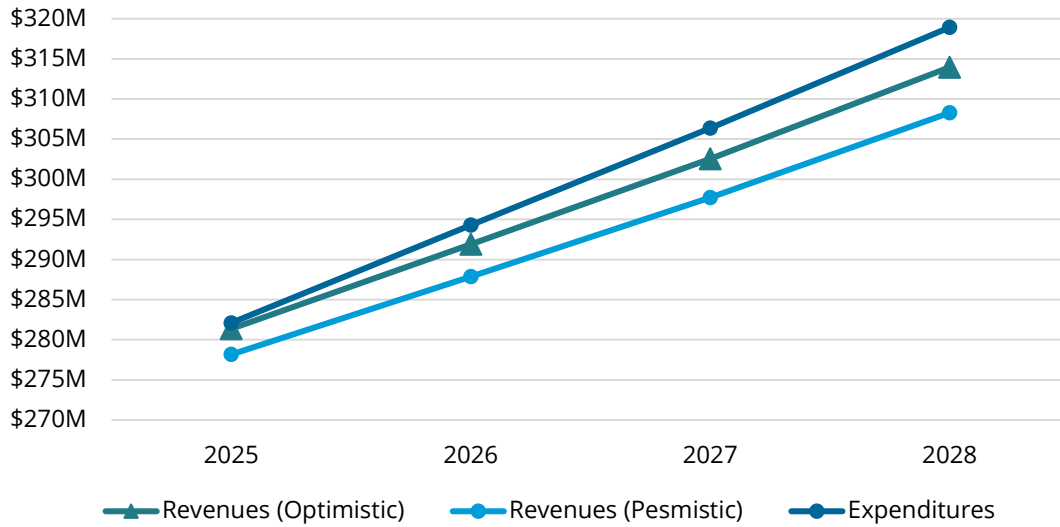
General Fund Scenario Forecasts

The 2023-2028 forecast includes the use of the councilmanic statutorily allowable 2 percent annual property tax increase in 2023 and 1 percent increase in 2024. Major tax components such as sales tax, business and occupation tax, or utility taxes are as forecasted in the sections above. Expenditures are forecasted as noted in the expenditure section above. The current forecast (see Chart 14) indicates that the General Fund ending fund balance will be above the 15 percent in 2023 and 2024.

2023-2028 General Fund Financial Forecast

Chart 14

General Fund Forecast Revenue vs. Expenditures (2025-2028)



2023-2028 Financial Forecast Development Services Fund Executive Summary

Executive Summary

- The Development Services Fund supports delivery of development review, inspections, land use, and code enforcement services.
- The Development Services Fund 2023-2028 forecast reflects a high level of development activity in the early years as several major projects are in review and construction phases of the development cycle and is anticipated to return to a more moderate level in subsequent years.
- In response to the high development activity, an additional 15.0 FTE positions are added in the 2023-2024 budget to be hired as workload demands.
- The Adopted Budget includes a proposed policy change to adjust the Land Use discretionary review cost recovery objective and moves that objective from 50% to 100% fee supported.
- This forecast assumes that while development may be impacted by economic uncertainty, projects currently in the review/inspection phase will be completed and development interest in Bellevue will continue.

Background

In the early forecast years, development activity continues at a high level for office, retail, and housing construction projects, and return to a more moderate level through the remaining forecast period. Interest in construction projects remains strong, despite economic uncertainty from high inflation, workforce shortages, and global economic impacts to supplies. Significant projects currently planned or under construction are in all growth areas of the City including several office, mixed-use and multi-family developments. However, office development, the most active segment driven by Amazon's plans to bring 25,000 employees to Bellevue, may slow somewhat as companies re-evaluate in-office work strategies. Completion of the Eastlink Light Rail project is anticipated to spur additional long-term commercial and residential Transit Oriented Development near light rails stations.

After reaching peak levels after the pandemic, single-family applications are anticipated to be at more moderate levels in the early forecast period. High demand and low inventory for housing continues, however, new single-family projects are impacted by high interest and costs due to high inflation. Tenant improvement projects declined slightly due to the pandemic and uncertainty of office space demand but activity for commercial reinvestment has since returned to pre-pandemic levels and is anticipated to remain steady.

The timing of construction for these projects plays a role in the staffing level needed in Development Services to support major project activity. Staffing levels for review, inspection,



2023-2028 Financial Forecast Development Services Fund Executive Summary

and support services increased in prior budgets to meet the growing demand for permit review and inspection services, particularly in anticipation of several major large projects expected to be in concurrent construction phases, increasing the demand for inspection services. In the 2023-2024 budget, an additional 15.0 FTE are added in anticipation of continued demand for review/inspection work.

2023-2028 Outlook

Office vacancy rates in Downtown Bellevue are a key indicator to developers interested in developing new office space. The downtown vacancy rate in Q2 2022 was 8.2%, down by 1.0% from Q1 2022. Several new office buildings were pre-leased prior to completion, and while construction of additional office buildings during this development cycle is in response to low vacancy, there is uncertainty around future demands for office space as companies evaluate more expansive and long term teleworking options for their employees.

The construction valuation for issued permits, considered a key barometer of development activity, is anticipated to decline to a more moderate level. Valuation in prior years is mainly a result of the volume and high valuation of projects. Construction investment for major projects will stay strong in the early years, with an expected decline in the latter years of the forecast. The current strong demand for single family and multi-family housing, and single-family alterations, may be impacted in the near future by high inflation and interest rates.

The land use design review application activity remains consistent with prior years indicating interest in future development in Bellevue continues, however, the pace of development is anticipated to decline in the latter years of the forecast as Bellevue moves through a downturn in the development cycle.

Because of the variables, the early forecast years reflect revenue collections for several new major projects, with reductions in revenue collections through the latter years.



2023-2028 Financial Forecast Development Services Fund

Development Services Fund
2023-2028 Financial Forecast
(in \$000)

	2023	2024	2025	2026	2027	2028
Beginning Fund Balance	\$57,372	\$59,083	\$60,067	\$60,062	\$58,271	\$55,118
Resources:						
Building Fees	\$22,140	\$22,430	\$21,567	\$21,145	\$20,935	\$21,145
Land Use Fees	\$3,740	\$3,746	\$3,637	\$3,531	\$3,496	\$3,531
Fire, Trans & Util Fees	\$9,809	\$9,834	\$9,594	\$9,314	\$9,222	\$9,314
sub: Dev Svcs Fees	\$35,689	\$36,010	\$34,798	\$33,990	\$33,653	\$33,990
Gen Fund Subsidy	\$4,571	\$4,851	\$4,899	\$4,948	\$4,998	\$5,048
Other Revenue/Interest	\$431	\$441	\$443	\$445	\$447	\$449
Total Resources	\$40,691	\$41,301	\$40,140	\$39,383	\$39,098	\$39,487
Expenditures:						
Building	\$16,226	\$16,918	\$17,370	\$17,815	\$18,281	\$18,760
Land Use	\$4,388	\$4,588	\$4,710	\$4,831	\$4,957	\$5,087
Fire, Transp. & Utilities	\$7,808	\$7,808	\$8,016	\$8,221	\$8,437	\$8,658
Policy & Code Compliance	\$2,670	\$2,775	\$2,849	\$2,922	\$2,999	\$3,077
Administrative/Shared Costs	\$6,253	\$6,526	\$6,700	\$6,872	\$7,052	\$7,237
Technology/Facility Initiatives	\$1,635	\$1,702	\$500	\$513	\$526	\$531
Total Expenditures	\$38,980	\$40,317	\$40,146	\$41,173	\$42,252	\$43,350
 Ending Fund Balance	 \$59,083	 \$60,067	 \$60,062	 \$58,271	 \$55,118	 \$51,254

Forecast Drivers and Assumptions

1. The announcement by Amazon to move up to 25,000 employees into the downtown is a significant driver for new office development and additional amenities in the downtown.
2. Several major mixed-use development projects (Avenue Bellevue, BIG 1, GIS Plaza, 1001 Office Towers, Bellevue 600, Broadstone Bellevue Gateway, Northup Way Mixed Use, The Artise) are under construction in the early years of the forecast. Residential and senior housing development continues with construction of several apartment, townhome and senior living projects including 1250 112th Ave, 8 100 Bellevue Condos, Aegis at Lake Hills, Basel Newport Townhomes, Bellevue Senior Housing, Bellevue Way Townhouses, Broadstone Bellevue Gateway, Eastgate Men's Shelter, MIRA II, Main Street Apartments, Milestone NW Bell-Way Condos, Ondina, Polaris at Eastgate, and The Flats at 15th Place.



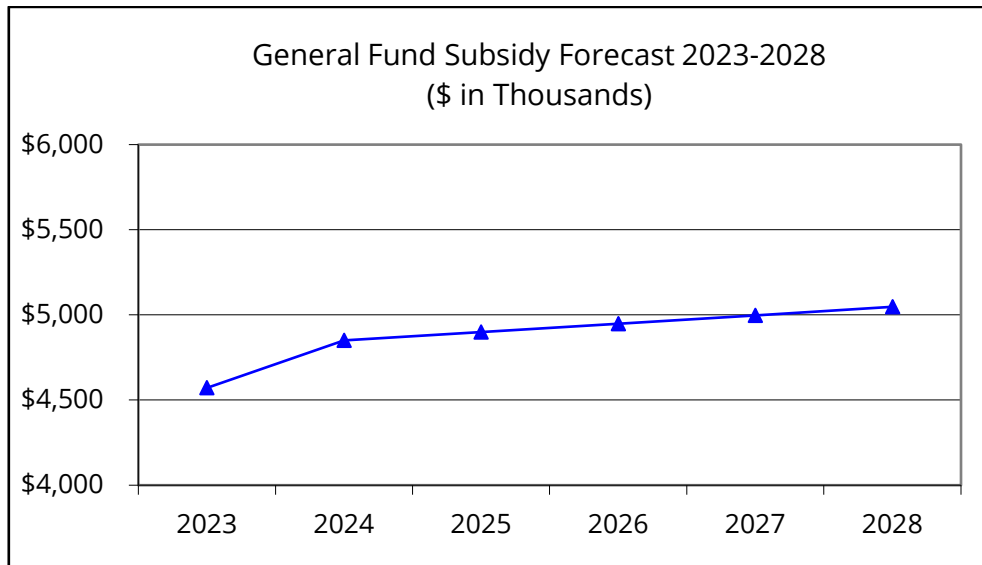
2023-2028 Financial Forecast Development Services Fund

3. New project activity continues as several currently in the review process (200 112th Office, 228 106th Pl NE, 305 Office Building, 400 108th, BSD – Evergreen Transition New Home, Bell10, Bellevue 600 Phase 2, Bellevue Fire Station 10, Block 13, Block 15, Crossroads Multifamily Mixed Use Building, Filament East and West, Four 106, Pinnacle Bellevue, SummerhHill Highland Park and W Townhomes) are expected to begin construction in early forecast years. Tenant improvements of new office buildings will also continue, however, is anticipated at a more moderate rate.
4. The forecast reflects an additional 15.0 FTEs that will be filled as workload demand warrants. Consistent with the long-range financial planning effort, changes in resource levels are continually assessed and modified to accommodate workload and maintain service levels, and to maintain budget alignment.
5. The forecast reflects a proposed change to the land use discretionary review cost recovery objective and moves that objective from 50% to 100% fee supported. The proposed change would eliminate the need for general fund subsidy for the land use review service.
6. Development fees are reviewed annually and may be adjusted to assure they are set accordingly to meet cost recovery objectives endorsed by the Council. This forecast assumes that rates will grow at levels near the average rate of inflation.
7. Council continues to review land use codes that are pertinent to the future growth in Bellevue, including areas around or in the Downtown and other subareas. Affordable housing continues to be an area of focus and priority for the Council.

2023-2028 Financial Forecast Development Services Fund

General Fund Subsidy

The General Fund contribution to the Development Services Fund supports personnel and M&O costs for programs that have been designated as general funded activities. These programs include Code Compliance and a portion of Land Use. Development Services activities supported by the General Fund include public information, code and policy development.



The General Fund contribution to the Development Services Fund is expected to grow in the early forecast period for code and policy development. In later years, the contribution grows by inflation factors, consistent with projections for staff and operating costs.

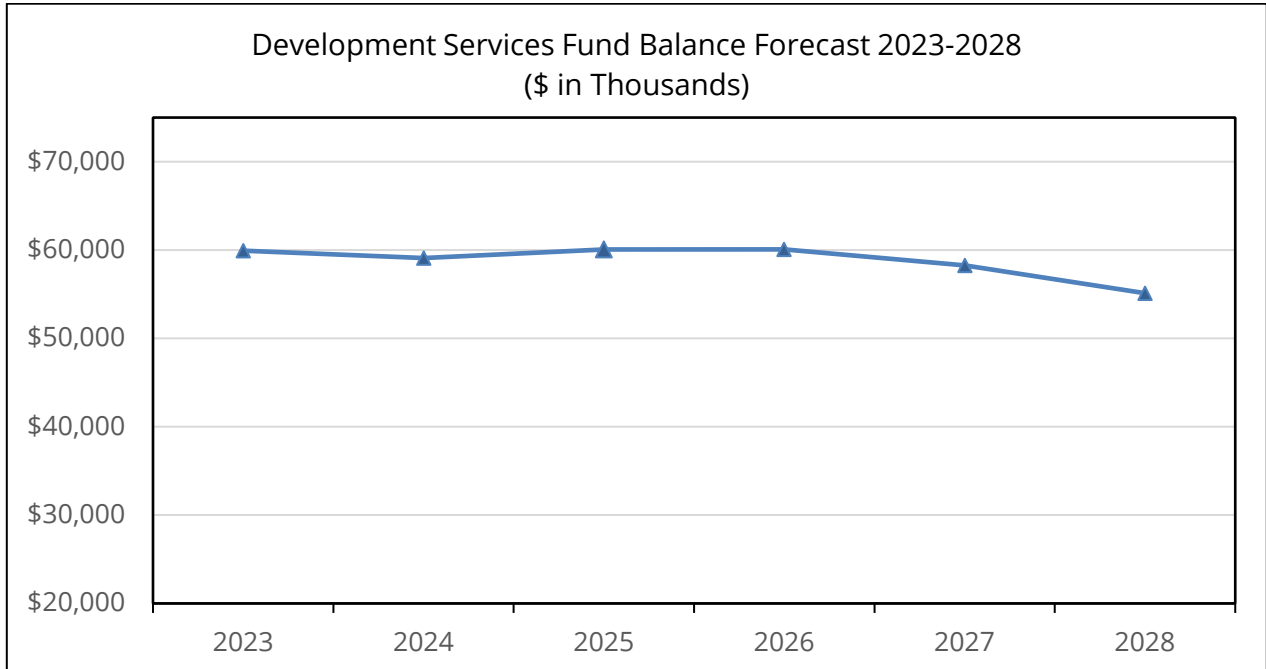
Development Services Fund Reserves

The Development Services Fund includes prepaid fees and reserves to assure that core staffing levels are balanced with cyclical needs, thus mitigating the effects of downturns or rapid increases in development activity. Reserves also ensure the Permit Center, capital equipment, and technology systems are adequately funded when they need replacement or renovation.

Development Services Fund level is forecast at approximately \$59 million through 2023, reflecting the most recent rapid development growth in Bellevue and staffing costs to meet the demand. As development activity slows, the fund level declines through the forecast years as reserves are drawn upon to maintain enough staff to complete the review and inspection of projects in construction and continue process improvement work.

2023-2028 Financial Forecast Development Services Fund

Development activity and the Development Services fund levels will be closely monitored over the next biennium. Corrective measures will be taken during the forecast period if market conditions warrant doing so.





2022-2028 Financial Forecast Parks Enterprise Fund Executive Summary

Executive Summary

- The Parks Enterprise Fund forecast assumes that user fee revenue can continue to recover program expenditures over the forecast period. While Bellevue Golf Course revenues remained near historic levels despite the COVID pandemic, program revenues from Aquatics, Tennis, and Facility Rentals are forecasted to return to budgeted levels in 2022.
- The Parks Enterprise Fund forecast shows that the fund will meet reserve requirements and fund capital improvements at the golf course from 2023-2028. Transfers for golf course capital improvements were paused from 2020-2022 due to lower than targeted reserve levels, but capital transfers are forecasted to return to typical budget levels from 2023-2028.

Background

The Parks Enterprise Fund accounts for the services provided by the Enterprise Program within the Parks & Community Services Department. These services include golf, tennis, aquatics, adult sports, and facility rentals. Enterprise Programs are fully supported through user fees but attempt to serve all residents regardless of ability to pay through the use of scholarships.

Parks Enterprise Fund Reserves

Parks Enterprise Fund reserves range between \$1.5M and \$3.1M over the forecast period and meet the targeted reserve policy of 2-months operating expenses. This reserve helps ensure the fund meets cash flow needs during the winter months when golf course revenues are low.

Enterprise Capital Improvements

The Parks Enterprise program funds the Enterprise Facility Improvements Project (CIP project P-R-2), including capital projects at the Bellevue Golf Course to enhance player services and the financial performance of the course. Transfers for golf course capital improvements were paused from 2020-2022 due to lower than targeted reserve levels, but are forecasted to return to typical budget levels from 2023-2028.



2022-2028 Financial Forecast Parks Enterprise Fund

Parks Enterprise Fund 2022-2028 Financial Forecast (In \$000)

	2022 Projection	2023 Budget	2024 Budget	2025 Forecast	2026 Forecast	2027 Forecast	2028 Forecast
Resources:							
Beginning Fund Balance	\$1,349	\$1,485	\$1,757	\$2,034	\$2,302	\$2,568	\$2,827
Program Revenue	6,931	8,226	8,518	8,731	8,949	9,173	9,402
General Fund Subsidy	0	0	0	0	0	0	0
Total Resources	\$8,279	\$9,711	\$10,275	\$10,765	\$11,251	\$11,740	\$12,229

	2022 Projection	2023 Budget	2024 Budget	2025 Forecast	2026 Forecast	2027 Forecast	2028 Forecast
Expenditures:							
Personnel	\$2,718	\$2,922	\$3,042	\$3,123	\$3,203	\$3,287	\$3,375
M&O	2,623	3,355	3,457	3,549	3,640	3,735	3,836
Interfund Transfer	1,453	1,572	1,632	1,676	1,719	1,764	1,811
Capital Transfer	0	105	110	116	122	128	134
Total Expenditures	\$6,794	\$7,954	\$8,241	\$8,463	\$8,683	\$8,913	\$9,156

Reserves:							
Ending Fund Balance	\$1,485	\$1,757	\$2,034	\$2,302	\$2,568	\$2,827	\$3,073

Note: Columns may not foot due to rounding



2023-2028 Financial Forecast

Utilities Funds

Executive Summary

Executive Summary

- The Utilities Department operates as an enterprise within the City structure and functions much like a private business entity.
- This forecast supports a prudent, balanced, and responsible budget to maintain high-quality utility service delivery to the community through continued responsible management of infrastructure assets, leveraging efficiencies, and cost containment.
- Significant rate drivers in the 2023-2024 biennium include higher inflationary pressures, wholesale cost increases for drinking water supply and wastewater treatment services, and infrastructure maintenance and renewal/replacement needs.
- Since all Utility functions are primarily supported by rates, this forecast includes funding for operations, asset replacements (e.g., vehicles), capital investment programs (CIP), and long-term infrastructure renewal and replacement requirements.

Background

The Utilities Department faces the following key challenges and constraints in the 2023-2024 biennium:

Key Challenges

- *Operating and Construction Cost Inflation.* Similar to the General Fund, and other utilities, Bellevue Utilities is impacted by higher than previously forecasted inflation. Current inflation expectations result in increased personnel, operating and maintenance costs, as well as associated interfund costs. Construction costs have increased substantially due to disruptions in the global supply chain impacting materials costs, and the local construction market driving labor costs.
- *Aging Capital Infrastructure.* Maintaining and replacing the City's aging utility infrastructure continues to be a key rate driver for all three utilities. Most of Utilities' system infrastructure is well past mid-life. The Department's ability to deliver quality services to its customers is dependent on the ability of each system to function on demand, every day of the year.
- *Supporting Economic Growth.* Additional utility infrastructure is needed to support development and economic growth.
- *Operational Efficiency.* The Utilities Department is mindful of the need to operate efficiently and continually evaluate business processes to seek opportunity to deliver services in the most cost-effective manner.



2023-2028 Financial Forecast Utilities Funds

Constraints

- *External Financial Obligations.* Half of Utilities' operating costs represent legal and contractual financial obligations, including wholesale costs for water supply and wastewater treatment, tax payments the State and cities, and support service charges from the General Fund.
- *Legal Mandates.* Utilities must comply with State and Federal mandates, such as the Safe Drinking Water Act, Clean Water Act, and National Pollution Discharge Elimination System (NPDES) Municipal Stormwater Permit, to protect drinking water and surface water quality.

Within this context, the Adopted 2023-2024 budget was prepared with the following guiding principles to support City Council strategic direction by:

- Supporting the City's economic development;
- Protecting the built and natural environment; and
- Being a high-performance government by:
 - Complying with Council-adopted financial policies;
 - Maintaining a long-term view;
 - Leveraging innovation and technology to achieve efficiencies;
 - Minimizing impacts to customers; and
 - Preserving Utilities' financial sustainability.

Adopted 2023-2024 Utility Rates

The following table summarizes the rate adjustments necessary to support the adopted 2023-2024 budget for the Water, Sewer, and Storm and Surface Water utilities by rate drivers.

	Water		Sewer		Storm		Total	
	2023	2024	2023	2024	2023	2024	2023	2024
Wholesale	1.7%	1.1%	3.7%	3.6%			2.4%	2.1%
Local								
CIP/R&R	2.3%	2.0%	2.5%	2.2%	2.3%	2.9%	2.4%	2.2%
Taxes/Interfunds	1.6%	1.1%	1.0%	0.5%	1.5%	0.9%	1.3%	0.8%
Operations	0.3%	0.5%	0.5%	0.5%	1.5%	1.5%	0.6%	0.7%
Local Subtotal	4.2%	3.6%	4.0%	3.2%	5.3%	5.3%	4.3%	3.7%
Total Rate Increase	5.9%	4.7%	7.7%	6.8%	5.3%	5.3%	6.7%	5.8%

The total monthly utility bill for the typical single-family residential customer for water, sewer, and storm and surface water services is \$197.44 in 2022. With the above adopted rate increases, the total monthly utility bill for the typical single-family resident would increase by 6.7% or \$13.18 in 2023, and 5.8% or \$12.19 in 2024.



2023-2028 Financial Forecast Utilities Funds

The following section provides further detail on the key rate drivers for the Adopted 2023-2024 Utilities budget.

Payments to External Service Providers

Wholesale Costs

The single largest cost center for the Utilities Department is wholesale costs, which include payments to the Cascade Water Alliance (Cascade) for the purchase of water supply and regional capital facility charges and payments to King County for wastewater treatment. Combined, these expenses total \$133.9 million for the 2023-2024 biennium, or approximately 35% of the total budget for the Utilities Department.

The cost from Cascade to purchase water supply is projected to increase from \$22.4 million in 2022 to \$23.1 million in 2023 and \$23.6 million in 2024. The impact of this cost increase to the Bellevue retail water rate is 1.7% and 1.1% in 2023 and 2024, respectively.

The cost from King County for wastewater treatment is projected to increase from \$37.8 million in 2022 to \$40.0 million in 2023 and \$42.3 million in 2024. The impact of the cost increase to the Bellevue retail sewer rate is 3.7% and 3.6% in 2023 and 2024, respectively.

To ensure local operations and the CIP are not degraded, the Department's Adopted 2023-2024 budget is consistent with the Council-adopted financial policy which directs rate increases necessary to fund wholesale costs be passed directly through to the customer.

Local Costs

CIP / R&R

Outside of wholesale costs discussed above, the next largest cost driver for the Utilities Department is the CIP and the cost to renew and replace infrastructure in the future, representing approximately 33% of the operating expense budget for the Utilities department, or approximately \$124 million for the 2023-2024 biennium. Utilities infrastructure has a replacement value of over \$3.5 billion, and most of the systems are well past their mid-life. As a result, the systems used to deliver water, convey wastewater, and manage stormwater runoff are experiencing more failures, and the cost to maintain, operate, rehabilitate, and replace this infrastructure is increasing. To minimize costs and optimize the integrity of the utility systems, the Utilities Department has developed a strategic 75-year asset management plan to systematically fund the future renewal and replacement of these assets. Consistent with Council-adopted financial policy, this long-term funding strategy is also designed to smooth future rate increases and provide for intergenerational equity.



2023-2028 Financial Forecast Utilities Funds

The Adopted Utilities 2023-2029 CIP includes the following investments:

- **Aging infrastructure:** \$262 million, or 83% of the adopted CIP, is for investments to address aging infrastructure needs. Examples of projects include water main replacements (\$111.5 million), sewer system trunk rehabilitation (\$26.8 million), sewer pump station improvements (\$23.3 million), and storm system conveyance repairs and replacements (\$19.8 million).
- **Environmental preservation:** \$41 million, or 13% of the adopted CIP, is for environmental preservation and flood protection projects. Example projects include the storm system flood control program (\$11.7 million), and Factoria Blvd. stormwater conveyance improvement project (\$7.3 million).
- **Capacity for growth:** \$4 million, or 1% of the adopted CIP, is to increase utility system capacity to accommodate growth. Example projects include water storage availability for downtown (\$4.2 million).
- **Operational efficiencies:** \$11 million, or 3% of the adopted CIP, is funding to support operational efficiencies, including building an additional operational facility to maintain service delivery to the community (\$10.0 million).

Total funding for current and future capital infrastructure needs will require combined rate increases of 2.4% in 2023 and 2.2% in 2024.

Taxes/Internal Service Provider Payments

Taxes and interfund payments represent approximately 15% of the total budget for the Utilities Department, or approximately \$55.3 million for the 2023-2024 biennium. The amount of taxes paid is based upon the amount of revenue collected and the tax rates assessed by the State and cities. No changes to the State and city tax rates are assumed in the adopted budget. Interfund payments represent costs that Utilities pays to the General Fund for support services. Combined rate increases of 1.3% in 2023 and 0.8% in 2024 are required for cost increases in taxes and interfund payments.

Operations

Operating costs include personnel, supplies, and professional service expenses that are necessary to carry out the daily functions of the Utilities Department. This cost category totals \$66.1 million, or about 17% of the Utilities budget for the 2023-2024 biennium. The costs to operate and maintain the utilities are increasing and will require combined rate increases of 0.6% in 2023 and 0.7% in 2024.

2023-2028 Financial Forecast

The following pages provide a more in-depth discussion of the individual rate drivers and forecasted rate adjustments through the year 2028 for the water, sewer, and stormwater utilities.

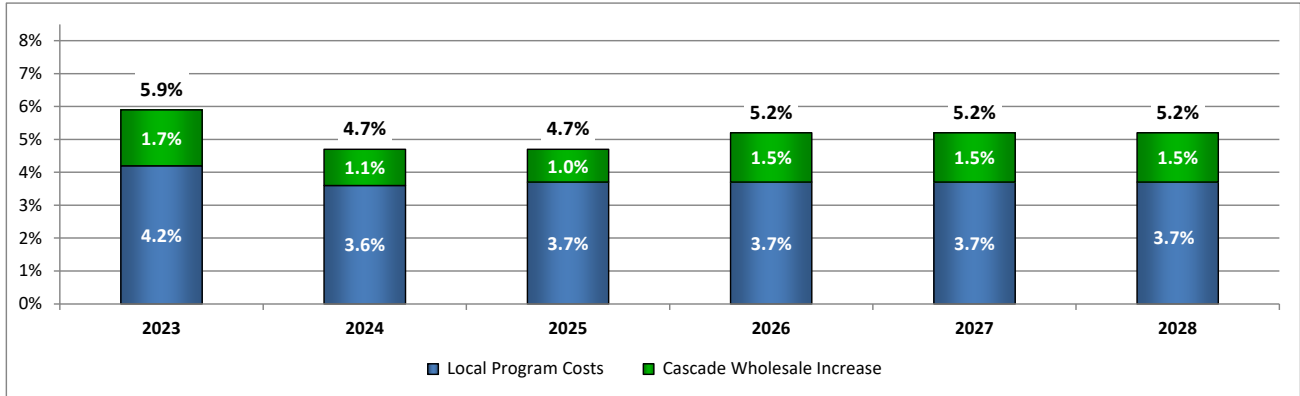
2023-2028 Financial Forecast

Utilities Funds

WATER UTILITY FUND

2023 - 2028 Proposed Rate Forecast

PROJECTED RATE INCREASES



Impact to Monthly Bill for a Typical Residential Customer						
	2023	2024	2025	2026	2027	2028
Prior Year Bill	\$74.74	\$79.15	\$82.87	\$86.77	\$91.28	\$96.03
Increase:						
Cascade Wholesale Purchased Water	1.27	0.87	0.83	1.30	1.37	1.44
Local	3.14	2.85	3.07	3.21	3.38	3.55
Total	\$4.41	\$3.72	\$3.90	\$4.51	\$4.75	\$4.99
Projected Bill	\$79.15	\$82.87	\$86.77	\$91.28	\$96.03	\$101.02

Minor differences may exist due to rounding

Key Rate Drivers

- **Wholesale Costs**

Drinking water for the City of Bellevue is purchased from the Cascade Water Alliance (Cascade). The wholesale rate is adopted by Cascade, and per City financial policy is passed directly through to the ratepayer. Cascade's wholesale costs to the City of Bellevue are projected to increase by 3.3% in 2023 and 2.3% in 2024. Retail rate impacts of the projected increases in Cascade's wholesale costs to Bellevue customers are 1.7% for 2023 and 1.1% for 2024. Beyond that, the anticipated retail rate impacts due to Cascade's projected cost increases to the City of Bellevue average 1.4% per year for 2025 through 2028.

- **Capital Program**

The projected 2023-2029 water capital investment program (CIP) includes \$178.2M to proactively construct, maintain, and replace system assets. The water utility is in active system replacement and the majority of the projected capital program (\$170.0M) will be invested to replace existing aging infrastructure. Significant aging infrastructure water CIP projects include water main replacement and reservoir rehabilitations. Total costs for current and future infrastructure needs will require rate increases of 2.3% in 2023 and 2.0% in 2024, and an average of about 1.8% per year thereafter.

- **Taxes/Intergovernmental**

As an enterprise fund, Bellevue Utilities pays city and state taxes, and pays the general fund for support services. These costs are expected to increase and will require a rate increase of 1.6% in 2023 and 1.1% in 2024. Rate increases for the remainder of the forecast period will average 1.0%.

- **Operations**

The cost to operate and maintain the utility, including personnel, professional services, and other maintenance & operating costs are projected to increase and will require a rate increase of 0.3% in 2023, 0.5% in 2024, and an average of about 1.0% per year thereafter.

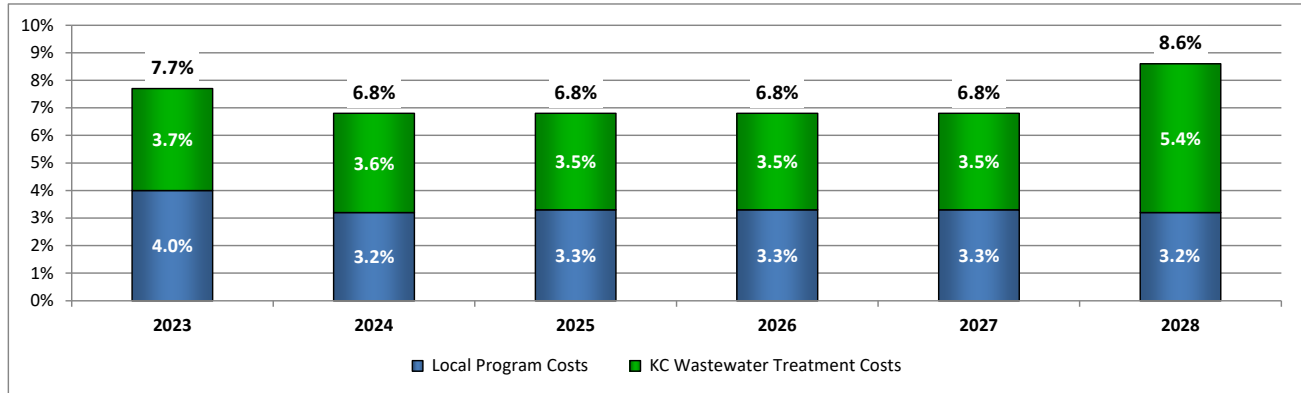
2023-2028 Financial Forecast

Utilities Funds

SEWER UTILITY FUND

2023 - 2028 Proposed Rate Forecast

PROJECTED RATE INCREASES



Impact to Monthly Bill for a Typical Residential Customer						
	2023	2024	2025	2026	2027	2028
Prior Year Bill	\$92.97	\$100.14	\$106.95	\$114.22	\$121.99	\$130.29
Increase:						
KC Wastewater Treatment	3.44	3.61	3.74	4.00	4.27	7.04
Local	<u>3.73</u>	<u>3.20</u>	<u>3.53</u>	<u>3.77</u>	<u>4.03</u>	<u>4.17</u>
Total	<u>\$7.17</u>	<u>\$6.81</u>	<u>\$7.27</u>	<u>\$7.77</u>	<u>\$8.30</u>	<u>\$11.21</u>
Projected Bill	\$100.14	\$106.95	\$114.22	\$121.99	\$130.29	\$141.50

Minor differences may exist due to rounding

Key Rate Drivers

- **Wholesale Costs**

The City of Bellevue purchases wastewater treatment services from King County. The wholesale wastewater treatment rate is established by the County, and per City financial policy is passed directly through to the ratepayer. Per King County's adopted sewer rate plan, wholesale costs to Bellevue Utilities are projected to increase by 5.75% in 2023 and 5.75% in 2024. The retail rate impacts of the projected increases in wastewater treatment costs to Bellevue customers are 3.7% in 2023, 3.6% in 2024, and average 4.0% for 2025-2028. The projected increases provided by King County do not fully reflect increases due to regulatory compliance projects such as combined sewer overflows or the Puget Sound nutrient general permit.

- **Capital Program**

The projected 2023-2029 sewer capital investment program (CIP) includes \$77.5M in investments. Unlike the water utility, the sewer utility is just beginning systematic asset replacement. Most of the projected capital program (\$71.3M) will be invested to replace existing aging infrastructure. Significant aging infrastructure projects include sewer system pipeline major repairs, sewer pump station improvements, and sewer system pipeline replacements. Total costs for current and future infrastructure needs will require rate increases of about 2.5% in 2023, 2.2% in 2024, and an average of 2.1% per year thereafter.

- **Taxes/Intergovernmental**

As an enterprise fund, Bellevue Utilities pays city and state taxes, and pays the general fund for support services. These costs are expected to increase and will require a rate increase of 1.0% in 2023, 0.5% in 2024, and an average of 0.6% per year thereafter.

- **Operations**

The cost to operate and maintain the utility, including personnel, professional services, and other maintenance & operating costs are projected to increase and will require a rate increase of 0.5% in 2023 and 0.5% 2024, and an average of 0.7% per year for the remainder of

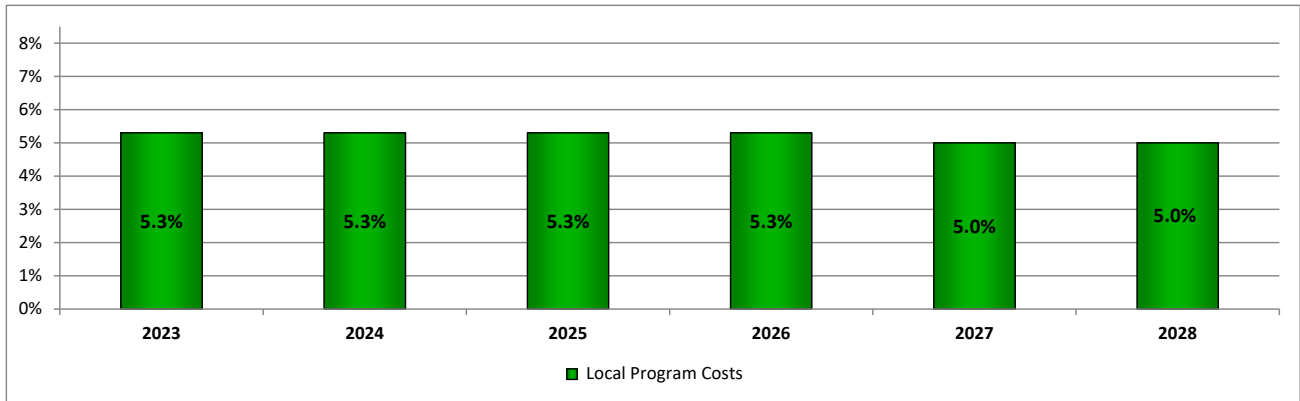
2023-2028 Financial Forecast

Utilities Funds

STORM AND SURFACE WATER UTILITY FUND

2023 - 2028 Proposed Rate Forecast

PROJECTED RATE INCREASES



Impact to Monthly Bill for a Typical Residential Customer						
	2023	2024	2025	2026	2027	2028
Prior Year Bill	\$29.73	\$31.33	\$32.99	\$34.74	\$36.58	\$38.41
Increase	<u>\$1.60</u>	<u>\$1.66</u>	<u>\$1.75</u>	<u>\$1.84</u>	<u>\$1.83</u>	<u>\$1.92</u>
Projected Bill	\$31.33	\$32.99	\$34.74	\$36.58	\$38.41	\$40.33

Minor differences may exist due to rounding

Key Rate Drivers

- **Wholesale Costs**

The storm and surface water fund does not have a wholesale component. All elements of storm and surface water management is performed locally by the City of Bellevue.

- **Capital Program**

The projected 2023-2029 stormwater capital investment program (CIP) includes \$61.7M in investments. Of this amount, \$40.6M is for environmental preservation investments, and include mitigating flood hazards and constructing fish passage and stream improvement projects. The remaining \$21.1M is largely for aging infrastructure rehabilitation and replacements. Significant projects include stormwater system conveyance infrastructure rehabilitation and minor stormwater capital improvement projects. Total costs for current and future infrastructure needs will require rate increases of 2.3% in 2023 and 2.9% in 2024 and an average of about 2.4% per year thereafter.

- **Taxes/Intergovernmental**

As an enterprise fund, Bellevue Utilities pays city and state taxes, and pays the general fund for support services. These costs are expected to increase and will require a rate increase of 1.5% in 2023, 0.9% in 2024, and increases averaging about 0.7% per year thereafter.

- **Operations**

The cost to operate and maintain the utility, including personnel, professional services, and other maintenance & operating costs are projected to increase and will require a rate increase of 1.5% in 2023, 1.5% in 2024, and about 2.0% per year thereafter.



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Resource Summary

This chapter illustrates the 2023-2024 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 2023-2024 resource budget for all City funds and contains a comparison to Amended 2021-2022 Budget resources. All comparisons in this section compare the 2023-2024 Adopted Budget to the 2021-2022 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 2023-2024 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 2023-2024 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 2023-2024 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 2023-2024 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.



Resource Summary

Figure 4a-12(A) presents a city comparison of 2022 property tax rates in State of Washington.

Figure 4a-12(B) presents a city comparison of 2022 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 2023-2024 Budget to the Amended 2021-2022 Budget.

Resource Summary

A. Total City Budget Resources

Figure 4a-1 presents the 2023-2024 resource budget for all city funds and contains a comparison to amended 2021-2022 resources. All comparisons in this section compare the 2023-2024 Adopted Budget to the 2021-2022 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 4a-1, taxes make up 28.1 percent of the total 2023-2024 Adopted Budget. The remaining 71.9 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 9.9 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 before COVID (on average 5 percent growth annually) yet had substantial loss in 2020 with an 11 percent decline from 2019 due to COVID.

Property Tax makes up 6.1 percent of the City's total resources which can be seen in Figure 4a-1. One percent of Property Tax is utilized from the banked capacity in 2023 to cover the additional services. This budget incorporated a 2 percent adjustment of Property Tax in 2023 and a 1 percent adjustment in 2024. The total estimated property tax levy rate is \$0.76 per \$1000 Assessed Value (AV) in 2023 and 2024. Estimated 2023 and 2024 levy rates include voter-approved Parks, Fire Facilities, and Neighborhood Congestion, Safety, and Connectivity levies.

Business & Occupation Tax is 6.1 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 do not necessarily have gross receipts but perform other activities such as management activities of headquarters. Without penalty

Resource Summary

audit revenue, the B&O tax collection had a 12 percent decline from 2019 to 2020 due to COVID-19 but fully recovered with growth by 2021. B&O tax collections are forecasted to grow by 14 percent in 2023 with the rate adjustment and 6 percent in 2024.

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 Tax (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 are forecasted to recover through 2024. 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. COVID-19 was expected to impact REET collections, as initially commercial construction and real estate contracted. However, the demand rebounded and REET collections grew by over 39 percent in 2021 compared to the 2019 levels. This peak in REET collections was largely driven by low interest rates and boosted by stimulus money in the wake of the pandemic. That pandemic demand has exhausted itself, and interest rates are increasing, so there are decreased projections for REET collections. The Criminal Justice Sales tax collections recovered above the pre-pandemic level with the King County sales tax collections. Other tax collections like Admissions, Gambling are still below the pre-pandemic level.

Utility Service Fees are the third-largest category of resources making up 16.8 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 \$54 million over the 2023-2024 biennium, primarily attributable to utility rates increases across water, sewer, and storm drainage. More information is provided in 2023-2029 Utilities Forecast.

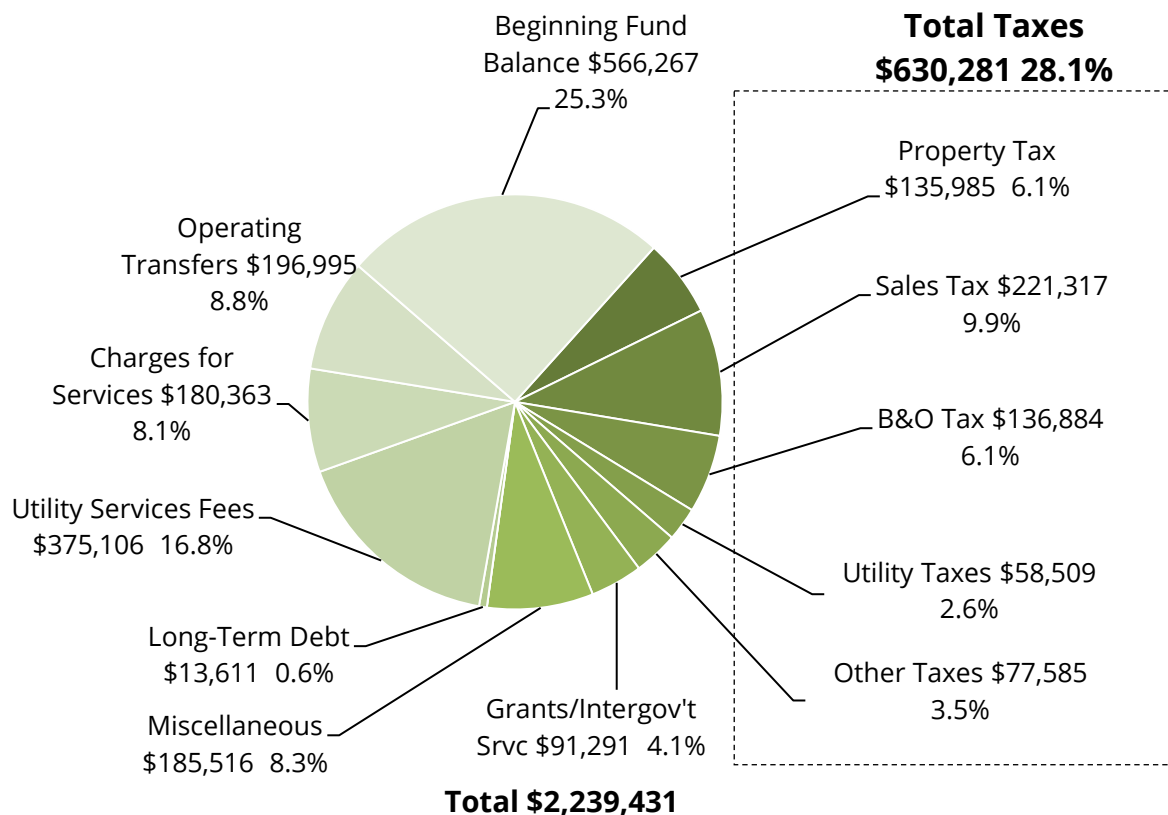
Beginning Fund Balance (BFB) is the second-largest category of resources at \$566 million or 25.3 percent of total City resources. The General Fund's 2023 beginning fund balance is \$59.2 million or 10.5 percent of total Beginning Fund Balance. The other two major funds are Enterprise Fund and Capital Investment Funds, which contribute \$90.9 million or 16 percent and \$319,097 million or 56.3 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.

Resource Summary

Operating Transfers, \$196.9 million or 8.8 percent of total resources, are anticipated to increase by \$37 million or 23.2 percent from 2021-2022 to 2023-2024. 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
2023-2024 Total City Budget Resources
\$000





Resource Summary

Comparison to 2021-2022 Budget

	2021-2022 Amended Budget	2023-2024 Adopted Budget	\$ Change	% Change
Taxes				
Sales Tax	\$163,757	\$221,317	\$57,560	35.1%
Property Tax	126,406	135,985	9,579	7.6%
Business & Occupation Tax	98,501	136,884	38,384	39.0%
Utility Taxes	54,992	58,509	3,517	6.4%
Other Taxes	62,532	77,585	15,054	24.1%
Total Taxes	\$506,188	\$630,281	\$124,093	24.5%
Beginning Fund Balance	\$360,806	\$566,267	\$205,461	56.9%
Utility Services Fees	321,248	375,106	53,858	16.8%
Miscellaneous	296,543	185,516	(111,027)	(37.4%)
Short-Term Debt	17,497	0	(17,497)	(100.0%)
Long-Term Debt*	0	13,611	13,611	100.0%
Charges for Services	150,243	180,363	30,120	20.0%
Operating Transfers	159,926	196,995	37,069	23.2%
Grants/Intergovernmental Services	127,813	91,291	(36,522)	(28.6%)
Total Resources	\$1,940,264	\$2,239,431	\$299,166	15.4%

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 revenue monthly. The total sales tax rate is 10.1 percent in Bellevue and the City receives 0.95 percent of this rate with 0.1 percent of the rate dedicated to affordable housing.

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



Resource Summary

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:

Resource Summary

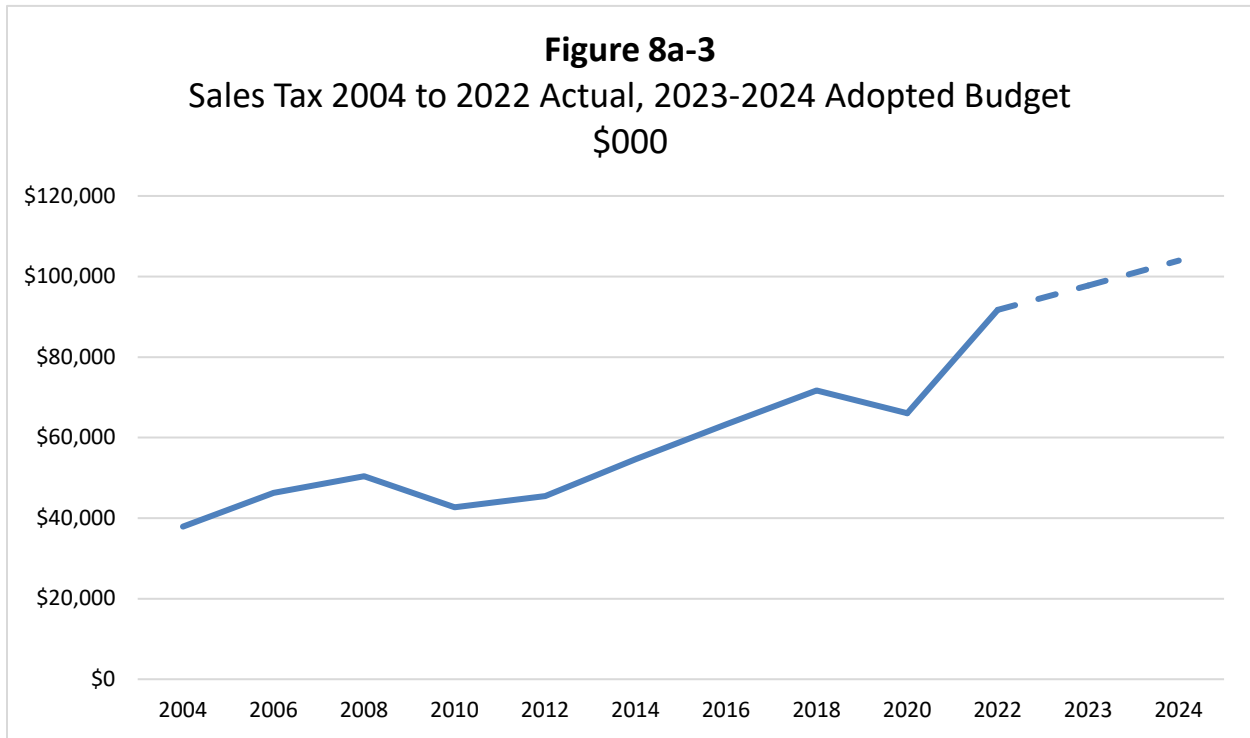
Figure 4a-2

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>

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. With the stay-at-home measures that came to mitigate the public health crisis when COVID-19 arose in 2020 sales tax collections were hit hard, decreasing by almost 11 percent compared to 2019 collections. Once the safety measures were lifted in 2021 there was an almost 25 percent increase in collections compared to 2020, which brought the sales tax above the pre-pandemic level. This is in part driven by the inflation which really grasped the economy since mid-2021. Considering the pressure that inflation is applying to general consumers, it is expected that the average shopper will begin to moderate their purchases to maintain their personal budgets. As a result, sales tax collections are expected to moderate in the outyears rather than continue a trend started by 2021's unprecedented figures.

Resource Summary



Maximum Rate:	1.0 percent*
Current Rate:	1.0 percent*
2023 Estimate:	
General Fund	\$72,936,760
General CIP Fund	24,126,116
Housing Fund	<u>100,000</u>
Total 2023 Sales Tax	\$97,856,465
2024 Estimate:	
General Fund	\$77,594,553
General CIP Fund	\$25,657,380
Housing Fund	<u>100,000</u>
Total 2024 Sales Tax	\$104,045,522

* 15 percent of the sales tax revenue produced by the city's 1 percent is allocated to the county. The city retains the remaining 0.85 percent in addition to the 0.1 percent for affordable housing.

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

Resource Summary

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.

A key industry affected by a perfect storm of both was auto sales, with the semiconductor shortage affecting supply and pent-up demand unleashing on the market at the same time leading to over a 75 percent increase in new car purchases in Bellevue in April 2021 from the same period in 2020 and at the same time an over 200 percent increase in used car purchases. The inflated prices will be persistent until the supply and demand restore a better balance.

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 \$180,000 or offices with less than 250 taxable square feet are exempt from B&O Tax, but they still must file a return. The City levies the same rate for all types of business activities. The 2023 gross receipt B&O Tax rate is 0.1596 percent of receipts/income including the prior rate of 0.1496 percent and 0.01 percent rate adjustment. The quarterly square footage rate is \$0.2789046 per square foot in 2022. 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.

Resource Summary

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

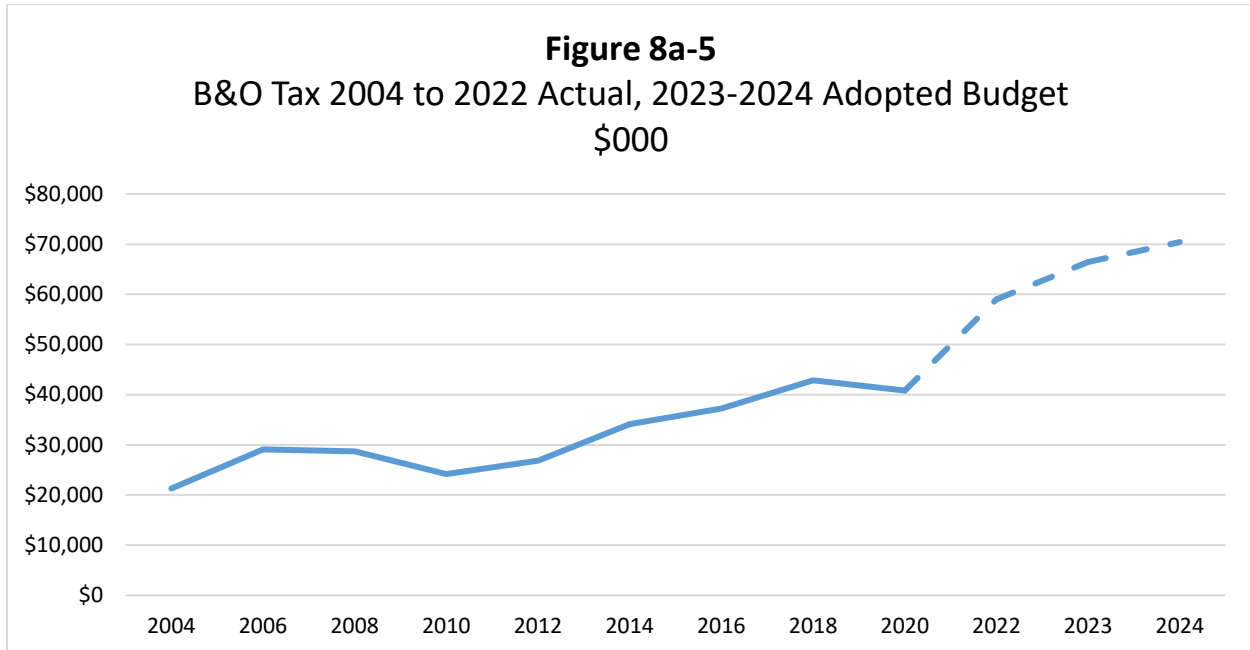
Revenue Stream	Source: RCW; Financial Policy; Ordinance; Guiding Practice	Calculation of where each tax is split to												
Business and Occupation Tax	<p>RCW: 35.21.710 establishes B&O tax authority for cities with a cap rate of 0.2%.</p> <p>Ord. 3740 dated December 15, 1986 - Repealed all previous 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" data-bbox="979 604 1414 932"> <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. In 2020, as expected, there was a loss in B&O tax collection (less audit) with 2020 figures over 10 percent lower than those collected in 2019. However, collections rebounded by almost 27 percent in 2021 compared to 2020, and grew to be higher than the 2019 pre-pandemic

Resource Summary

levels. This tremendous growth in collections in 2021 is not expected to establish a trend of higher collections, and the forecast anticipates collections to grow at more moderate pace moving forward.



Maximum Rate: 0.2 percent

Current Rate: 0.1596 percent

2023 Estimate:

General Fund	\$45,154,867
General CIP Fund	13,676,917
Mobility CIP Fund	<u>4,124,116</u>
Total 2023 Business & Occupation Tax	\$62,955,900

2024 Estimate:

General Fund	\$48,004,255
General CIP Fund	\$14,539,965
Mobility CIP Fund	<u>\$4,384,359</u>
Total 2024 Business & Occupation Tax	\$66,928,580

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 \$3.5 million in 2023 and \$3.7 million in 2024 of B&O Tax revenue, based on each year's current budgeted tax base (RCW 35.21.711: Voter approval for higher rates).

Resource Summary

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

Comments/Watch Areas

The COVID-19 crisis had an impact on B&O tax collections which differs by sectors, like the sales tax collections. And like sales taxes, the recovery of B&O taxes are highly uncertain. However, an additional nuance to B&O tax revenues are partly dependent on the size of the office. With the rise of work-from-home post-pandemic some companies are reconsidering their space needs and opting to downsize or not renew when leases are up for negotiation. There is still thriving demand for Bellevue as a seat of business despite this uncertainty.

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

Resource Summary

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)

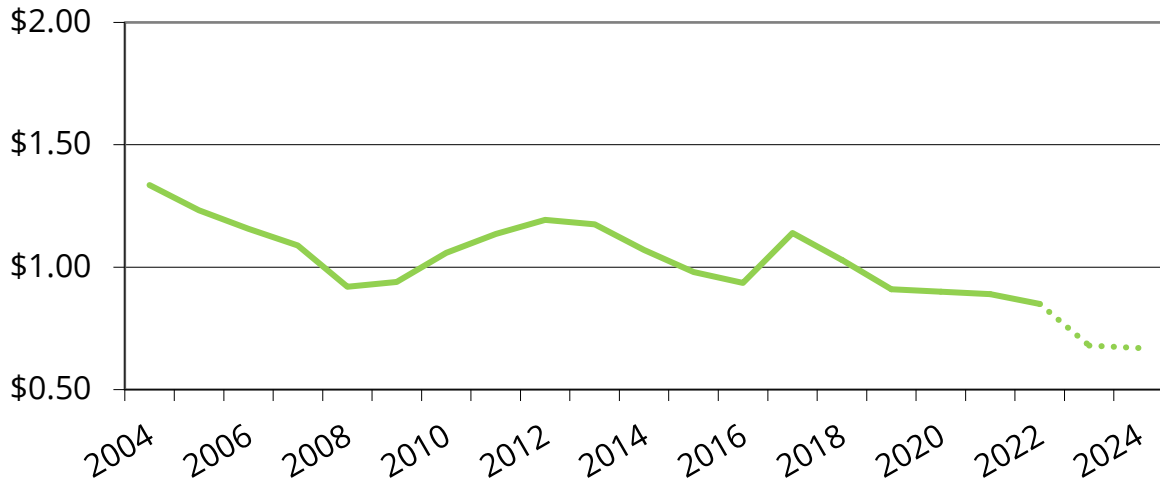
Historical Collections & Trends

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 many 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 2023, the City utilizes 1 percent of Property Tax from the banked capacity to cover additional service costs. Bellevue has an estimated \$8.3 million in banked capacity available. This budget incorporates a 2 percent adjustment of Property Tax in 2023 and 1 percent adjustment in 2024.

As displayed in the following chart, Bellevue’s Property Tax Levy Rate decreased from \$1.34 in 2004 and to \$0.84 in 2022 per \$1,000 AV.

Resource Summary

**Figure 4a-7
Total Property Tax Levy Rate
2004 to 2022 Actual, 2023-2024 Adopted Budget**



Maximum Rate: \$3.53/\$1,000 AV

2023 Estimated Levy Rate:
 Regular Levy Rate: \$0.47/\$1,000 AV
 Voted Levy Rate: \$0.21/\$1,000 AV
 Total Estimated 2023 Levy Rate \$0.68/\$1,000 AV

2023 Estimated Levy:
 General Fund \$42,287,295
 Human Services Fund 4,471,599
 Parks M&O Fund 660,000
 CIP Fund 19,634,179
 Total Estimated 2023 Property Tax Levy \$67,053,073

2024 Estimated Levy Rate:
 Regular Levy Rate: \$0.47/\$1,000 AV
 Voted Levy Rate: \$0.20/\$1,000 AV
 Total 2022 Estimated Levy Rate \$0.67/\$1,000 AV

2024 Estimated Levy:
 General Fund \$43,498,739



Resource Summary

Human Services Fund	4,683,419
Parks M&O Fund	660,000
CIP Fund	<u>20,089,755</u>
Total 2024 Estimated Property Tax Levy	\$68,931,913

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 Estimated 2023 Regular Levy AV is at \$88.7 billion which is an increase of \$11.7 billion (15 percent) from the 2022 AV. Based on the Estimated 2023 AV of \$88.7 billion and the Estimated 2024 AV of \$91.6 billion, each additional \$0.01 per \$1,000 assessed value (AV) of the Regular Property Tax Levy Rate generates \$887,000 in 2023 and \$916,000 in 2024 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 2023 Property Tax levy rate by \$0.05 per \$1,000 of assessed value. Bellevue voters approved of a new Parks Levy in November 2022 that is not included in this budget book due to election certification results occurring after budget adoption. This levy will be part of the City's mid-biennium budget update occurring in November 2023.

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 2023 Property Tax Levy Rate by \$0.08 per \$1,000 of assessed value, and the Neighborhood Safety, Connectivity and Congestions Levy increased the 2024 Property Tax Levy Rate by \$0.10 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

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.

Resource Summary

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

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

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

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.

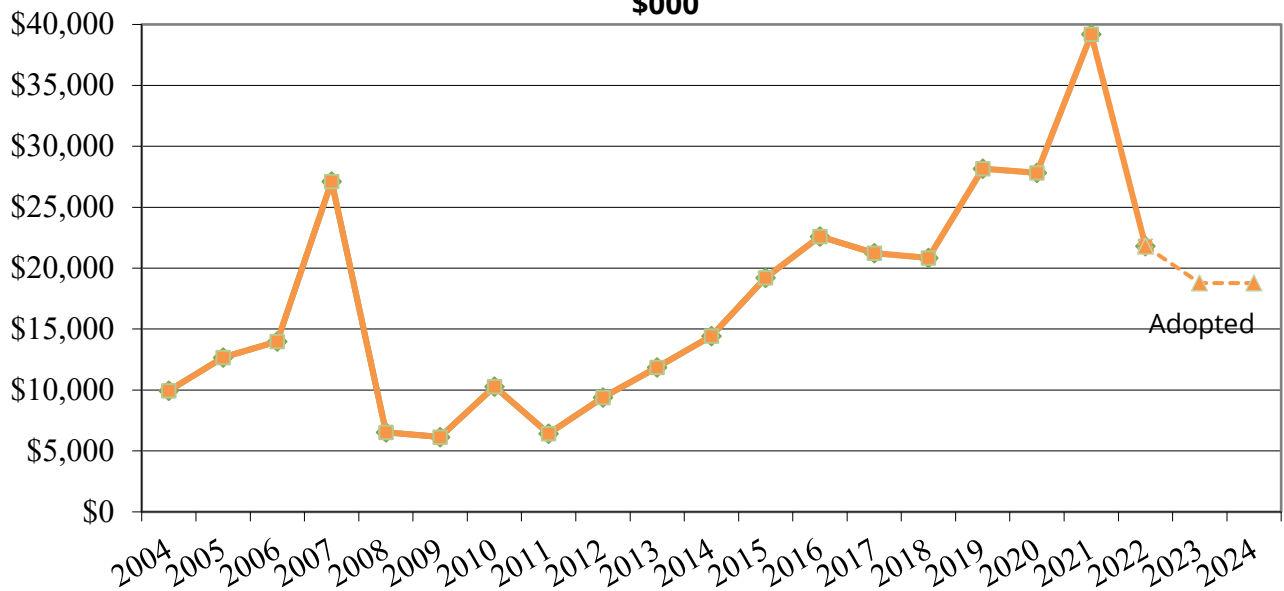
In 2019 large transactions rushed to close by the end of December to avoid the higher REET tax rate for property transactions over \$1.5 million effective January 2020 authorized by new state legislation, resulting in a 35 percent increase in 2019 REET collection comparing to the prior year.

Resource Summary

The Real Estate Excise Tax has been strong in recent years as real estate companies took advantage of low-interest rates. While other areas of tax revenue were hard hit in 2020, REET collections only diminished by 1.2 percent compared to 2019 levels. As rebound demand exploded in 2021 the REET collections grew by almost 41 percent compared to 2020 levels.

These large collection numbers are anticipated to decrease in the coming years as the FED raises interest rates which affects the mortgage rates people get when they purchase their home. Already 2022 is seeing prices begin to moderate as an increase number of buyers back out of deals and it is no longer such a strong seller's market. Additionally, large commercial transactions will likely decline in the coming years due to the anticipated contraction in commercial real estate transactions.

Figure 8a-9
Real Estate Excise 2004 to 2022 Actual, 2023-2024 Adopted Budget
\$000



Maximum Rate:	0.5 percent
Current Rate:	0.5 percent
2023 Estimate:	\$18,776,000
2024 Estimate:	\$18,776,000

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

Resource Summary

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 July 2022 forecast. Since the FED began raising interest rates the mortgage rates have risen which has buyers reconsidering committing to buying property. With construction moderating moving forward as several big projects near completion and interest rates dampening demand it is unlikely that the outyears will be as volatile as the recent past, but Bellevue remains an attractive location and REET collections will continue to be a main revenue stream.

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, 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 Polices: 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" data-bbox="367 1285 956 1850"> <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%																														



Resource Summary

Electric Utility Tax (RCW 35.21.870³)

Maximum Rate:	6.0 percent
Current Rate:	5.0 percent
2023 Estimate:	\$8,670,018
2024 Estimate:	\$8,829,029

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 \$173,400 in 2023 and \$176,580 in 2024 of Electric Utility Tax revenue.

Gas Utility Tax (RCW 35.21.870)

Maximum Rate:	6.0 percent
Current Rate:	5.0 percent
2023 Estimate:	\$2,487,266
2024 Estimate:	\$2,542,565

Each 0.1 percent of the Gas Utility Tax rate generates approximately \$49,745 in 2023 and \$50,851 in 2024 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.

2023 Estimate:	
General Fund	\$3,078,397

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

Water Utility Fund	<u>3,324,669</u>
Total Estimated 2023 Water Utility Tax	\$6,403,067
2024 Estimate:	
General Fund	\$3,258,411
Water Utility Fund	<u>3,519,083</u>
Total Estimated 2024 Water Utility Tax	\$6,777,495

Each 0.1 percent of the Water Utility tax rate generates approximately \$61,567 in 2023 and \$65,168 in 2024 of Water Utility tax revenue.

Sewer Utility Tax

Maximum Rate:	None
Current Rate:	5.0 percent
2023 Estimate:	\$3,559,417
2024 Estimate:	\$3,764,185

Each 0.1 percent of the Sewer Utility tax rate generates approximately \$71,188 in 2023 and \$75,283 in 2024 of Sewer Utility tax revenue.

Storm Drainage Utility Tax

Maximum Rate:	None
Current Rate:	5.0 percent
2023 Estimate:	\$1,481,013
2024 Estimate:	\$1,555,648

Each 0.1 percent of the Storm Drainage Utility Tax rate generates approximately \$ 29,620 in 2022 and \$31,112 in 2024 of Storm Drainage Utility Tax revenue.

Garbage Tax

Maximum Rate:	None
Current Rate:	4.5 percent



Resource Summary

2023 Estimate: \$1,432,833

2024 Estimate: \$1,485,848

Each 0.1 percent of the Garbage Tax rate generates approximately \$ 31,840 each in 2023 and \$ 33,018 in 2024 of Garbage Tax revenue.

Telephone Utility Tax *(RCW 35.21.870)*

Maximum Rate: 6.0 percent

Current Rate: 6.0 percent

2023 Estimate:	
Telephone Utilities	\$1,930,480
Cellular Telephone Utilities	<u>891,302</u>

Total 2023 Estimated Telephone Utility Tax	\$2,821,782
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2024 Estimate:	
Telephone Utilities	\$1,833,956
Cellular Telephone Utilities	<u>819,998</u>

Total 2024 Estimated Telephone Utility Tax	\$2,653,954
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Television Cable Franchise Fee *(Cable Communications Policy Act of 1984)*

Maximum Rate: 5.0 percent

Current Rate: 4.8 percent

2023 Estimate: \$2,022,554

2024 Estimate: \$2,022,554

Television Cable Franchise Fees are levied on cable television companies operating in the city, these are expected to be flat moving forward. Each 0.1 percent of the television cable fee generates approximately \$42,136 in 2023 and \$42,136 in 2024 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 biennium.

Resource Summary

Utility Tax Watch Areas

The biggest tax revenue-generating utilities are Electric, Water, and Sewer. Electric Tax collections have been higher than the historic trend in the last few years due to hotter weather and higher inflation. As smart phones increased in popularity the declining trend steepened, Cell Phone Utility Tax declined at an average rate of 28 percent from 2018-2021. 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 continued to grow during the pandemic 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 increase moderately in 2023 by 0.5 percent and 2.6 percent in 2024.

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
2023 Estimate:	\$10,131,000
2024 Estimate:	\$11,861,000

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.

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

2023 Estimate:	\$2,947,559
2024 Estimate:	\$2,979,696

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 Polices: 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
2023 Estimate:	\$294,793
2024 Estimate:	\$305,708

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.

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

Maximum Rate:	4.0 percent
Current Rate:	4.0 percent
2023 Estimate:	\$144,446
2024 Estimate:	\$149,795

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

Resource Summary

established by competitive bidding) or, in other instances, by the imputed 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
2023 Estimate:	\$3,098
2024 Estimate:	\$3,212

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.

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

2023 Estimate: \$54,677

2024 Estimate: \$56,701

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.

Fire Inspection Fee

2023 Estimate: \$738,229

2024 Estimate: \$745,611

The 2023-2024 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 cannabis 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 2023 is estimated to be \$6.86, multiplied by the City's 2022 population of 153,900 estimated by the Office of Financial Management (OFM), or \$1,055,754 in 2023. The City is projecting to receive \$ 1,064,802 in 2024.

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 2023 is estimated to be \$7.65, multiplied by the 2022 population of 153,900, or \$ 1.17 million in 2023. The city is projecting to receive \$1.17 million in 2024.

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 2023 is estimated to be \$19.34, multiplied by the city's 2022 population of 153,900, or \$3 million in 2023. The MVFT revenue is split equally between the General Fund and CIP (\$1.5 million). The City is projected to receive \$3 million in 2024.

Cannabis Excise Tax

Effective June 2022 the formula for cannabis excise distributions to counties, cities, and towns was adjusted to increase distributions and tie future distributions to actual cannabis sales. The state distributes a portion of the marijuana excise taxes to the Liquor and Cannabis Board (LCB) and various state agencies and programs quarterly. Previously, the state treasurer appropriated an amount equal to 30 percent of general fund deposits of unappropriated cannabis excise tax revenues exceeding \$25 million, with a maximum of \$20 million per year. Now appropriation depends on actual cannabis sales, with cities and counties receiving a percentage of the excise tax revenues after various deductions for other programs. 30 percent will go to the local governments where retailers are physically located. 70 percent will be distributed on a per capita basis to local governments that do not prohibit cannabis. The city is projecting to receive around \$446,195 in 2023 and around \$466,452 in 2024.



Resource Summary

C. Tax Rate Information

Figure 4a-12 (A)

Comparison of 2022 Urban Tax Rates Rates in Effect for Property as of January 2022

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 2022. Comparisons in the figure below show that Bellevue's property tax rate is well below the average for these Washington cities. In 2022, the City of Bellevue's total property tax levy rate is \$0.84 as shown below.

Resource Summary

Property Tax Regular Levy \$ Tax Per \$1,000 A. V.	
\$3.60 Limit	
\$3.53 Bellevue Limit	
\$1.37 AVG.	
	Bellevue Regular Levy \$0.59

\$2.90	Moses Lake
\$2.50	SeaTac
\$2.49	Spokane
\$2.41	Camas
\$2.34	Yakima
\$2.26	Tumwater
\$2.25	Richland
\$2.23	Longview
\$2.21	Olympia
\$2.16	Tukwila
\$1.96	Walla Walla
\$1.90	Tacoma
\$1.85	Vancouver
\$1.82	Oak Harbor
\$1.79	Pullman
\$1.78	Everett
\$1.77	Mount Vernon
\$1.71	Kennewick
\$1.68	Bremerton
\$1.66	Auburn
\$1.63	Ellensburg
\$1.47	Pasco
\$1.42	Sammamish
\$1.29	Mill Creek
\$1.23	Kent
\$1.22	Battle Ground
\$1.14	Seattle
\$1.13	Puyallup
\$1.13	Shoreline
\$1.11	Mountlake Terrace
\$1.11	Kirkland
\$1.08	Wenatchee
\$1.02	Spokane Valley
\$1.01	Renton
\$1.00	Marysville
\$1.00	Bellingham
\$0.99	Des Moines
\$0.97	Bothell
\$0.96	Mukilteo
\$0.93	Burien
\$0.92	Lake Stevens
\$0.89	Kenmore
\$0.88	Lacey
\$0.84	Edmonds
\$0.84	Bonney Lake
\$0.84	Covington
\$0.82	Federal Way
\$0.81	Maple Valley
\$0.81	Lakewood
\$0.79	Bainbridge Island
\$0.78	Redmond
\$0.78	University Place
\$0.75	Arlington
\$0.75	Mercer Island
\$0.74	Issaquah
\$0.59	Bellevue
\$0.53	Lynnwood
\$0.00	

Property Tax Total Regular & Excess Levies \$ Tax Per \$1,000 A. V.	
\$3.60 Limit	
\$3.53 Bellevue Limit	
\$1.51 AVG.	
	Bellevue Levy \$0.84

\$3.45	Spokane
\$2.90	Moses Lake
\$2.72	Tukwila
\$2.50	SeaTac
\$2.41	Walla Walla
\$2.41	Camas
\$2.41	Bremerton
\$2.34	Yakima
\$2.33	Olympia
\$2.27	Tacoma
\$2.26	Tumwater
\$2.25	Richland
\$2.23	Longview
\$2.21	Everett
\$2.17	Seattle
\$1.90	Bothell
\$1.85	Vancouver
\$1.82	Oak Harbor
\$1.79	Pullman
\$1.77	Mount Vernon
\$1.71	Ellensburg
\$1.71	Kennewick
\$1.66	Auburn
\$1.64	Mill Creek
\$1.60	Mountlake Terrac
\$1.58	Bellingham
\$1.50	Marysville
\$1.47	Pasco
\$1.42	Sammamish
\$1.29	Mukilteo
\$1.23	Kent
\$1.22	Battle Ground
\$1.18	Edmonds
\$1.13	Puyallup
\$1.13	Shoreline
\$1.12	Kirkland
\$1.08	Wenatchee
\$1.06	Kenmore
\$1.02	Spokane Valley
\$1.01	Renton
\$1.00	Redmond
\$0.99	Des Moines
\$0.96	Lacey
\$0.93	Burien
\$0.92	Lake Stevens
\$0.85	Bainbridge Island
\$0.84	Bonney Lake
\$0.84	Bellevue
\$0.84	Covington
\$0.82	Federal Way
\$0.81	Maple Valley
\$0.81	Lakewood
\$0.80	Mercer Island
\$0.78	University Place
\$0.75	Arlington
\$0.75	Lynnwood
\$0.53	Issaquah
\$0.12	
\$0.00	



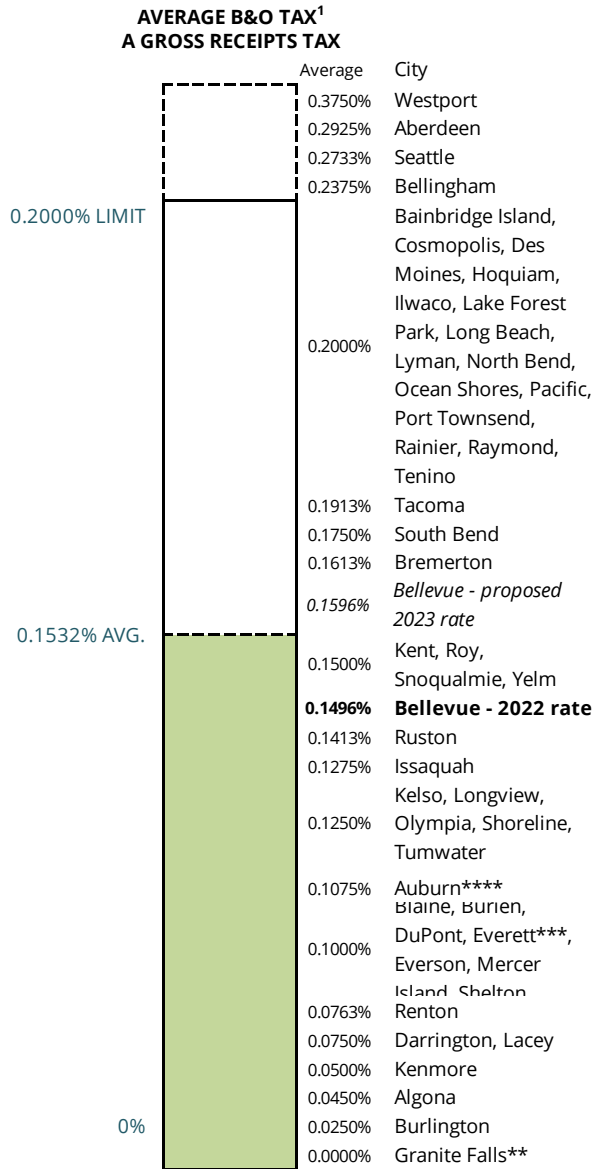
Resource Summary

Figure 4a-12 (B) **Comparison of 2022 Urban Tax Rates** **Rates in Effect for B&O Tax as of January 2022**

Comparisons in the figure below show that Bellevue's B&O Tax is well below the average of Washington cities for rates effective January 2022. Bellevue's B&O Tax rates will increase by 0.01 percent in 2023, individual rates can be found in Figure 8a-2, Summary of Locally Levied Taxes, B&O Tax.

Resource Summary

Comparison of 2022 B&O Tax Rates Effective January 1, 2022



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.

****Auburn adopted a B&O tax effective January 1, 2022.

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

[Source: Department of Revenue, Association of Washington Cities](https://www.wa.gov/department-of-revenue/association-of-washington-cities)

Resource Summary

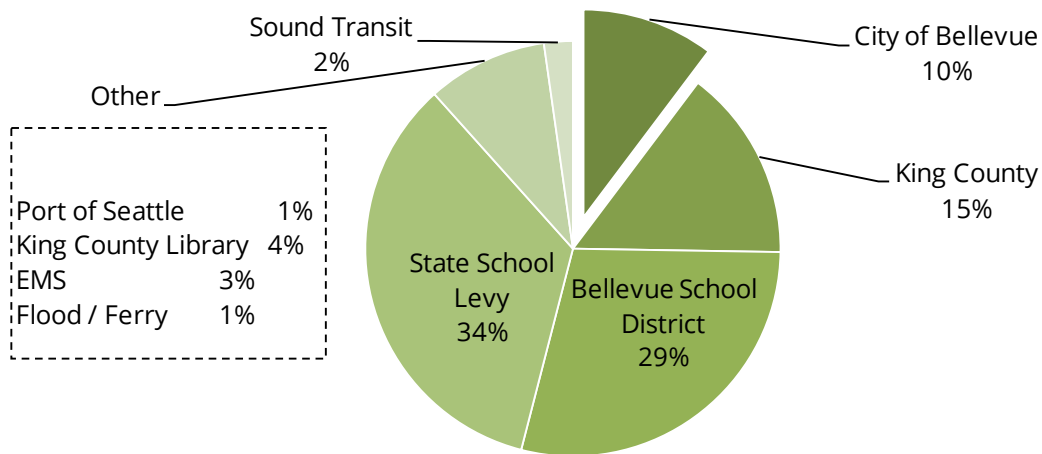
Figure 4a-14

Property Taxes

Typical Distribution of Property Tax Dollars

This figure illustrates the Property Tax distribution for a typical Bellevue taxpayer in 2022. 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 63 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 2022 property tax bills for hypothetical low-, medium-, and high-assessed value (AV) homes.

	2022 Rate/\$1,000 of AV	Low AV = \$500,000	Medium AV = \$936,000	High AV = \$1,500,000
Emergency Medical Services	\$0.25	\$124	\$233	\$373
Port of Seattle	0.11	56	104	166
Flood / Ferry Levy	0.08	41	75	119
King County Library	0.33	164	305	488
City of Bellevue	0.84	422	790	1,267
King County	1.23	614	1,151	1,843
Bellevue School District	2.36	1,179	2,208	3,540
State School Levy	2.82	1,408	2,638	4,227
Sound Transit	0.18	92	173	278
Total	\$8.20	\$4,100	\$7,677	\$12,302

Note: Columns/graph may not foot due to rounding

Resource Summary

Figure 8a-14
Property Valuation & Tax Levy Information
2002 through 2024

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 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
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	76,955	8.3%	45,204	3.1%	0.26	0.59	0.85
2023*	88,718	15.3%	47,176	4.4%	0.21	0.47	0.68
2024*	91,603	3.3%	48,612	3.0%	0.20	0.47	0.67



Resource Summary

Notes:

- Prior year AV is used to calculate current year property tax rates. i.e. 2021 AV is used to calculate 2022 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
- * 2023-2024 AV and levy data are estimated using King County Economic Forecast.

Expenditure Summary

This chapter presents a high-level summary of the key components of the 2023-2024 Adopted Budget.

For the purpose of this chapter, the 2023-2024 Adopted Budget is compared to the 2021-2022 Amended Budget including all amendments through 11/21/2022.

The Expenditure Summary is organized into the following sections:

A. Total Adopted City Budget

Figure 4b-1 lists the 2023-2024 total budgeted resources by source and expenditures by Strategic Target Area (STA). The resources and expenditures are divided up into five distinct funding categories.

Figure 4b-2 lists the same 2023-2024 total budgeted resources by source but displays the expenditures by department.

Figure 4b-3 details the 2023-2024 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 2021-2022 Amended Budget.

Figure 4b-4 displays the total 2023-2024 Adopted Budget by department and compares it to the 2023-2024 Amended Budget.

Figure 4b-5 displays the 2023-2024 total budget by Strategic Target Area (STA) and department, while excluding reserves.

Figure 4b-6 displays the 2024 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 2023-2024 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 2023-2024 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 2023-2024 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 2023-2024 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 2023-2024 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, 2023.

Figure 4b-18 displays the City's total statutory debt capacity and debt issued as of January 1, 2023, 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 2023-2024 by bond.

Figure 4b-20 displays the City's annual debt service requirements for existing non-voted general obligation bonds from 2020 through 2045 and lists the City's bond ratings.

Expenditure Summary

A. Total Adopted City Budget

The 2023-2024 Adopted Budget totals \$2.24 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 2023-2024 Adopted Budget appropriation in two views – one by Strategic Target Area (STA) and the second by department:

Figure 4b-1 lists the **2023-2024 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 **2023-2024 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
2023-2024 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	2023-2024 Biennial Budget
Beginning Fund Balance	\$59,173	\$44,033	\$90,928	\$53,036	\$319,097	\$566,267
Revenues by Source						
Property Tax	\$87,106	\$9,155	\$0	\$0	\$39,724	\$135,985
Sales Tax	150,531	0	0	19,971	50,815	221,317
Business & Occupation Tax	98,180	0	0	0	38,705	136,884
Utility Taxes	58,509	0	0	0	0	58,509
Other Taxes	15,272	21,992	0	2,768	37,553	77,585
Grants	8,279	0	0	6,164	5,310	19,754
Intergovernmental Services	50,926	13,631	1,292	2,704	2,984	71,537
Charges for Services	43,437	76,437	45,876	107	14,506	180,363
Utility Services Fees	0	0	371,666	0	3,440	375,106
Miscellaneous Revenues	17,148	92,179	48,958	2,673	24,557	185,516
Short-Term Debt	0	0	0	0	0	0
Long-Term Debt	0	0	0	0	13,611	13,611
Operating Transfers	3,276	3,585	9,451	51,726	128,957	196,995
Total Revenues by Source	\$532,666	\$216,979	\$477,244	\$86,114	\$360,162	\$1,673,164
Total Resources	\$591,839	\$261,012	\$568,171	\$139,149	\$679,259	\$2,239,431
Expenditures by STA						
Economic Development	4,034	11,245	0	473	1,070	\$16,822
High Quality Built and Natural Environment	87,063	1,118	124,248	984	151,025	364,438
Transportation and Mobility	38,901	0	0	345	80,679	119,924
Bellevue: Great Places Where You Want to Be	85	0	12,725	411	6,490	19,710
Achieving Human Potential	56,388	18,514	1,544	28,801	4,000	109,247
Regional Leadership and Influence	5,061	0	0	0	0	5,061
High Performance Government	288,251	139,837	166,967	52,567	38,724	686,345
Total Expenditures By Outcome	\$479,782	\$170,713	\$305,484	\$83,581	\$281,987	\$1,321,546
Interfunds and Other Expenditures	\$52,884	\$54,324	\$167,852	\$26,582	\$40,189	\$341,830
Ending Fund Balance	\$59,173	\$35,976	\$94,835	\$28,987	\$357,083	\$576,054
Total Expenditures	\$591,839	\$261,012	\$568,171	\$139,149	\$679,259	\$2,239,431

Figures may not foot due to rounding



Expenditure Summary

Figure 4b-2

**2023-2024 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	2023-2024 Biennial Budget
Beginning Fund Balance	\$59,173	\$44,033	\$90,928	\$53,036	\$319,097	\$566,267
Revenues by Source						
Property Tax	\$87,106	\$9,155	\$0	\$0	\$39,724	\$135,985
Sales Tax	150,531	0	0	19,971	50,815	221,317
Business & Occupation Tax	98,180	0	0	0	38,705	136,884
Utility Taxes	58,509	0	0	0	0	58,509
Other Taxes	15,272	21,992	0	2,768	37,553	77,585
Grants	8,279	0	0	6,164	5,310	19,754
Intergovernmental Services	50,926	13,631	1,292	2,704	2,984	71,537
Charges for Services	43,437	76,437	45,876	107	14,506	180,363
Utility Services Fees	0	0	371,666	0	3,440	375,106
Miscellaneous Revenues	17,148	92,179	48,958	2,673	24,557	185,516
Short-Term Debt	0	0	0	0	0	0
Long-Term Debt	0	0	0	0	13,611	13,611
Operating Transfers	3,276	3,585	9,451	51,726	128,957	196,995
Total Revenues by Source	\$532,666	\$216,979	\$477,244	\$86,114	\$360,162	\$1,673,164
Total Resources	\$591,839	\$261,012	\$568,171	\$139,149	\$679,259	\$2,239,431
Expenditures by Department						
City Attorney	\$11,433	\$21,452	\$0	\$0	\$0	\$32,885
City Clerk	6,105	0	0	0	0	6,105
City Council	1,376	0	0	0	0	1,376
City Manager	17,275	0	0	0	500	17,775
Community Council	0	0	0	0	0	0
Community Development	17,292	0	0	26,666	15,697	59,656
Development Services	9,381	0	77,724	0	0	87,105
Finance & Asset Management	30,546	79,836	0	76,125	52,734	239,241
Fire	145,112	126	0	2,120	21,269	168,626
Human Resources	7,792	62,802	0	0	0	70,595
Information Technology	0	35,565	0	0	4,484	40,049
Miscellaneous Non-Departmental	14,887	0	0	0	4,248	19,135
Parks & Community Services	80,595	21,918	17,531	3,572	65,691	189,308
Police	124,594	0	0	400	0	124,994
Transportation	66,276	3,337	0	548	80,642	150,803
Utilities	0	0	378,080	731	76,912	455,723
Total Expenditures By Department	\$532,666	\$225,036	\$473,336	\$110,163	\$322,176	\$1,663,376
Ending Fund Balance	\$59,173	\$35,976	\$94,835	\$28,987	\$357,083	\$576,054
Total Expenditures	\$591,839	\$261,012	\$568,171	\$139,149	\$679,259	\$2,239,431

Figures may not foot due to rounding

Expenditure Summary

Figure 4b-3 details the **2023-2024 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 2021-2022 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 18.7 percent in the 2023-2024 biennium. This is primarily due to inflation as well as targeted investments in public safety programs such as a Community Crisis Assistance Team (CCAT), equipping Fire Station 10, body worn camera program, and additional policing for growth. Also being added are various new programs such as safe parking, expansion of internal City services, a cross cultural program, additional investments in homelessness outreach support, additional resources for Environmental Stewardship Initiative (ESI), funding “Next Right Work” for affordable housing, and additional funds to promote a safe, clean, and vibrant city. Also, included in this budget are additional investments for equity such as new cross cultural programming, an apprenticeship program, and additional outreach for Minority, Women and Disadvantaged Business Enterprise (MWDBE) vendors. These investments are further highlighted below in Figure 4b-4, as well as in Section B.

Internal Service and Other Operating funds are increasing by 14.6 percent. Increases include the one-time costs in both the Equipment Rental Fund and the Facilities Fund to maintain current City assets as well as one-time increase in the operating costs for Fire Station 10. Other notable increases are increases to the Workers Compensation Fund due to changes in qualifying presumptive diseases and increases in the General Self-Insurance Fund due to increased risk environment for the City as well as an increase in the IT fund to add capacity and increase the cybersecurity program. More detail is provided in Section C.

Enterprise funds are increasing by 14.1 percent, mainly due to increases in Sewer Utility Fund and Water Utility Fund as a result of increased pass through from King County and Cascade for sewer and water respectively, Development Services Fund adding capacity growth for anticipated future construction and the Parks Enterprise Fund contracts for third party vendors increasing.

Special Purpose funds are decreasing by 59.3 percent, mainly due to one-time issuance of bonds in the previous biennium for refinancing. Of note, significant increase in the Housing



Expenditure Summary

Fund as the City funds new support for affordable housing and other critical human services. Also included are investments of the American Rescue Plan Act (ARPA) funds received by the City in areas such as small business assistance and other critical human services.

Capital Investment funds are increasing by 3.8 percent, mainly due to new infrastructure projects and investments in maintenance and repairs in General CIP and the Utilities CIP. More detail is provided in Section F.

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

TOTAL CITY BUDGET	2021-2022 Amended Budget	2021-2022 Double-Budgeting*	2022 Reserves	2021-2022 Net Budget	2023-2024 Adopted Budget	2023-2024 Double-Budgeting*	2024 Reserves	2023-2024 Net Budget	Net Budget \$ Change	Net Budget % Change
General Funds	\$486,542	(\$72,244)	(\$33,718)	\$380,580	\$591,839	(\$81,003)	(\$59,173)	\$451,662	\$71,082	18.7%
Internal Service & Other Operating Funds										
Equipment Rental	\$32,460	(\$3,863)	(\$4,556)	\$24,040	\$42,456	(\$4,094)	(\$5,398)	\$32,964	\$8,923	37.1%
Facilities Services	18,495	(6,499)	(672)	11,324	20,923	(6,764)	(627)	13,532	2,208	19.5%
General Self-Insurance Fund	16,473	(888)	(4,590)	10,995	19,563	(1,045)	(4,135)	14,383	3,388	30.8%
Health Benefits Fund	65,058	(30)	(7,912)	57,117	67,257	(33)	(4,818)	62,405	5,288	9.3%
Hotel/Motel Taxes Fund	14,810	(5,501)	0	9,309	21,992	(10,747)	0	11,245	1,936	20.8%
Human Services Fund	19,841	0	(200)	19,641	20,504	0	(1,990)	18,514	(1,127)	(5.7%)
Information Services Fund	37,854	(2,990)	(4,585)	30,278	44,579	(3,217)	(9,014)	32,348	2,070	6.8%
Land Purchase Revolving Fund	4,353	(810)	(1,978)	1,564	6,964	(4,139)	(1,206)	1,620	55	3.5%
LEOFF I Medical Reserve Fund	657	0	(531)	126	656	0	(530)	126	(0)	(0.2%)
Park M&O Reserve Fund	5,916	(1,192)	(4,724)	0	4,704	(1,473)	(3,230)	0	0	n/a
Unemployment Compensation Fund	616	(12)	(203)	401	543	(12)	(179)	352	(49)	(12.2%)
Workers' Compensation Fund	7,906	(411)	(3,815)	3,680	10,873	(476)	(4,848)	5,548	1,868	50.8%
Total	\$224,439	(\$22,196)	(\$33,767)	\$168,476	\$261,012	(\$32,000)	(\$35,976)	\$193,037	\$24,561	14.6%
Enterprise Funds										
Development Services Fund	\$85,226	(\$22,319)	(\$21,259)	\$41,648	\$132,188	(\$25,515)	(\$54,463)	\$52,210	\$10,562	25.4%
Marina Fund	1,847	(800)	(503)	544	2,337	(800)	(950)	587	43	7.9%
Parks Enterprise Fund	14,791	(2,866)	(554)	11,371	18,229	(3,419)	(2,085)	12,725	1,354	11.9%
Sewer Utility Fund	142,209	(33,031)	(9,285)	99,893	168,486	(44,574)	(9,990)	113,921	14,028	14.0%
Solid Waste Fund	4,684	(1,191)	(2,015)	1,477	4,786	(1,162)	(2,654)	969	(508)	(34.4%)
Storm & Surface Water Utility Fund	63,524	(34,127)	(7,753)	21,644	71,039	(37,951)	(7,719)	25,369	3,724	17.2%
Water Utility Fund	146,350	(40,455)	(15,178)	90,718	171,108	(54,799)	(16,973)	99,336	8,618	9.5%
Total	\$458,632	(\$134,789)	(\$56,548)	\$267,295	\$568,171	(\$168,220)	(\$94,835)	\$305,116	\$37,821	14.1%
Special Purpose Funds										
Firemen's Pension Fund	\$7,429	\$0	(\$6,791)	\$638	\$7,297	\$0	(\$6,554)	\$743	\$105	16.4%
Housing Fund	16,769	(7,229)	(4,590)	4,949	43,496	(64)	(17,851)	25,581	20,632	416.9%
I&D Redemption-Regular Levy Fund	181,720	0	(408)	181,312	56,183	0	(4,582)	51,601	(129,711)	(71.5%)
LID Control Fund	0	0	0	0	0	0	0	0	0	n/a
LID Guaranty Fund	0	0	0	0	0	0	0	0	0	n/a
Operating Grants & Donations Fund	24,288	(892)	(3,781)	19,615	32,173	(26,007)	0	6,166	(13,449)	(68.6%)
Total	\$230,206	(\$8,122)	(\$15,570)	\$206,515	\$139,149	(\$26,071)	(\$28,987)	\$84,091	(\$122,423)	(59.3%)
Capital Investment Funds										
General Capital Investment Program	\$226,603	(\$16,837)	\$0	\$209,766	\$253,736	(\$23,409)	(\$8,473)	\$221,855	\$12,089	5.8%
Utility Capital Investment Program	313,843	0	(235,673)	78,170	\$425,523	0	(348,611)	76,912	(1,258)	(1.6%)
Total	\$540,446	(\$16,837)	(\$235,673)	\$287,936	\$679,259	(\$23,409)	(\$357,083)	\$298,767	\$10,831	3.8%
TOTAL CITY BUDGET	\$1,940,264	(\$254,188)	(\$375,275)	\$1,310,802	\$2,239,431	(\$330,703)	(\$576,054)	\$1,332,673	\$21,872	1.7%

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.

Figure 4b-4 displays the total **2023-2024 Adopted Budget by Department** and compares it to the 2021-2022 Amended Budget. This look displays all the funds together by department, while subsequent tables will present this information by each of the fund category types. Overall, the total appropriation increases by 15.4 percent including double budgeting and reserves.

Expenditure Summary

However, once reserves and double-budgeting are removed, net expenditure increases by 1.7 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:

- **City Attorney:** Growth for the City Attorney’s Office is due to 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 well as additional investments in legal capacity.
- **City Clerk:** The City Clerk’s Office has added additional capacity to respond to expected increases in public disclosure requests and growth in expected records retention efforts.
- **City Manager:** City Manager growth is due to an internal reorganization and extended homeless outreach programs.
- **Community Council:** The Community Council was dissolved by State legislative action in 2022
- **Community Development:** Increased capacity to allow for program investments in on-going affordable housing policy development and partnerships, Environmental Stewardship Initiative, continuation of the home energy retrofit program, “Next Right Work” for affordable housing, and clean streets programs.
- **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.
- **Finance & Asset Management:** Increase capacity to support organizational needs including project management for CIP projects, targeted investments in financial capacity, and an apprenticeship program. Across all funds the FAM investments are being offset by the increase appropriation for one-time issuance of bonds in the prior biennium.
- **Fire:** Fire has targeted investments to fund the CCAT program and fully equip Fire Station 10.
- **Human Resources:** Human Resources has added capacity to deal with administration as the City continues to grow as well as a compensation study.

Expenditure Summary

- **Information Technology:** Increases the City's budget for G-94 Enterprise Application Replacement Reserves and G-38 Smart City Connectivity as well as additional support for cybersecurity to further protect the City. Also, further investments in capacity to support direct services and new initiatives such as the Body Worn Camera program.
- **Parks & Community Services:** The increase is mainly driven by increased third party costs to contract dollars to maintain current level of service for community parks, custodial and building maintenance, and streetscape maintenance and golf course usage. The department also increases its capacity to handle increased demands for day camps, tours, picnic, rentals and lifeguard services.
- **Police:** The budget for the Police Department is increasing primarily due to an investment in additional public safety programs such as Community Crisis Assistance Team (CCAT) and equipping police officers with Body Worn Cameras (BWC). The CCAT program reduces police use of force and assists in diverting people in crisis to suitable services for their situation rather than being taken to jail or to the hospital, and notably provides appropriate follow-up care and case management after the initial incident.
- **Utilities:** Costs in Utilities increase primarily are driven by higher pass through costs from Cascade Water Alliance and the King County as those organizations react to the increased inflation experienced over the last couple of years.



Expenditure Summary

Figure 4b-4
2023-2024 Adopted Budget by Department
\$000

	2021-2022	2023-2024	\$	%
Total Budget	Amended Budget	Adopted Budget	Change	Change
City Attorney	\$25,136	\$32,885	\$7,750	30.8%
City Clerk	5,311	6,105	794	15.0%
City Council	1,252	1,376	124	9.9%
City Manager	12,247	17,775	5,528	45.1%
Community Council	10	0	(10)	-100.0%
Community Development	50,455	59,656	9,200	18.2%
Development Services	74,381	87,105	12,724	17.1%
Finance & Asset Management	312,793	239,241	(73,552)	-23.5%
Fire	157,582	168,626	11,044	7.0%
Human Resources	63,693	70,595	6,901	10.8%
Information Technology	33,930	40,049	6,119	18.0%
Miscellaneous Non-Departmental	11,753	19,135	7,381	62.8%
Parks & Community Services	148,846	189,308	40,461	27.2%
Police	102,812	124,994	22,182	21.6%
Transportation	163,892	150,803	(13,089)	-8.0%
Utilities	400,896	455,723	54,827	13.7%
Reserves	375,275	576,054	200,780	53.5%
Total Budget	\$1,940,264	\$2,239,431	\$299,166	15.4%
<i>Double-Budgeting</i>	<i>254,188</i>	<i>330,703</i>	<i>76,515</i>	<i>30.1%</i>
<i>Reserves</i>	<i>375,275</i>	<i>576,054</i>	<i>200,780</i>	<i>53.5%</i>
Expenditures Net of Double-Budgeting and Reserves	\$1,310,802	\$1,332,673	\$21,872	1.7%

Figures may not foot due to rounding.

Expenditure Summary

Figure 4b-6 displays the **2024 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 2021-2022 budget please refer to the FTE summary in the Chapter 5.

Figure 4b-6
2024 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	-	32.75	34.75	2.3%
City Clerk	-	-	-	-	-	-	16.00	16.00	1.0%
City Council	-	-	-	-	-	7.00	-	7.00	0.5%
City Manager	-	-	-	-	3.00	5.00	19.00	27.00	1.8%
Community Development	8.00	14.00	-	-	18.60	-	3.00	43.60	2.8%
Development Services	-	56.65	-	-	-	-	89.10	145.75	9.5%
Finance & Asset Management	-	0.25	-	-	-	-	130.75	131.00	8.5%
Fire	-	4.00	-	-	58.89	-	225.11	288.00	18.7%
Human Resources	-	-	-	-	14.00	-	7.80	21.80	1.4%
Information Technology	-	-	-	-	-	-	66.00	66.00	4.3%
Parks & Community Services	-	97.00	-	17.00	45.16	-	11.00	170.16	11.1%
Police	-	-	-	-	1.00	-	247.00	248.00	16.1%
Transportation	-	43.50	100.15	-	-	-	14.00	157.65	10.2%
Utilities	-	162.75	-	-	0.95	-	10.30	174.00	11.3%
Miscellaneous Non-Departmental	-	-	-	-	-	-	9.00	9.00	0.6%
Total FTEs	8.00	378.15	100.15	17.00	143.60	12.00	880.81	1,539.71	100.0%
Percent of Total	0.5%	24.6%	6.5%	1.1%	9.3%	0.8%	57.2%	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 **2023-2024 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 increase of 21.6 percent, as well as a net budget increase of 18.7 percent, between the two biennium. Some highlights of this growth are provided below.

The General Fund reflected in the 2023-2024 Adopted Budget uses the Amended 2022 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 non-personnel 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.

Department Detail

- **City Attorney** – The City Attorney’s Office 2023-2024 Adopted Budget added capacity to increase the ability of the City to handle internal legal needs from law enforcement partners and various projects.
- **City Clerk** –The Office’s 2023-2024 Adopted Budget added capacity to support the City’s anticipated public disclosures requests due to new public safety programs.
- **City Manager** –The 2023-2024 Adopted Budget added support for additional homelessness outreach as well as an internal reorganization of staff to better support the work of the Office.
- **Community Council** – Dissolved via state legislative action in 2022.
- **Community Development** –Investments in the Community Development resources needed to sustain the City’s robust development and community planning efforts during the 2023-2024 biennium as well as investments in “Next Right Work” to drive affordable housing investment, Environmental Stewardship Initiative and clean streets programs.

Expenditure Summary

- **Development Services** – The Adopted 2023-2024 Budget provides expenditures to ensure Development Services has the surge capacity to meet the service needs of planned and expected developments in the pipeline for the next biennium. Decrease reflected in figure 4b-7 is due to a change in policy for funding land use review. This proposed budget removes the General Fund subsidy portion of the land use review changing it to a 100 percent fee supported model.
- **Finance & Asset Management** – Additional support in key areas such as an apprenticeship program and enhanced MWDBE partners to support overall City growth.
- **Fire** – Includes notable increases related to the staffing, equipment and operating costs associated with substantial completion of Fire Station 10. This 2023-2024 Adopted Budget provides the Fire Department additional personnel supports for the new public safety programs such as CCAT. The CCAT program assists in diverting people in crisis to suitable services for their situation rather than being taken to jail or to the hospital, and notably provides appropriate follow-up care and case management after the initial incident. Additionally, this reflects increases in interfund charges for City services and risk pooling.
- **Human Resources** – Increased support for internal City services as the City continues to grow.
- **Police** – The budget for the Police Department is increasing primarily due to a significant investment in additional public safety programs such as Community Crisis Assistance Team (CCAT) and equipping police officers with Body Worn Cameras (BWC). The CCAT program reduces police use of force and assists in diverting people in crisis to suitable services for their situation rather than being taken to jail or to the hospital, and notably provides appropriate follow-up care and case management after the initial incident.
- **Parks & Community Services:** The increase is mainly driven by increased third party costs to contract dollars to maintain current level of service for Community Parks, custodial and building maintenance, and streetscape maintenance. The department also increases its capacity to handle increased demands for day camps, tours, picnic, rentals and lifeguard services.
- **Reserves** – Increases to the reserves as the City recovers faster than anticipated from impacts COVID-19 brought on. 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
2023-2024 Adopted General Fund Budget by Department
\$000

General Fund Budget	2021-2022 Amended Budget	2023-2024 Adopted Budget	\$ Change	% Change
City Attorney	\$9,162	\$11,433	\$2,271	24.8%
City Clerk	5,311	6,105	794	15.0%
City Council	1,252	1,376	124	9.9%
City Manager	12,269	17,275	5,006	40.8%
Community Council	10	0	(10)	-100.0%
Finance & Asset Management	25,680	30,546	4,866	18.9%
Community Development	12,687	17,292	4,606	36.3%
Development Services	10,415	9,381	(1,034)	-9.9%
Fire	122,890	145,112	22,222	18.1%
Human Resources	6,133	7,792	1,659	27.0%
Information Technology	0	0	0	0.0%
Miscellaneous Non-Departmental	10,515	14,887	4,373	41.6%
Parks & Community Services	73,276	80,595	7,320	10.0%
Police	102,812	124,594	21,782	21.2%
Transportation	60,414	66,276	5,862	9.7%
Utilities	0	0	0	0.0%
Reserves	33,718	59,173	25,455	75.5%
Total General Fund	\$486,542	\$591,839	\$105,297	21.6%
<i>Double-Budgeting</i>	<i>72,244</i>	<i>81,003</i>	<i>8,759</i>	<i>12.1%</i>
<i>Reserves</i>	<i>33,718</i>	<i>59,173</i>	<i>25,455</i>	<i>75.5%</i>
Expenditures Net of Double-Budgeting and Reserves	\$380,580	\$451,662	\$71,082	18.7%

Figures may not foot due to rounding.

Expenditure Summary

Figure 4b-8 displays the **2023-2024 Adopted General Fund Budget by STA and Department**.

Figure 4b-8
2023-2024 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	\$683	\$0	\$10,128	\$622	\$11,433	2.1%
City Clerk	0	0	0	0	0	0	5,417	688	6,105	1.1%
City Council	0	0	0	0	0	1,047	3	326	1,376	0.3%
City Manager	0	0	0	0	2,093	3,827	11,649	(294)	17,275	3.2%
Community Council	0	0	0	0	0	0	0	0	0	0.0%
Community Development	4,034	6,773	0	85	4,284	0	1,845	272	17,292	3.2%
Development Services	0	0	0	0	0	0	0	9,381	9,381	1.8%
Finance & Asset Management	0	90	0	0	0	0	30,620	-163	30,546	5.7%
Fire	0	1,345	0	0	24,405	0	95,998	23,364	145,112	27.2%
Human Resources	0	0	0	0	4,988	0	2,074	730	7,792	1.5%
Miscellaneous	0	0	0	0	0	186	17,884	(3,183)	14,887	2.8%
Non-Departmental	0	0	0	0	0	0	17,884	(3,183)	14,887	2.8%
Parks & Community Services	0	49,451	0	0	19,411	0	3,408	8,325	80,595	15.1%
Police	0	0	2,358	0	524	0	104,669	17,043	124,594	23.4%
Transportation	0	29,405	36,543	0	0	0	4,748	-4,420	66,276	12.4%
Total General Fund	\$4,034	\$87,063	\$38,901	\$85	\$56,388	\$5,061	\$288,443	\$52,691	\$532,666	100.0%
Proposals										
Percent of Total	0.8%	16.3%	7.3%	0.0%	10.6%	1.0%	54.2%	9.9%	100.0%	

Net General Funds	=	532,666
2024 General Fund Reserves	+	59,173
Total General Fund		591,839

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 **2023-2024 Adopted Internal Service and Other Operating Fund Budget by Department**. These funds collectively are showing an overall increase of 16.3 percent, with a net budget increase of 14.6 percent, between the two biennium.

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 risk environment has increased the cost of providing coverage.

Increases in Finance & Asset Management is due to both increases in expenditures from the Equipment Rental Fund and Facilities Services Fund. This growth is due to one-time electrical equipment replacement and general equipment replacement as well as new adds for Fire Station 10 support. Also, further investments in capacity to support direct services and new initiatives such as the Body Worn Camera program.

The large increase in Transportation is attributed to transfers from the Land Purchase Revolving Fund of Right of Way revenue to the CIP to use the funds as outlined in the relevant fund guidance.

Expenditure Summary

Figure 4b-9
2023-2024 Adopted Internal Service & Other Operating Fund Budget by Department
\$000

<u>Internal Service & Other</u>	<u>2021-2022</u>	<u>2023-2024</u>	<u>\$</u>	<u>%</u>
<u>Operating Fund Budget</u>	<u>Amended Budget</u>	<u>Adopted Budget</u>	<u>Change</u>	<u>Change</u>
City Attorney	\$15,974	\$21,452	\$5,478	34.3%
Finance & Asset Management	61,085	79,836	18,751	30.7%
Fire	126	126	(0)	-0.2%
Human Resources	57,560	62,802	5,242	9.1%
Information Technology	33,268	35,565	2,297	6.9%
Parks & Community Services	22,629	21,918	(711)	-3.1%
Transportation	30	3,337	3,306	10925.7%
Reserves	33,767	35,976	2,209	6.5%
Total Internal Service & Other				
Operating Fund	\$224,439	\$261,012	\$36,573	16.3%
<i>Double-Budgeting</i>	22,196	32,000	9,803	44.2%
<i>Reserves</i>	33,767	35,976	2,209	6.5%
Expenditures Net of Double-				
Budgeting and Reserves	\$168,476	\$193,037	\$24,561	14.6%

Figures may not foot due to rounding.

Expenditure Summary

Figure 4b-10 displays the **2023-2024 Adopted Internal Service and Other Operating Funds Budget by STA and Department.**

Figure 4b-10
2023-2024 Adopted Internal Service and Other Operating Funds Budget by Strategic Target Area and Department
\$000

Internal Service and Other Operating Funds	Internal Service					Other Operating				Total	%
	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			
City Attorney	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,935	\$1,518	\$21,452	9.5%
Finance & Asset Management	11,245	0	0	0	0	0	28,666	39,926	79,836	35.5%	
Fire	0	0	0	0	0	0	126	0	126	0.1%	
Human Resources	0	0	0	0	0	0	62,757	45	62,802	27.9%	
Information Technology	0	0	0	0	0	0	28,316	7,249	35,565	15.8%	
Parks & Community	0	0	0	0	0	0	0	0	0	0%	
Services	0	1,118	0	0	18,514	0	0	2,286	21,918	9.7%	
Transportation	0	0	0	0	0	0	37	3,300	3,337	1.5%	
Total Internal Service & Other Operating Fund	\$11,245	\$1,118	\$0	\$0	\$18,514	\$0	\$139,837	\$54,324	\$225,036	100.0%	
Proposals											
Percent of Total	5.0%	0.5%	0.0%	0.0%	8.2%	0.0%	62.1%	24.1%	100.0%		

Net Internal Service & Other Operating Funds	=	225,036
2024 Internal Service & Other Operating Fund Reserves	+	35,976
Total Internal Service & Other Operating Funds		261,012

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 **2023-2024 Adopted Enterprise Fund Budget by Department**. These funds collectively are showing an overall increase of 23.9 percent, with a net budget increase of 14.1 percent, between the two biennium.

Increases in Development Services reflect a high level of development activity within the city in the near term. Parks & Community Services increases due to inflation and increases in the third party golf course contract for management. Utilities is making a one-time investment for information and billing system as well as increases to both Cascade Water Alliance for water supply and King County Waste Management for sewerage.

The largest change on a percentage basis is in Reserves, which represents collections above budget for water and sewer and permit revenues collected for future replacement work.

Figure 4b-11
2023-2024 Adopted Enterprise Fund Budget by Department
\$000

	2021-2022	2023-2024	\$	%
Enterprise Fund Budget	Amended Budget	Adopted Budget	Change	Change
Development Services	\$63,967	\$77,724	\$13,758	21.5%
Parks & Community Services	15,581	17,531	1,950	12.5%
Utilities	322,536	378,080	55,544	17.2%
Reserves	56,548	94,835	38,288	67.7%
Total Enterprise Fund	\$458,632	\$568,171	\$109,540	23.9%
<i>Double-Budgeting</i>	<i>134,789</i>	<i>168,220</i>	<i>33,431</i>	<i>24.8%</i>
<i>Reserves</i>	<i>56,548</i>	<i>94,835</i>	<i>38,288</i>	<i>67.7%</i>
Expenditures Net of Double-Budgeting and Reserves	\$267,295	\$305,116	\$37,821	14.1%

Figures may not foot due to rounding.

Expenditure Summary

Figure 4b-12 displays the **2023-2024 Adopted Enterprise Fund Budget by STA and Department.**

Figure 4b-12
2023-2024 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	\$18,061	\$0	\$0	\$0	\$0	\$34,198	\$25,466	\$77,724	16.4%
Parks & Community Services	0	587	0	12,725	0	0	3	4,217	17,531	3.7%
Utilities	0	105,600	0	0	1,544	0	132,766	138,170	378,080	79.9%
Total Enterprise Fund	\$0	\$124,248	\$0	\$12,725	\$1,544	\$0	\$166,967	\$167,852	\$473,336	100.0%
Proposals										
Percent of Total	0.0%	26.2%	0.0%	2.7%	0.3%	0.0%	35.3%	35.5%	100.0%	

Net Enterprise Funds	=	473,336
2024 Enterprise Fund Reserves	+	94,835
Total Enterprise Funds		568,171

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 **2023-2024 Adopted Special Purpose Fund Budget by Department.** These funds collectively are showing an overall decrease of 39.6 percent, with a net budget decrease of 59.3 percent, between the two biennium. The decrease was mainly driven by the issuance of new refunding bonds in the prior biennium to save taxpayers millions in debt service costs over the remaining term of the bonds. There are additional services being provided from the American Rescue Plan Act (ARPA) such as small business assistance and critical human services.

Expenditure Summary

Figure 4b-13
2023-2024 Adopted Special Purpose Fund Budget by Department
\$000

Special Purpose Fund Budget	2021-2022 Amended Budget	2023-2024 Adopted Budget	\$ Change	% Change
City Manager	(\$222)	\$0	\$222	-100.0%
Community Development	23,340	26,666	3,327	14.3%
Finance & Asset Management	181,312	76,125	(105,187)	-58.0%
Fire	3,230	2,120	(1,110)	-34.4%
Parks & Community Services	4,336	3,572	(763)	-17.6%
Transportation	1,212	548	(664)	-54.8%
Reserves	15,570	28,987	13,417	86.2%
Total Special Purpose Funds	\$230,206	\$139,149	-\$91,056	-39.6%
<i>Double-Budgeting</i>	<i>8,122</i>	<i>26,071</i>	<i>17,950</i>	<i>221.0%</i>
<i>Reserves</i>	<i>15,570</i>	<i>28,987</i>	<i>13,417</i>	<i>86.2%</i>
Expenditures Net of Double-Budgeting and Reserves	\$206,515	\$84,091	-\$122,423	-59.3%

Figures may not foot due to rounding.

Expenditure Summary

Figure 4b-14 displays the **2023-2024 Adopted Special Purpose Fund Budget by Outcome and Department**.

Figure 4b-14
2023-2024 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	\$473	\$50	\$0	\$0	\$25,937	\$0	\$0	\$207	\$26,666	24.2%
Finance & Asset Management	0	0	0	0	0	0	51,601	24,524	76,125	69.1%
Fire	0	0	0	411	0	0	966	743	2,120	1.9%
Parks & Community Services	0	0	0	0	2,864	0	0	708	3,572	3.2%
Transportation	0	203	345	0	0	0	0	0	548	0.5%
Total Special Purpose Fund Proposals	\$473	\$984	\$345	\$411	\$28,801	\$0	\$52,567	\$26,582	\$110,163	100.0%
Percent of Total	0.4%	0.9%	0.3%	0.4%	26.1%	0.0%	47.7%	24.1%	100.0%	

Net Special Purpose Funds	=	110,163
2024 Special Purpose Fund Reserves	+	28,987
Total Special Purpose Fund		139,149

Figures may not foot due to rounding.

F. Capital Investment Funds

Capital Investment funds include two funds that make up the city's CIP. General CIP Fund and the Utilities CIP Fund. These figures are different from those provided in Chapter 4 since they only represent the first two years of the seven-year CIP. Further, large fluctuations happen between biennium 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 **2023-2024 Adopted Capital Investment Fund Budget by Department**. These funds collectively are showing an overall increase of 25.7 percent, with a net budget increase of 3.8 percent, between the two biennium. The is primarily due to timing of projects over the seven-year period.

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

Expenditure Summary

Figure 4b-15
2023-2024 Adopted Capital Investment Fund Budget by Department
\$000

Capital Investment Fund Budget	2021-2022 Amended Budget	2023-2024 Adopted Budget	\$ Change	% Change
Community Development	\$14,429	\$15,697	\$1,268	8.8%
Finance & Asset Management	44,716	52,734	8,018	17.9%
Fire	31,335	21,269	(10,067)	-32.1%
Information Technology	662	4,484	3,822	577.6%
Parks & Community Services	33,025	65,691	32,666	98.9%
Transportation	102,236	80,642	(21,594)	-21.1%
Utilities	78,170	76,912	(1,258)	-1.6%
Reserves	235,673	357,083	121,410	51.5%
Total Capital Investment Fund	\$540,446	\$679,259	\$138,813	25.7%
<i>Double-Budgeting</i>	<i>16,837</i>	<i>23,409</i>	<i>6,572</i>	<i>39.0%</i>
<i>Reserves</i>	<i>235,673</i>	<i>357,083</i>	<i>121,410</i>	<i>51.5%</i>
Expenditures Net of Double-Budgeting and Reserves	\$287,936	\$298,767	\$10,831	3.8%

Figures may not foot due to rounding.

Expenditure Summary

Figure 4b-16 displays the **2023-2024 Adopted Capital Investment Fund Budget by STA and Department**.

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

Figure 4b-16
2023-2024 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	\$1,070	4,052	0	6,490	4,000	0	\$0	\$85	\$15,697	5.6%
Finance & Asset Management	0	3,786	0	0	0	0	13,172	0	16,958	6.0%
Fire	0	0	0	0	0	0	21,269	0	21,269	7.5%
Information Technology	0	484	0	0	0	0	4,000	0	4,484	1.6%
Parks & Community Services	0	65,691	0	0	0	0	0	0	65,691	23.3%
Transportation	0	100	80,179	0	0	0	282	0	80,561	28.6%
Utilities	0	76,912	0	0	0	0	0	0	76,912	27.3%
Total Capital Investment Fund Proposals	\$1,070	\$151,025	\$80,679	\$6,490	\$4,000	\$0	\$38,724	\$85	\$282,072	100.0%
Percent of Total	0.4%	53.5%	28.6%	2.3%	1.4%	0.0%	13.7%	0.0%	100.0%	

Debt Service (Finance)	+	40,104
Net Capital Investment Funds	=	322,176
2024 Capital Investment Fund Reserves	+	357,083
Total Capital Investment Funds		679,259

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, 2023

**Figure 4b-17
Estimated Total Policy and Statutory Debt Limits as of January 1, 2023**

Type of Debt	% of Assessed Value (\$77.2B) as of January 1, 2023			Capacity Available (\$) as of January 1, 2023		
	Statutory Limitations	Policy Limitations	Policy Limit Available	Statutory Limitations	Policy Limitations	Policy Limit Available
General Purpose:	2.50%	1.75%	1.29%	1,930,128,961	1,351,090,273	995,946,544
Non-Voted (Councilmanic)	1.50%	1.00%	0.54%	1,158,077,377	772,051,584	416,907,856
Voted	1.00%	0.75%	0.75%	772,051,584	579,038,688	579,038,688
Parks and Open Space - Voted	2.50%	1.75%	1.75%	1,930,128,961	1,351,090,273	1,351,090,273
Utilities – Voted	2.50%	1.75%	1.75%	1,930,128,961	1,351,090,273	1,351,090,273
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 \$1.93 billion, of which there is approximately \$772 million in voted capacity and \$1.16 billion in councilmanic capacity. The approximate remaining debt capacity for park and open space use is \$1.93 billion and for utility system use is \$1.93 billion.

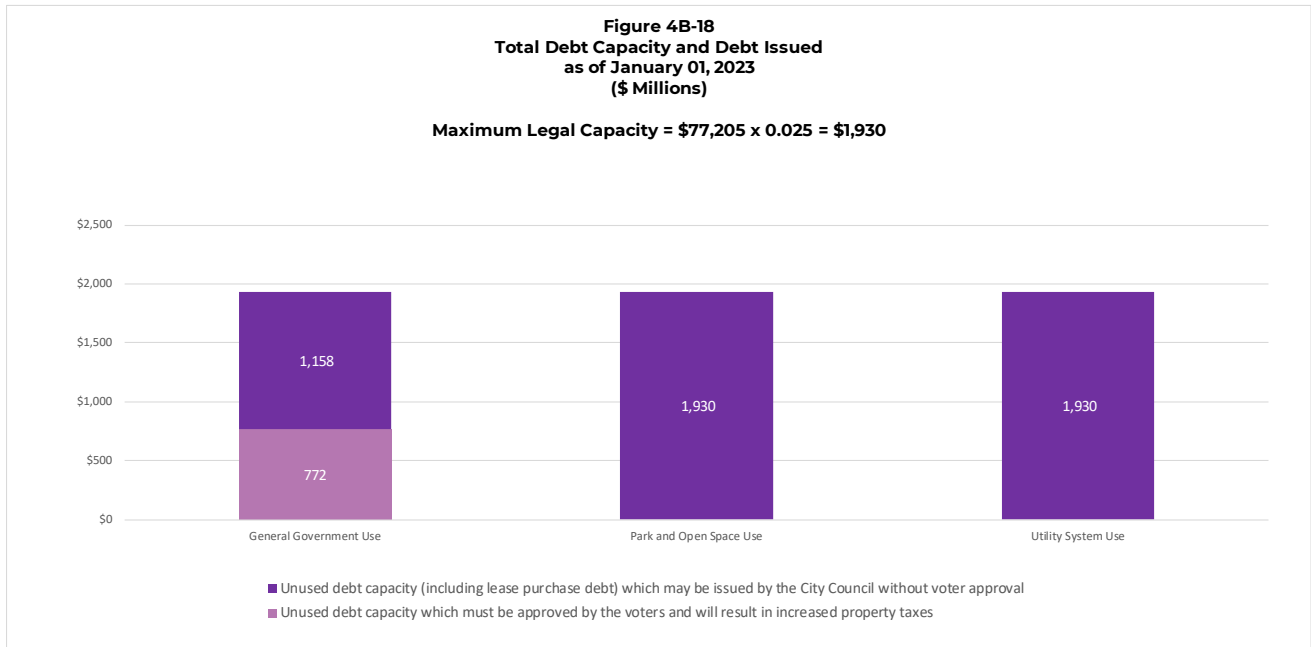


Figure 4b-19 presents detailed information on the City's General Obligation and Special Obligation Revenue Bond debt. For each debt issue, this figure lists the amount issued, the issue and maturity dates, interest rate, source of debt payment funding, and the debt service requirements included in the 2023-2024 Budget.



Expenditure Summary

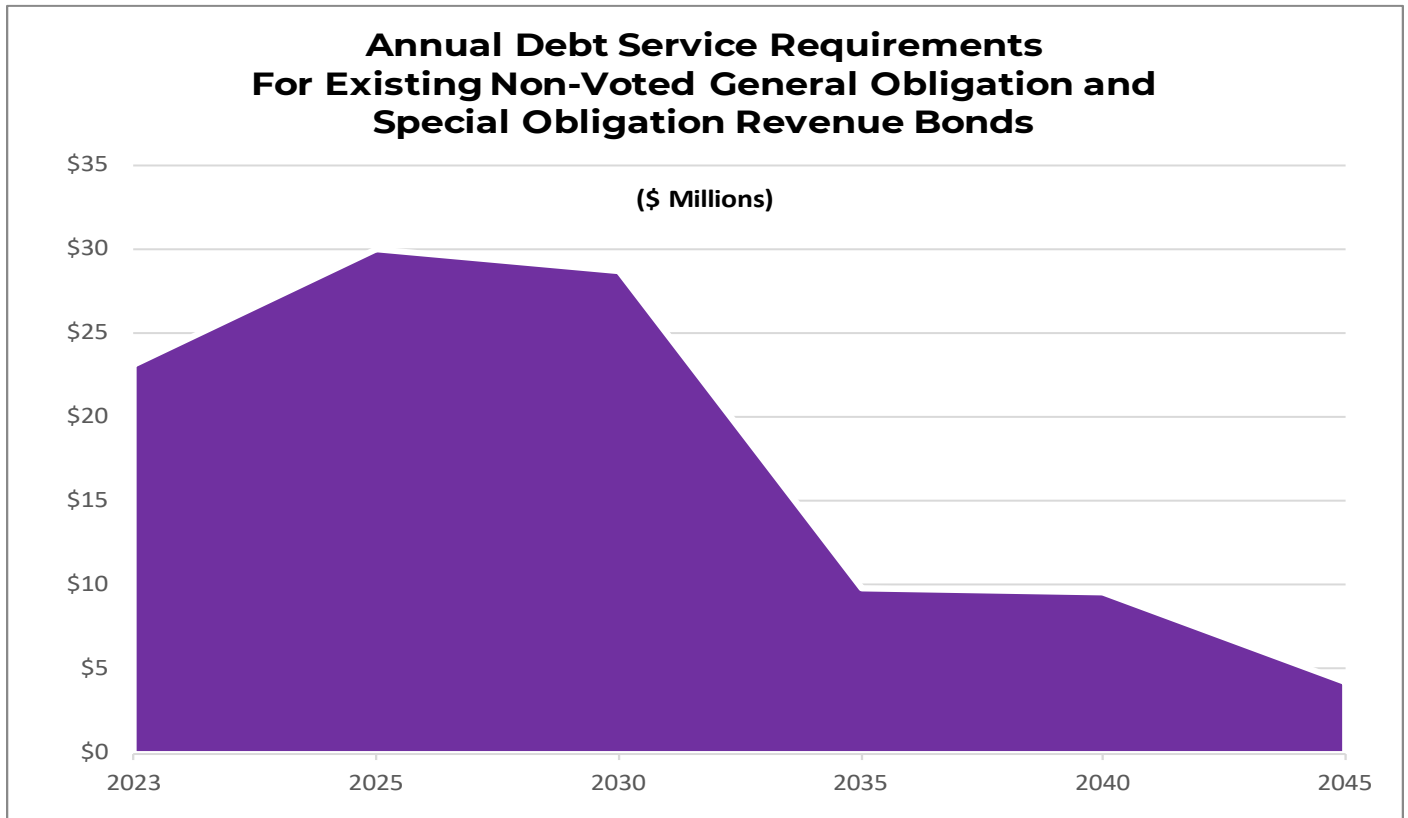
**Figure 4B-19
NON-VOTED GENERAL OBLIGATION AND SPECIAL OBLIGATION REVENUE BOND DEBT INFORMATION
\$000**

	Original Amount Issued	Issue Date	Final Maturity Date	Interest Rate	Source of Debt Service Funding	2023-2024 Debt Service Requirement	
						Principal	Interest
Non-Voted General Obligation (G.O.) Bonds:							
1995 Limited G.O.	\$5,139	1995	2025	5.15-5.80%	Hotel / Motel Tax	\$300	1,225
2015 Limited G.O. Refunding Series 2006	3,295	2015	2026	3.00-5.00%	General CIP	720	118
2015 Limited G.O. Refunding Series 2008	7,855	2015	2027	3.00-5.00%	General CIP	1,635	324
2015 Limited G.O. Metro & CIP	79,140	2015	2034	3.00-5.00%	General CIP	7,945	4,462
2015 Limited G.O. BCCA	7,645	2015	2034	3.00-5.00%	Hotel / Motel Tax	770	430
Transportation Infrastructure Finance and Innovation Act	99,600	2017	2056	1.86%	General CIP	1,965	5,975
2020 A Limited Tax G.O. Refunding Series 2010	10,915	2020	2032	4.00%	Debt Service	1,660	766
2020 B Limited Tax G.O. Taxable BCCA Refunding Series 2010	42,370	2020	2032	0.272% - 1.679%	Hotel / Motel Tax	6,110	937
2021 Limited Tax G.O. Taxable Refunding Series 2013	47,315	2021	2037	0.418-2.76%	General CIP	8,400	1,523
2022 Limited Tax G.O. Refunding Series 2012	<u>72,675</u>	2021	2043	4.00-5.00%	General CIP	<u>4,085</u>	<u>5,999</u>
Total Non-Voted G.O. Revenue Bonds:	<u>\$375,949</u>					<u>\$33,591</u>	<u>\$21,758</u>

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 \$23.1 for councilmanic revenue debt. If no further debt is issued, the final debt payment for the councilmanic debt occurs in 2056. This graph shows the City's annual debt service requirements decreasing over time.

Figure 4b-20



On January 1, 2023 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



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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 2023-2024 organizational charts provide the reader with information about the departmental structure that will be used to deliver proposals submitted by the department and recommended for funding.

2. 2023-2024 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 2021-2024.

D. Budget Summary by Fund excluding Reserves

This section provides a comparison of total expenditure budget by fund for 2021 Actuals, 2022 Actuals and 2023 and 2024 Adopted Budgets.

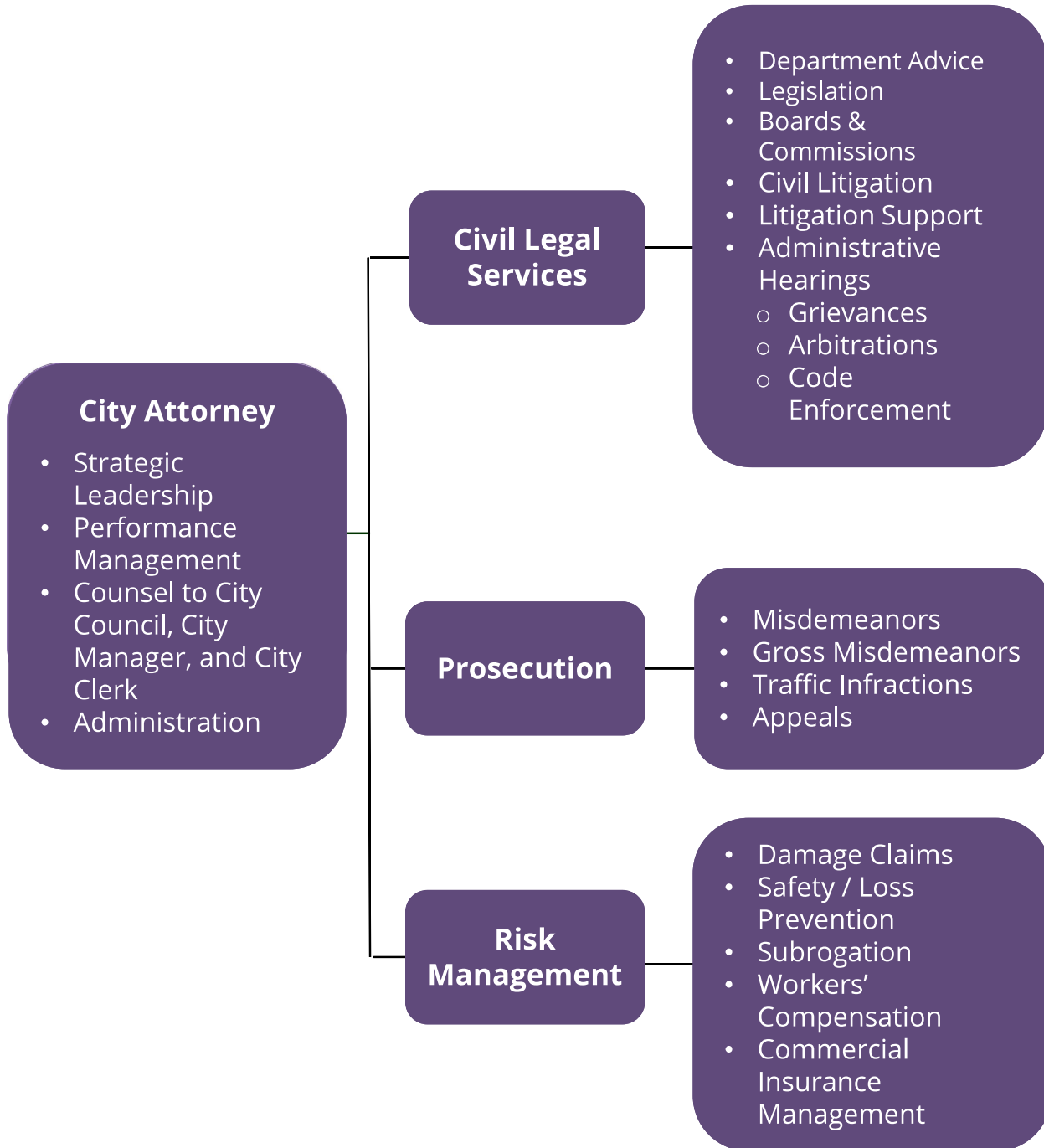
3. 2023-2024 Proposal List by Department/Strategic Target Area

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 2023-2024



Activities

- Legal Advice
- Litigation
- Prosecution
- Risk Management



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.

2023-2024 Objectives

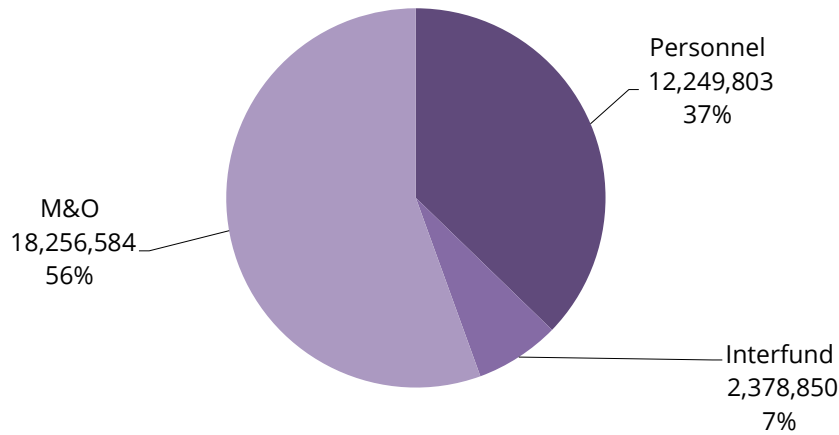
- Perform a complete review of all scheduled property values to optimize insurance coverages, strengthen financial resiliency and develop out-year premium estimations.
- Develop additional driver training modules to address skill deficiencies and remedial driving skills.
- Prosecution will prepare for and implement criminal discovery procedures related to new forms of digital evidence generated by the adoption of police body cameras.
- Work with law enforcement partners to emphasize enforcement and reduction of crime and recidivism in key areas.
- Evaluate and use existing or additional technologies and procedures to increase efficiencies in electronic management of large document files in civil litigation matters.
- Assist all stakeholders with issues arising out of Bellevue's rapid growth development
- Provide innovative advice to City departments, City Manager, and City Council to assist in fulfilling the City's priorities, which furthers the mission of the City to provide exceptional public service.

2021-2022 Accomplishments

- Recovered \$593,000 in damages to City of Bellevue property and resources using an in-house Certified Subrogation Recovery Professional in the Risk Management division.
- Completed L&I self-insured employer, Tier-1 claims audit and State financial audit with zero deficiencies.
- Due to court imposed COVID-19 filing limitations and resultant backlog, prosecution will handle a 170 percent increase in criminal cases and a 200 percent increase in civil infractions in 2022.
- Maintained and prioritized prosecutions through the end of county and state pandemic emergency orders impacting court operations and capacities.
- Advised and assisted in negotiating three option agreements for the sale of approximately 286,500 sf of FAR totaling \$23M.
- Advised on the amendment to the City Code to recognize Juneteenth as a paid holiday and other City efforts to strengthen diversity, equity, and inclusion.
- Provided legal advice and assistance on major land use and planning initiatives, including Comprehensive Plan and Land Use Code amendments (East Main, Wilburton, Periodic Comprehensive Plan update).
- Provided legal advice to Transportation in drafting and implementing a new multimodal concurrency program through updates to the Bellevue City Code.
- Resolved contested civil matters in a variety of types of cases with an overall favorable outcome of 100 percent
- Successfully resolved two of the most significant lawsuits against the City claiming over \$60M in damages.

City Attorney's Office

2023 - 2024 Budget Expenditure by Category



	2023 Adopted	2024 Adopted	2023 - 2024
Personnel	6,027,244	6,222,558	12,249,803
Interfund	1,165,012	1,213,838	2,378,850
M&O	8,974,115	9,282,469	18,256,584
Capital	-	-	-
Total Expenditures	16,166,372	16,718,865	32,885,236
Reserves ¹	8,665,356	8,983,198	8,983,198
Total Budget	24,831,728	25,702,063	41,868,434

Staffing Summary

	2021 Actuals	2022 Actuals	2023 Adopted	2024 Adopted
FTE	28.75	29.75	34.75	34.75

Budget Summary by Fund excluding Reserves

	2021 Actuals	2022 Actuals	2023 Adopted	2024 Adopted
General Fund	3,951,654	4,582,068	5,633,539	5,799,494
Workers' Comp Fund	2,913,775	3,147,849	2,945,253	3,079,453
General Self-Ins Fund	8,415,875	7,956,078	7,587,580	7,839,917
Total Budget	15,281,304	15,685,995	16,166,372	16,718,865
Reserves ¹		8,405,185	8,665,356	8,983,198

¹ Reserves: Reserves are not included in the pie chart above. 2021 Actuals do not include reserves at the department level. The 2023-2024 biennial budget calculation includes only the second year of reserves (ie 2024) to avoid double-counting of expenditure authority. The figures above include double budgeting (internal transfers between City funds)

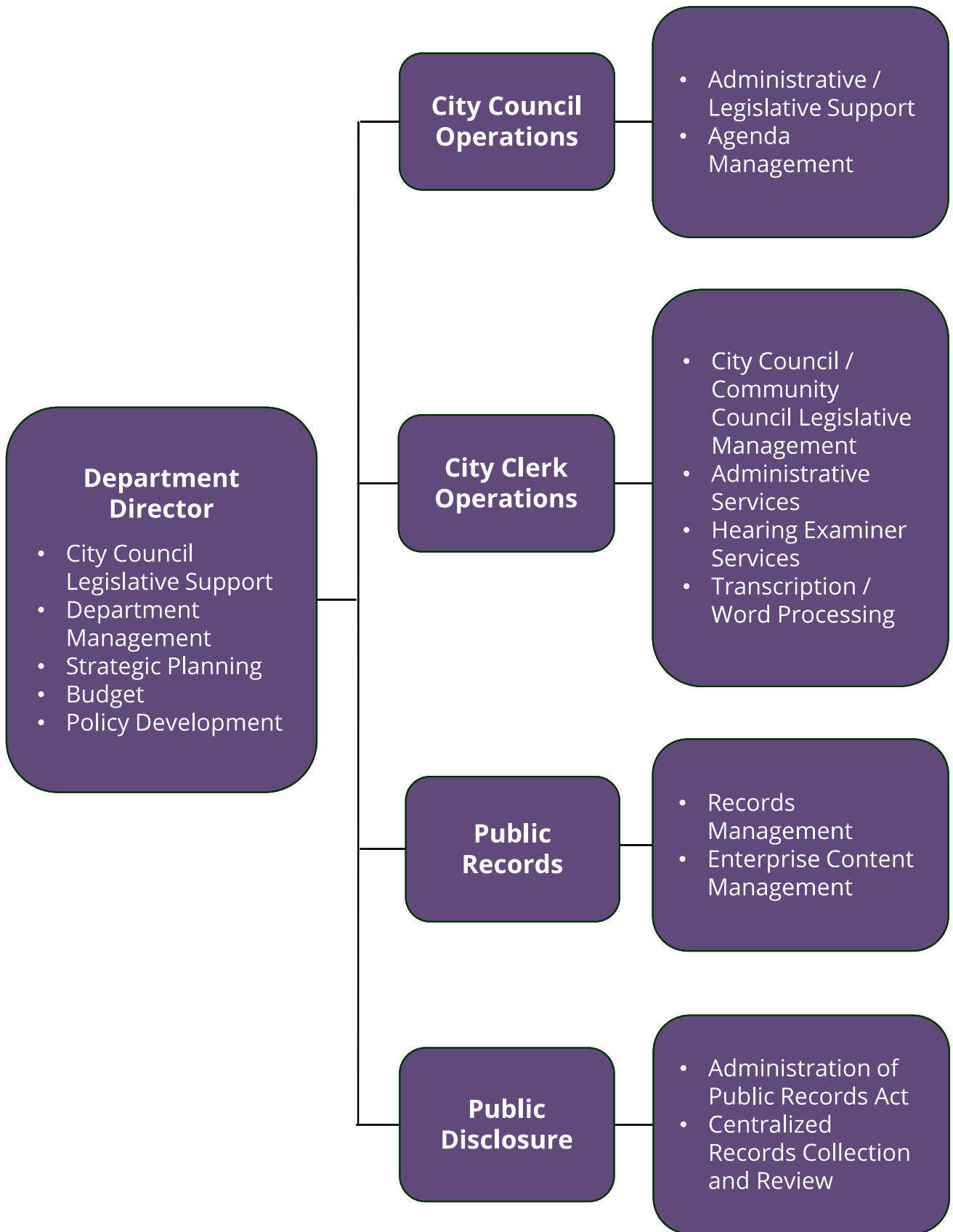
Proposal List by Department/Strategic Target Area

City Attorney's Office

2023-2024 Budget One

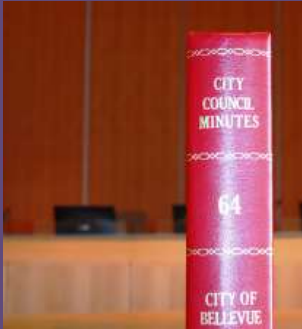
<u>Proposal Title</u>	<u>CIP</u>	<u>Proposal Number</u>
<u>High Performance Government</u>		
City Attorney Department Management & Support		010.01NA
Civil Legal Services		010.08NA
Criminal Prosecution Services		010.10NA
Risk Management—Insurance, Claims and Loss Control		010.09NA

City Clerk's Office 2023-2024



Activities

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



936

Number of public disclosure re-quests submitted in 2021, of which 57 percent 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 by enabling communication, information sharing and participation by residents in their city government.

City Clerk's Office — Vision

The City Clerk's Office connects customers to resources through transparent, innovative and exceptional service.

2023-2024 Objectives

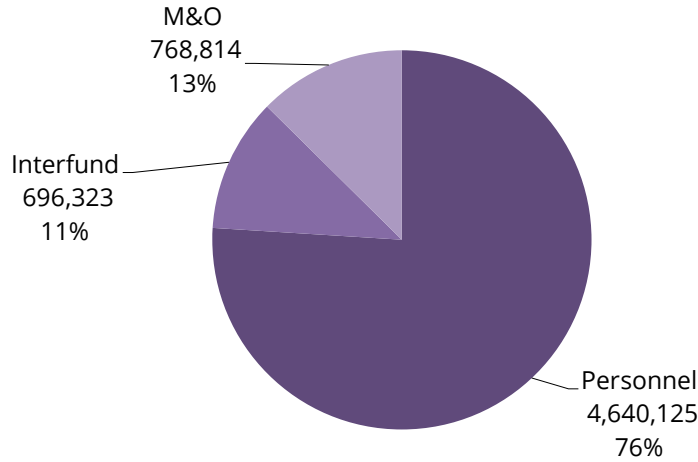
- Assist City Council in developing and implementing strategies for greater Council engagement in the community.
- Continue to provide ever-greater access to public information and seek innovative ways to inform the public about the services and activities of City government.
- Implement a searchable archive in the City's public disclosure request portal for residents to access other submitted requests and responses.
- Use LEAN-based performance improvement approach to advance City Council agenda process.
- Develop a comprehensive compliance-based training and outreach program incorporating the Open Public Meetings Act, the Public Records Act and other industry best practices.
- Continue to perform customer service surveys to identify opportunities for service improvement.
- Continue to support the City's effort to migrate content to the Microsoft cloud for improved access, management and security.
- Continue to support the effort to build a more inclusive and diverse process for City boards, commissions, advisory committees, and task forces.

2021-2022 Accomplishments

- Partnered with IT to implement an electronic registration form to allow electronic sign-up for oral communications and public hearings at City Council meetings.
- Partnered with IT and the City Manager's Office to implement hybrid City Council and Board/Commission meetings, in accordance with the Open Public Meetings Act.
- Incorporated goals and objectives related to diversity, equity, and inclusion into the department strategic plan, and included cultural competency concepts into skills assessment and matrix.
- In partnership with IT, migrated 1450 SharePoint On-premise sites to SharePoint Online, including the City's e-records center.
- In partnership with several departments, streamlined processes and updated the public records portal deflection tool to facilitate quicker access to records.
- In collaboration with IT, implemented a tool that automatically identifies ROT (redundant, obsolete and trivial content). Worked with departments to clean up decades of content past retention on the City's shared network drives.
- In partnership with IT created a document center for external customers to access frequently requested records. This work won the Public Technology Institute's 2022 solutions award.

City Clerk's Office

2023 - 2024 Budget Expenditure by Category



	2023 Adopted	2024 Adopted	2023 - 2024
Personnel	2,269,002	2,371,122	4,640,125
Interfund	339,899	356,424	696,323
M&O	377,425	391,390	768,814
Capital	-	-	-
Total Expenditures	2,986,326	3,118,936	6,105,262
Reserves ¹	-	-	-
Total Budget	2,986,326	3,118,936	6,105,262

Staffing Summary

	2021 Actuals	2022 Actuals	2023 Adopted	2024 Adopted
FTE	14.00	14.00	16.00	16.00

Budget Summary by Fund excluding Reserves

	2021 Actuals	2022 Actuals	2023 Adopted	2024 Adopted
General Fund	2,248,315	2,486,440	2,986,326	3,118,936
Total Budget	2,248,315	2,486,440	2,986,326	3,118,936
Reserves ¹	-	-	-	-

¹ Reserves: Reserves are not included in the pie chart above. 2021 Actuals do not include reserves at the department level. The 2023-2024 biennial budget calculation includes only the second year of reserves (ie 2024) to avoid double-counting of expenditure authority. The figures above include double budgeting (internal transfers between City funds)

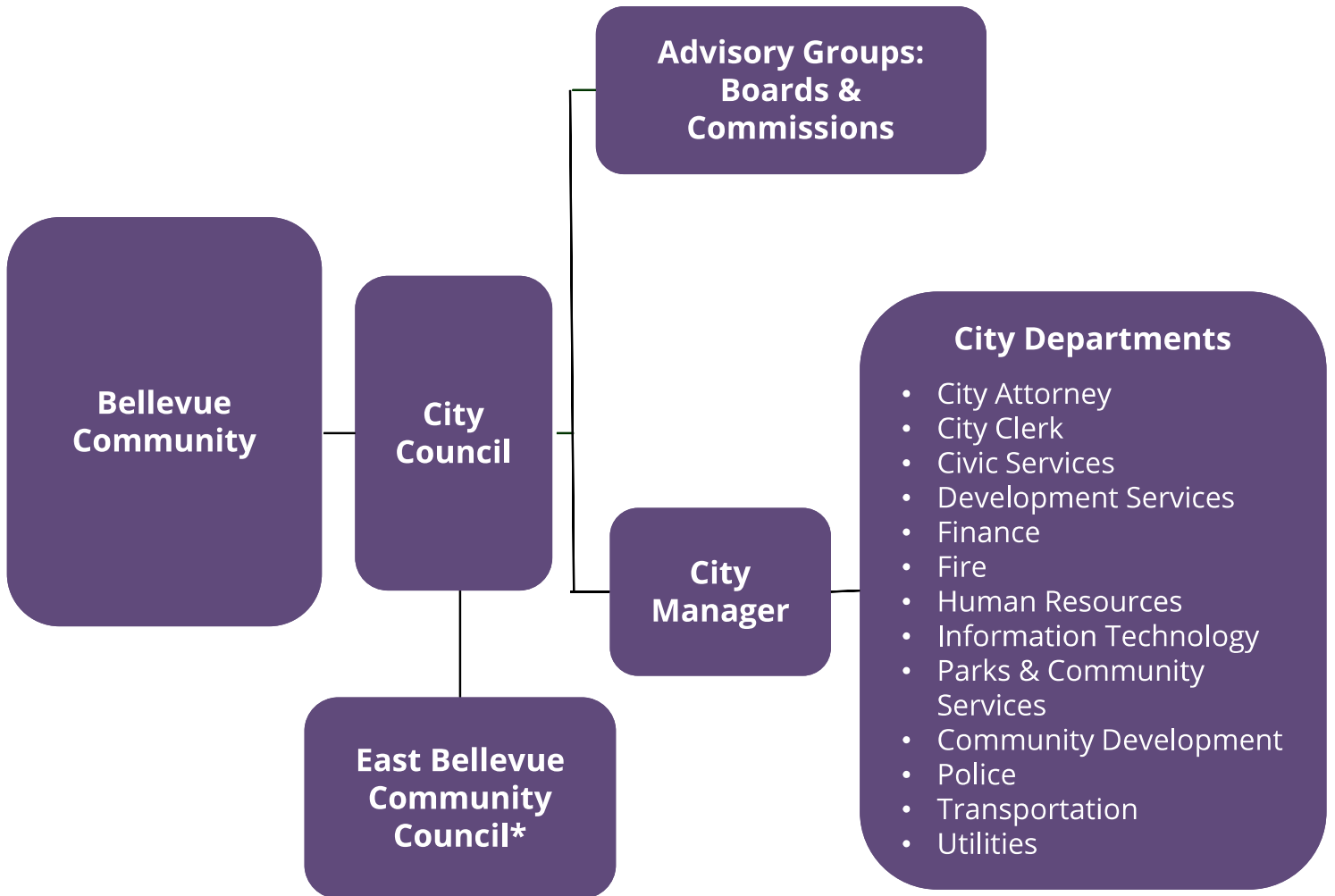
Proposal List by Department/Strategic Target Area

City Clerk's Office

2023-2024 Budget One

<u>Proposal Title</u>	<u>CIP</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 Service & Disclosure of Public Records Information		020.04NA

City Council 2023-2024



*East Bellevue Community Council has approval/disapproval authority over certain specific land use issues occurring within its jurisdictional boundaries.²⁴⁵

Activities

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



Bellevue's residential population: 153,900

Average daytime population: 245,800

Current jobs in the city: 155,031 (2020)

Assessed Value (2022): \$77 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

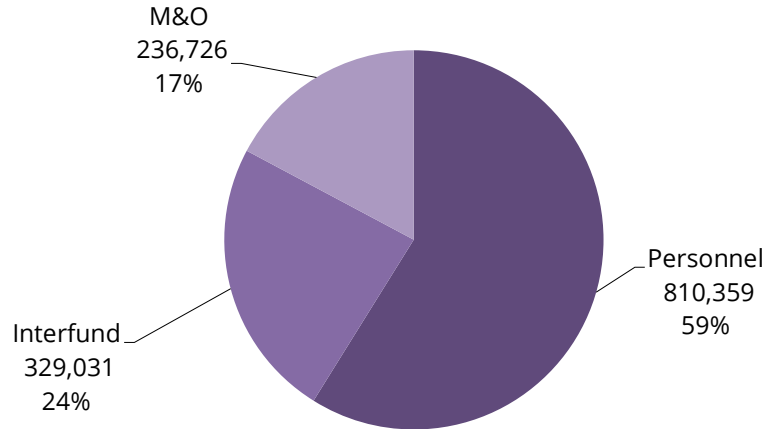
Highlights of Council-Adopted 2021-2023 Priorities

- Adoption of the Mobility Implementation Plan which will support transformational change in the city and multimodal activity throughout the region. Multiple Neighborhood Safety, Connectivity and Congestion Levy projects have been completed.
- Council adopted the 2021-25 Environmental Stewardship Plan, setting goals and targets for 2030 and 2050 for the community and city operations. At Council's direction, staff launched the Clean Buildings Incentive Program, completed the Green Fleet Strategy, and initiated the Sustainable Bellevue Partnership.
- Advanced the Council's Affordable Housing Strategy (adopted 2017) with an update to the Multifamily Tax Exemption, approval of multiple land use code amendments (LUCA) to incentivize affordable housing, and launching the Housing Stability Program to add affordable housing units and supportive services using a state approved sales tax.
- Launched the Bellevue Centers Communities of Color initiative and completed the third phase of the Cross-Cultural Feasibility Study.
- Designated \$3.5 million in supplemental funding for the 100-bed permanent Eastside Men's Shelter which is currently under construction and will provide 24/7 year-round services when completed in 2023.
- Responded to community impacts caused by the COVID-19 pandemic by protecting the most vulnerable community members, maintaining continuity of critical city services, and active community engagement to provide information and guidance to promote community health.

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

City Council

2023 - 2024 Budget Expenditure by Category



	2023 Adopted	2024 Adopted	2023 - 2024
Personnel	402,526	407,834	810,359
Interfund	160,574	168,458	329,031
M&O	116,213	120,513	236,726
Capital	-	-	-
Total Expenditures	679,312	696,804	1,376,116
Reserves ¹	-	-	-
Total Budget	679,312	696,804	1,376,116

Staffing Summary

	2021 Actuals	2022 Actuals	2023 Adopted	2024 Adopted
FTE	7.00	7.00	7.00	7.00

Budget Summary by Fund excluding Reserves

	2021 Actuals	2022 Actuals	2023 Adopted	2024 Adopted
General Fund	568,260	612,127	679,312	696,804
Total Budget	568,260	612,127	679,312	696,804
Reserves ¹	-	-	-	-

¹ Reserves: Reserves are not included in the pie chart above. 2021 Actuals do not include reserves at the department level. The 2023-2024 biennial budget calculation includes only the second year of reserves (ie 2024) to avoid double-counting of expenditure authority. The figures above include double budgeting (internal transfers between City funds)

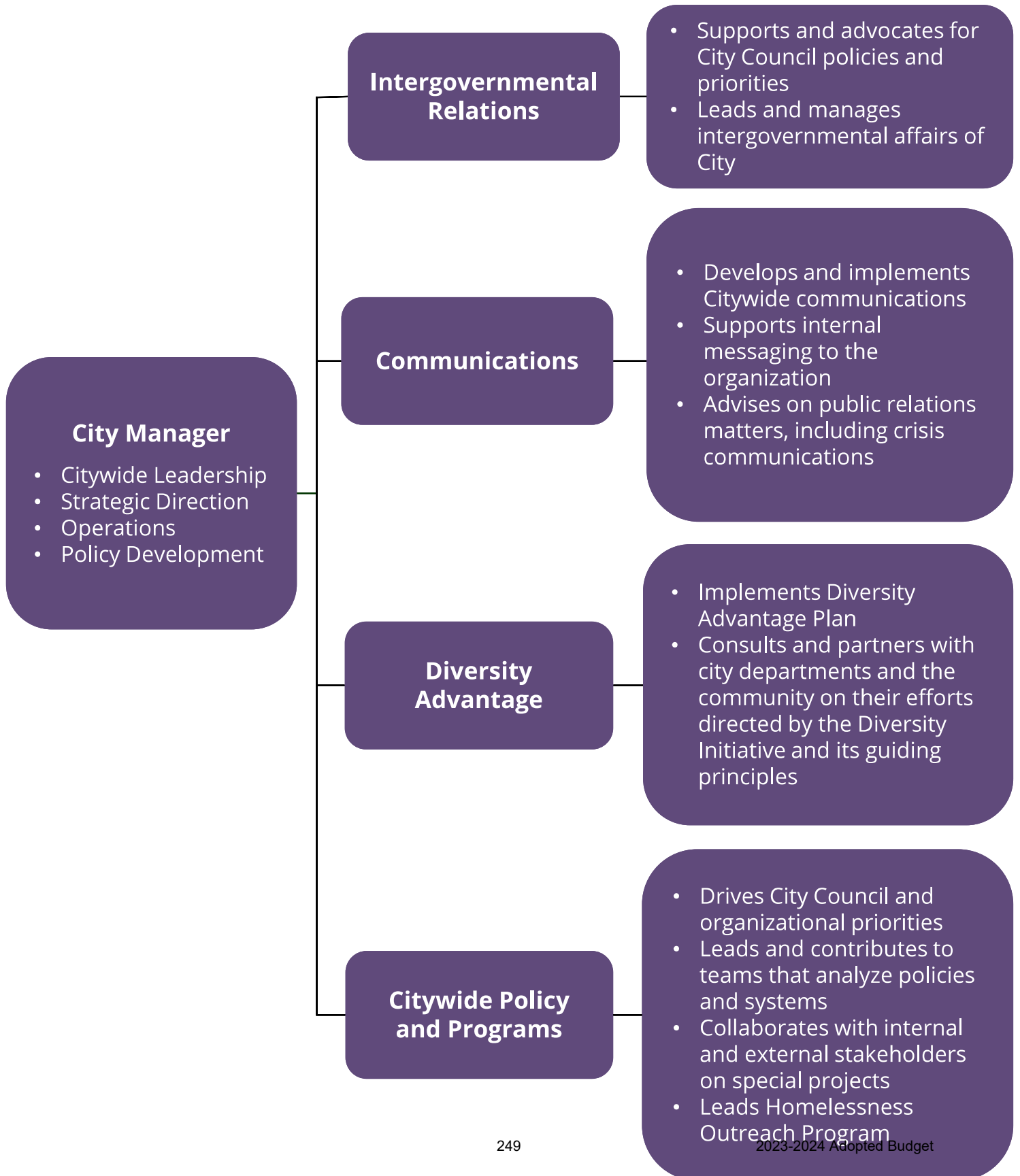
Proposal List by Department/Strategic Target Area

City Council

2023-2024 Budget One

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

City Manager's Office 2023-2024



Activities

- City Management
- Intergovernmental Relations
- Communications
- Diversity Advantage
- Citywide Policy & Programs



All-America City Award, 2021 – National Civic League

#11 Best Cities to Live in America, 2022 – Niche

#1 Best Metro Area for STEM Professionals, 2021 - WalletHub

#3 Cities with Best Public Schools in America, 2021 – Niche

#8 Safest Cities in America, 2017 – Smart Asset

Best City of 425, 2021 – 425 Magazine

Savvy Award (Communications), 2021 - 3CMA

Top-15 City for Corporate Relocation, 2022 - Site Selection Magazine

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.

2023-2024 Objectives

Goal #1: City Management

- Implement policies and direction of City Council
- Provide strategic leadership and ensure high-quality service delivery
- Develop implementation plans and strategies
- Ensure efficient and cost-effective management of the City

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 Policy & Programs

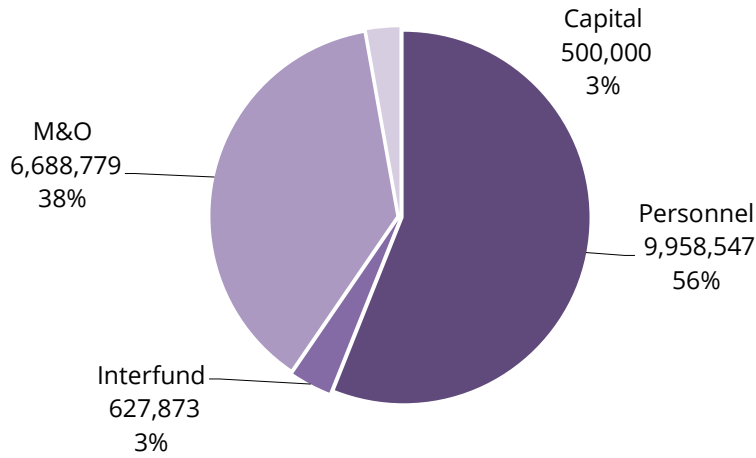
- Drive progress on City Council and organizational priorities
- Lead and contribute to teams that analyze policies and systems
- Collaborate with internal and external stakeholders on special projects
- Coordinate City homelessness response and lead outreach program

2021-2022 City Accomplishments

- Coordinated organization-wide tracking of City Council Priorities and implemented regular, transparent reporting on implementation progress.
- Launched the Bellevue Centers Communities of Color initiative and completed the third phase of the Cross-Cultural Center Feasibility Study.
- Led development of 1590 principles, goals and organizational approach.
- Supported internal and external communications on a number of high-profile issues including the transition back to in-person work at city facilities, ongoing pandemic impacts, winter weather storms, major infrastructure projects and January 2022 mudslide.
- Led development of a pilot program and policy framework for City use of Unmanned Aerial Systems.
- Established a permanent homelessness outreach and response program, furthering the City's commitment to make homelessness a rare, brief, and one-time experience in Bellevue, and coordinating homelessness response across City departments.
- Collaborated with Legislators to secure state funding investments in Bellevue's transportation priorities, including I-405, the Eastrail and the Mountains to Sound Greenway Trail.

City Manager's Office

2023 - 2024 Budget Expenditure by Category



	2023 Adopted	2024 Adopted	2023 - 2024
Personnel	4,955,804	5,002,742	9,958,547
Interfund	306,752	321,120	627,873
M&O	3,448,612	3,240,167	6,688,779
Capital	250,000	250,000	500,000
Total Expenditures	8,961,168	8,814,030	17,775,198
Reserves ¹	-	-	-
Total Budget	8,961,168	8,814,030	17,775,198

Staffing Summary

	2021 Actuals	2022 Actuals	2023 Adopted	2024 Adopted
FTE	23.00	27.00	27.00	27.00

Budget Summary by Fund excluding Reserves

	2021 Actuals	2022 Actuals	2023 Adopted	2024 Adopted
General Fund	5,305,158	7,064,666	8,711,168	8,564,030
General CIP Fund	54,016	113,437	250,000	250,000
Total Budget	5,359,174	7,238,103	8,961,168	8,814,030

Reserves¹ - - -

¹ Reserves: Reserves are not included in the pie chart above. 2021 Actuals do not include reserves at the department level. The 2023-2024 biennial budget calculation includes only the second year of reserves (ie 2024) to avoid double-counting of expenditure authority. The figures above include double budgeting (internal transfers between City funds)

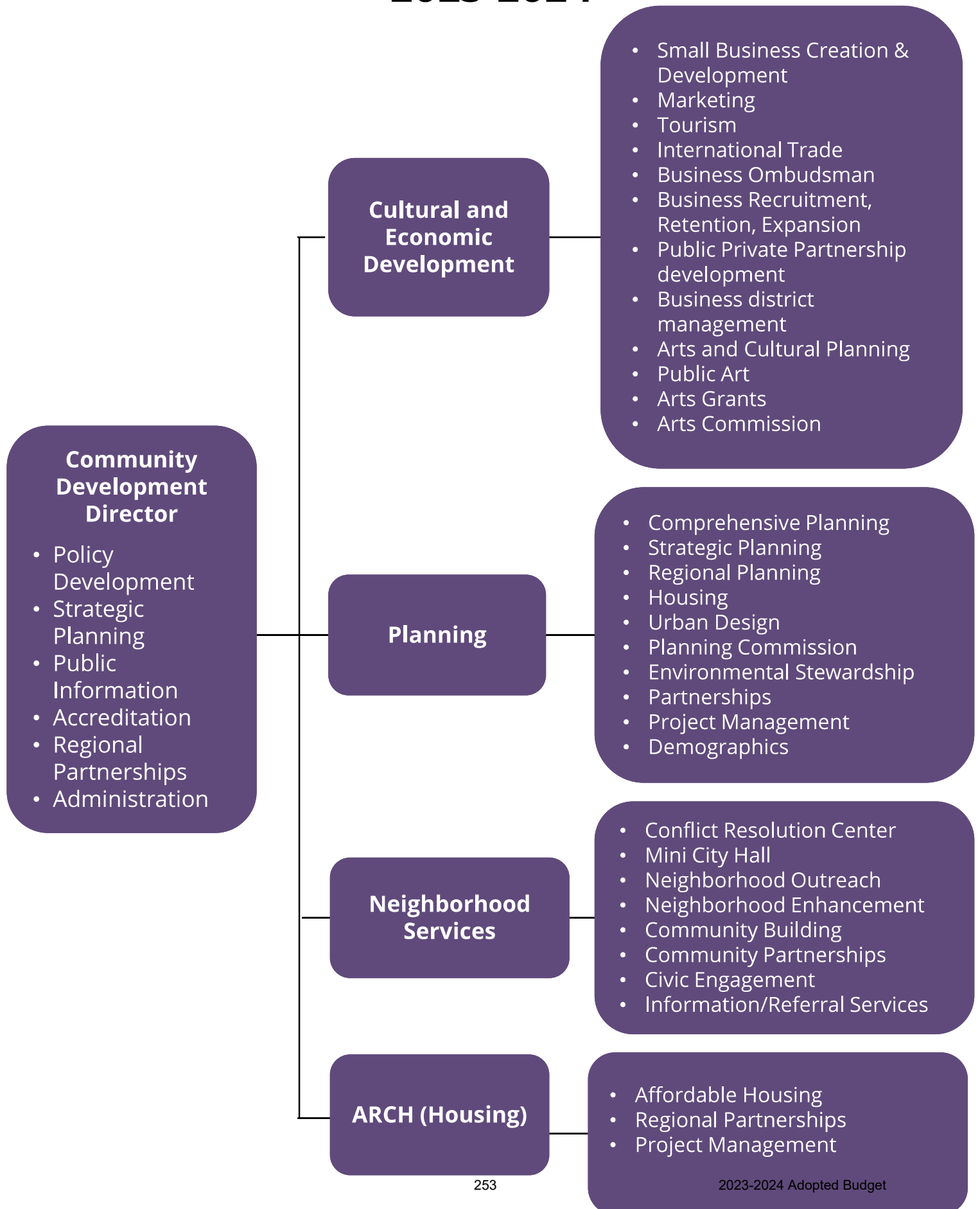
Proposal List by Department/Strategic Target Area

City Manager's Office

2023-2024 Budget One

<u>Proposal Title</u>	<u>CIP</u>	<u>Proposal Number</u>
<u>Achieving Human Potential</u>		
Diversity Advantage Program: Cultural Competence & Equity		040.15NA
<u>High Performance Government</u>		
Communications		040.02NA
King County District Court - Bellevue Division Services		040.09NA
Overall City Management		040.04NA
Public Defense Services		040.01NA
<u>Regional Leadership & Influence</u>		
Intergovernmental Relations and Regional Issues		040.07NA
<u>Capital</u>		
Cross-Cultural Feasibility Study	G-118	040.18NA

Community Development Department 2023-2024



Activities

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



“We like our Bellevue office because of the city’s business friendly atmosphere, amazing schools, quality of life and the amenities around our office”

Nintex

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.

2023-2024 Objectives

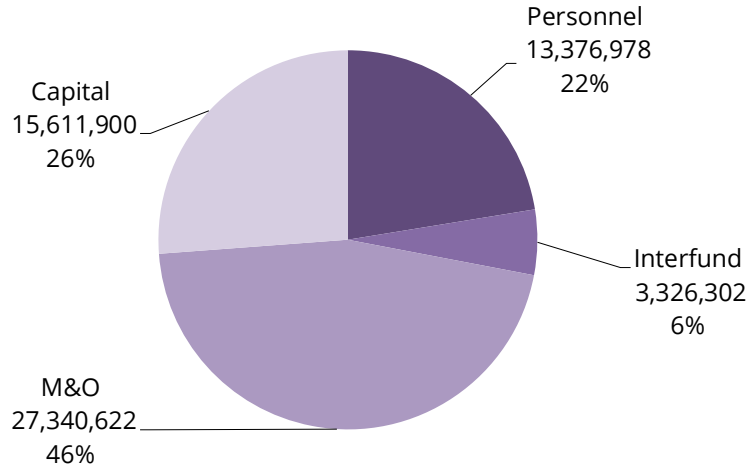
- Adoption of the 2024 Comprehensive Plan major periodic update.
- Adoption of Wilburton Comprehensive Plan Amendment and launch of Wilburton Land Use Code Amendment.
- Advance increases in affordable housing through the Housing Stability program, completion of Affordable Housing Next Right Work Action per Council direction and ongoing capital investments in partnership with A Regional Coalition for Housing.
- Implementation and tracking progress of the actions in the updated Environmental Stewardship Plan covering 2021-2025 including implementation efforts relating to tree preservation, green building, energy efficiency, and air quality.
- Establish Tourism Promotion Area with City of Redmond to provide sustainable funding for events, arts and tourism marketing.
- Support a new BelRed Arts District nonprofit to help improve visibility and activity for the neighborhood.
- Relaunch Startup 425 as a support network for small business owners and first-time business owners.
- 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.

2021-2022 Accomplishments

- Partnered with the Bellevue Downtown Association to improve place management and activation of downtown.
- Completed solicitation process and selected preferred developer for the City-owned 130th TOD parcels.
- Launched the Eastside’s new workforce development and career navigation program to help residents reskill and return to employment.
- Majority of 2021-2025 Environmental Stewardship Plan actions launched or completed.
- Creation of Housing Stability Program, adoption of updated policies for Multi-Family Tax Exemption and C1 Strategies for faith groups to increase affordable housing and on-track to exceed 2017-27 affordable housing unit targets.
- Adoption of Great Neighborhoods subarea planning for NE and NW Bellevue.
- Adoption of East Main land use code amendment with City Council.
- Hosted inaugural Rock N Roll marathon for the Eastside.
- Mini City Hall fully reopened Crossroads facility and community partnerships to assist residents with finding available resources and services.
- Conflict Resolution Center provided the Eviction Resolution Pilot Program for landlord/tenant negotiation and foreclosure mediation services to assist residents impacted by COVID-19 pandemic.

Community Development

2023 - 2024 Budget Expenditure by Category



	2023 Adopted	2024 Adopted	2023 - 2024
Personnel	6,539,427	6,837,550	13,376,978
Interfund	1,832,640	1,493,662	3,326,302
M&O	13,458,605	13,882,018	27,340,622
Capital	8,268,706	7,343,194	15,611,900
Total Expenditures	30,099,379	29,556,424	59,655,802
Reserves ¹	17,114,452	17,850,518	17,850,518
Total Budget	47,213,831	47,406,942	77,506,320

Staffing Summary

	2021 Actuals	2022 Actuals	2023 Adopted	2024 Adopted
FTE	35.60	39.60	43.60	43.60

Budget Summary by Fund excluding Reserves

	2021 Actuals	2022 Actuals	2023 Adopted	2024 Adopted
General Fund	5,742,977	6,295,269	8,618,749	8,673,704
Operating Grants/Donations	619,834	758,054	819,796	478,429
Housing Fund	2,516,458	13,423,411	12,307,127	13,061,097
General CIP Fund	4,559,034	3,736,208	8,353,706	7,343,194
ARCH - Housing Coalition	9,476,752	17,891,077	-	-
Total Budget	22,915,055	42,104,020	30,099,379	29,556,424
Reserves ¹		4,590,262	17,114,452	17,850,518

¹ Reserves: Reserves are not included in the pie chart above. 2021 Actuals do not include reserves at the department level.

The 2023-2024 biennial budget calculation includes only the second year of reserves (ie 2024) to avoid double-counting of expenditure authority.

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

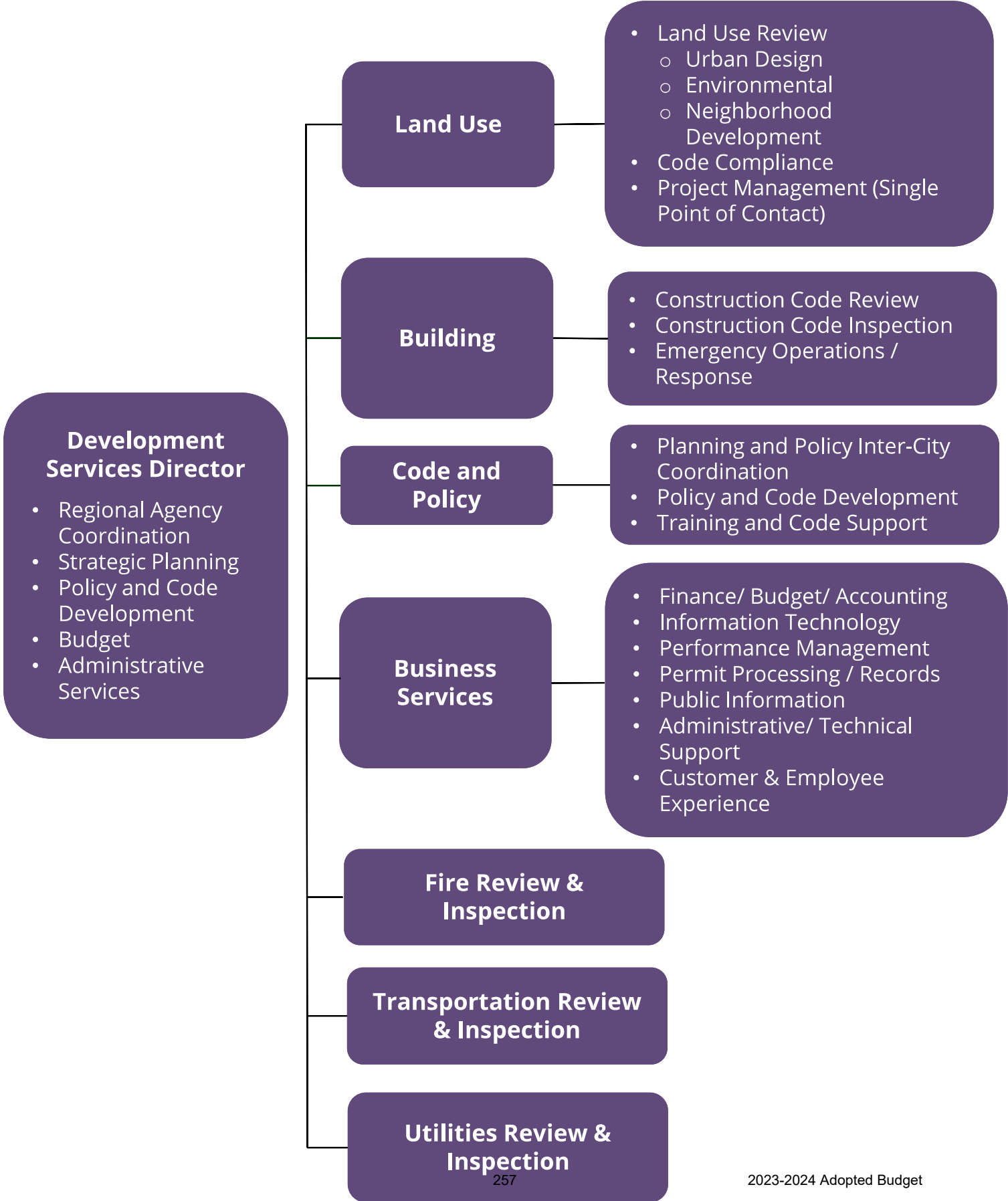
Proposal List by Department/Strategic Target Area

Community Development

2023-2024 Budget One

<u>Proposal Title</u>	<u>CIP</u>	<u>Proposal Number</u>
<u>Achieving Human Potential</u>		
1590 Affordable Housing Implementation		115.16NA
Housing Trust Fund Contribution and ARCH Administration		115.10NA
Neighborhood Services Division		115.08NA
<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 & Natural Environment</u>		
Planning Division		115.01NA
<u>Capital</u>		
Affordable Housing Contingency	G-109	115.54NA
Arts and Culture Fund	G-112	115.77NA
Civic Center Conceptual Development Plan	CD-41	115.41NA
Downtown Community Development Implementation	CD-37	115.37NA
Economic Development (ED) Plan Implementation	G-105	115.97NA
Enhanced Right of Way and Urban Boulevards (ERUB)	CD-22	115.07NA
ESI Implementation	CD-46	115.57NA
Grand Connection Implementation	CD-44	115.52NA
Major Comprehensive Plan Periodic Update	CD-50	115.99NA
Mini City Hall Expansion	CD-45	115.56NA
Neighborhood Enhancement Program	NEP-2	115.21NA
Neighborhood Partnerships	NIS-2	115.20NA
Public Art Program	CD-11	115.22NA
Public-Private Partnership Program	CD-48	115.98NA
Station Area Planning Implementation (East Main/S Bellevue)	CD-30	115.26NA

Development Services Department 2023-2024



Activities

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



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 2021 & 2022, 100 percent of permit applications and 90 percent of inspection requests were submitted paperless through [MyBuildingPermit.com](https://www.bellevuewa.gov/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.

2023-2024 Objectives

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

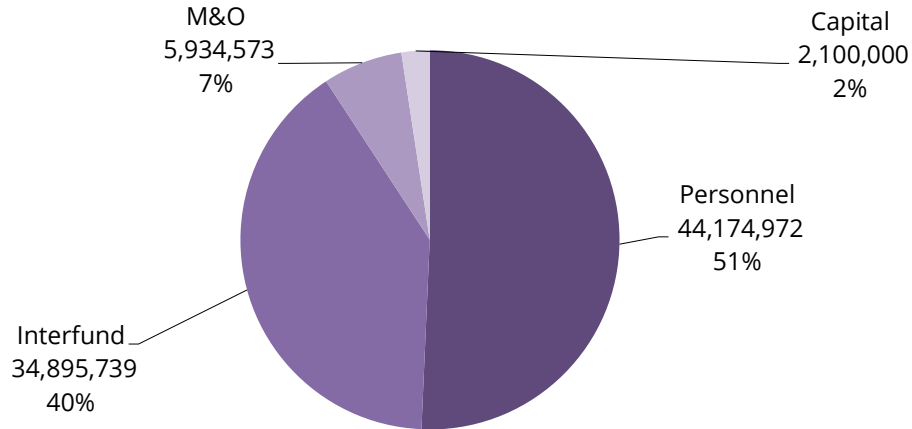
- Proactively balance resources (staffing, contracts, revenues) through development cycles.
- Achieve Council-adopted outcomes by actively engaging in planning and code development initiatives, and delivering high quality services.
- Maintain competitive fees for service and adequate financial reserves.
- Adjusting service delivery and response to customer needs post COVID-19 pandemic.

2021-2022 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
 - Eastside Men's Shelter
 - Brio Apartments
 - 1001 Office Towers
 - Bellevue Plaza Office Towers
 - 555 108th Office Tower
 - Bellevue 600 Office Tower
 - Avenue Bellevue
 - Spring District Block 5, 6
 - Broadstone Gateway Multi-Family
 - Northup Way Mixed Use
- Completed a major upgrade to the city's permit tracking system.
- Implemented a real-time customer survey tool to actively monitor and respond to customer feedback.
- Implemented service delivery changes including a virtual permit center as a result of the Covid-19 pandemic.
- Completed policy and code projects for the East Main station area plan, Grand Connection design guidelines, zero lot line land use code amendments, ordinance reducing minimum parking requirements for residential developments near frequent transit service, and several Land Use Code Amendments responding to the Affordable Housing Strategy in support of Council priorities.

Development Services

2023 - 2024 Budget Expenditure by Category



	2023 Adopted	2024 Adopted	2023 - 2024
Personnel	21,638,876	22,536,096	44,174,972
Interfund	17,222,896	17,672,843	34,895,739
M&O	2,893,705	3,040,867	5,934,573
Capital	1,050,000	1,050,000	2,100,000
Total Expenditures	42,805,478	44,299,807	87,105,284
Reserves ¹	53,527,206	54,463,310	54,463,310
Total Budget	96,332,684	98,763,117	141,568,594

Staffing Summary

	2021 Actuals	2022 Actuals	2023 Adopted	2024 Adopted
FTE	125.75	130.75	145.75	145.75

Budget Summary by Fund excluding Reserves

	2021 Actuals	2022 Actuals	2023 Adopted	2024 Adopted
General Fund	5,140,654	5,467,253	4,571,343	4,809,609
Development Services Fund	29,496,499	30,885,767	38,234,135	39,490,198
Total Budget	34,637,153	36,353,020	42,805,478	44,299,807
Reserves ¹		21,259,428	53,527,206	54,463,310

¹ Reserves: Reserves are not included in the pie chart above. 2021 Actuals do not include reserves at the department level.

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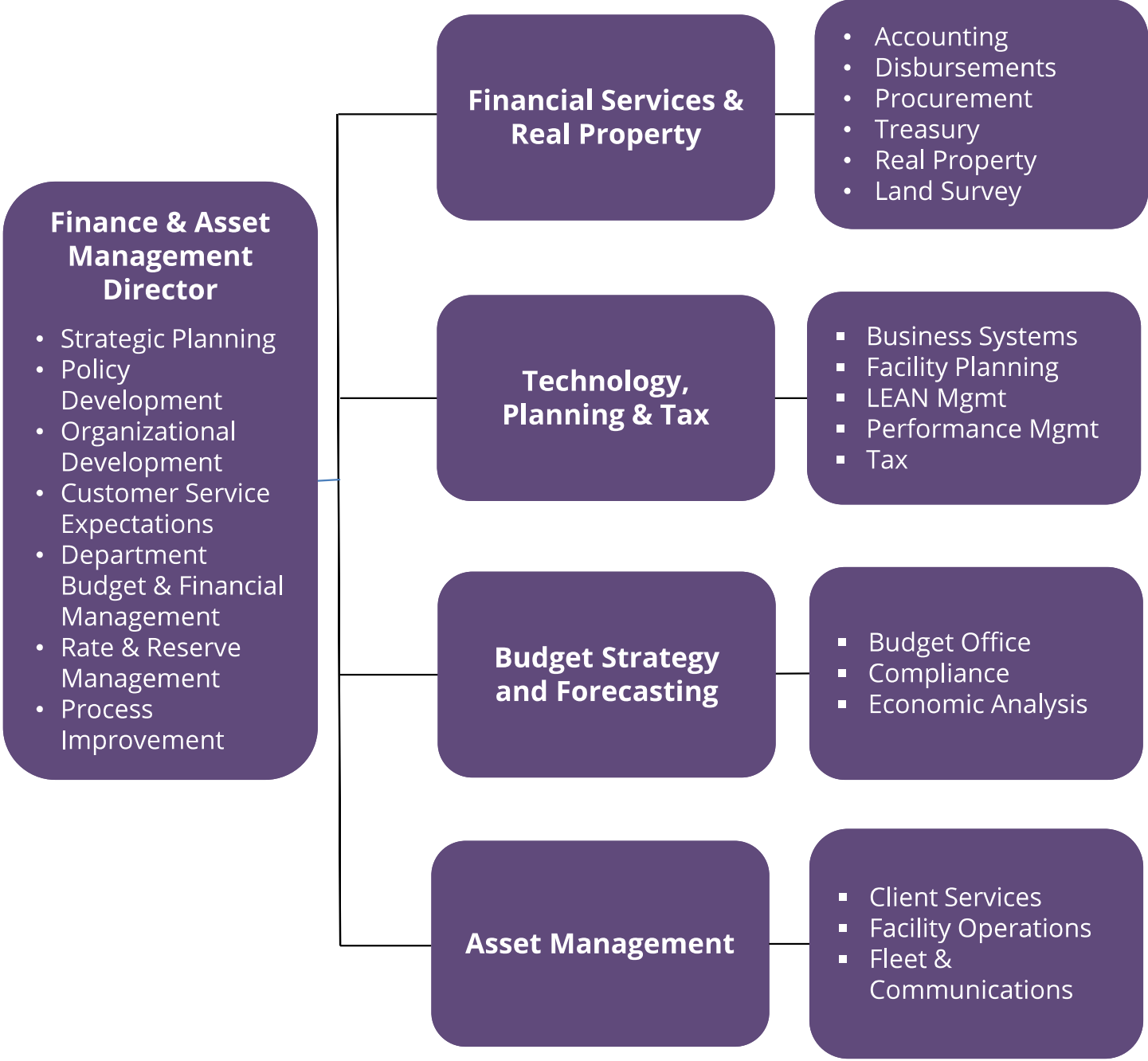
Proposal List by Department/Strategic Target Area

Development Services

2023-2024 Budget One

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

Finance & Asset Management Department 2023-2024



Activities

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



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 impacts.

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

2023-2024 Objectives

- *Advance a culture of diversity, equity and inclusion (DEI)* by incorporating DEI and cultural competencies in our work.
- *Foster an engaged workforce* by attracting, retaining and developing a diverse workforce committed to maintaining a growth mindset.
- *Ensure processes and services are equitable, reliable, adaptable and accurate* to service customer's business needs.
- *Build strong and trusting partnerships with customers* to achieve maximum customer value.
- *Actively build a culture of prudent financial stewardship* by actively owning and participating in the department's fiscal strategy.

2021-2022 Accomplishments

Supporting Financial Sustainability

- Maintained AAA Bond Rating
- Received an Unqualified Audit Opinion
- Mid Biennium update for the 2021 -2022 Operating Budget and 2019—2025 Capital Investment Program (CIP) Plan
- Leveraged favorable market conditions to refinance \$130 million in debt, saving taxpayers \$23.6 million in debt service payments.
- Launched the Separately Managed Account program with the State Treasurer's Office, investing \$300 million to increase return on investment.

Leading Asset Management, Facility Planning & Systems

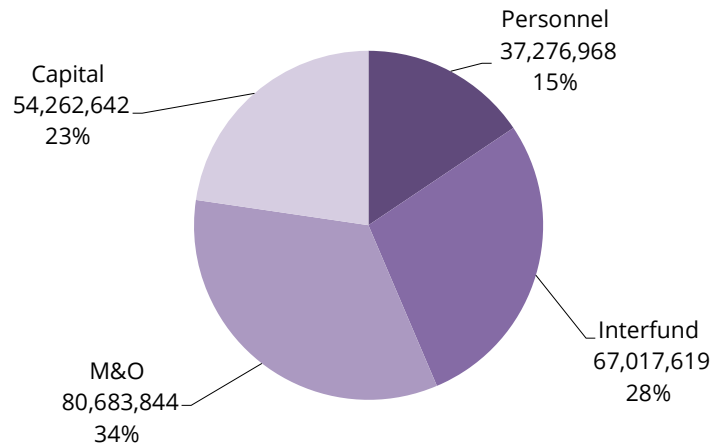
- Advanced various ADA enhancements throughout City Hall.
- Implemented modifications to HVAC system in facilities to improve fresh air exchange and maintain healthy indoor air quality (Response to COVID-19).
- Finalized design development and permitting for in preparation for bidding the construction of Fire Station 10.
- Finalized acquisition of property rights for TIFIA projects, including 124th Ave NE Ichigo to Northup project and substantial completion of 130th Ave NE.
- Performed a security assessment of City Hall and Bellevue Service Center to identify opportunities in hardening the physical infrastructure at both sites.

Embracing Innovation

- Updated department strategic plan utilizing balanced scorecard approach. Developed process for quarterly monitoring of strategic plan using Lean methodology.
- Conducted a qualitative assessment to determine progress made on Lean implementation, including successes and challenges. The robust data yielded has resulted in shifts in programmatic strategy.
- Advanced the effort to implement the Lean Model Line approach within the Procurement team.

Finance & Asset Management

2023 - 2024 Budget Expenditure by Category



	2023 Adopted	2024 Adopted	2023 - 2024
Personnel	18,253,717	19,023,251	37,276,968
Interfund	44,663,367	22,354,252	67,017,619
M&O	37,346,894	43,336,950	80,683,844
Capital	24,033,109	30,229,533	54,262,642
Total Expenditures	124,297,087	114,943,986	239,241,073
Reserves ¹	58,899,102	19,125,252	19,125,252
Total Budget	183,196,189	134,069,238	258,366,325

Staffing Summary

	2021 Actuals	2022 Actuals	2023 Adopted	2024 Adopted
FTE	122.00	122.00	131.00	131.00

Budget Summary by Fund excluding Reserves

	2021 Actuals	2022 Actuals	2023 Adopted	2024 Adopted
General Fund	12,066,243	12,642,013	15,038,324	15,507,771
Land Purchase Revolving Fund	281,476	173,353	299,876	190,766
Facilities Services Fund	9,202,762	8,335,570	10,507,951	9,788,407
Hotel/Motel Taxes	4,584,056	9,222,906	10,131,000	11,861,000
Operating Grants/Donations	8,330	200	23,583,296	940,688
I&D Redm Reg Levy	69,111,367	109,132,387	23,085,036	28,516,084
General CIP Fund	14,148,199	14,610,290	22,919,590	29,813,954
Equipment Rental Fund	11,515,424	10,451,578	18,732,016	18,325,316
Workers' Comp Fund	-	-	-	-
Total Budget	120,917,858	164,568,297	124,297,087	114,943,986
Reserves ¹		87,324,770	58,899,102	19,125,252

¹ Reserves: Reserves are not included in the pie chart above. 2021 Actuals do not include reserves at the department level.

The 2023-2024 biennial budget calculation includes only the second year of reserves (ie 2024) 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

Finance & Asset Management

2023-2024 Budget One

<u>Proposal Title</u>	<u>CIP</u>	<u>Proposal Number</u>
<u>Economic Development</u>		
Bellevue Convention Center Authority (BCCA) Operations		065.42NA
<u>High Performance Government</u>		
Budget Office		065.02NA
Business Tax and License Administration		065.08NA
Client Services		065.04NA
Electronic Communication Services		065.34PA
Facility Operations		065.20PA
Facility Planning and Project Management		065.21PA
FAM Business Systems		065.03NA
Finance & Asset Management Department Management and Support		065.01PA
Financial Services		065.12NA
Financial Services - Accountability & Reporting		065.05NA
Fleet & Communications Asset Management		065.31DA
Fleet & Communications Management		065.33DA
Fleet & Communications Parts Inventory & Fuel System		065.32DA
Fleet Services Maintenance & Repair		065.30PA
LEOFF 1 Medical Operating Costs		065.41NA
Parking & Employee Transportation Services		065.22NA
Professional Land Survey Services		065.06NA
<u>Capital</u>		
2015 20 Year LTGO Bond Debt Service	G-100	065.82NA
City Fleet In-Ground Lift Replacement	G-115	065.84DA
City Fuel System Replacement	G-01	065.73NA
City Hall Debt Service	G-82	065.79NA
Citywide Security Improvements	G-110	065.70NA
Council Contingency	G-107	065.76NA
Demolition of Lincoln Center	G-NEW01	065.86NA
Electric Vehicle Infrastructure	G-NEW02	065.87NA
ESI - Energy Efficiency Projects	G-NEW03	065.88NA
Facility Operations Major Maintenance Bank	F-10	999.67NA
Facility Operations Major Maintenance Plan	G-113	065.72DA
Finance and Asset Management/Human Resources Systems	G-59	065.71NA
M&I LTGO Bond Debt Service	G-83	065.80NA
New Long-term Debt Service	G-89	065.81NA
Short-Term Cash Flow Borrowing Payback	G-98	065.75NA
Space Planning to Support Change at City Hall & BSC	G-116	065.85NA

<u>Proposal Title</u>	<u>CIP</u>	<u>Proposal Number</u>
Supplemental CIP Debt Funding: 2008 Limited Tax General Obligation	G-69	065.78NA
TIFIA Debt Cost Service	G-101	065.83NA



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Fire Department 2023-2024



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 increased by 20 percent from 18,744 to 22,539 from 2020 to 2021.*
- *Incidents in the Central Business District (CBD) increased by 19 percent during the same time period.*
- *The effects of COVID-19 are starting to wane and the department is seeing call volume above 2019 incidents.*
- *CARES responded to 2,712 incidents in 2021, a 61 percent increase from 2020.*

Fire Department — Mission

Assist the public in the protection of life and property by minimizing the impact of fire, medical emergencies and potential disasters or uncontrolled events.

2023-2024 Objectives

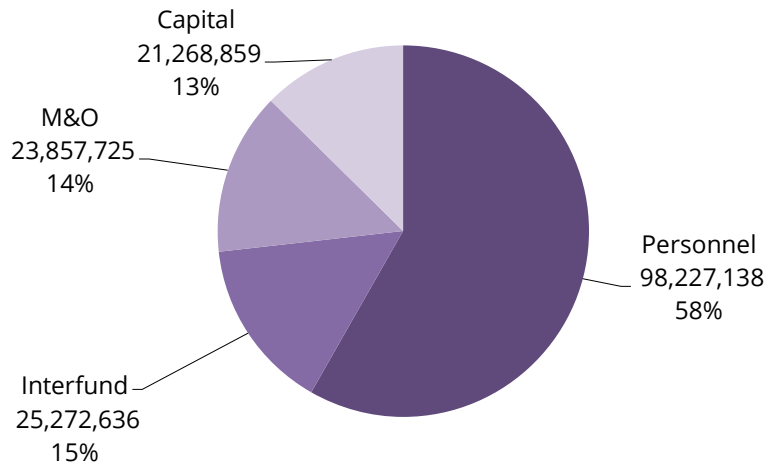
- Complete construction of Station 10
- Adding staff in anticipation of Station 10
- Begin remodel of Station 5
- Training of new tech rescue firefighters
- Adoption of 2021 Fire and Building Codes
- Continue Knox KLS implementation and training
- Perform a functional Shelter Operations Exercise
- Establishing Battalion 102
- Develop ongoing NIFIRS Training
- Adoption of Power BI reporting across all divisions
- Complete Station 4 & 6 property feasibility study
- Complete Strategic Plan

2021-2022 Accomplishments

- Completed Annual Accreditation Report
- Retention 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.
- Mobile vaccination sites established
- Walkthroughs and preplans for Scenes of Violence incidents
- Successful hiring strategies to recover for record number of retirements and to further DEI efforts
- Participation in DEI job fair activities
- New CAD system for NORCOM
- Successful completion of maintenance inspections
- Complete Shelter Operations Plan
- Completion of Initial EMT Training
- Light Rail Training with Sound Transit
- Conversion of inventory/apparatus checks to Operative IQ
- Created the Bellevue Fire Foundation

Fire

2023 - 2024 Budget Expenditure by Category



	2023 Adopted	2024 Adopted	2023 - 2024
Personnel	48,098,197	50,128,941	98,227,138
Interfund	12,940,172	12,332,464	25,272,636
M&O	12,084,434	11,773,292	23,857,725
Capital	9,531,310	11,737,549	21,268,859
Total Expenditures	82,654,112	85,972,246	168,626,358
Reserves ¹	7,342,262	7,182,405	7,182,405
Total Budget	89,996,374	93,154,650	175,808,763

Staffing Summary

	2021 Actuals	2022 Actuals	2023 Adopted	2024 Adopted
FTE	258.00	267.00	285.00	285.00
<i>Unfunded FTE²</i>	3.00	3.00	3.00	3.00

Budget Summary by Fund excluding Reserves

	2021 Actuals	2022 Actuals	2023 Adopted	2024 Adopted
General Fund	60,562,048	63,979,186	72,013,820	73,097,828
LEOFF I Medical Reserve	54,380	42,532	62,749	63,214
Operating Grants/Donations	1,330,296	850,978	674,178	702,681
General CIP Fund	3,647,348	2,210,438	9,531,310	11,737,549
Hazardous Materials	76,111	61,711	-	-
Firefighters' Pension Fund	314,690	312,347	372,055	370,973
Total Budget	65,984,873	67,457,191	82,654,112	85,972,246
Reserves ¹		7,531,880	7,342,262	7,182,405

¹ Reserves: Reserves are not included in the pie chart above. 2021 Actuals do not include reserves at the department level.

The 2023-2024 biennial budget calculation includes only the second year of reserves (ie 2024) to avoid double-counting of expenditure authority.

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

² Unfunded positions to retain FTE authority

Proposal List by Department/Strategic Target Area

Fire

2023-2024 Budget One

<u>Proposal Title</u>	<u>CIP</u>	<u>Proposal Number</u>
<u>Achieving Human Potential</u>		
Advanced Life Support (ALS) Services		070.02NA
Fire and Life Safety Community Risk Reduction		070.14NA
Fire Prevention		070.06NA
<u>Great Places Where You Want to Be</u>		
Fire Department Small Grant and Donations		070.09NA
<u>High Performance Government</u>		
Bellevue Fire CARES Program		070.15NA
Citywide Emergency Management Services		070.04PA
East Metro Training Group		070.18NA
Fire Department Management & Support		070.05NA
Fire Department Training Division		070.03NA
Fire Facilities Maintenance & Operations		070.07DA
Fire Suppression and Emergency Medical Response		070.01PA
OEM Grant Participation: UASI and EMPG		070.08DA
<u>Capital</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

Human Resources 2023-2024

Human Resources Leadership and Management

- Build strategic partnerships with department leaders
- Strategically create a framework for planning, communicating, and implementing HR services
- Develop and ensure workplace policies maintain legal compliance and the clear communication of the city's core values
- Lead a high performing human resources team
- Coach the organization in successfully navigating and managing change

Employee Relations, Recruitment & Selection

- Provide consultation, advice, training, & resources to leaders, managers, & supervisors to manage HR issues
- Communicate City policies and procedures, and employment laws
- Provide expert assistance with recruitment and selection processes to attract & retain top talent for city jobs
- Support the Civil Service Commission to provide equal opportunity recruitment and selection processes for Fire and Police Departments

Employee Benefits

- Oversee & administer comprehensive, robust, competitive & sustainable benefits packages
- Provide health care education and communications to employees
- Encourage employees to take responsibility for healthy behavior & active lifestyle choices
- Support the LEOFF 1 Disability and Firemen's Pension Boards, and MEBT Committees
- Provide retirement education and communications

Labor Relations, Compensation & Classification

- Develop & maintain respectful working relationships with union leadership regarding contract interpretation
- Negotiate & manage collective bargaining agreements on behalf of the City
- Research & understand the competitive market for pay and benefits
- Maintain the system of job classification & pay grades & provide job analyses
- Provide key workforce data to leadership to assist in strategic planning & decisions

American with Disabilities Act & Title VI

- Help the city ensure that all staff and residents have equal access to the information & services they need, especially in serving people with disabilities & people who speak languages other than English
- Continue to implement strategies & programs to provide an inclusive, equitable, and diverse culture & work environment to best support the communities that we serve

Training & Organizational Development and HR Information Systems

- Support employee performance management systems
- Provide employees with training & professional growth and development opportunities
- Help manage changes to processes & HR systems to the mutual advantage of individuals, the city, and the public

Activities

- Employee Relations, Recruitment and Selection
- Employee Benefits
- Labor Relations, Compensation and Classification
- Training and Organizational Development & HR Information Systems
- Americans with Disabilities Act &



10.2 years
Average tenure
of service with
the City of Belle-
vue Fully Bene-
fitted

46.1
Average age of
employees

23.3
percent of work-
force eligible to
retire within 5
years

Human Resources (HR) — 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 HR Department promotes the sound management of employee resources and best practices for the city that fulfill community needs and resident expectations.

2023-2024 Objectives

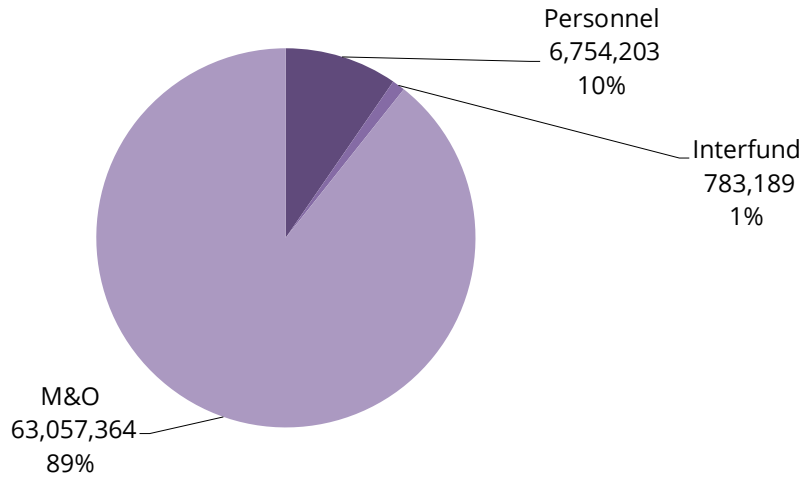
- Work Culture and High Performance Organization Focus – Continue to implement human resources programs that focus on the desired high performance work culture, and that support the city's core values of Exceptional Public Service, Stewardship, Commitment to Employees, Integrity, and Innovation. Recognize the ethnic, economic & cultural diversity of the community & provide alternative service modes to meet the differing needs of our residents.
- Organizational Workforce Development – Implement improvements to the city's learning & employees' performance management systems, which includes annual goal setting, individual development plans, ongoing feedback between supervisors and employees, 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.
- Americans with Disabilities Act & Title VI - Help the city ensure that all staff and residents have equal access to the information & services they need, especially in serving people with disabilities & people who speak languages other than English. 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

2021-2022 Accomplishments

- Organizational Change Management through the Coronavirus— Implemented new policies, processes, protocols and business strategies from the start of the pandemic, including establishing daily health screenings, contact tracing, employee communications, telework policies & agreements, guidance on masking and physical distancing , leave and work scheduling, & vaccine verification systems. •
- Strengthening a Culture of High Performance/OneCity – Supported a Future of Work initiative that identified guidance, training and ways to navigate new ways of interacting with Employees working a remote/in-person hybrid work schedule, and to focus on strengthening the work culture of inclusion, equity, collaboration, engagement, innovation and continuous process.

Human Resources

2023 - 2024 Budget Expenditure by Category



	2023 Adopted	2024 Adopted	2023 - 2024
Personnel	3,302,595	3,451,608	6,754,203
Interfund	383,941	399,248	783,189
M&O	30,603,123	32,454,240	63,057,364
Capital	-	-	-
Total Expenditures	34,289,659	36,305,097	70,594,756
Reserves ¹	4,421,080	4,997,264	4,997,264
Total Budget	38,710,739	41,302,361	75,592,020

Staffing Summary

	2021 Actuals	2022 Actuals	2023 Adopted	2024 Adopted
FTE	16.80	17.80	21.80	21.80

Budget Summary by Fund excluding Reserves

	2021 Actuals	2022 Actuals	2023 Adopted	2024 Adopted
General Fund	2,855,548	2,953,020	3,914,119	3,878,349
Operating Grants/Donations	(920)	-	-	-
Unemployment Comp Fd	130,558	181,690	179,000	185,000
Health Benefits Fund	28,926,690	28,604,020	30,196,540	32,241,748
Total Budget	31,911,876	31,738,730	34,289,659	36,305,097
Reserves ¹		8,114,570	4,421,080	4,997,264

¹ Reserves: Reserves are not included in the pie chart above. 2021 Actuals do not include reserves at the department level.

The 2023-2024 biennial budget calculation includes only the second year of reserves (ie 2024) to avoid double-counting of expenditure authority. The figures above include double budgeting (internal transfers between City funds)

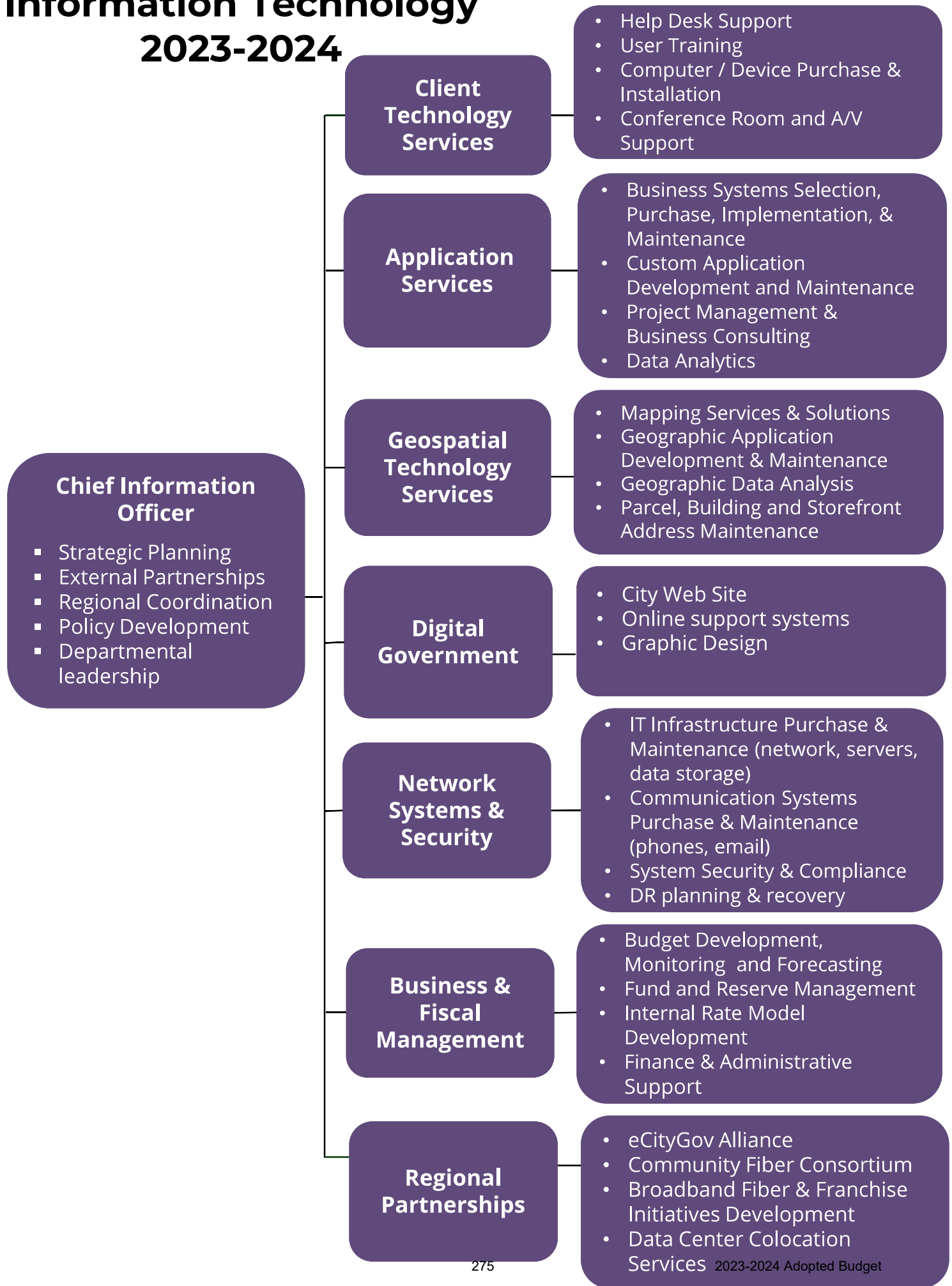
Proposal List by Department/Strategic Target Area

Human Resources

2023-2024 Budget One

<u>Proposal Title</u>	<u>CIP</u>	<u>Proposal Number</u>
<u>Achieving Human Potential</u>		
Talent Management		080.04NA
Talent Rewards, Systems, and Labor Relations		080.07NA
<u>High Performance Government</u>		
Health Benefits Operating Fund		080.01NA
Workforce Administration		080.06NA

Information Technology 2023-2024



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: 88 percent rating satisfied or greater.

ITD as a strategic and collaborative partner: 81 percent rating satisfied or greater.

Overall customer satisfaction: 82 percent rating satisfied or greater.

Network uptime: 99.97 percent

Mean time to repair targets met: 86 percent

IT spending: 2.27 percent of total enterprise

Information Technology Department

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

2023-2024 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 that disrupt operations and increase efficiencies through improved data access and use.

Embracing Technology Innovation

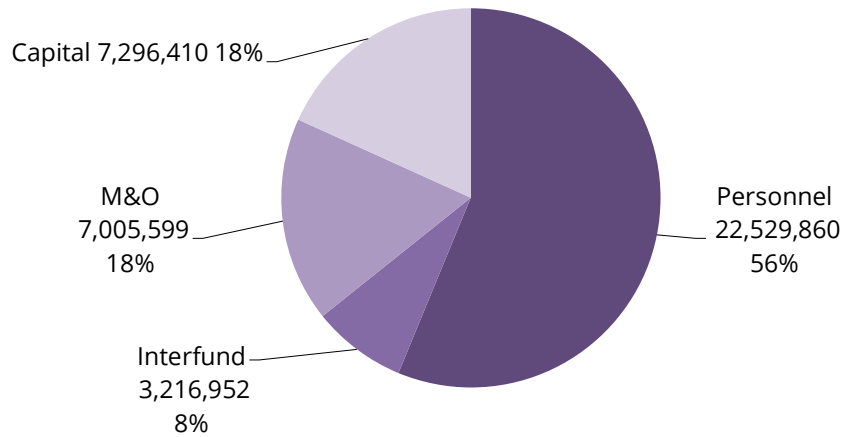
- Achieve the smart city objectives in the Bellevue Smart Plan to improve livability, sustainability and resiliency.
- Use data to effectively inform decisions and shift operations to more proactive, predictive service delivery.
- Increase opportunities to use and assess innovative technologies and speed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

2021-2022 Accomplishments

- Launched new interactive dashboards for Council Priorities, Police Transparency, Economic Development, and State of the Neighborhoods.
- Deployed a multilingual chatbot to help answer questions on the city web site.
- Replaced equipment in council chambers and council conference rooms to support hybrid council meetings, allowing for remote presentations, and participation.
- Added Automated Vehicle Locator hardware to response vehicles in inclement weather to provide near real time data to inform actions and response during weather events
- Helped transform Parks Volunteer Management by developing an application using low/no code approach including calendaring, reports, and email reminders.
- Redesigned IT Help Site on the intranet to emphasize hybrid work, and self service tools to help users get answers faster.
- Redeveloped the Public Document Center allowing the public to self-serve frequently requested documents such as ordinances, agenda packets, resolutions, meeting minutes, and interlocal agreements via search.
- Placed in the top five Digital Cities three years in a row from the Center for Digital Government (Population 125,000 to 249,999).

Information Technology

2023 - 2024 Budget Expenditure by Category



	2023 Adopted	2024 Adopted	2023 - 2024
Personnel	11,001,520	11,528,340	22,529,860
Interfund	1,584,762	1,632,190	3,216,952
M&O	3,217,666	3,787,933	7,005,599
Capital	3,863,398	3,433,012	7,296,410
Total Expenditures	19,667,346	20,381,475	40,048,821
Reserves ¹	8,772,944	9,014,138	9,014,138
Total Budget	28,440,290	29,395,613	49,062,959

Staffing Summary

	2021 Actuals	2022 Actuals	2023 Adopted	2024 Adopted
FTE	61.00	61.00	66.00	66.00

Budget Summary by Fund excluding Reserves

	2021 Actuals	2022 Actuals	2023 Adopted	2024 Adopted
General CIP Fund	105,813	83,667	2,241,881	2,241,881
Information Technology Fund	15,180,985	15,493,634	17,425,465	18,139,594
Total Budget	15,286,798	15,577,301	19,667,346	20,381,475
Reserves ¹		4,585,312	8,772,944	9,014,138

¹ Reserves: Reserves are not included in the pie chart above. 2021 Actuals do not include reserves at the department level. The 2023-2024 biennial budget calculation includes only the second year of reserves (ie 2024) to avoid double-counting of expenditure authority. The figures above include double budgeting (internal transfers between City funds)

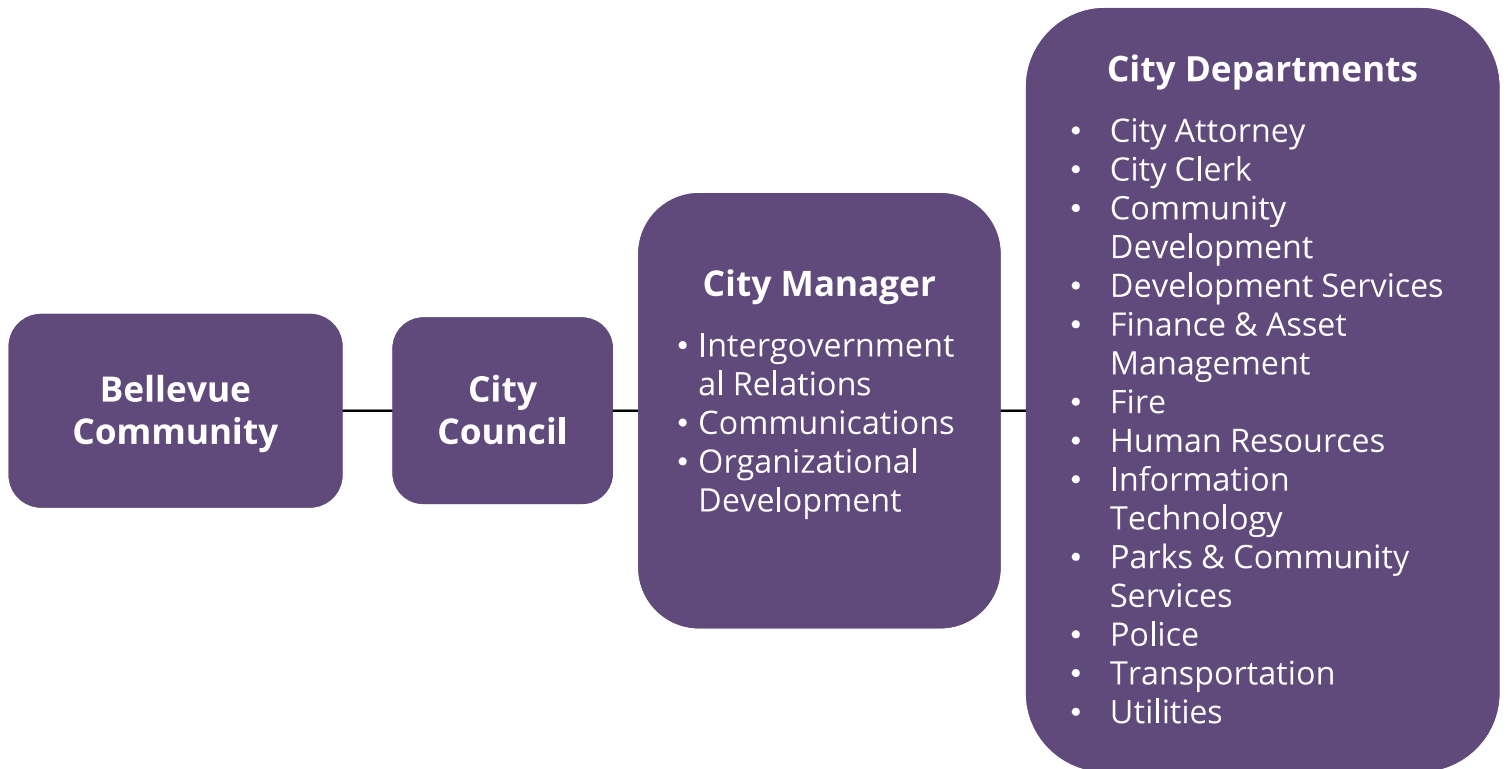
Proposal List by Department/Strategic Target Area

Information Technology

2023-2024 Budget One

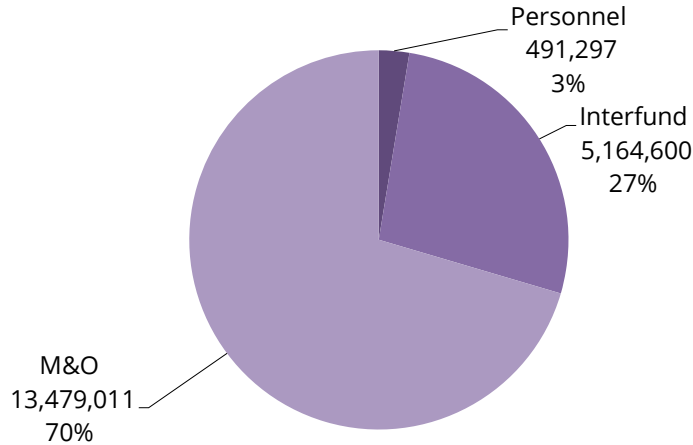
<u>Proposal Title</u>	<u>CIP</u>	<u>Proposal Number</u>
<u>High Performance Government</u>		
Application Development Services		090.03NA
Computer Technology Services		090.01NA
eCityGov Alliance Fees and Services		090.10NA
Geospatial Technology Services (GTS)		090.06NA
IT Department Management and Support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

Miscellaneous Non-Departmental 2023-2024



Miscellaneous Non-Departmental

2023 - 2024 Budget Expenditure by Category



	2023 Adopted	2024 Adopted	2023 - 2024
Personnel	240,626	250,671	491,297
Interfund	2,583,650	2,580,950	5,164,600
M&O	6,445,277	7,033,734	13,479,011
Capital	-	-	-
Total Expenditures	9,269,553	9,865,355	19,134,908
Reserves ¹	-	-	-
Total Budget	9,269,553	9,865,355	19,134,908

Staffing Summary

	2021 Actuals	2022 Actuals	2023 Adopted	2024 Adopted
FTE	-	-	-	-

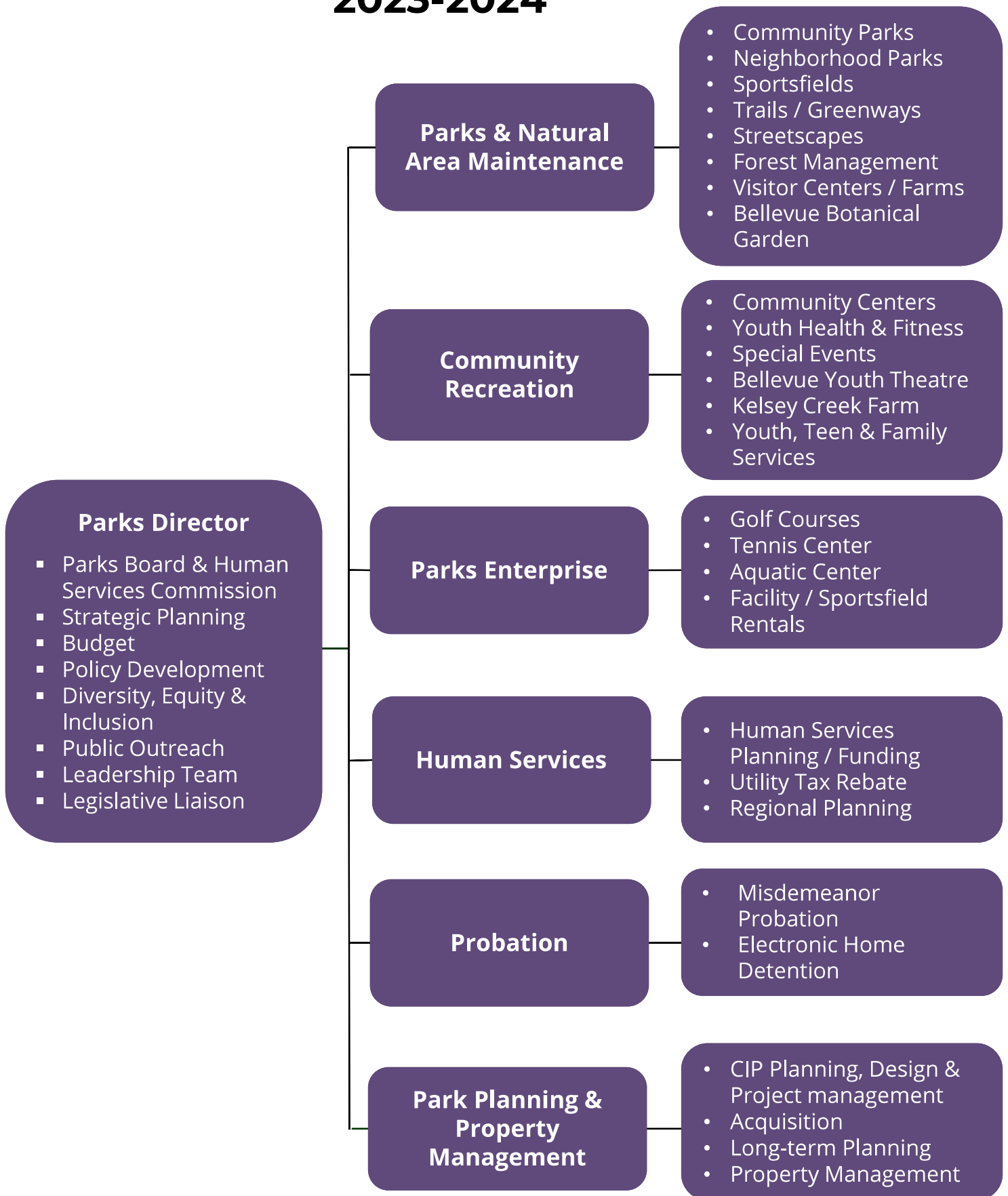
Budget Summary by Fund excluding Reserves

	2021 Actuals	2022 Actuals	2023 Adopted	2024 Adopted
General Fund	4,188,984	16,690,678	7,143,903	7,743,405
Operating Grants/Donations	-	-	-	-
General CIP Fund	6,546,084	6,542,650	2,125,650	2,121,950
Total Budget	10,735,068	23,233,328	9,269,553	9,865,355
Reserves ¹		450,000	-	-

¹ Reserves: Reserves are not included in the pie chart above. 2021 Actuals do not include reserves at the department level.

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Parks & Community Services 2023-2024



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 86,000 golf rounds

\$10 million in discretionary revenue

636 volunteers providing services valued at \$846K

94 percent 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.

2023-2024 Objectives

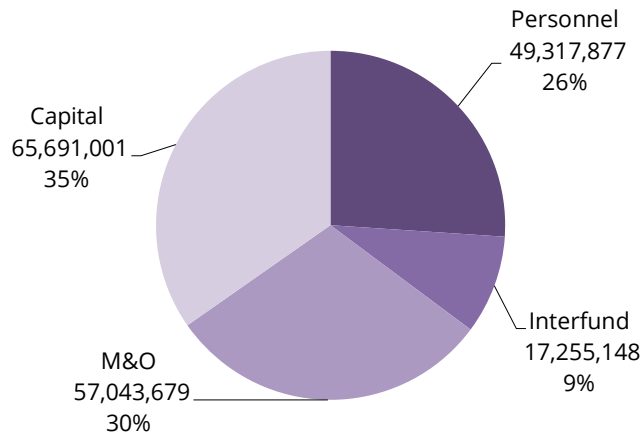
- Plan, acquire, design, and develop a coordinated park system which satisfies the community's open space and recreation needs.
- Provide clean, safe, attractive, and functional parks, open space, and recreation facilities.
- Help increase community safety and belonging by providing/ supporting prevention 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, support and education in order to enhance physical and mental health.

2021-2022 Accomplishments

- Completed the construction of Newport Hills Woodlawn Park, the new neighborhood park area in Newport Hills and improvements at Downtown Park NE Corner Gateway and Plaza at the intersection of Bellevue Way and NE 4th Street.
- Published the 2021-2022 Human Services Needs Update which identifies community needs, trends, and service gaps. This report in addition to the Human Services Element of the Comprehensive Plan, guides the recommendations to City Council on the use of Human Services Fund and CDBG funding for 2023/2024 budget years.
- Updated the Bellevue Parks and Open Space System Plan 2022, which establishes the 20-year capital project objectives and is the primary tool used to guide the long-term growth and development of Bellevue's parks and open space system.
- In collaboration with FAM, advanced the Parks long-term funding strategy with an Ordinance providing for a ballot proposition for the November 2022 general election authorizing a 9-year levy lid lift to fund parks and open space capital projects and related M&O.
- The City awarded \$21M in contract with 99 human services programs including a wide-range of services such as behavioral health and housing-related assistance to residents from birth to older adults.
- Bellevue Probation supported a total of 1487 clients with 1724 cases assigned to active supervision and compliance monitoring. EHD Program realized combined revenue and jail cost savings of \$602,254. Work crew participants have completed 202 hours in community services and have work crew expanded to include participants from Redmond Community Court.
- Recreation services successfully transitioned to virtual formats of many classes and programs during the pandemic; and continues to offer hybrid participation for increased access during full reopening.

Parks and Community Services

2023 - 2024 Budget Expenditure by Category



	2023 Adopted	2024 Adopted	2023 - 2024
Personnel	24,181,454	25,136,423	49,317,877
Interfund	8,400,432	8,854,715	17,255,148
M&O	27,937,021	29,106,658	57,043,679
Capital	36,815,440	28,875,561	65,691,001
Total Expenditures	97,334,348	91,973,357	189,307,705
Reserves ¹	8,623,158	8,358,704	8,358,704
Total Budget	105,957,505	100,332,061	197,666,409

Staffing Summary

	2021 Actuals	2022 Actuals	2023 Adopted	2024 Adopted
FTE	167.28	168.28	170.16	170.16

Budget Summary by Fund excluding Reserves

	2021 Actuals	2022 Actuals	2023 Adopted	2024 Adopted
General Fund	33,357,294	35,567,604	39,459,624	41,135,728
GF-Human Services	8,228,079	11,128,431	9,072,599	9,440,933
Park M&O Reserve Fund	588,474	604,012	667,373	805,899
Land Purchase Revolving Fund	712,889	723,377	949,857	981,313
Parks Enterprise Fund	6,581,855	7,388,574	7,925,689	8,218,315
Operating Grants/Donations	4,686,461	7,411,058	1,619,908	1,675,332
Housing Fund	-	-	135,672	141,429
General CIP Fund	12,211,847	12,142,940	36,815,440	28,875,561
Marina	339,122	385,524	688,184	698,847
Total Budget	66,706,022	75,351,520	97,334,348	91,973,357
Reserves ¹		(10,485,607)	8,623,158	8,358,704

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Proposal List by Department/Strategic Target Area

Parks & Community Services

2023-2024 Budget One

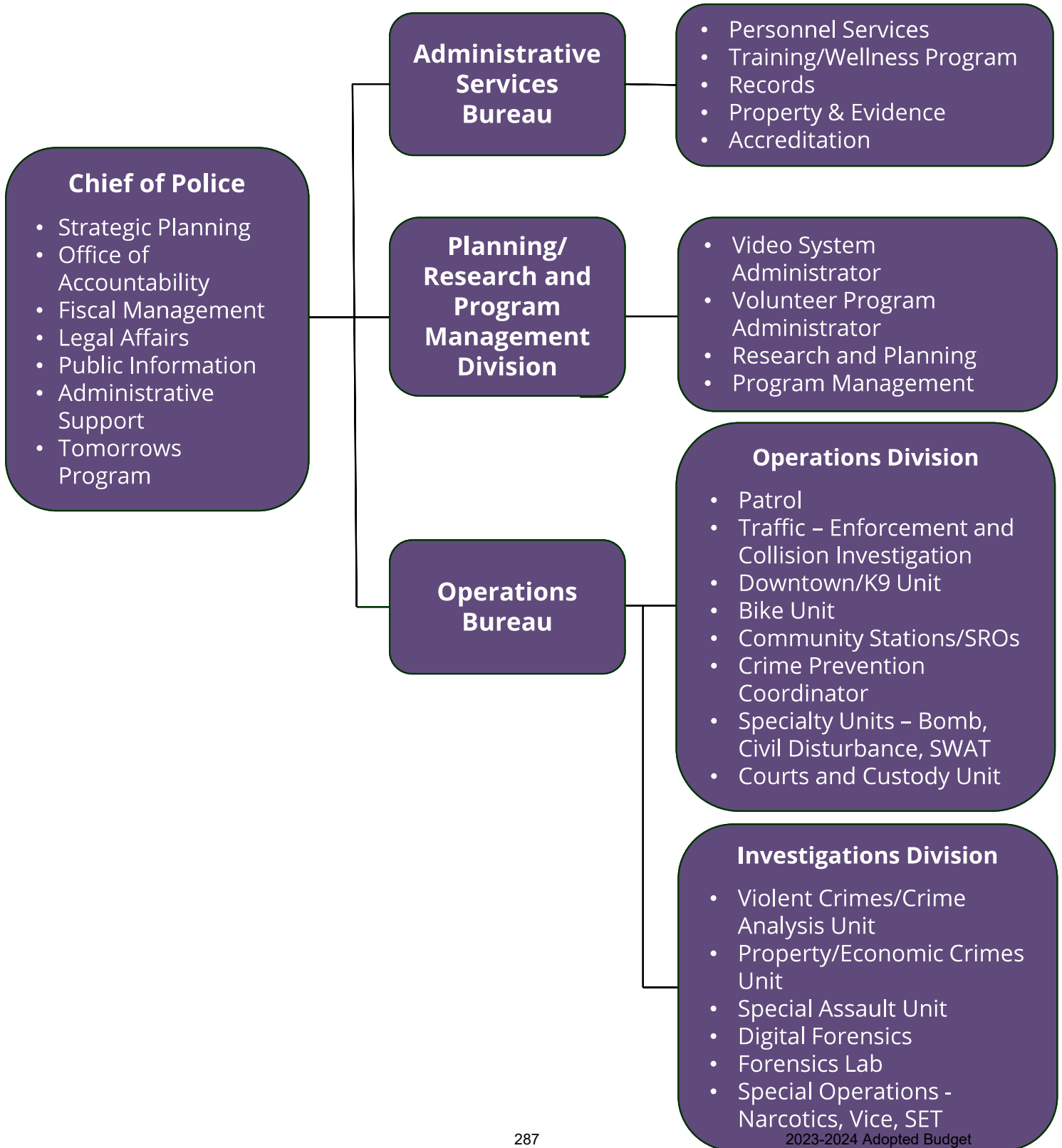
<u>Proposal Title</u>	<u>CIP</u>	<u>Proposal Number</u>
<u>Achieving Human Potential</u>		
Community Recreation		100.01NA
Human Services Planning Funding and Regional Collaboration		100.04NA
Youth Development Services		100.02NA
<u>Great Places Where You Want to Be</u>		
Parks Enterprise Programs		100.03NA
<u>High Performance Government</u>		
Bellevue Probation and Electronic Home Detention		100.05NA
<u>High Quality Built & Natural Environment</u>		
Community and Neighborhood Parks Program		100.06NA
Natural Resource Management		100.09NA
Park Planning and Property Management		100.11NA
Parks & Community Services Management and Support		100.12NA
Street Trees Landscaping & Vegetation Management Program		100.10NA
Structural Maintenance Program		100.08NA
<u>Capital</u>		
Aquatic Center Design Development	P-AD-NEW3	100.105NA
Aquatics Center Feasibility Study	G-114	100.99NA
Ashwood Park Development	P-AD-NEW2	100.104NA
BBG Wetland-Sun Terraced Garden Design & Develop	P-AD-NEW8	100.110NA
Bellevue Airfield Park Development (Levy)	P-AD-83	100.62NA
Bel-Red Parks & Streams	P-AD-103	100.97NA
Bridle Trails/140th Street Park Development	P-AD-101	100.94NA
Dog Off-Leash Facilities Design and Development	P-AD-NEW6	100.108NA
Eastgate Neighborhood Park Acquisition, Planning and Develop	P-AD-NEW4	100.106NA
Enterprise Facility Improvements	P-R-02	100.76NA
Factoria Neighborhood Park Acquisition, Planning & Develop	P-AD-NEW5	100.107NA
Gateway NE Entry at Downtown Park	P-AD-100	100.96NA
Hearing Accessibility for Public Spaces	G-04	100.100NA
King County Parks Levy (2020-2025)	P-AD-105	100.101NA
Lake Sammamish New Park Planning and Development	P-AD-NEW1	100.103NA
Mercer Slough East Link Mitigation	P-AD-96	100.95NA
Meydenbauer Bay Park Phase 1 Park Development	P-AD-92	100.80NA
Meydenbauer Bay Park Planning and Design Phase 2	P-AD-104	100.98NA
Newport Hills Park Development	P-AD-102	100.93NA

Park & Open Space Acquisition	P-AD-82	100.60NA
Park Planning & Design	P-AD-27	100.72NA
Park Shoreline Restoration	P-AD-NEW9	100.111NA
Park Trails	P-AD-NEW7	100.109NA
Parks Operation and Maintenance Facility	G-117	100.102NA
Parks Renovation & Refurbishment Plan	P-R-11	100.77NA
Surrey Downs Park Development (Levy)	P-AD-95	100.83NA



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Police Department 2023-2024



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 Department 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.

2023-2024 Objectives

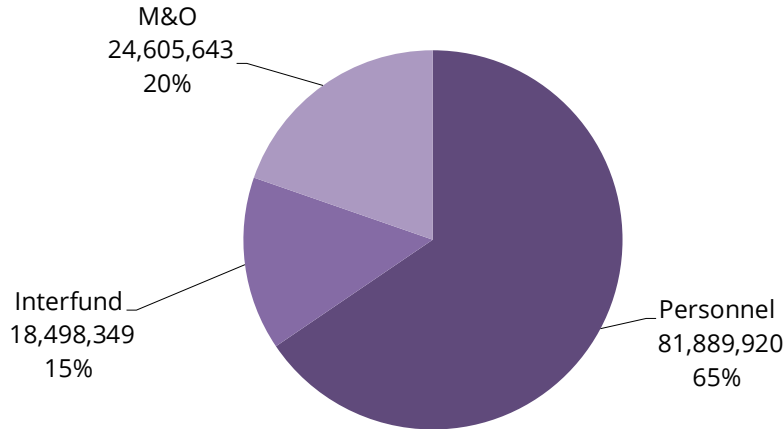
- Reduce crime and the fear of crime
- Capitalize on safety and security strategies through community partnerships and community engagement by delivering clear, timely and accurate information
- Implement a traffic enforcement strategy to reduce fatalities and investigation time
- Complete timely, effective investigations to facilitate prosecutions
- Analyze and assess staffing as a proactive approach for the future
- Prioritize Diversity, Equity, and Inclusion (DEI) principles in our business practices and work plan development
- Maintain a financially responsible organization and adapt to the realities of funding in the future
- Maintain an educated, highly competent and diverse workforce
- Sustain our workforce through healthy employees

2021-2022 Accomplishments

- Traffic Unit focused on high accident areas and emphasized safety in complaint areas, neighborhoods, and school zones.
- Successfully completed a pilot program for the Community Crisis Assistance Team that paired officers with mental health professionals and Bellevue Fire CARES to respond to calls of people in crisis.
- Participated in the Office of Independent Review of our Use of Force policies and started implementation of recommendations.
- Hired 19 sworn officers and six civilian employees in 2021.
- Provided 24,000 hours of training for commissioned officers that included defensive tactics, de-escalation techniques, and the Active Bystander for Law Enforcement program to teach officers intervention techniques to prevent officer misconduct.
- Assigned and fully implemented our Officer Wellness Program.
- Created a safe environment for the return of the annual holiday event Snowflake Lane in November and December.
- Participated in the creation of the King County Independent Force Investigation Team to include providing team leadership.
- In 2021 the Vice Unit recovered and offered services to four juvenile victims of the sex trafficking trade. The unit also made 28 trafficking related arrests and recovered four illegal guns.
- Worked with partners in the community for outreach such as the annual "Shop with a Cop" event and distributing groceries for low income families.
- Started a Regional Catalytic Converter Task Force to combat the growing crime trend of these thefts.

Police

2023 - 2024 Budget Expenditure by Category



	2023 Adopted	2024 Adopted	2023 - 2024
Personnel	39,819,560	42,070,360	81,889,920
Interfund	9,074,993	9,423,356	18,498,349
M&O	12,145,124	12,460,519	24,605,643
Capital	-	-	-
Total Expenditures	61,039,677	63,954,234	124,993,911
Reserves ¹	-	-	-
Total Budget	61,039,677	63,954,234	124,993,911

Staffing Summary

	2021 Actuals	2022 Actuals	2023 Adopted	2024 Adopted
FTE	233.00	234.00	248.00	248.00

Budget Summary by Fund excluding Reserves

	2021 Actuals	2022 Actuals	2023 Adopted	2024 Adopted
General Fund	49,868,524	51,219,537	60,839,677	63,754,234
Operating Grants/Donations	422,914	710,101	200,000	200,000
Total Budget	50,291,438	51,929,638	61,039,677	63,954,234
Reserves ¹	-	-	-	-

¹ Reserves: Reserves are not included in the pie chart above. 2021 Actuals do not include reserves at the department level. The 2023-2024 biennial budget calculation includes only the second year of reserves (ie 2024) to avoid double-counting of expenditure authority. The figures above include double budgeting (internal transfers between City funds)

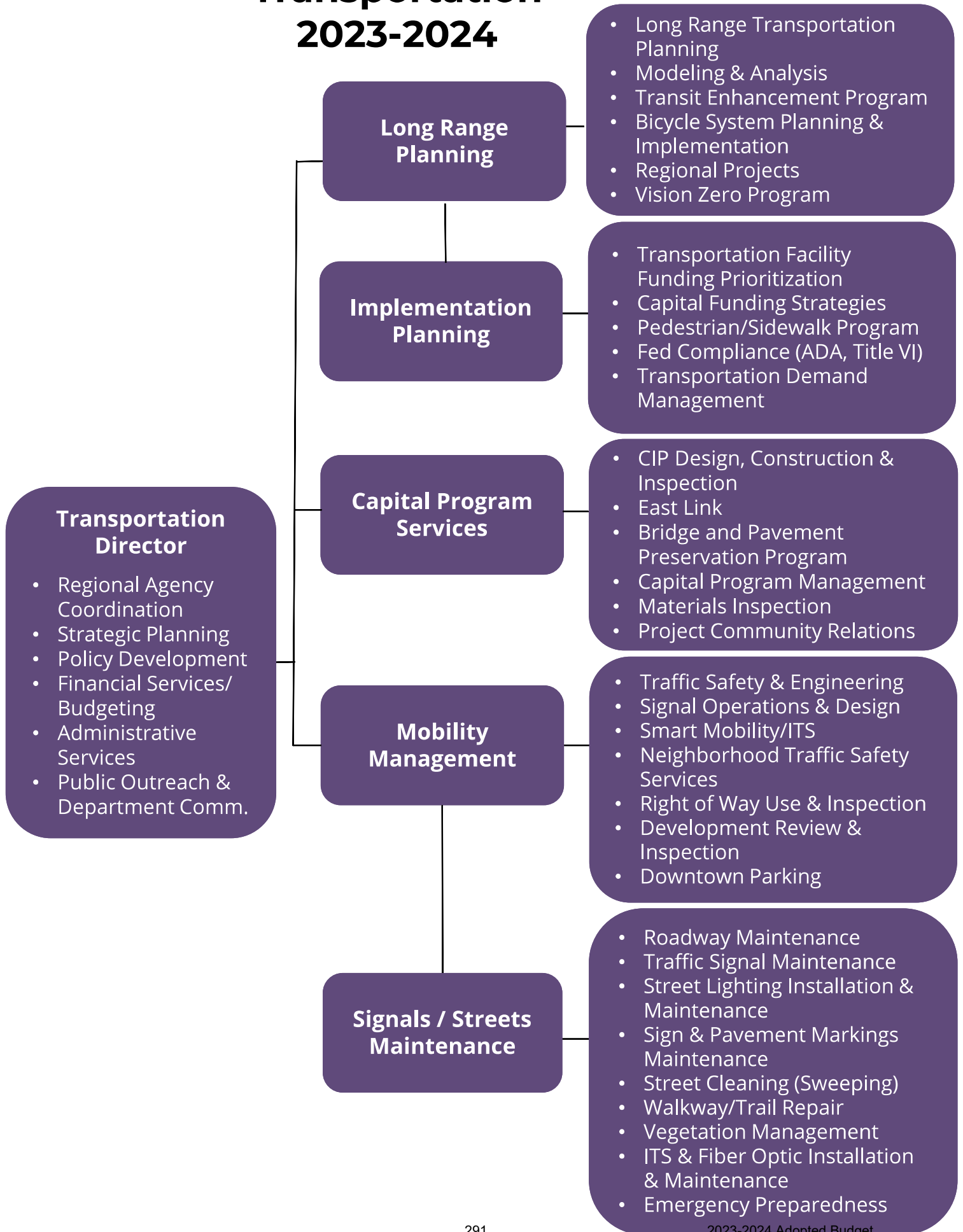
Proposal List by Department/Strategic Target Area

Police

2023-2024 Budget One

<u>Proposal Title</u>	<u>CIP</u>	<u>Proposal Number</u>
<u>Achieving Human Potential</u>		
Domestic Violence Prevention and Response		120.03NA
<u>High Performance Government</u>		
Body-Worn Camera Program		120.18NA
Community Crisis Assistance Team (CCAT)		120.19NA
Courts and Custody Unit		120.11NA
Investigations		120.02PA
Lateral Hiring Bonus Program		120.01DA
Management and Support		120.13NA
Office of Accountability		120.12NA
Patrol		120.01NA
Personnel Services Unit		120.10PA
Police Records		120.09NA
Property and Evidence		120.08NA
Special Details: SWAT/CRT; Bomb Squad; CDU; Honor Guard		120.17NA
Special Operations Group		120.04NA
<u>Transportation & Mobility</u>		
Traffic Flagging		120.07NA

Transportation 2023-2024



Activities

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



Completed the LED Street Light Upgrade project saving the city over \$150,000 annually in electricity costs.

6,500 lane miles of street and bike lane sweeping and 687 pothole repairs accomplished in 2021

Completed nearly 10 miles of new trails, sidewalks and bicycle facilities in 2021.

Transportation Department — Mission

- Keeping Bellevue Moving Forward

2023-2024 Objectives

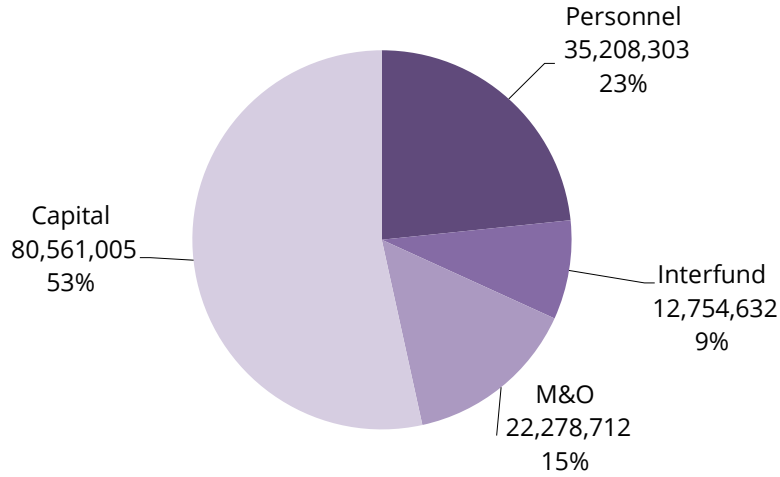
- Fully operationalize the Mobility Implementation Plan (MIP) and multimodal concurrency framework.
- Continue to partner with Sound Transit to deliver East Link light rail and the Operations and Maintenance Facility in BelRed.
- Implement the council adopted Capital Investment Program (CIP) and other major initiatives while continuing to seek and leverage federal and state grant funding.
- Continue to develop public/private partnerships to support the Smart Mobility Plan and the city's "Smart City" goals.
- Continue to advance Neighborhood Safety, Connectivity, and Congestion Levy projects from planning and design to construction.
- Continue to implement the Vision Zero Action Plan to advance the goal of eliminating traffic fatalities and serious-injury collisions on city streets by 2030.
- Finalize the Curb Management Plan and advance to implementation.
- Continue to facilitate 5-G/Small Wireless Facilities deployment.

2021-2022 Accomplishments

- Council approved the MIP, which will guide multimodal project identification and prioritization. The MIP received awards from the Puget Sound Regional Council and state Department of Commerce.
- Council approved a new multimodal concurrency code, which considers all modes of transportation in concurrency analysis.
- Partnered with Sound Transit to advance East Link light rail to near completion of heavy civil work.
- Completed 11 levy funded projects, investing more than \$18 million in critical safety, connectivity and congestion improvements.
- Completed design of Lake Hills Blvd & 148th Ave SE Improvements, 98th Ave SE & SE 11th St Slope Stabilization and last two TIFIA projects – Phase 4 of 124th & 130th Aves NE and BelRed to Northrup.
- Completed construction on major projects, including Mountains to Sound Greenway Trail Phase 1 & 2, 112th Ave NE – NE 12th St to NE 24th St Corridor Improvements, NE 24th St West Slope Stabilization, 124th Ave NE - NE 8th to 12th Sts, Newport Way – Somerset Blvd to 150th Ave SE and West Lake Sammamish Pkwy Phase 2.
- Awarded the National Roadway Safety Award from the Federal Highway Administration (FHWA) for improved roadway safety through analytics.
- Completed the South Downtown I-405 Access Study to identify additional connections to/from I-405 and downtown Bellevue.
- Successfully advocated to secure state funding for the MTSG Trail "Bellevue Gap" and Eastrail Trail through Bellevue, amongst other projects that will benefit the city and region.
- Awarded over \$20 million in state and federal grant funding to support capital investments and operational improvements.

Transportation

2023 - 2024 Budget Expenditure by Category



	2023 Adopted	2024 Adopted	2023 - 2024
Personnel	17,215,826	17,992,477	35,208,303
Interfund	6,428,370	6,326,261	12,754,632
M&O	11,116,619	11,162,093	22,278,712
Capital	27,265,503	53,295,503	80,561,005
Total Expenditures	62,026,318	88,776,334	150,802,652
Reserves ¹	1,716,602	397,802	397,802
Total Budget	63,742,920	89,174,136	151,200,454

Staffing Summary

	2021 Actuals	2022 Actuals	2023 Adopted	2024 Adopted
FTE	147.45	152.45	157.65	157.65

Budget Summary by Fund excluding Reserves

	2021 Actuals	2022 Actuals	2023 Adopted	2024 Adopted
General Fund	31,135,309	31,981,225	32,256,607	34,019,124
Land Purchase Revolving Fund	18,781	11,302	2,017,800	1,318,800
Operating Grants/Donations	428,188	402,390	445,767	102,465
General CIP Fund	47,287,539	39,392,895	27,306,144	53,335,945
Total Budget	78,869,816	71,787,811	62,026,318	88,776,334
Reserves ¹		4,874,873	1,716,602	397,802

¹ Reserves: Reserves are not included in the pie chart above. 2021 Actuals do not include reserves at the department level.

The 2023-2024 biennial budget calculation includes only the second year of reserves (ie 2024) 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

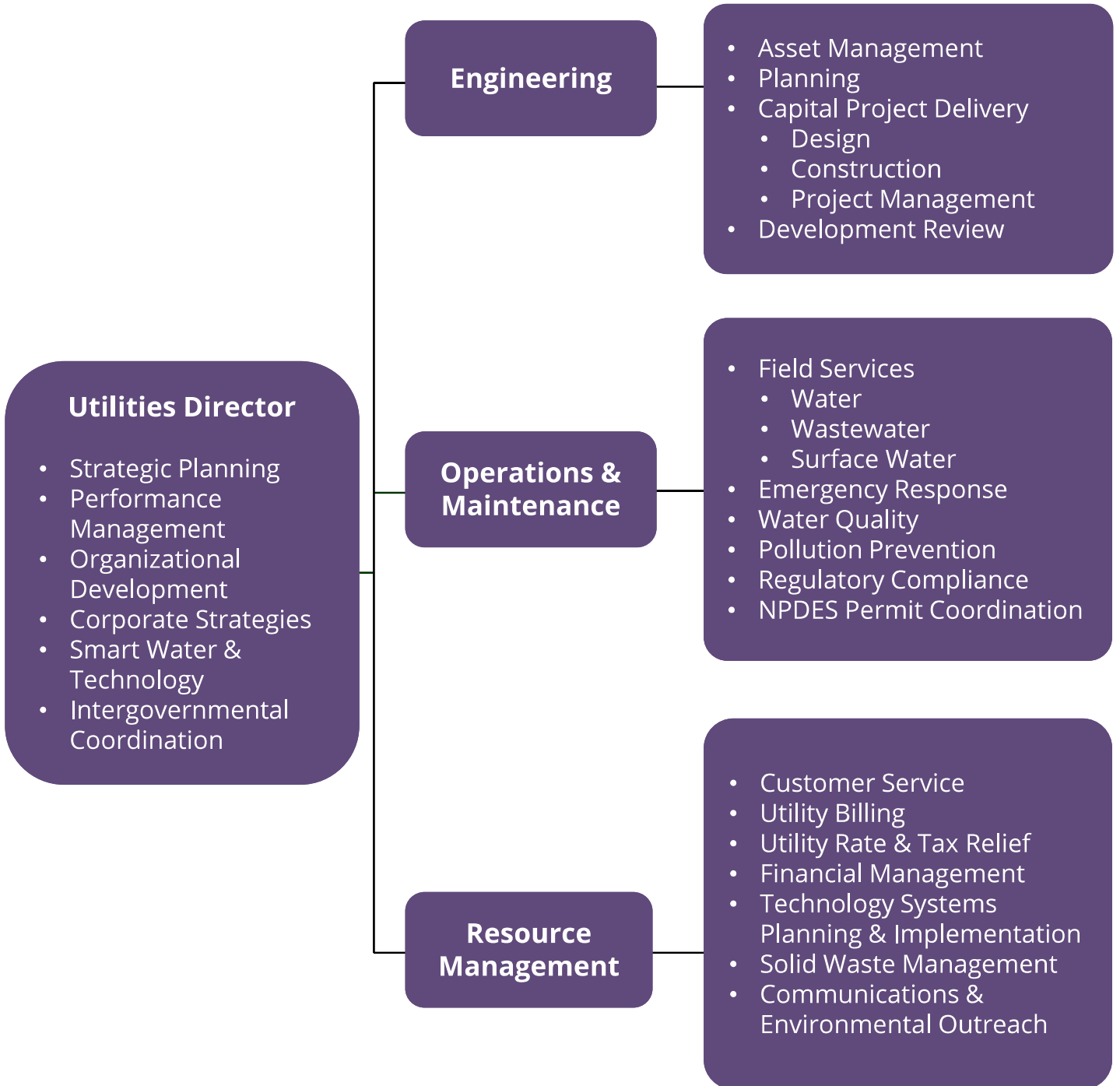
2023-2024 Budget One

<u>Proposal Title</u>	<u>CIP</u>	<u>Proposal Number</u>
<u>High Quality Built & Natural Environment</u>		
Franchise and Data Telecommunications Program Manager		130.500NA
Street Cleaning (Sweeping)		130.26NA
Street Lighting Maintenance		130.27NA
Transportation Drainage Billing		130.06NA
Transportation System Maintenance (Non-Electric)		130.22NA
<u>Transportation & Mobility</u>		
Bridge and Pavement Management		130.85DA
Department Management and Administration		130.04NA
Downtown Parking Enforcement		130.17NA
East Link Overall		130.07DA
Emergency Management/Preparedness for the Transportation Sys		130.35NA
Long-Range Transportation Planning		130.13NA
Modeling and Analysis Core Functions		130.14NA
Smart Mobility Operations and Implementation		130.11NA
Traffic Safety and Engineering		130.30NA
Traffic Signal Maintenance		130.31NA
Transportation CIP Delivery Support		130.33NA
Transportation Implementation Strategies		130.36NA
<u>Capital</u>		
112th Avenue NE at McCormick Park	PW-R-208	130.141NA
114th Avenue SE and SE 8th Street	PW-R-207	130.139NA
120th Avenue NE (Stage 3) NE 12th to NE 16th Streets	PW-R-168	130.20NA
120th Avenue NE Stage 4, NE 16th Street to Northup Way	PW-R-186	130.99NA
124th Ave NE - Spring Blvd to Ichigo Way (NE 18th)	PW-R-166	130.54NA
124th Avenue NE - NE 12th Street to NE Spring Boulevard	PW-R-169	130.45NA
124th Avenue NE at SR-520	PW-R-192	130.145NA
124th Avenue NE/Ichigo Way (NE 18th Street) to Northup Way	PW-R-191	130.110NA
130th Avenue NE - Bel-Red Road to NE 20th Street	PW-R-170	130.46NA
130th Avenue NE Station Area Park and Ride	PW-R-209	130.148NA
143rd Place NE/NE 20th Street to Bel-Red Road	PW-M-NEW02	130.161NA
148th Ave SE at Larsen Lake Flood Mitigation (PW-M-21)	PW-M-21	130.91NA
148th Avenue NE and NE 24th Street	PW-R-NEW06	130.164NA
150th Avenue SE at SE Newport Way	PW-R-202	130.134NA
150th Avenue SE/SE 37th Street/I-90 EB off-ramp	PW-R-NEW03	130.156NA
Bellevue College Connection	PW-R-201	130.131NA

<u>Proposal Title</u>	<u>CIP</u>	<u>Proposal Number</u>
Bellevue Way SE HOV Lane - 112th Avenue SE 'Y' to I-90	PW-R-184	130.03NA
BelRed Corridor Local Street Network	PW-R-193	130.113NA
Bel-Red Road and NE 28th Street	PW-W/B-NEW03	130.153NA
Bridge and Pavement Preservation Program	PW-M-1	130.85PA
Critical Area Mitigation Monitoring	PW-M-15	130.88NA
Downtown Transportation Plan/Exceptional Light Rail Station	PW-R-182	130.108NA
Early World Daycare Bridge Replacement	PW-M-NEW01	130.152NA
East Link Analysis and Development	PW-R-159	130.56PA
East Link MOU Commitments	PW-R-181	130.21NA
Eastgate Subarea Plan Implementation	PW-R-177	130.10NA
Eastrail	G-103	130.149NA
Growth Corridor High Comfort Bicycle Network Implementation	PW-W/B-85	130.140NA
I-405 Non-Motorized Crossing	PW-R-NEW09	130.163NA
Major Maintenance Program	PW-M-19	130.89NA
Minor Capital - Signals and Lighting	PW-M-20	130.86NA
Minor Capital - Traffic Operations	PW-M-2	130.90NA
Mobility Implementation Plan	PW-R-204	130.147NA
Mountains to Sound Greenway Trail - 142nd Pl SE to 150th Ave	PW-W/B-NEW01	130.150NA
Mountains to Sound Greenway Trail - I-405 to 132nd Avenue SE	PW-W/B-83	130.126NA
MTSG Trail - 132nd Avenue SE to 142nd Place SE	PW-W/B-84	130.135NA
NE 4th St Extension-116th to 120th Ave NE	PW-R-160	130.50NA
NE 6th Street Extension	PW-R-NEW02	130.155NA
NE Spring Blvd (Zone 1) - 116th to 120th Avenues NE	PW-R-172	130.48NA
NE Spring Boulevard - 130th to 132nd Avenues NE	PW-R-174	130.42NA
NE Spring Boulevard (Zone 3) - 124th Ave NE to 130th Ave NE	PW-R-NEW01	130.154NA
NE Spring Boulevard (Zone2) - 120th to 124th Avenues North	PW-R-173	130.47NA
Neighborhood Congestion Management (Levy)	PW-R-198	130.124NA
Neighborhood Congestion Management Project Implementation	PW-R-200	130.127NA
Neighborhood Safety and Connectivity (Levy)	PW-R-199	130.125NA
Neighborhood Sidewalks	PW-W/B-76	130.57NA
Neighborhood Traffic Safety Program	PW-M-7	130.98NA
Newport Way Improvements - Somerset Boulevard to 150th Avenue	PW-R-185	130.105NA
Ped and Bicycle Access and Connections to Transit Stations	PW-W/B-56	130.84NA
Pedestrian Facilities Compliance Program	PW-W/B-49	130.83NA
Project Management System	G-NEW04	130.168NA
Public Works Trust Fund Loan - Interest	PW-R-83	130.79DA

<u>Proposal Title</u>	<u>CIP</u>	<u>Proposal Number</u>
Public Works Trust Fund Loan - Principal	PW-R-82	130.79PA
Regional Capital Analysis Development and Coordination	PW-R-NEW07	130.166NA
SE 34th Street/162nd Place SE to West Lake Sammamish Parkway	PW-W/B-NEW04	130.158NA
Smart Mobility Plan Implementation Program	PW-R-156	130.82NA
South Downtown Bellevue I-405 Access	PW-R-203	130.137NA
South Wilburton Pedestrian and Bicycle Connections	PW-W/B-NEW06	130.160NA
Traffic Safety Improvements	PW-R-46	130.78NA
Traffic Signals and Controllers and Temporary Bus Stop	PW-R-187	130.01NA
Transportation Grant Match Program	PW-R-206	130.138NA
Vision Zero Rapid Build Data Driven Safety Program	PW-R-205	130.136NA
West Lake Sammamish Parkway Phase 3	PW-R-194	130.117NA
West Lake Sammamish Parkway Phase 4	PW-R-NEW05	130.162NA
West Lake Sammamish Parkway, Phase 2	PW-R-183	130.44NA

Utilities Department 2023-2024



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 40,000 customers.
- Nationally accredited agency, meeting highest industry standard practices.
- 87 percent of customers satisfied with our services.
- Major challenges: aging infrastructure & inflationary pressures.

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.

2023-2024 Objectives

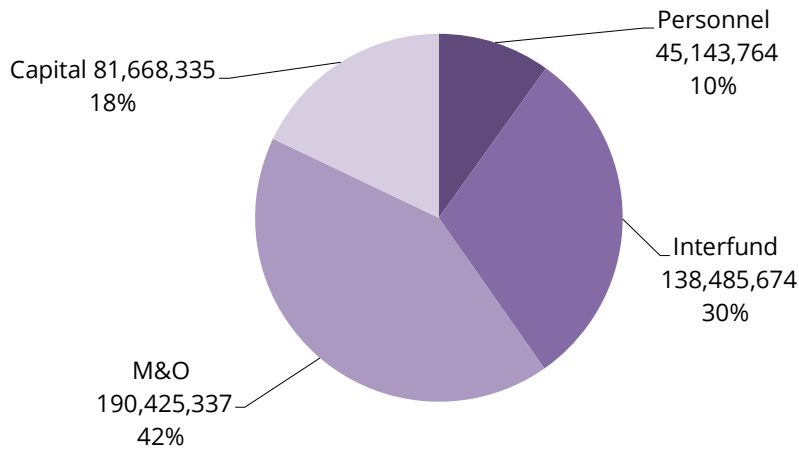
- Continue to provide high quality, essential utility services to customers.
- Invest \$76.9 million in critical water, wastewater and stormwater infrastructure.
- Complete implementation of Advanced Metering Infrastructure (AMI) to enable customers to view and manage their consumption, including leak alerts.
- Complete critical engineering and environmental studies for the following: (1) Lake Washington Sewer Lakeline Study, (2) Sewer Infiltration & Inflow Program, (3) Watershed Management Plan.
- Continue implementation of the Utilities Information Technology Strategic Plan, including: (1) new Customer Information and Billing System, (2) project management system, (3) Supervisory Control and Data Acquisition (SCADA) Master Plan.
- Continue implementation of the Strategic Asset Management Plan initiative.
- Increase customer participation in the Utilities Rate & Tax Relief Programs.
- Leverage external funding opportunities, including regional, state, and federal grants.

2021-2022 Accomplishments

- Invested over \$90 million in critical capital infrastructure to maintain the long-term integrity of utility systems.
- Maintained seamless delivery of utility services despite the operational challenges of the ongoing COVID-19 pandemic.
- Advanced Metering Infrastructure (AMI) Program: completed installation of all large commercial meters and about 75 percent of residential meters. COVID-19 has impacted manufacturing of key components which has delayed final implementation.
- Completed the Water System Seismic Vulnerability Assessment and the Draft Emergency Water Supply Master Plan.
- Implemented Strategic Asset Management Plan including: project prioritization model, business case analysis guidelines, and Asset Renewal & Replacement study.
- Implemented Technology Strategic Plan including: (1) customer bill-pay portal upgrade, (2) continued SCADA Master Plan implementation, (3) procurement of new customer information and billing system.
- Prepared for re-accreditation by reviewing and updating standard operating procedures and practices.

Utilities

2023 - 2024 Budget Expenditure by Category



	2023 Adopted	2024 Adopted	2023 - 2024
Personnel	22,225,041	22,918,722	45,143,764
Interfund	66,576,869	71,908,805	138,485,674
M&O	93,375,563	97,049,773	190,425,337
Capital	38,394,382	43,273,953	81,668,335
Total Expenditures	220,571,855	235,151,254	455,723,109
Reserves ¹	349,139,758	385,947,667	385,947,667
Total Budget	569,711,614	621,098,921	841,670,776

Staffing Summary

	2021 Actuals	2022 Actuals	2023 Adopted	2024 Adopted
FTE	174.00	172.00	174.00	174.00

Budget Summary by Fund excluding Reserves

	2021 Actuals	2022 Actuals	2023 Adopted	2024 Adopted
Solid Waste Fund	1,073,610	1,135,378	1,027,984	1,103,070
Operating Grants/Donations	74,057	217,523	320,692	409,932
Storm & Surface Water Utility	26,965,835	29,209,749	31,780,950	31,538,604
Water Utility Fund	75,274,974	70,893,046	75,812,585	78,322,219
Sewer Utility Fund	68,881,117	73,058,559	77,238,645	81,256,430
Utility Capital Improv Project	42,854,938	38,420,095	34,391,000	42,521,000
Total Budget	215,124,531	212,934,349	220,571,855	235,151,254
Reserves ¹		485,088,505	349,139,758	385,947,667

¹ Reserves: Reserves are not included in the pie chart above. 2021 Actuals do not include reserves at the department level.

The 2023-2024 biennial budget calculation includes only the second year of reserves (ie 2024) 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

2023-2024 Budget One

Proposal Title	CIP	Proposal Number
<u>Achieving Human Potential</u>		
Utilities Rate Relief Program		140.29NA
<u>High Performance Government</u>		
Utilities Water Supply Purchase and Sewage Disposal		140.61NA
<u>High Quality Built & Natural Environment</u>		
Advanced Metering Infrastructure (AMI) Meter Support		140.45DA
Capital Project Delivery		140.01NA
Cascade Regional Capital Facility Charges		140.37NA
Fire Flow Capacity for City of Bellevue		140.59NA
Fiscal Management		140.49NA
Private Utility Systems Maintenance Programs		140.27DA
Sewer Condition Assessment Program		140.19NA
Sewer Mainline Preventive Maintenance Program		140.20NA
Sewer Mains, Laterals and Manhole Repair Program		140.18NA
Sewer Pump Station Maintenance, Operations and Repair Program		140.21NA
Solid Waste Management, Waste Prevention, and Recycling		140.30NA
Storm & Surface Water Preventive Maintenance Program		140.24NA
Storm and Surface Water Infrastructure Condition Assessment		140.23NA
Storm and Surface Water Pollution Prevention		140.31DA
Storm and Surface Water Repair and Installation Program		140.22NA
Utilities Computer and Systems Support		140.60NA
Utilities Customer Service and Billing		140.33NA
Utilities Department Management and Support		140.42NA
Utilities Telemetry and Security Systems		140.25NA
Utility Asset Management Program		140.11NA
Utility Locates Program		140.44NA
Utility Planning and Systems Analysis		140.63NA
Utility Taxes and Franchise Fees		140.34NA
Water Distribution System Preventive Maintenance Program		140.14NA
Water Mains and Service Lines Repair Program		140.13NA
Water Meter Repair and Replacement Program		140.16NA
Water Pump Station, Reservoir and PRV Maintenance Program		140.15NA
Water Quality Regulatory Compliance and Monitoring Programs		140.26PA
Water Service Installation and Upgrade Program		140.17NA
Water Systems and Conservation		140.32NA

<u>Proposal Title</u>	<u>CIP</u>	<u>Proposal Number</u>
<u>Capital</u>		
Advanced Metering Infrastructure (AMI) Implementation	S-108	140.154MP
Advanced Metering Infrastructure (AMI) Implementation	W-108	140.167MP
Capital Reserves	D-96	140.145MP
Capital Reserves	S-96	140.146MP
Capital Reserves	W-96	140.147MP
East Link Utility Relocations	D-108	140.150MP
East Link Utility Relocations	S-70	140.152MP
East Link Utility Relocations	W-107	140.153MP
Environmental Preservation	D-100	140.134MP
Environmental Preservation	D-101	140.135MP
Environmental Preservation	D-104	140.136MP
Environmental Preservation	D-104-B	140.137MP
Environmental Preservation	D-106	140.138MP
Environmental Preservation	D-109	140.139MP
Environmental Preservation	D-112	140.163MP
Environmental Preservation	D-114	140.164MP
Environmental Preservation	D-116	140.165MP
Environmental Preservation	D-81	140.140MP
Environmental Preservation	D-86	140.141MP
Environmental Preservation	D-94	140.142MP
Environmental Preservation	D-95	140.143MP
Environmental Preservation	S-59	140.144MP
Groundwater Well Improvements	W-119	140.173MP
Maintenance and Operations Facility Land Acquisition and Dev	S-111	140.156MP
Maintenance and Operations Facility Land Acquisition and Dev	W-111	140.155MP
Permit Compliance Monitoring	S-116	140.174MP
Project and Portfolio Management System-Drainage	D-120	140.178MP
Project and Portfolio Management System-Sewer	S-120	140.176MP
Project and Portfolio Management System-Water	W-120	140.177MP
Replacement of Aging Sewer Infrastructure	S-112	140.160MP
Replacement of Aging Sewer Infrastructure	S-115	140.161MP
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 Sewer Infrastructure	S-71	140.157MP
Replacement of Aging Storm Infrastructure	D-103	140.119MP

<u>Proposal Title</u>	<u>CIP</u>	<u>Proposal Number</u>
Replacement of Aging Storm Infrastructure	D-105	140.120MP
Replacement of Aging Storm Infrastructure	D-107	140.121MP
Replacement of Aging Storm Infrastructure	D-115	140.162MP
Replacement of Aging Storm Infrastructure	D-59	140.122MP
Replacement of Aging Storm Infrastructure	D-64	140.123MP
Replacement of Aging Water Infrastructure	W-109	140.101MP
Replacement of Aging Water Infrastructure	W-110	140.102MP
Replacement of Aging Water Infrastructure	W-115	140.158MP
Replacement of Aging Water Infrastructure	W-117	140.159MP
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
Septic Systems Sewer Extensions	S-117	140.175MP
Somerset Highlands Capacity Improvements	W-118	140.172MP
Utility Capacity for Growth	S-30	140.124MP
Utility Capacity for Growth	S-52	140.125MP
Utility Capacity for Growth	S-53	140.126MP
Utility Capacity for Growth	S-55	140.127MP
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
Utility Facilities for 120th Ave. NE Improvements Segment 2	S-63	140.169MP
Water Facilities for NE 4th St. Extension	W-106	140.168MP
Water Facilities for NE Spring Blvd Multi-Modal Corridor	W-105	140.166MP
Water Facilities for NE Spring Blvd Multi-Modal Corridor	W-105-B	140.149MP
Water Systems Capital Planning	W-112	140.170MP



2023-2029 Adopted Capital Investment Program (CIP) Plan Executive Summary

Executive Summary

The 2023-2029 Adopted General Capital Investment Program (CIP) plan prepares and serves as a catalyst for future development within a constrained budget. The resources available for the 2023-2029 CIP plan reflect an environment recovering from the economic downturn due to high inflation and a potential recession on the horizon.

Building on the 2021-2027 Amended CIP, the Adopted 2023-2029 CIP totals \$808 million, is balanced, and accomplishes the following:

- Invests in our community by maintaining and providing funding for affordable housing.
- Invests in new or enhanced parks assets within the Lake Sammamish, Ashwood, Eastgate and Factoria neighborhoods as well as off-leash facilities and park trails within the City.
- Continues and builds upon the City's Environmental Stewardship Initiative (ESI) by adding staff and resources to sustain the implementation of the ESI workplan and including new investments in electric vehicle (EV) charging infrastructure and energy efficiency projects at city facilities.
- Advances the strategies within the City's Economic Development Plan and to grow Bellevue's economy by supporting businesses and retail districts in Bellevue that attract consumers, increase tax revenue, and generate jobs.
- Increases the City's commitment to integrate arts and culture into the everyday life of Bellevue's community, including investment in public art linked to park improvements, Arts District development, public buildings, transportation projects, and neighborhood sites and major investments in major non-profit owned Cultural Facilities.
- Continues to fund projects that support the city's growth including the Comprehensive Plan Update, Wilburton Vision Implementation, and the Grand Connection.
- Supports continued improvements in the neighborhood's initiatives like the Neighborhood Enhancement Program, Fire Station 5 rebuild, and increased funding for the Neighborhood Congestion Management Project.
- Continues transportation infrastructure in the BelRed area with the Transportation Infrastructure Financing Innovation (TIFIA) loan projects.
- Ensures the continuation of the City's three voted levies, Neighborhood Transportation Congestion, Safety, and Connectivity (sidewalks, walkways, bike paths), Fire Facilities, and Parks (Airfield park and open space).
- Addresses the continued planned growth of the city including work on 124th Ave NE and the construction of Fire Station 10.
- Adds roadway improvements, and pedestrian and bicycle improvements as part of the Vision Zero project, 114th and 8th Street, the Growth Corridor Bicycle Network. implementation, and new projects for the Mountains to Sound Greenway trail, a I-405 non-motorized crossing and South Wilburton pedestrian and bicycle connections.
- Funds the City's IT infrastructure including its next generation financial system and fosters Smart City initiatives throughout the City.



2023-2029 Adopted Capital Investment Program (CIP) Plan Executive Summary

- Fulfills capital responsibilities for general government capital obligations including Parks Resource Management facility, fuel tank replacements and in ground lifts at our Fleet operations.
- Ensures debt obligations are met, including new debt service payment beginning in 2024 for the Transportation Infrastructure Financing and Innovation Act (TIFIA) loan.
- 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.

City Council held a budget workshop on March 7 where staff briefed Council on the prospects and economic outlook facing the City as changing economic behaviors, inflationary pressures and the development cycle may influence the City's post-COVID-19 financial position. Council was asked to provide their feedback on the City's policies, procedures, and guiding principles guiding the allocation of resources within the City's seven-year Capital Investment Plan (CIP). Council maintained the policies and encouraged staff to consider questions of equity and sustainability within the broader budget development process.

When developing the 2023-2029 Adopted CIP, the City of Bellevue applied its Budget Guiding Principles to guide allocation of resources across varied capital needs across the City. 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 2023-2029 Adopted CIP Plan is no different.

- Same as General Fund, the continued economic uncertainty poses a risk for the revenue streams sustaining the CIP Plan. Geopolitical instability, changes in economic behavior (e.g., hybrid work, shifts in spending, etc.), inflationary pressures, increasing interest rates, impacts to Bellevue's development cycle and the potential for an economic correction all could have impacts on resourcing the seven-year plan.
- 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 upcoming



2023-2029 Adopted Capital Investment Program (CIP) Plan Executive Summary

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 current mechanism to ensure additional M&O funding for these future facilities. The City is actively analyzing options for future mechanisms.

Overview

Capital Investment Program Purpose

The 2023-2029 Adopted General Capital Investment Program (CIP) plan prepares and serves as a catalyst for future development within a constrained budget. Every two 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:

1. First and foremost are the City's debt obligations. All debt service payments are prioritized first when allocating resources to the CIP.
2. 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.

3. After ensuring that debt and maintenance are funded at appropriate levels, the City reviews existing and new projects with the following lenses:



2023-2029 Adopted Capital Investment Program (CIP) Plan Executive Summary

- 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 March 7)
 - 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 March 7)
- 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 and 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)



2023-2029 Adopted Capital Investment Program (CIP) Plan

2023-2029 Adopted General CIP Plan Summary

The Adopted 2023-2029 General CIP totals \$808 million over the seven years and includes 136 projects. These projects fall into one of four major CIP categories – Debt Service, Ongoing Maintenance Programs that maintain current infrastructure, Discrete and Ongoing programs that build new projects, and Newly Proposed Projects.

Debt Service makes up \$178 million or 22 percent of the General CIP budget. This is about 5 percent lower than the previous General CIP budget due to cost savings from refinancing the TIFIA loan and some LTGO Bonds to lower interest rates in 2021. Inclusive of the total debt service is \$25.3 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 \$4.2 million annually.

Ongoing Maintenance Programs that maintain current infrastructure make up approximately \$161 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 \$400 million or 49 percent of the General CIP. Of this \$397 million, about \$12 million is related to the 8 projects that are being paid for by the TIFIA loan. This share for TIFIA projects is lower than previous budgets because some TIFIA projects experienced \$14.1 million of cost savings that can be transferred to upcoming TIFIA projects.

Newly Proposed Projects make up approximately \$69 million or 9 percent of the General CIP budget. New projects for this budget cycle include investments in the City's Environmental Stewardship Initiative (ESI) (\$7.4 million), Parks facilities (\$28.4 million), and Transportation infrastructure (\$31.6 million).

2023-2029 Adopted Capital Investment Program (CIP) Plan

2023-2029 Adopted General CIP Major Expenditure Categories \$808 Million

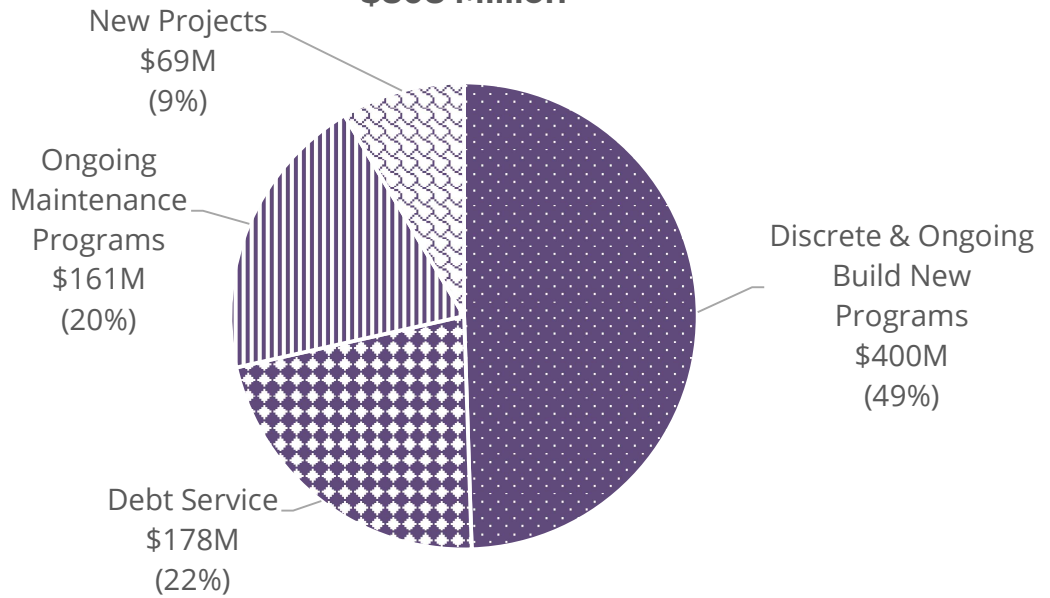


Chart Description: A pie chart showing the breakdown of major expenditure categories for the 2023-2029 Adopted General CIP. \$400 million or 49% for Discrete and Ongoing Build New Programs, \$178 million or 22% for Debt Service, \$161 million or 20% for Ongoing Maintenance Programs, and \$69 million or 9% for New Projects.



2023-2029 Adopted Capital Investment Program (CIP) Plan

Council Vision Priorities

The Adopted 2021-2023 Council Vision Priorities provide foundational policy direction received during development of the 2023-2029 CIP. The Adopted CIP Budget includes previously adopted as well as new funding for projects directly implementing a council priority. The Adopted 2023-2029 CIP advances the established Council Priorities above the 2021-2027 Amended Budget for programs such as Neighborhood Congestion Management, Environmental Stewardship Initiative (ESI), 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	Implement the direct strategies of the Economic Development Plan, addressing: <ul style="list-style-type: none"> Capacity building and partnerships Small business and entrepreneurship Workforce Retail Creative Economy Tourism 	<ul style="list-style-type: none"> G-105 – Economic Development Plan Implementation CD-37 – Downtown Community/Livability

Strategic Target Area: Transportation and Mobility		
City Council Priority		CIP Plan Name
2	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)

2023-2029 Adopted Capital Investment Program (CIP) Plan

Strategic Target Area: Transportation and Mobility		
City Council Priority	CIP Plan Name	
3	<p>Advocate with the State Department of Transportation and regional agencies for acceleration of the I-405 Corridor Program and completion of SR 520 improvements, including Bellevue projects (i.e., NE 6th Street, 124th Ave. NE Interchange, braided ramps, Coal Creek Parkway).</p>	<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 • PW-R-NEW09: I-405 Non-Motorized Crossing
4	<p>Continue the oversight of light rail constructions and ensure that we implement an effective strategy for construction mitigation for neighborhoods, traffic and business.</p>	<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	
5	<p>Execute Affordable Housing strategy, including:</p> <ol style="list-style-type: none"> 1. Look at code amendments instead of comprehensive plan amendments for projects with exceptional amounts of low-and middle-income housing; and 2. Strengthen housing bonus program. 	<ul style="list-style-type: none"> • G-109: Affordable Housing Contingency (Community Development)
6	<p>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.</p>	<ul style="list-style-type: none"> • P-AD-104: Meydenbauer Bay Park Phase 2
7	<p>Advance implementation of the Smart City Strategy, including advanced transportation technology and autonomous, connected, electric and shared vehicle technologies.</p>	<ul style="list-style-type: none"> • G-38: Smart City Connectivity (Information Technology) • PW-R-156: ITS Master Plan Implementation Program

2023-2029 Adopted Capital Investment Program (CIP) Plan

Strategic Target Area: High Quality Built and Natural Environment		
	City Council Priority	CIP Plan Name
8	<p>Implement the Environmental Stewardship Plan, which identifies actions in five focus areas:</p> <ul style="list-style-type: none"> • Climate change • Energy • Materials management and waste • Mobility and land use • Natural systems 	<ul style="list-style-type: none"> • NEP-2: Neighborhood Enhancement Program • G-NEW03: ESI Energy Efficiency Projects
9	<p>Advance a park funding strategy, including consideration of new funding sources for operations, maintenance and construction.</p>	<ul style="list-style-type: none"> • P-AD-27: Park Planning and Design (Parks and Community Services)
10	<p>Proceed with site selection and feasibility analysis for a major aquatic center in Bellevue.</p>	<ul style="list-style-type: none"> • P-AD-NEW3: Aquatics Facility Design (A&E)

Strategic Target Area: Bellevue: Great Places Where You Want to Be		
	City Council Priority	CIP Plan Name
11	<p>Continue to advance the Grand Connection as the City's signature gathering place. Establish the preferred crossing of I-405 and begin design discussions with WSDOT; 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.</p>	<ul style="list-style-type: none"> • CD-41: Civic Center Plan (Finance and Asset Management)
12	<p>Work with King County and Sound Transit to ensure that Eastrail from Renton to the Wilburton Trestle is completed; complete the section of the trail from Kirkland to the Light Rail Maintenance Facility East; complete the interim connection through the Spring District; and begin to establish community connection points to Eastrail.</p>	<ul style="list-style-type: none"> • CD-44: Grand Connection – Early Implementation (Community Development) • G-103: Eastrail

2023-2029 Adopted Capital Investment Program (CIP) Plan

Strategic Target Area: Achieving Human Potential		
City Council Priority	CIP Plan Name	
<p>14 Leverage the higher education institutions in Bellevue to benefit our residents and businesses.</p> <ul style="list-style-type: none"> • The Global Innovation Exchange and its partners present an opportunity to dramatically grow human potential in the field of technology innovation. The City should support GIX and take advantage of the financial and human benefits that will come from it. • Bellevue College is an important partner in providing workforce development. The City should support the college, the faculty and students in the City's transportation and affordable housing plans. <p>The City should implement the TechHire initiative to benefit the region's technology companies.</p>	<ul style="list-style-type: none"> • PW-R-201: Bellevue College Connection • CD-48: Public-Private Partnership – Pilot BelRed TOD (Community Development) 	
<p>16 Work toward an Eastside solution for a permanent location for a men's winter homeless shelter.</p>	<ul style="list-style-type: none"> • G-109 Affordable Housing Contingency 	

Strategic Target Area: High Performance Government		
City Council Priority	CIP Plan Name	
<p>19 Identify and implement technologies that improve customer service with the City of Bellevue.</p>	<ul style="list-style-type: none"> • G-59 JDE System Upgrade and Enhancements (Finance and Asset Management) • G-94 Enterprise Application Reserve (Information Technology) 	



2023-2029 Adopted Capital Investment Program (CIP) Plan

2023-2029 Adopted CIP Plan by Department & Strategic Target Area

The City of Bellevue Transportation Department has the highest number of projects at 66, totaling \$293 million or 36 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 \$291 million over the seven years.

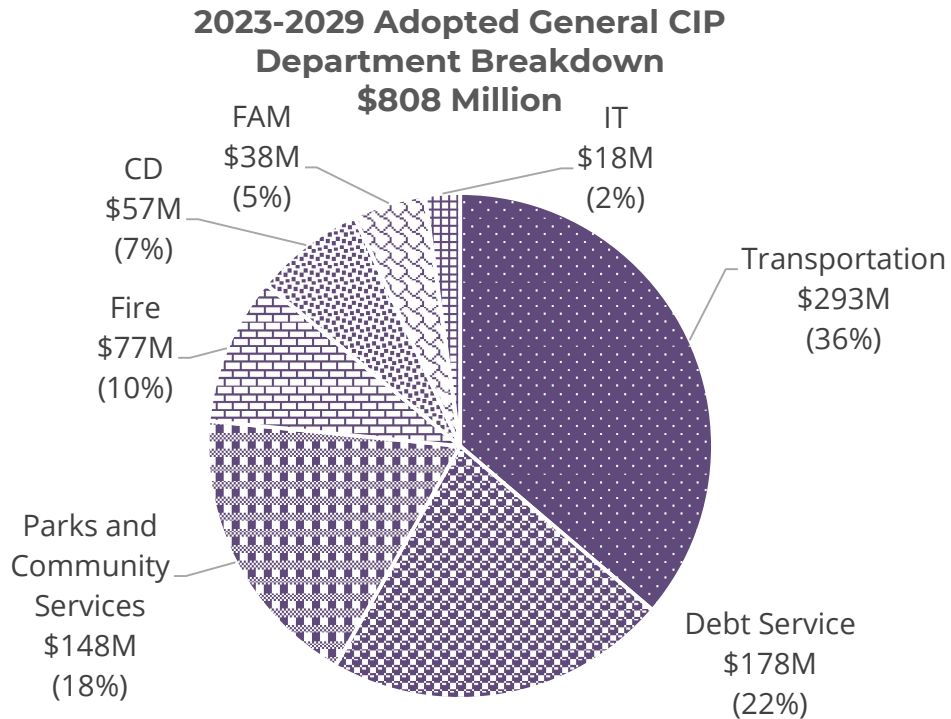
The Parks and Community Services Department includes 25 projects, totaling \$148 million or 18 percent of the total CIP budget. Most of the Parks and Community Services Department projects are directly connected to the City's High Quality Built and Natural Environment strategic target area, which totals \$170 million.

The remaining Departments (Community Development, Fire, Finance and Asset Management, and Information Technology) account for approximately \$189 million, or 23 percent of the 7-year CIP.

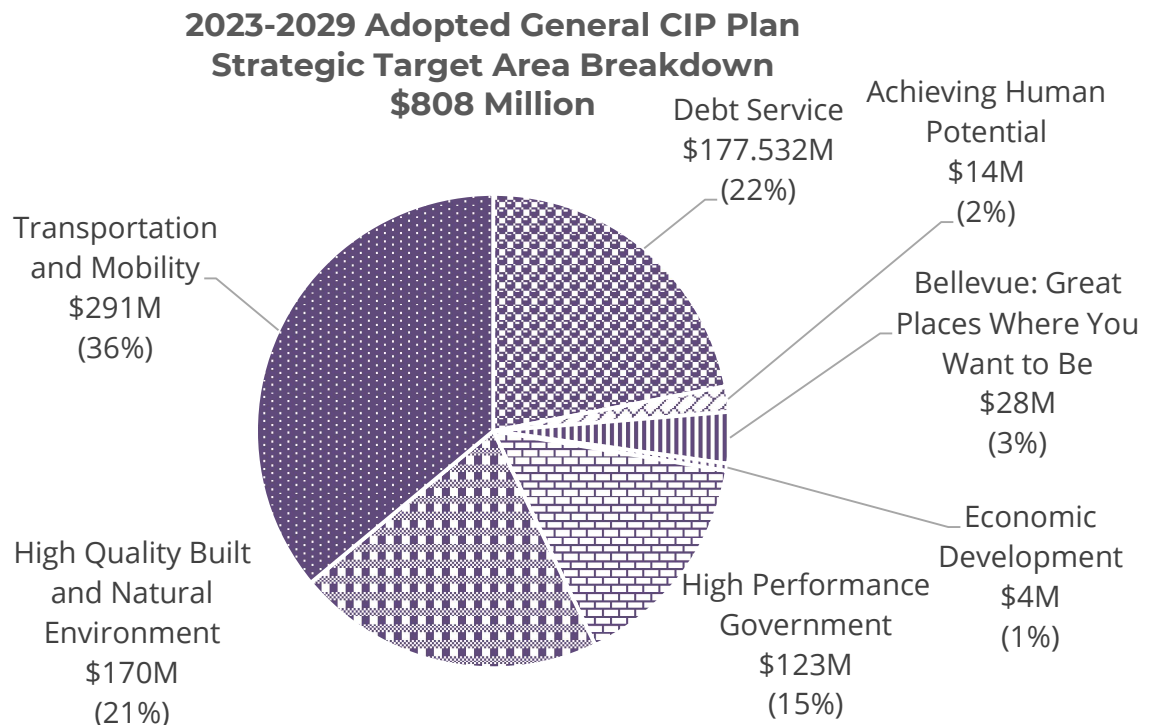
Lastly, Debt Service Payments account for approximately \$178 million, or 22 percent of the total CIP. Investments in this area cover the debt service requirements for the City's debt obligations issued for capital investments such as bonds issued for City Hall, Supplemental CIP, and Mobility & Infrastructure Initiative.

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

2023-2029 Adopted Capital Investment Program (CIP) Plan



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





2023-2029 Adopted Capital Investment Program (CIP) Plan

Changes from the 2021-2027 Amended CIP

The 2021-2027 Amended CIP is the adopted mid-biennium 2021-2027 CIP plus any budget amendments adopted by the Council through December 31, 2022.

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 \$38 million to fund new projects. The Adopted Budget identified new projects that were a priority based on the capital prioritization criteria noted above.

Adopted 2023-2029 CIP Waterfall (\$000s)		
Funding Type	2023-2029 Cost	Increase/Decrease
1. First call is Debt Service	177,704	-2,310
2. Maintain what is built before Build New – primarily adding two years to the existing CIP	161,386	27,926
3. Ongoing Build New – primarily adding two years to the existing CIP	115,194	34,601
4. Levy and TIFIA – establish by TIFIA loan agreement and levy ballot language	162,049	-21,790
5. Discrete projects previously approved – including scope and recosting updates	122,474	69,800
6. New projects	69,244	38,009
Grand Total:	808,051	146,236

See the waterfall attachment for the detailed project list.

Total changes from the 2021-2027 amended CIP include:

- Decrease in debt service payment of \$2.3 million, which includes the modeled cash flow borrowing payback of \$29.8 million. The Debt Service amount starting in 2024 includes the TIFIA loan payback of approximately \$4.3 million annually.
- In alignment with Council Policy, the Adopted CIP plan adds 2 years (2028-2029) for ongoing programs that maintain what is built before building new. The increase for ongoing maintenance programs over the 7-year period totals \$27.9 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 \$34.6 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.



2023-2029 Adopted Capital Investment Program (CIP) Plan

- The Adopted CIP budget sees a reduction of \$21.8 million in levy-funded and TIFIA-funded projects. This reduction is primarily due to \$14.1 million in cost savings from complete or nearly complete TIFIA projects and \$3.4 million from one less year of the Parks Levy as it expires after 2028. Additionally, the overall funding ask for TIFIA projects is lower than the 2021-2027 Amended CIP as only three TIFIA projects remain with the other nine being complete or nearing completion by 2023. Examples of levy-funded projects include the Bellevue Airfield Park Development, Neighborhood Congestion Management, Fire Station 10, and Fire Station 4.
- The Adopted CIP also includes an additional \$69.8 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 \$11.4 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 \$63.2 million. Examples of scope changes include West Lake Sammamish Parkway Phase 3 scope change of \$8.7 million to continue roadway improvements for West Lake Sammamish Blvd., and \$0.7 million scope change to continue the City's Vision Zero program into 2028 and 2029.
- New projects (noted in the table above) account for an additional \$38 million.

The 2023-2029 Adopted CIP added the following projects over the 7-year timeframe:

New Adopted 2023-2029 CIP Projects (\$000s)		
CIP Plan #	CIP Plan Name	Total Cost
G-119	Project Management System	500
G-120	Demolition of Lincoln Center	1,500
G-121	Electric Vehicle Infrastructure	3,479
G-122	ESI Energy Efficiency Projects	3,819
P-AD-106	Lake Sammamish Neighborhood Park (Levy)	3,400
P-AD-107	Ashwood Park Development	5,000
P-AD-108	Aquatics Facility Design (A&E)	4,000
P-AD-109	Eastgate Neighborhood Park (Land Acquisition)	5,000
P-AD-110	Factoria Neighborhood Park (Land Acquisition)	5,000
P-AD-111	Off Leash Facilities	1,000
P-AD-112	Parks Trails	2,500
P-AD-114	Park Shoreline Restoration	2,500



2023-2029 Adopted Capital Investment Program (CIP) Plan

New Adopted 2023-2029 CIP Projects (\$000s)		
CIP Plan #	CIP Plan Name	Total Cost
PW-W/B-86	Mountains to Sound Greenway Trail - 142nd Pl SE to 150th Ave SE	6,900
PW-W/B-87	BelRed Road and NE 28th Street	630
PW-W/B-88	SE 34th Street/162nd Place SE to West Lake Sammamish Parkway	1,500
PW-W/B-89	South Wilburton Pedestrian and Bicycle Connections	300
PW-R-210	NE Spring Boulevard (Zone 3) - 124th Ave NE to 130th Ave NE	600
PW-R-211	NE 6th Street Extension	250
PW-R-212	150th Avenue SE/SE 37th Street/I-90 EB off-ramp	7,500
PW-R-213	West Lake Sammamish Parkway Phase 4	1,000
PW-R-214	148th Avenue NE and NE 24th Street	250
PW-R-215	Regional Capital Analysis Development and Coordination	1,350
PW-R-216	I-405 Non-Motorized Crossing	3,615
PW-M-22	Early World Daycare Bridge Replacement	5,000
PW-M-23	143rd Place NE/NE 20th Street to BelRed Road	2,650
Grand Total:		69,243



2023-2029 Adopted Capital Investment Program (CIP) Plan

Parks and Natural Areas Levy Update

The Parks & Natural Area levy was approved by the voters in 2008 to fund the \$40 million parks capital program over 20 years. The capital portion of the measure increased the property tax levy by \$3.4 million and will be collected over a total of 20 years, expiring in 2028. The 2023-2029 Adopted CIP adds \$3.4 million in 2028 only for a total of \$20.3 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.



2023-2029 Adopted Capital Investment Program (CIP) Plan

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

Completed projects through 2022 include:

- Property acquisitions for new neighborhood parks in Newport Hills and Bridle Trails, along with increased public access to lake shore along West Lake Sammamish.
- Sports field Improvements at Newport Hills, Wilburton, and Hidden Valley.
- Lewis Creek Park picnic area.
- Trail improvements for Coal Creek.
- Bellevue Botanical Garden Visitors Center and Ravine Garden.
- Bellevue Youth Theatre at Crossroads Park.
- “Complete the Circle” expansion, the Inspiration Playground, and Northeast Gateway Entry at Downtown Park.
- Surrey Downs Park Development.

2023-2029 CIP projects include:

- Bellevue Airfield Park Development.
- Lake Sammamish Neighborhood Park.
- Property Acquisition funds for the next seven years.

2023-2029 Adopted Parks Levy Package (\$000s)

Project	2023-2029 Adopted Budget	Total Project Cost through 2029
P-AD-82 Park & Open Space Acquisition	12,823	29,307
P-AD-106 Lake Sammamish Neighborhood Park	3,400	3,400
Development Projects:		
P-AD-83 Bellevue Airfield Park Development	17,000	26,020
Total:	33,223	58,727

Post 2029 Commitments include:

There are no future development commitments beyond 2029 since the 20-year Parks Levy expires at the end of 2028.



2023-2029 Adopted Capital Investment Program (CIP) 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 \$16.5 million in years 2028 and 2029 (\$8.2 million in 2026 and \$8.3 million in 2027) for a total of \$55.1 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 the 2023-2029 Adopted CIP.

Fire Facilities Levy Projects	
Facility	Project Detail
Fire Station 10 - NW 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 – Spring District	Remodel to improve Ladder coverage
Logistics Center Warehouse	Consolidation of spare equipment and logistic services
Fire Station 1 – Downtown	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 – Woodridge	Meet current seismic code and upgrade facility infrastructure
Fire Station 8 – Lakemont	Meet current seismic code and upgrade facility infrastructure



2023-2029 Adopted Capital Investment Program (CIP) Plan

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

**Included in the 2023-2029 Adopted CIP*

Project Sequencing

Due to the growth in Downtown Bellevue, BelRed and Factoria, the first project scheduled for completion with levy funding is the construction of the new Fire Station 10. Land acquisition for Fire Station 10 was funded in 2015 in CIP project PS-63 Fire Long Range Facility Plan. The design and construction document phase is nearing completion with bidding and construction anticipated to begin in early 2023.

Fire Station 6 remodel is also a priority as it will provide improved 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, BelRed, and Factoria.

Also on the list is the need for a Logistics Warehouse that will free up space in existing stations to support operational and firefighter health and safety. Upgrades at other fire facilities will follow based on the need as identified in ongoing studies. Therefore, flexibility is required to determine the timeline of these other projects.



2023-2029 Adopted Capital Investment Program (CIP) Plan

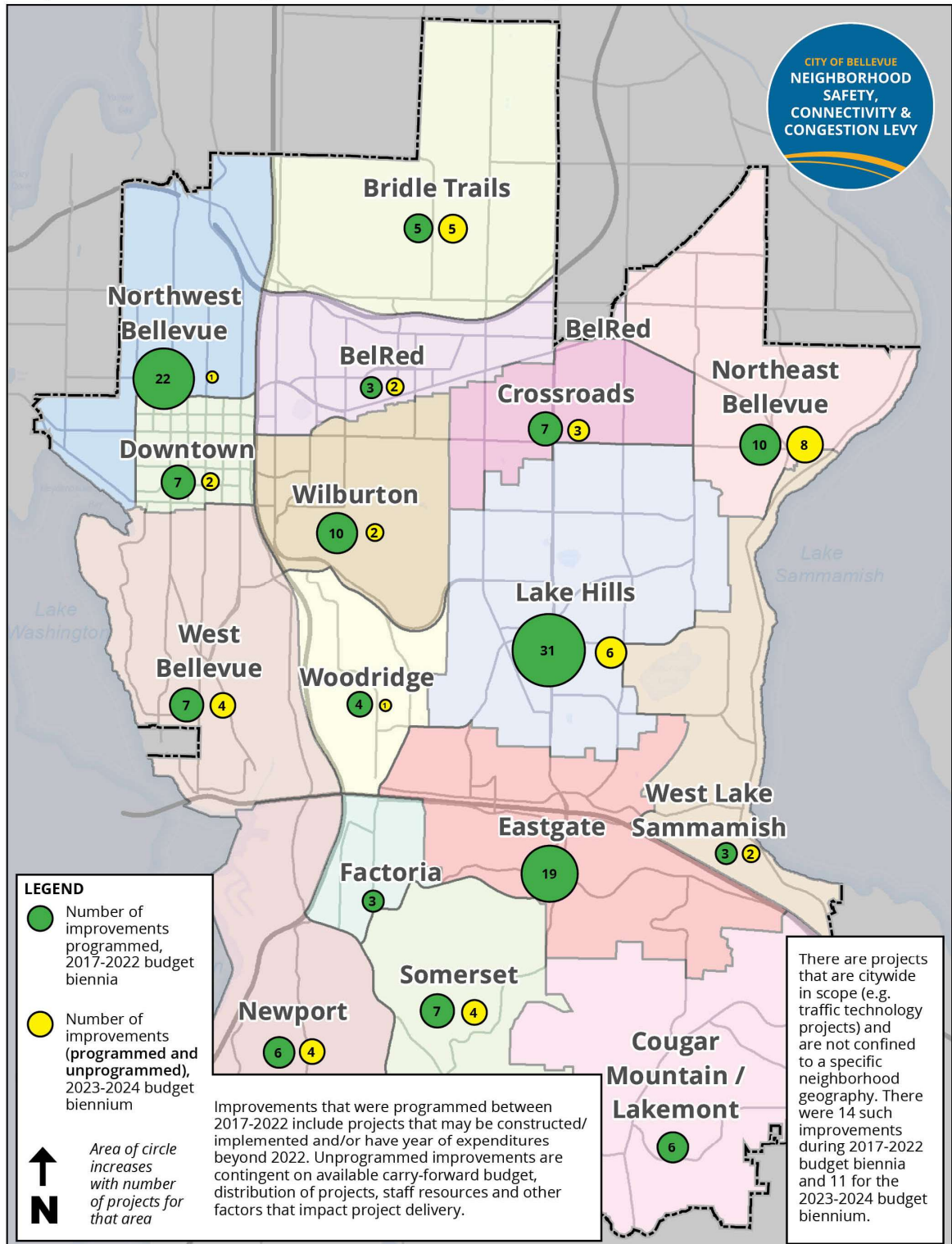
Neighborhood, Safety and Connectivity Improvements Levy Update

Approved by voters in November 2016, the 20-year Neighborhood, Safety and 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 \$19.8 million in years 2028 and 2029 (\$9.8 million in 2028 and \$10 million in 2029) for a total of \$66.1 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 Management (CIP Plan No. PW-R-198) project with the remaining levy funds dedicated toward safety, sidewalk, maintenance, and bicycles through the Neighborhood Safety and Connectivity (CIP Plan No. PW-R-199) project.

2023-2029 Adopted Capital Investment Program (CIP) Plan

Neighborhood Safety, Connectivity and Congestion Levy PW-R-198 (Congestion) & PW-R-199 (Safety and Connectivity) Improvements programmed and unprogrammed 2017-2024





2023-2029 Adopted Capital Investment Program (CIP) Plan

2023-2024 Levy-funded Projects

In the beginning of 2022 staff identified a group of projects for the 2023-2024 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 are 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 47 levy funded projects identified for work in 2023-2024. The chart below shows the program category, amount of funding, and project detail for these projects.

Neighborhood Congestion, Safety and Connectivity Levy Funded Projects (2023-2024)*			
Program Category	# of Projects	2023-2024 Amount (\$M)	Project Detail
Neighborhood Congestion Reduction	3	4.0	Design and build projects that add vehicle capacity and reduce intersection delays in Lake Hills and Crossroads.
Neighborhood Safety	14	4.0	Intersection, crosswalk, traffic calming, and speed management improvements. Projects stem from program backlog lists.
Neighborhood Sidewalk	3	3.7	Projects include sidewalk connections near the South Bellevue light rail station. Projects are supported by base program funding and other city programs (e.g., Station Area Planning Implementation). Projects stem from



2023-2029 Adopted Capital Investment Program (CIP) Plan

Neighborhood Congestion, Safety and Connectivity Levy Funded Projects (2023-2024)*			
Program Category	# of Projects	2023-2024 Amount (\$M)	Project Detail
			backlog Neighborhood Sidewalk Program project list.
Bike Facilities	14	2.0	Continued enhancements to bike infrastructure along the SR 520 corridor, Lake Washington Blvd., and various spot improvements to create and/or enhance north-south and east-west connections in the city. Projects stem from Bicycle Rapid Implementation Program (BRIP). Some projects partner with existing city programs (e.g., Pavement Preservation, Neighborhood Sidewalk Program).
Traffic Technology	10	1.2	Continued pursuit of partnerships and grants with other agencies to enhance transportation technology in Bellevue, pilot new transportation communication techniques, and develop new traffic signal technologies.
Maintenance	3	2.2	Continued repair of citywide boardwalk repair and replacement, rockery replacement along Coal Creek Parkway, and sidewalk flood mitigation in BelRed.
Total:	47	17.1M	



2023-2029 Adopted Capital Investment Program (CIP) Plan

Neighborhood Congestion, Safety and Connectivity Levy Funded Projects (2023-2024)*			
Program Category	# of Projects	2023-2024 Amount (\$M)	Project Detail
<i>*Improvements are contingent on available carry-forward budget, distribution of projects, staff resources and other factors that impact project delivery.</i>			

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. In December 2021, this loan was refinanced saving the City \$20+ million over the life of the TIFIA loan. The previous interest rate of 2.86 percent was adjusted down to 1.86 percent for an annual debt service payment of approximately \$4.3 million beginning in 2024.

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 4 th St, 116 th Ave to 120 th Ave NE	35.5	-
PW-R-161	120 th Ave NE, NE 4 th St to NE 7 th St (Stage 1)	8.7	-
PW-R-164	120 th Ave NE, NE 7 th St to NE 12 th St (Stage 2)	46.6	-
PW-R-166	124 th Ave NE, NE Spring Blvd to Ichigo Way (NE 18 th St)	26.8	-
PW-R-168	120 th Ave NE, NE 12 th St to NE 16 th St (Stage 3)	20.4	-
PW-R-169*	124 th Ave NE, NE 12 th St to NE Spring Blvd	21.4	14.20
PW-R-170*	130 th Ave NE, BelRed Road to NE 20 th St	28.3	26.90
PW-R-172	NE Spring Blvd, 116 th Ave to 120 th Ave NE (Zones 1 A/B)	31.7	-
PW-R-173*	NE Spring Blvd, 120 th Ave to 124 th Ave NE (Zone 2)	19.1	8.52
PW-R-174*	NE Spring Blvd, 130 th Ave to 132 nd Ave NE (EB)	13.7	10.00
PW-R-181	NE Spring Blvd/East Link Property Acquisition (Pine Forest)	22.8	-
PW-R-191*	124 th Ave NE, Ichigo Way (NE 18 th St) to Northup Way	40.5	39.98
Total:		315.8	99.6

* TIFIA loan supported project



2023-2029 Adopted Capital Investment Program (CIP) Plan

This network will provide convenient access and short travel times within and outside the corridor for drivers, transit riders, vanpools, access vans, bicyclists, and pedestrians, while minimizing spillover traffic impacts on adjoining neighborhoods. The Sound Transit East Link light rail extension – anticipated to open for service in 2024 or 2025 – will serve the corridor transit spine, with three stations planned in the heart of the neighborhood. Collectively, the BelRed Street Network project will provide:

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

Nine TIFIA projects have already completed including:

- **PW-R-160:** NE 4th Street from 116th Ave. NE to 120th Ave. NE
- **PW-R-161:** 120th Ave. NE from NE 4th Street to NE 7th Street (Stage 1)
- **PW-R-164:** 120th Ave. NE from NE 7th Street to NE 12th Street (Stage 2)
- **PW-R-166:** 214th Ave. NE from NE Spring Blvd. to Ichigo Way (NE 18th Street)
- **PW-R-168:** 120th Ave. NE from NE 12th Street to NE 16th Street (Stage 3)
- **PW-R-172:** NE Spring Blvd. from 116th Ave. NE to 120th Ave. NE (Zones 1 A/B)
- **PW-R-173:** NE Spring Blvd. from 120th Ave. NE to 124th Ave. NE (Zone 2)
- **PW-R-174:** NE Spring Blvd. from 130th Ave. NE to 132nd Ave. NE
- **PW-R-181:** NE Spring Blvd./East Link Property Acquisition (Pine Forest)

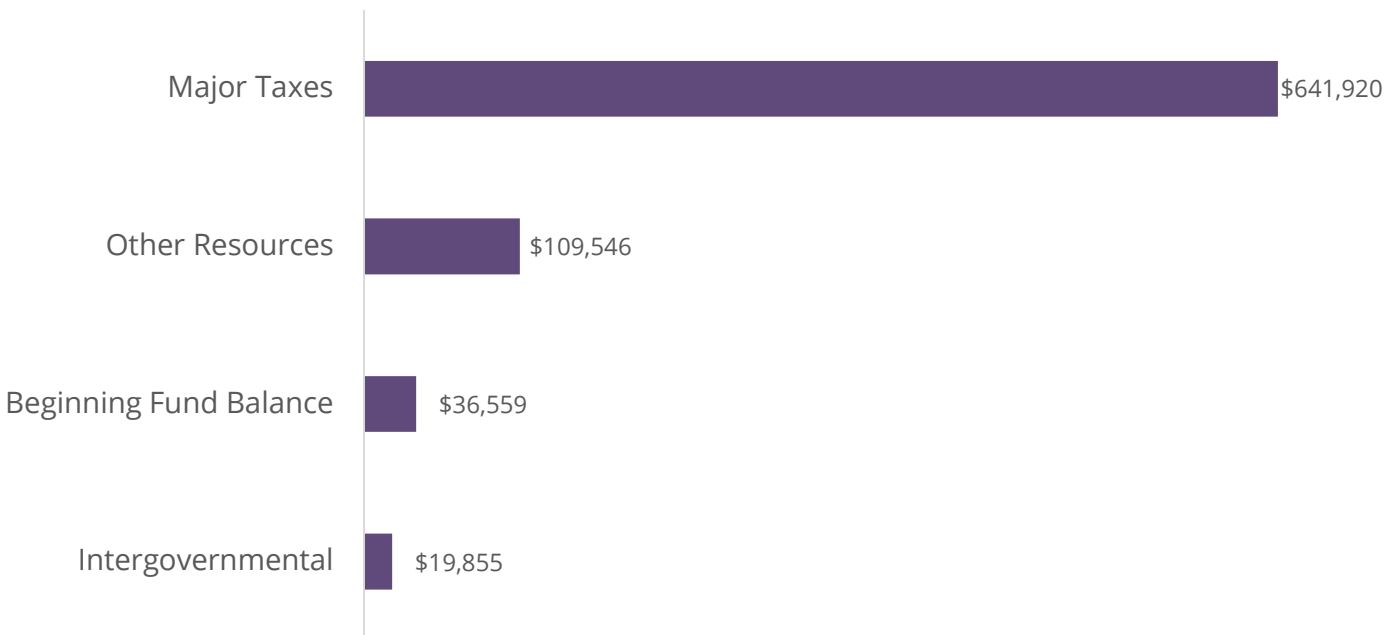


2023-2029 Adopted Capital Investment Program (CIP) Plan

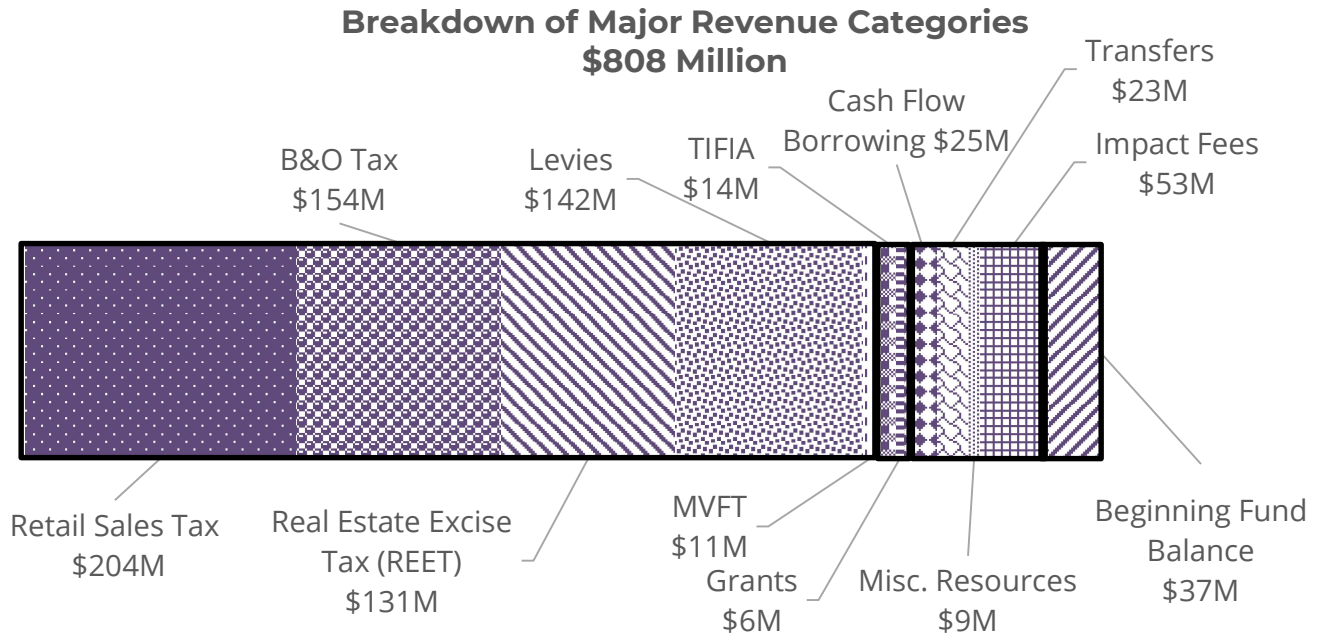
Funding Resources

The City relies on a variety of sources to fund capital projects. The 2023-2029 Adopted CIP plan funding sources total \$808 million, split into four main categories – **Major Taxes** (including levies), **Intergovernmental Revenues** (including TIFIA, State, and federal grants), and **Other Resources** (including private contributions, impact fees, and transfers from other funds). There is also \$36 million of carryforward funding – called **Beginning Fund Balance** - available from projects in the 2021-2027 Amended CIP plan that have unspent revenues eligible to carryforward into future years. REET taxes make up about 66 percent of the beginning fund balance, with 27 percent from Transportation impact fees and the remaining 7 percent from retail sales tax. The following section describes and highlights notable assumptions about these funding sources for the 2023-2029 General CIP Adopted Budget.

Major Revenue Categories
\$808 Million
in (\$000s)

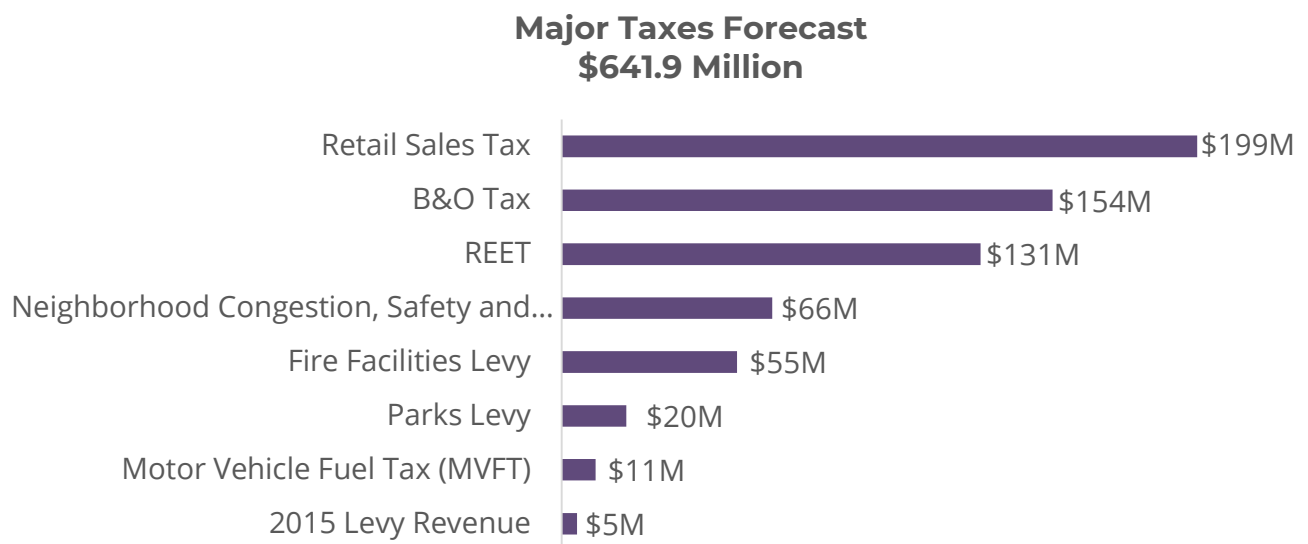


2023-2029 Adopted Capital Investment Program (CIP) Plan



Major Taxes (Including Levies) – \$641.9 million

Major taxes comprise 79 percent of the General CIP revenue base. The major taxes include 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.





2023-2029 Adopted Capital Investment Program (CIP) Plan

Both retail sales and B&O tax revenue streams are forecasted to grow in 2023-2024 from high development activity and a strong local economy before becoming more moderate in 2025 onwards due to historically high inflation and related consumer spending habits. Property tax, a more stable revenue stream, is also forecasted to increase annually from 2023-2029 as the assessed value (AV) for Bellevue continues to increase. 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 2023-2029 Adopted CIP plan is \$204.3 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.
- **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 2023-2029 Adopted CIP plan projects REET collections to be \$131.4 million over the seven years.
- **Business and Occupation Tax** – RCW 35.21.710 authorizes the City to collect Business and Occupation (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 \$154 million in the Adopted CIP plan for 2023-2029. 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 \$10.7 million in MVFT collections over the 7-years.



2023-2029 Adopted Capital Investment Program (CIP) 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 \$3.4 million in 2028 only as the levy expires after that year, for a total of \$20.3 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 \$16.1 million in 2028 and 2029 (\$8.2 and \$8.3 million, respectively) for a total of \$55.1 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 \$19.2 million in 2028 and 2029 (\$9.8 and \$10 million, respectively) for a total of \$66.1 million over the 7-year CIP. This is in accordance with the voted ballot language.

Intergovernmental Revenue – \$19.9 million

- **Federal and State Grants.** The forecast includes \$6.7 million in State grants and -\$524 thousand in Federal grants for a net \$6.2 million in Federal and State grants. The negative \$524 thousand in Federal grants is in 2023 from two Transportation projects that completed under budget and will not be collecting the full reimbursable grant award as a result.

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.

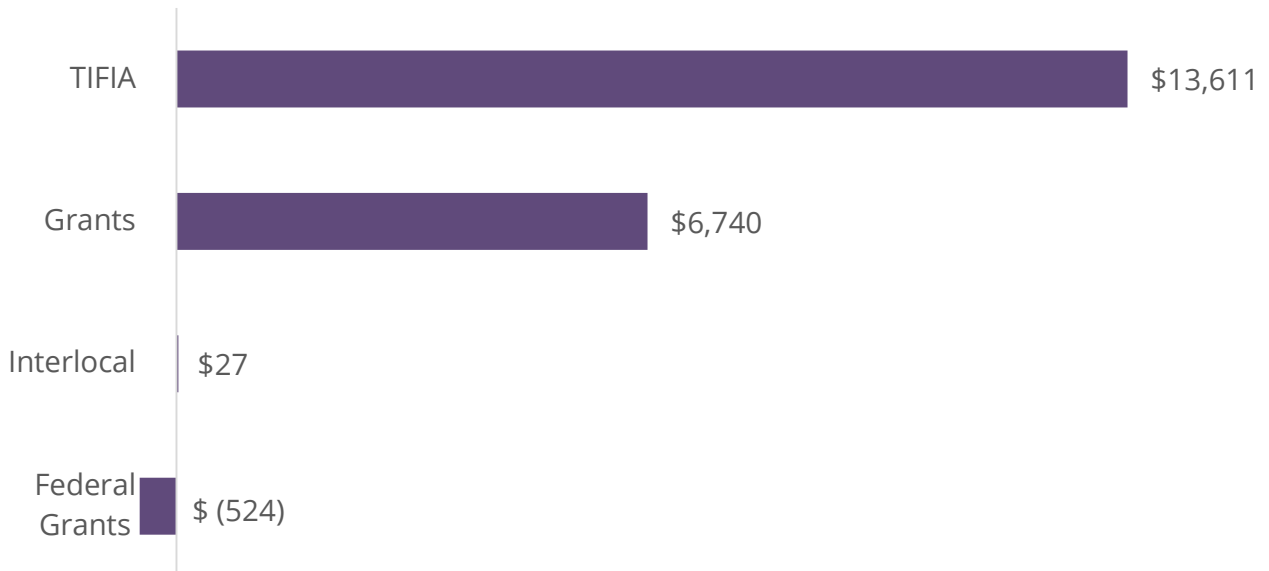
- **Interlocal Contributions.** In addition to the above revenues, the forecast includes a net \$27 thousand from a variety of intergovernmental sources, including contributions from Sound Transit, King County, Washington State Department of Transportation, City of Redmond, and the Points Communities. Part of the \$27 thousand net forecast is returning about \$1.4 million of interlocal funding in 2023 from two Transportation projects that completed under budget and will not be collecting the full cost sharing

2023-2029 Adopted Capital Investment Program (CIP) Plan

revenue as a result. Revenue from Rents and Leases are also included in Interlocal Contributions, but the City does not anticipate collecting any during this budget. 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, which was then refinanced in December 2021 down to 1.86 percent. The City will receive \$13.6 million in 2023. Debt service payments of 35 years will begin in 2024. This is two 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. The Adopted 2023-2029 CIP estimates the annual payment at \$4.3 million. The actual debt service payment will not be known until substantial completion in 2023.

Intergovernmental Revenue Forecast
\$19.9 Million
 in (000s)

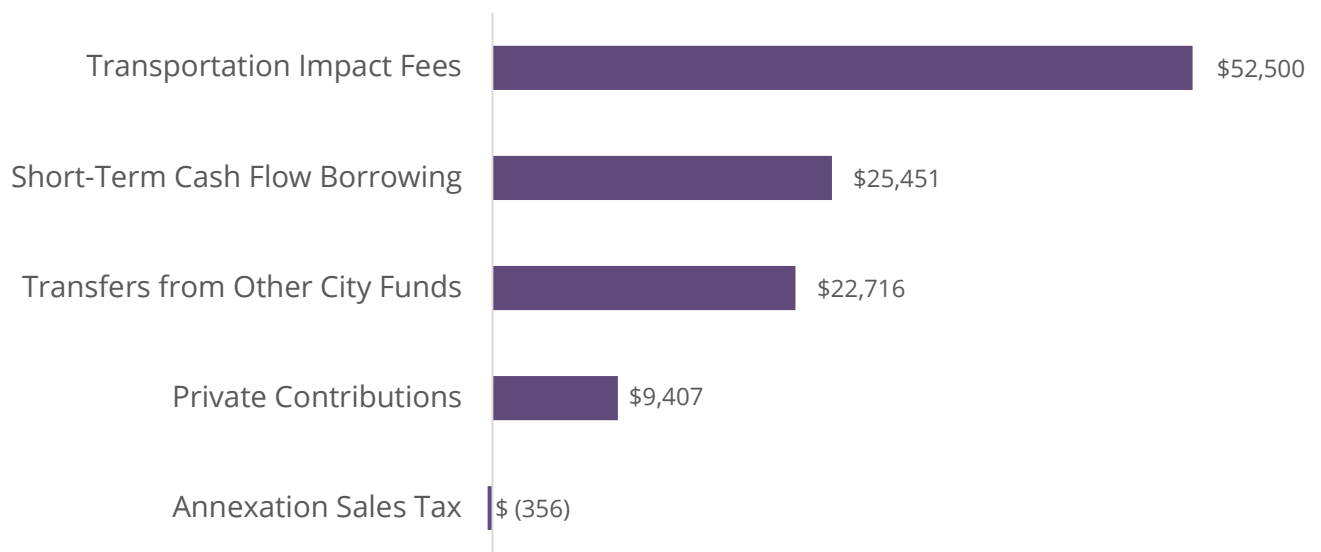


2023-2029 Adopted Capital Investment Program (CIP) Plan

Other Resources – \$109.6 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 \$52.5 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. \$356 thousand of Annexation Sales Tax in 2023 is being returned to the General CIP funding pool as two Transportation projects completed under budget and will not be needing this revenue source any longer as a result. 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 \$25.5 million. The cash flow borrowing is not anticipated to be issued, and staff will not be asking council for issuance at this time. If it is needed in future, staff will return to council to address. 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
\$109.7 Million
in (000s)





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2023-2029 General Capital Investment Program (CIP) Cashflow

2023-2029 General Capital Investment Program (\$000s)	2023 Adopted	2024 Adopted	2025 Adopted	2026 Adopted	2027 Adopted	2028 Adopted	2029 Adopted	2023-2029 Adopted Total
REVENUES								
Beginning Fund Balance	36,559	44,578	8,472	0	0	0	0	36,559
MISCELLANEOUS								
Short-term Cash Flow Borrowing*	-	-	12,778	12,673	-	-	-	25,451
Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan	13,611	-	-	-	-	-	-	13,611
Subtotal Miscellaneous	13,611	-	12,778	12,673	-	-	-	39,062
MAJOR TAXES								
Retail Sales Tax	24,126	25,657	27,027	28,486	29,879	31,347	32,883	199,405
B&O Tax	18,791	19,914	20,901	21,957	23,030	24,173	25,239	154,003
Real Estate Excise Tax (REET)	18,776	18,776	18,776	18,776	18,776	18,776	18,776	131,435
2008 Parks Levy	3,389	3,389	3,389	3,389	3,389	3,389	-	20,334
2015 Levy Revenue (New Sales Tax Contribution)	694	694	694	694	694	694	694	4,855
Fire Facilities Levy	7,384	7,591	7,728	7,869	8,016	8,171	8,333	55,092
Neighborhood Congestion, Safety and Connectivity Levy	8,861	9,110	9,273	9,443	9,620	9,805	10,000	66,111
Motor Vehicle Fuel Tax (MVFT)	1,459	1,481	1,503	1,525	1,548	1,572	1,595	10,684
Subtotal Major Taxes	83,480	86,612	89,291	92,140	94,952	97,925	97,520	641,920
INTERGOVERNMENTAL								
Federal Grant	(524)	-	-	-	-	-	-	(524)
Grant	(10)	150	3,300	3,300	-	-	-	6,740
Interlocal Contributions	(1,378)	626	626	38	39	39	39	27
Rents and Leases	-	-	-	-	-	-	-	-
Subtotal Intergovernmental	(1,911)	776	3,926	3,338	39	39	39	6,244
OTHER RESOURCES								
Transfers from Other City Funds	5,749	4,555	4,900	1,118	1,780	2,150	2,463	22,716
Annexation Sales Tax	(356)	-	-	-	-	-	-	(356)
Private Contributions	9,347	29	30	-	-	-	-	9,407
Sale of Fixed Assets	-	-	-	-	-	-	-	-
Investment Interest	-	-	-	-	-	-	-	-
Transportation Impact Fees	7,500	7,500	7,500	7,500	7,500	7,500	7,500	52,500
Miscellaneous Revenues	-	-	-	-	-	-	-	-
Subtotal Other Resources	22,240	12,084	12,430	8,618	9,280	9,650	9,963	84,266
Total Revenues	117,420	99,472	118,424	116,769	104,271	107,614	107,522	771,492
Total Expenditures	109,401	135,577	126,896	116,769	104,271	107,614	107,522	808,051
Ending Fund Balance	44,578	8,472	0	0	0	0	0	0

*Short-term Cash Flow Borrowing assumes 100% expenditures. Historically, the City spends between 65% and 85% of annual expenditures, therefore the additional cash flow borrowing is not anticipated. Short-term Cash Flow Borrowing is modeled to address near term cash flow. It is for modeling purposes only, and the City will not be issuing any borrowing at this time. If any borrowing is needed in the future, staff must return to Council.

2023-2029 General Capital Investment Program (CIP) Cashflow

2023-2029 General Capital Investment Program (\$000s)		2023 Adopted	2024 Adopted	2025 Adopted	2026 Adopted	2027 Adopted	2028 Adopted	2029 Adopted	2023-2029 Adopted Total	Total Project Cost
EXPENDITURES										
CIP Plan #	CIP Plan Name									
Debt Service										
G-69	Supplemental CIP Debt Funding (2027)	982	977	980	981	979	-	-	4,899	19,812
G-82	City Hall Debt Service (2043)	5,462	5,460	5,477	5,477	5,063	5,061	5,063	37,063	116,135
G-83	M&I LTGO Bond Debt Service (2030)	726	725	728	725	731	731	730	5,095	15,205
G-89	2013 LTGO Bond Debt Service (2032, LRF-2037)	4,498	4,494	4,496	4,497	4,495	4,501	4,501	31,482	78,178
G-98	Cash Flow Borrowing Payback	-	-	-	-	11,097	3,340	15,391	29,828	29,828
G-100	2015 20 Year LTGO Bond Debt Service (2034)	6,203	6,204	6,206	6,202	6,202	6,204	6,201	43,421	86,844
G-101	TIFIA Debt Cost Service (2056)	-	4,293	4,293	4,293	4,293	4,293	4,293	25,755	26,825
PW-R-82	Public Works Trust Fund Loan - Principal (2026)	40	40	40	40	-	-	-	159	1,750
PW-R-83	Public Works Trust Fund Loan - Interest (2026)	1	1	0	0	-	-	-	2	125
Subtotal Debt Service		17,911	22,193	22,219	22,214	32,860	24,129	36,178	177,704	374,701
Achieving Human Potential										
G-109	Affordable Housing Contingency	2,000	2,000	2,000	2,000	2,000	2,000	2,000	14,000	23,000
Subtotal Achieving Human Potential		2,000	2,000	2,000	2,000	2,000	2,000	2,000	14,000	23,000
Bellevue: Great Places Where You Want to Be										
CD-11	Public Art Program	500	550	550	600	600	650	650	4,100	11,706
CD-22	Enhanced Right of Way and Urban Boulevards (ERUB)	500	500	500	500	500	500	500	3,500	9,399
CD-44	Grand Connection - Early Implementation	500	500	500	934	1,434	934	934	5,738	10,238
CD-48	Public-Private Partnership – Pilot BelRed TOD	850	750	750	700	700	750	750	5,250	8,830
G-112	Arts and Culture Fund	962	962	962	962	962	2,406	2,406	9,623	10,623
Subtotal Bellevue: Great Places Where You Want to Be		3,312	3,262	3,262	3,697	4,197	5,240	5,240	28,211	50,796
Economic Development										
CD-37	Downtown Community/Livability	385	385	385	385	385	385	385	2,696	6,320
G-105	Economic Development Plan Implementation	150	150	100	225	250	250	250	1,375	2,811
Subtotal Economic Development		535	535	485	610	635	635	635	4,071	9,131
High Performance Government										
G-01	COB Fuel System Replacement	1,500	1,500	800	850	850	-	-	5,500	7,911
G-59	JDE System Upgrade and Enhancements	191	376	257	-	-	-	-	824	17,229
G-94	Enterprise Application Replacement Reserve	2,000	2,000	2,500	2,500	2,500	2,500	2,500	16,500	20,400
G-107	Council Contingency	1,000	1,000	1,000	1,000	1,000	1,000	1,000	7,000	7,013
G-113	Facility Services Major Maintenance	2,836	2,586	4,190	486	1,127	1,482	1,782	14,489	19,575
G-115	City Fleet In-Ground Lift Replacement	83	-	-	-	-	-	-	83	1,208
G-116	Space Planning to Support Change at City Hall & BSC	300	300	300	-	-	-	-	900	1,300
PS-16	Fire Facility Maintenance	2,147	2,475	2,256	2,228	2,200	2,257	2,316	15,879	42,221
PS-64	Fire Station 10 (Levy)	101	-	-	-	-	-	-	101	27,201
PS-65	Fire Station 4 (Levy)	7,283	7,546	6,773	7,869	-	-	-	29,471	33,188
PS-66	Fire Station 5	-	1,672	2,805	1,140	-	-	-	5,617	18,117
PS-67	Fire Warehouse & Special Projects (Levy)	-	45	-	-	-	-	-	45	7,545
PS-68	Station 6 Renovations (Levy)	-	-	955	-	8,016	8,171	8,333	25,475	25,975
PW-W/B-49	Pedestrian Facilities Compliance Program	139	144	149	154	159	163	168	1,075	4,279
Subtotal High Performance Government		17,580	19,644	21,984	16,227	15,852	15,574	16,100	122,960	233,163
High Quality Built and Natural Environment										
CD-46	ESI Implementation	560	560	500	360	360	300	300	2,940	3,645
CD-50	Major Comprehensive Plan Periodic Update	720	-	-	-	-	-	-	720	1,220
G-38	Smart City Connectivity	242	242	164	174	174	217	217	1,430	3,489
G-117	Parks Operation and Maintenance Facility	490	6,859	7,349	-	-	-	-	14,699	16,299
G-120*	Demolition of Lincoln Center	500	1,000	-	-	-	-	-	1,500	1,500
G-121*	Electric Vehicle Infrastructure	-	1,507	1,972	-	-	-	-	3,479	3,479
G-122*	ESI Energy Efficiency Prjs	765	1,514	662	220	220	220	220	3,819	3,819

*New CIP Project

2023-2029 General Capital Investment Program (CIP) Cashflow

2023-2029 General Capital Investment Program (\$000s)		2023 Adopted	2024 Adopted	2025 Adopted	2026 Adopted	2027 Adopted	2028 Adopted	2029 Adopted	2023-2029 Adopted Total	Total Project Cost
NEP-2	NEP-2.0 Neighborhood Enhancement Program	1,226	986	986	986	986	986	986	7,140	12,950
P-AD-27	Park Planning & Design	300	300	300	300	300	300	300	2,100	10,357
P-AD-82	Park & Open Space Acquisition (Levy, REET)	1,575	1,654	1,736	1,823	1,914	2,010	2,111	12,823	29,307
P-AD-83	Bellevue Airfield Park Development (Levy)	-	3,400	3,400	3,400	3,400	3,400	-	17,000	26,020
P-AD-95	Surrey Downs Park Development (Levy)	(70)	-	-	-	-	-	-	(70)	5,814
P-AD-96	Mercer Slough East Link Mitigation	1,110	-	-	-	-	-	-	1,110	3,450
P-AD-100	Gateway/NE Entry at Downtown Park (Levy)	(500)	-	-	-	-	-	-	(500)	7,976
P-AD-101	Bridle Trails/140th Street Park Development	1,849	-	-	-	-	-	-	1,849	4,449
P-AD-103	Bel-Red Parks & Streams	8,652	3,972	-	-	-	-	-	12,624	15,824
P-AD-104	Meydenbauer Bay Park Phase 2	1,500	537	-	10,000	-	-	-	12,037	13,537
P-AD-105	2020-2025 King County Parks Levy	592	592	592	-	-	-	-	1,776	3,734
P-AD-106*	Lake Sammamish Neighborhood Park (Levy)	3,400	-	-	-	-	-	-	3,400	3,400
P-AD-107*	Ashwood Park Development	-	5,000	-	-	-	-	-	5,000	5,000
P-AD-108*	Aquatics Facility Design (A&E)	-	-	4,000	-	-	-	-	4,000	4,000
P-AD-109*	Eastgate Neighborhood Park (Land Acquisition)	5,000	-	-	-	-	-	-	5,000	5,000
P-AD-110*	Factoria Neighborhood Park (Land Acquisition)	5,000	-	-	-	-	-	-	5,000	5,000
P-AD-111*	Off-Leash and Emerging Sports Facilities	1,000	-	-	-	-	-	-	1,000	1,000
P-AD-112*	Parks Trails	500	500	500	500	500	-	-	2,500	2,500
P-AD-114*	Park Shoreline Restoration	500	-	2,000	-	-	-	-	2,500	2,500
P-R-02	Enterprise Facility Improvements	105	110	116	122	128	134	141	855	11,466
P-R-11	Parks Renovation & Refurbishment Plan	5,812	5,951	6,094	6,240	6,396	6,524	6,654	43,671	129,165
PW-M-15	Wetland Monitoring	50	50	102	117	72	62	32	487	799
Subtotal High Quality Built and Natural Environment		40,878	34,734	30,474	24,241	14,450	14,153	10,960	169,891	336,700
Transportation and Mobility										
G-103	Eastrail	250	250	-	-	-	-	-	500	4,283
G-119*	Project Management System	400	100	-	-	-	-	-	500	500
PW-M-1	Bridge and Pavement Preservation (Overlay) Programs	7,869	8,223	8,520	8,818	9,016	9,313	9,610	61,370	217,030
PW-M-2	Minor Capital - Traffic Operations	413	231	236	241	246	251	256	1,874	13,699
PW-M-7	Neighborhood Traffic Safety Program	441	460	475	490	505	520	535	3,426	13,650
PW-M-19	Major Maintenance Program	1,790	1,382	1,422	1,466	1,511	1,555	1,599	10,725	29,754
PW-M-20	Minor Capital - Signals and Lighting	277	527	542	557	572	587	612	3,673	10,169
PW-M-22*	Early World Daycare Bridge Replacement	-	-	-	-	-	-	5,000	5,000	5,000
PW-M-23*	143rd Place NE/NE 20th Street to Bel-Red Road	-	-	-	-	-	2,650	-	2,650	2,650
PW-R-46	Traffic Safety Improvements	149	153	158	163	168	173	178	1,144	6,434
PW-R-156	ITS Master Plan Implementation Program	555	579	594	614	634	654	673	4,303	8,337
PW-R-159	East Link Analysis and Development	286	-	-	-	-	-	-	286	17,385
PW-R-166	124th Ave NE - NE Spring Boulevard to Ichigo Way (18th St)	(1,671)	-	-	-	-	-	-	(1,671)	26,524
PW-R-168	120th Ave NE (Stage 3) NE 12th St to NE 16th St	90	-	-	-	-	-	-	90	20,350
PW-R-169	124th Ave NE - NE 12th to NE Spring Boulevard (TIFIA)	1,611	-	-	-	-	-	-	1,611	21,350
PW-R-170	130th Ave NE - Bel-Red Rd to NE 20th St (TIFIA)	-	4,184	-	-	-	-	-	4,184	28,323
PW-R-172	NE Spring Blvd (Zone 1) - 116th to 120th Avenues NE	(232)	-	-	-	-	-	-	(232)	31,700
PW-R-173	NE Spring Boulevard (Zone2) - 120th to 124th Aves N (TIFIA)	(1,638)	-	-	-	-	-	-	(1,638)	19,070
PW-R-174	NE Spring Boulevard - 130th to 132nd Ave NE (TIFIA)	(7,963)	-	-	-	-	-	-	(7,963)	13,700
PW-R-182	Downtown Transportation Plan/NE 6th Street Station Access	1,300	2,000	2,000	-	-	-	-	5,300	13,200
PW-R-184	Bellevue Way SE HOV Lane - 112th Ave SE 'Y' to I-90	-	-	-	2,500	2,500	-	-	5,000	6,400
PW-R-185	Newport Way Improvements - Somerset Blvd to 150th Ave	162	-	-	-	-	-	-	162	9,885
PW-R-186	120th Ave NE Stage 4 Design - NE 16th St to Northup Way	-	-	5,000	10,000	-	-	-	15,000	19,456
PW-R-190	124th Avenue NE - NE 8th to NE 12th Street	61	-	-	-	-	-	-	61	980
PW-R-191	124th Avenue NE/Ichigo Way (NE 18th St) to Northup Way (TIFIA)	2,921	14,291	-	-	-	-	-	17,213	40,500
PW-R-193	BelRed Corridor Local Street Network	446	2,000	2,000	2,000	2,000	1,500	1,500	11,446	11,878
PW-R-194	West Lake Sammamish Parkway Phase 3	-	-	-	1,500	1,000	10,000	-	12,500	12,500
PW-R-198	Neighborhood Congestion Management (Levy)	2,000	2,000	2,000	2,000	2,000	2,000	2,000	14,000	26,000
PW-R-199	Neighborhood Safety & Connectivity (Levy)	6,861	7,110	7,273	7,443	7,620	7,805	8,000	52,111	86,677

*New CIP Project

2023-2029 General Capital Investment Program (CIP) Cashflow

2023-2029 General Capital Investment Program (\$000s)		2023 Adopted	2024 Adopted	2025 Adopted	2026 Adopted	2027 Adopted	2028 Adopted	2029 Adopted	2023-2029 Adopted Total	Total Project Cost
PW-R-200	Neighborhood Congestion Management Project Implementation	1,725	225	2,275	1,000	1,000	1,000	1,000	8,225	9,725
PW-R-201	Bellevue College Connection	277	-	-	-	-	-	-	277	728
PW-R-202	150th Avenue SE at SE Newport Way	(540)	-	-	-	-	-	-	(540)	1,900
PW-R-205	Vision Zero Rapid Build Data Driven Safety Program	500	500	300	300	300	300	300	2,500	3,364
PW-R-206	Transportation Grant Match Program	130	130	2,130	2,000	2,000	2,000	2,000	10,390	10,390
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	(500)	-	-	-	-	-	-	(500)	500
PW-R-210*	NE Spring Boulevard (Zone 3) - 124th Ave NE to 130th Ave NE	300	300	-	-	-	-	-	600	600
PW-R-211*	NE 6th Street Extension	-	-	-	250	-	-	-	250	250
PW-R-212*	150th Avenue SE/SE 37th Street/I-90 EB off-ramp	100	3,700	3,700	-	-	-	-	7,500	7,500
PW-R-213*	West Lake Sammamish Parkway Phase 4	-	-	-	-	-	1,000	-	1,000	1,000
PW-R-214*	148th Avenue NE and NE 24th Street	-	-	250	-	-	-	-	250	250
PW-R-215*	Regional Capital Analysis Development and Coordination	450	300	200	200	200	-	-	1,350	1,350
PW-R-216*	I-405 Non-Motorized Crossing	1,174	1,213	1,227	-	-	-	-	3,615	3,615
PW-W/B-56	Pedestrian and Bicycle Access Improvements	988	764	784	804	824	844	863	5,870	17,674
PW-W/B-76	Neighborhood Sidewalks	1,466	1,535	1,584	1,634	1,683	1,733	1,782	11,417	25,496
PW-W/B-78	Mountains to Sound Greenway Trail	25	-	-	-	-	-	-	25	3,054
PW-W/B-81	108th/112th Aves NE - N. City Limit to NE 12th St	(16)	-	-	-	-	-	-	(16)	184
PW-W/B-84	Mountains to Sound Greenway Trail – 132nd Ave SE to 142nd PI SE	139	-	-	-	-	-	-	139	9,212
PW-W/B-85	Growth Corridor High Comfort Bicycle Network Implementation	500	500	500	500	500	500	500	3,500	4,500
PW-W/B-86*	Mountains to Sound Greenway Trail - 142nd PI SE to 150th Ave SE	150	150	3,300	3,300	-	-	-	6,900	6,900
PW-W/B-87*	Bel-Red Road and NE 28th Street	230	400	-	-	-	-	-	630	630
PW-W/B-88*	SE 34th Street/162nd Place SE to West Lake Sammamish Parkway	-	-	-	-	-	1,500	-	1,500	1,500
PW-W/B-89*	South Wilburton Pedestrian and Bicycle Connections	300	-	-	-	-	-	-	300	300
Subtotal Transportation and Mobility		27,184	53,209	46,472	47,780	34,278	45,883	36,409	291,215	831,415
Carry Forward Projects (Approved Prior with Current Period Carry Forward)										
CD-30	Station Area Planning Implementation	-	-	-	-	-	-	-	-	5,500
CD-41	Civic Center Plan	-	-	-	-	-	-	-	-	585
CD-45	Mini City Hall Expansion	-	-	-	-	-	-	-	-	250
G-04	Hearing Assistance for Public Spaces	-	-	-	-	-	-	-	-	480
G-110	Citywide Security Improvements	-	-	-	-	-	-	-	-	450
G-114	2019 Aquatic Center Study	-	-	-	-	-	-	-	-	250
G-118	Cross-Cultural Center	-	-	-	-	-	-	-	-	200
NIS-2	Neighborhood Partnerships	-	-	-	-	-	-	-	-	1,447
P-AD-92	Meydenbauer Bay Phase 1 Park Development	-	-	-	-	-	-	-	-	19,272
P-AD-102	Newport Hills Park Development	-	-	-	-	-	-	-	-	4,428
PS-63	Fire Facility Master Plan	-	-	-	-	-	-	-	-	18,250
PW-M-21	148th Ave SE at Larsen Lake Flood Mitigation	-	-	-	-	-	-	-	-	460
PW-R-160	NE 4th Street Extension - 116th to 120th Ave NE	-	-	-	-	-	-	-	-	35,542
PW-R-164	120th Ave NE Stage 2 - NE 8th St to NE 12th St	-	-	-	-	-	-	-	-	46,640
PW-R-177	Eastgate Subarea Plan Implementation	-	-	-	-	-	-	-	-	380
PW-R-181	East Link MOU Commitments	-	-	-	-	-	-	-	-	58,353
PW-R-183	West Lake Sammamish Parkway, Phase 2	-	-	-	-	-	-	-	-	9,700
PW-R-187	Traffic Signal Controllers and Temporary Bus Stop	-	-	-	-	-	-	-	-	455
PW-R-192	124th Avenue NE at SR 520	-	-	-	-	-	-	-	-	250
PW-R-209	130th TOD Paving Parking Lot	-	-	-	-	-	-	-	-	5,000
PW-R-203	South Downtown Bellevue I-405 Access	-	-	-	-	-	-	-	-	300
PW-R-204	Mobility Implementation Plan	-	-	-	-	-	-	-	-	345
PW-W/B-83	Mountains to Sound Greenway Trail – I-405 to 132nd Avenue SE	-	-	-	-	-	-	-	-	22,080
Subtotal Carry Forward Projects		-	-	-	-	-	-	-	-	230,617

* New CIP project.

2023-2029 General CIP Project Specific Revenues (PSRs)

Dept	CIP Plan #	Project Title	2023 Adopted	2024 Adopted	2025 Adopted	2026 Adopted	2027 Adopted	2028 Adopted	2029 Adopted	2023-2029 Adopted Total
Total Project Specific Revenue (PSR)			7,928,746	2,715,319	4,571,569	3,959,281	666,268	672,740	679,540	21,193,463
Federal Grant										
CD	CD-30	Station Area Planning Implementation	-	-	-	-	-	-	-	-
Trans	PW-M-1	Overlay Program	-	-	-	-	-	-	-	-
Trans	PW-M-2	Minor Capital - Traffic Operations	-	-	-	-	-	-	-	-
Trans	PW-M-19	Major Maintenance Program	(292,000)	-	-	-	-	-	-	(292,000)
Trans	G-103	Eastrail	-	-	-	-	-	-	-	-
Trans	PW-R-46	Traffic Safety Improvements	-	-	-	-	-	-	-	-
Trans	PW-R-172	NE Spring Blvd (Zone 1) - 116th to 120th Avenues NE	(232,000)	-	-	-	-	-	-	(232,000)
Trans	PW-R-173	NE Spring Boulevard (Zone2) - 120th to 124th Aves N (TIFIA)	-	-	-	-	-	-	-	-
Trans	PW-R-186	120th Avenue NE Stage 4, NE 16th Street to Northup Way	-	-	-	-	-	-	-	-
Trans	PW-W/B-56	Pedestrian and Bicycle Access Improvements	-	-	-	-	-	-	-	-
Trans	PW-W/B-76	Neighborhood Sidewalks	-	-	-	-	-	-	-	-
Trans	PW-W/B-84	Mountains to Sound Greenway Trail - 132nd Ave SE to 136th Place SE	-	-	-	-	-	-	-	-
Trans	PW-W/B-86	Mountains to Sound Greenway Trail - 142nd Pl SE to 150th Ave SE	-	-	-	-	-	-	-	-
Subtotal Federal Grant			(524,000)	-	-	-	-	-	-	(524,000)
Grant										
FAM	G-122	ESI Energy Efficiency Projects	101,250	-	-	-	-	-	-	101,250
Parks	P-R-11	Parks Renovation & Refurbishment Plan	-	-	-	-	-	-	-	-
Parks	P-AD-82	Park & Open Space Acquisition	-	-	-	-	-	-	-	-
Parks	P-AD-92	Meydenbauer Bay Phase 1 Park Development	-	-	-	-	-	-	-	-
Trans	PW-R-166	124th Ave NE - NE Spring Boulevard to Ichigo Way (18th St)	(515,300)	-	-	-	-	-	-	(515,300)
Trans	PW-R-169	124th Ave NE - NE 12th to NE Spring Boulevard (TIFIA)	-	-	-	-	-	-	-	-
Trans	PW-R-205	Vision Zero Rapid Build Data Driven Safety Program	-	-	-	-	-	-	-	-
Trans	PW-R-212	150th Avenue SE/SE 37th Street/I-90 EB off-ramp	-	-	-	-	-	-	-	-
Trans	PW-W/B-56	Pedestrian and Bicycle Access and Connections	254,480	-	-	-	-	-	-	254,480
Trans	PW-W/B-83	Mountains to Sound Greenway Trail - I-405 to 132nd Avenue SE	-	-	-	-	-	-	-	-
Trans	PW-W/B-86	Mountains to Sound Greenway Trail - 142nd Pl. SE to 150th Ave SE	150,000	150,000	3,300,000	3,300,000	-	-	-	6,900,000
Subtotal Grant			(9,570)	150,000	3,300,000	3,300,000	-	-	-	6,740,430
Interlocal Contributions										
Fire	PS-16	Fire Facility Maintenance	-	-	-	-	-	-	-	-
Parks	P-AD-82	Park & Open Space Acquisition (Levy)	-	-	-	-	-	-	-	-
Parks	P-AD-96	Mercer Slough East Link Mitigation	-	-	-	-	-	-	-	-
Parks	P-AD-105	2020-2025 King County Parks Levy	592,000	592,000	592,000	-	-	-	-	1,776,000
Parks	P-AD-108	Aquatics Facility Design (A&E)	-	-	-	-	-	-	-	-
Parks	P-R-11	Parks Renovation & Refurbishment Plan	33,600	33,600	33,600	37,730	38,640	38,640	38,640	254,450
Trans	PW-M-1	Overlay Program	(57,222)	-	-	-	-	-	-	(57,222)
Trans	PW-M-21	148th Ave SE at Larsen Lake Flood Mitigation	-	-	-	-	-	-	-	-
Trans	PW-R-159	East Link Analysis and Development	-	-	-	-	-	-	-	-
Trans	PW-R-166	124th Ave NE - NE Spring Boulevard to Ichigo Way (18th St)	(1,724,000)	-	-	-	-	-	-	(1,724,000)
Trans	PW-R-168	120th Ave NE (Stage 3) NE 12th St to NE 16th St	-	-	-	-	-	-	-	-
Trans	PW-R-188	Franchise Utility Relocation	-	-	-	-	-	-	-	-
Trans	PW-R-201	Bellevue College Connection	-	-	-	-	-	-	-	-
Trans	PW-W/B-83	Mountains to Sound Greenway Trail - I-405 to 132nd Avenue SE	(222,000)	-	-	-	-	-	-	(222,000)
Trans	PW-W/B-84	Mountains to Sound Greenway Trail - 132nd Ave SE to 136th Place SE	-	-	-	-	-	-	-	-
Subtotal Interlocal Contributions			(1,377,622)	625,600	625,600	37,730	38,640	38,640	38,640	27,228

2023-2029 General CIP Project Specific Revenues (PSRs)

Dept	CIP Plan #	Project Title	2023 Adopted	2024 Adopted	2025 Adopted	2026 Adopted	2027 Adopted	2028 Adopted	2029 Adopted	2023-2029 Adopted Total
Rents and Leases										
Parks	P-R-11	Parks Renovation & Refurbishment Plan	-	-	-	-	-	-	-	-
Parks	P-AD-82	Park & Open Space Acquisition (Levy)	-	-	-	-	-	-	-	-
Trans	PW-R-164	120th Ave NE Stage 2 - NE 8th St to NE 12th St	-	-	-	-	-	-	-	-
Subtotal Rents and Leases			-	-	-	-	-	-	-	-
Transfers from Other City Funds										
FAM	G-113	Facilities Services Major Maintenance	-	-	-	-	-	-	-	-
FAM	G-59	JDE System Upgrade and Enhancements	-	-	-	-	-	-	-	-
Parks	G-117	Parks Operation and Maintenance Facility	-	-	-	-	-	-	-	-
Parks	P-AD-104	Meydenabuer Bay Park Phase 2	500,000	500,000	500,000	500,000	500,000	500,000	500,000	3,500,000
Parks	P-R-02	Enterprise Facility Improvements	105,000	110,250	115,763	121,551	127,628	134,100	140,900	855,192
Parks	P-R-11	Parks Renovation & Refurbishment Plan	-	-	-	-	-	-	-	-
Fire	PS-64	Fire Station 10 (Levy)	-	-	-	-	-	-	-	-
Trans	PW-M-21	148th Ave SE at Larsen Lake Flood Mitigation	-	-	-	-	-	-	-	-
Trans	PW-R-202	150th Avenue SE at SE Newport Way	-	-	-	-	-	-	-	-
Trans	PW-R-194	West Lake Sammamish Parkway Phase 3	-	1,300,000	-	-	-	-	-	1,300,000
CD	NEP-2	NEP-2.0 Neighborhood Enhancement Program	244,000	-	-	-	-	-	-	244,000
Subtotal Transfers from Other City Funds			849,000	1,910,250	615,763	621,551	627,628	634,100	640,900	5,899,192
Annexation Sales Tax										
Trans	PW-M-19	Major Maintenance Program	(135,000)	-	-	-	-	-	-	(135,000)
Trans	PW-M-20	Minor Capital - Signals and Lighting	(221,000)	-	-	-	-	-	-	(221,000)
Trans	PW-W/B-49	Pedestrian Facilities Compliance Program	-	-	-	-	-	-	-	-
Subtotal Annexation Sales Tax			(356,000)	-	-	-	-	-	-	(356,000)
Private Contributions										
Parks	P-AD-27	Parks Planning & Design	-	-	-	-	-	-	-	-
Parks	P-AD-103	Bel-Red Parks & Streams	8,652,000	-	-	-	-	-	-	8,652,000
Parks	P-R-02	Enterprise Facility Improvements	-	-	-	-	-	-	-	-
Parks	P-R-11	Parks Renovation & Refurbishment Plan	327,938	29,469	30,206	-	-	-	-	387,613
Parks	P-AD-92	Meydenbauer Bay Phase 1 Park Development	-	-	-	-	-	-	-	-
Trans	PW-M-20	Minor Capital - Signals and Lighting	-	-	-	-	-	-	-	-
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)	(79,000)	-	-	-	-	-	-	(79,000)
Trans	PW-R-169	124th Ave NE - NE 12th to NE Spring Boulevard (TIFIA)	-	-	-	-	-	-	-	-
Trans	PW-R-173	NE Spring Boulevard (Zone2) - 120th to 124th Aves N (TIFIA)	-	-	-	-	-	-	-	-
Trans	PW-R-193	BelRed Corridor Local Street Network	446,000	-	-	-	-	-	-	446,000
Subtotal Private Contributions			9,346,938	29,469	30,206	-	-	-	-	9,406,613
Sale of Fixed Assets										
Trans	PW-R-164	120th Ave NE Stage 2 - NE 8th St to NE 12th St	-	-	-	-	-	-	-	-
Trans	PW-R-168	120th Ave NE (Stage 3) NE 12th St to NE 16th St	-	-	-	-	-	-	-	-
Subtotal Sale of Fixed Assets			-	-	-	-	-	-	-	-

2023-2029 General Capital Investment Program (CIP) Waterfall

		2023-2029 Adopted Budget Project Totals	2023-2029 Increase/Decrease from the 2021-2027 Amended CIP
		(\$000s)	
Beginning Fund Balance		\$ 36,559	\$ 36,559
Revenue Available		\$ 771,492	\$ 104,801
Revenue Allocated to Projects		\$ 808,050	\$ 141,359
Ending Fund Balance		\$ -	\$ -
CIP Plan #	CIP Project Title	2023-2029 Total	Increase/Decrease from 2021-2027
GRAND TOTAL		\$ 808,050	\$ 141,359
1. Debt Service		\$ 177,704	\$ 16,975
G-69	Supplemental CIP Debt Funding (2027)	4,899	(1,961)
G-82	City Hall Debt Service	37,063	(8,429)
G-83	2020 Refinancing LTGO Bond Debt Service	5,095	(6)
G-89	New Long-term Debt Service	31,482	2,812
G-98	Short-Term Cash Flow Borrowing Payback	29,828	15,732
G-100	2015 20 Year LTGO Bond Debt Service	43,421	(1)
G-101	TIFIA Debt Cost Service	25,755	8,910
PW-R-82	Public Works Trust Fund Loan - Principal	159	(80)
PW-R-83	Public Works Trust Fund Loan - Interest	2	(2)
2. Ongoing Maintenance		\$ 161,386	\$ 15,819
G-107	Council Contingency	7,000	(605)
G-113	Facility Operations Major Maintenance Plan	14,489	5,813
P-R-11	Parks Renovation & Refurbishment Plan	43,671	1,707
PS-16	Fire Facility Major Maintenance	15,879	(776)
PW-M-1	Bridge and Pavement Preservation (Overlay) Program	61,370	8,120
PW-M-2	Minor Capital - Traffic Operations	1,874	542
PW-M-15	Critical Area Mitigation Monitoring	487	237
PW-M-19	Major Maintenance Program	10,725	1,633
PW-M-20	Minor Capital - Signals and Lighting	3,673	141
PW-R-46	Traffic Safety Improvements	1,144	(388)
PW-W/B-49	Pedestrian Facilities Compliance Program	1,075	(606)
3. Levy Projects		\$ 150,456	\$ 10,197
3.1 - Transportation		\$ 66,111	\$ 5,245
PW-R-198	Neighborhood Congestion Management (Levy)	14,000	-
PW-R-199	Neighborhood Safety and Connectivity (Levy)	52,111	5,245
3.3 - Parks		\$ 29,253	\$ 626
P-AD-82	Park & Open Space Acquisition	12,823	(432)
P-AD-83	Bellevue Airfield Park Development (Levy)	17,000	200
P-AD-95	Surrey Downs Park Development (Levy)	(70)	575
P-AD-100	Gateway NE Entry at Downtown Park	(500)	283
3.4 - Fire		\$ 55,092	\$ 4,326
PS-64	Fire Station 10 (Levy)	101	(2,899)
PS-65	Fire Station 4 (Levy)	29,471	5,885
PS-67	Fire Warehouse & Special Projects (Levy)	45	(7,455)
PS-68	Station 6 Renovations	25,475	8,794

2023-2029 General Capital Investment Program (CIP) Waterfall

CIP Plan #	CIP Project Title	2023-2029 Total	Increase/Decrease from 2021-2027
4. Discrete Projects		\$ 138,797	\$ 7,653
4.1 - Transportation		\$ 83,457	\$ (3,460)
PW-M-21	148th Ave SE at Larsen Lake Flood Mitigation	-	(460)
PW-R-159	East Link Analysis and Development	286	(708)
PW-R-160	NE 4th St Extension-116th to 120th Ave NE	-	-
PW-R-166	124th Ave NE-Spring Blvd to Ichigo Way (NE 18th)	(1,671)	(1,421)
PW-R-168	120th Avenue NE (Stage 3) NE 12th to NE 16th Streets	90	90
PW-R-169	124th Avenue NE - NE 12th Street to NE Spring Boulevard	1,611	(9,000)
PW-R-170	130th Avenue NE - Bel-Red Road to NE 20th Street	4,184	(10,842)
PW-R-172	NE Spring Blvd (Zone 1) - 116th to 120th Avenues NE	(232)	(232)
PW-R-173	NE Spring Boulevard (Zone2) - 120th to 124th Avenues North	(1,638)	(2,000)
PW-R-174	NE Spring Boulevard - 130th to 132nd Avenues NE	(7,963)	(2,759)
PW-R-177	Eastgate Subarea Plan Implementation	-	-
PW-R-181	East Link MOU Commitments	-	-
PW-R-183	West Lake Sammamish Parkway, Phase 2	-	-
PW-R-184	Bellevue Way SE HOV Lane - 112th Avenue SE 'Y' to I-90	5,000	-
PW-R-185	Newport Way Improvements - Somerset Boulevard to 150th Avenue	162	162
PW-R-186	120th Avenue NE Stage 4, NE 16th Street to Northup Way	15,000	13,544
PW-R-187	Traffic Signals and Controllers and Temporary Bus Stop	-	-
PW-R-188	Franchise Utility Relocation	(0)	(0)
PW-R-190	124th Avenue NE - NE 8th to NE 12th Streets	61	61
PW-R-191	124th Avenue NE/Ichigo Way (NE 18th Street) to Northup Way	17,213	(10,603)
PW-R-192	124th Avenue NE at SR-520	-	-
PW-R-193	BelRed Corridor Local Street Network	11,446	11,446
PW-R-194	West Lake Sammamish Parkway Phase 3	12,500	10,000
PW-R-200	Neighborhood Congestion Management Project Implementation	8,225	2,725
PW-R-201	Bellevue College Connection	277	133
PW-R-202	150th Avenue SE at SE Newport Way	(540)	(480)
PW-R-203	South Downtown Bellevue I-405 Access	-	-
PW-R-204	Mobility Implementation Plan	-	(100)
PW-R-205	Vision Zero Rapid Build Data Driven Safety Program	2,500	(150)
PW-R-206	Transportation Grant Match Program	10,390	7,390
PW-R-207	114th Avenue SE and SE 8th Street	3,410	-
PW-R-208	112th Avenue NE at McCormick Park	(500)	(1,500)
PW-R-209	130th Avenue NE Station Area Park and Ride	-	(5,000)
PW-W/B-78	Mountains to Sound Greenway Trail Design	25	25
PW-W/B-81	108th/112th Avenues NE - North City Limit to NE 12th St	(16)	(16)
PW-W/B-83	Mountains to Sound Greenway Trail - I-405 to 132nd Avenue SE	-	(725)
PW-W/B-84	MTSG Trail - 132nd Avenue SE to 142nd Place SE	139	(5,039)
PW-W/B-85	Growth Corridor High Comfort Bicycle Network Implementation	3,500	2,000
4.2 - Parks		\$ 32,351	\$ 18,271
G-104	Aquatics Center Feasibility Study	-	-
P-AD-27	Park Planning & Design	2,100	-
P-AD-92	Meydenbauer Bay Park Phase 1 Park Development	-	(50)
P-AD-96	Mercer Slough East Link Mitigation	1,110	470
P-AD-101	Bridle Trails/140th Street	1,849	(751)
P-AD-102	Newport Hills Park Development	-	(1,428)
P-AD-103	Bel-Red Parks & Streams	12,624	12,181
P-AD-104	Meydenbauer Bay Park Phase 2	12,037	9,000
P-AD-105	King County Parks Levy (2020-2025)	1,776	(1,366)
P-R-02	Enterprise Facility Improvements	855	216
4.3 - Finance & Asset Management		\$ 7,307	\$ (3,416)
G-01	City Fuel System Replacement	5,500	(1,766)
G-59	Finance and Asset Management/Human Resources Systems	824	(8)
G-110	Citywide Security Improvements	-	-
G-115	City Fleet In-Ground Lift Replacement	83	(1,042)
G-116	Space Planning to Support Change at City Hall & BSC	900	(400)
G-118	Cross-Cultural Center	-	(200)
4.4 - Fire		\$ 5,617	\$ (6,883)
PS-63	Fire Facility Master Plan	-	-
PS-66	Fire Station 5	5,617	(6,883)
4.5 - CD		\$ 9,565	\$ 3,924
CD-30	Station Area Planning Implementation (East Main/South Bellevue)	-	(500)
CD-41	Civic Center Conceptual Development Plan	-	(35)
CD-45	Mini City Hall Expansion	-	-
CD-46	ESI Implementation	2,940	1,780
CD-48	Public-Private Partnership - BelRed TOD	5,250	2,819
G-105	Economic Development Plan Implementation	1,375	(140)
NIS-2	Neighborhood Partnerships	-	-
4.6 - City Manager's Office		\$ 500	\$ (783)
G-103	Eastrail	500	(783)

2023-2029 General Capital Investment Program (CIP) Waterfall

CIP Plan #	CIP Project Title	2023-2029 Total	Increase/Decrease from 2021-2027
5. Ongoing Build New Projects		\$ 110,463	\$ 21,472
5.1 - Transportation		\$ 30,317	\$ 2,995
PW-M-7	Neighborhood Traffic Safety Program	3,426	761
PW-R-156	Smart Mobility Plan Implementation Program	4,303	925
PW-R-182	Downtown Transportation Plan/NE 6th Street Station Access	5,300	(2,400)
PW-W/B-56	Pedestrian and Bicycle Access and Connections	5,870	1,963
PW-W/B-76	Neighborhood Sidewalks	11,417	1,746
5.2 - CD		\$ 47,517	\$ 11,186
CD-11	Public Art Program	4,100	1,650
CD-22	Enhanced Right of Way and Urban Boulevards (ERUB)	3,500	-
CD-37	Downtown Community Development Implementation	2,696	(1,200)
CD-44	Grand Connection Implementation	5,738	238
CD-50	Major Comprehensive Plan Periodic Update	720	220
G-109	Affordable Housing Contingency	14,000	-
G-112	Arts and Culture Fund	9,623	8,223
NEP-2	Neighborhood Enhancement Program	7,140	2,055
5.3 - Parks		\$ 14,699	\$ 2,099
G-117	Parks Operation and Maintenance Facility	14,699	2,099
5.4 - Information Technology		\$ 17,930	\$ 5,191
G-38	Smart City Connectivity	1,430	191
G-94	Enterprise Application Replacement Reserve	16,500	5,000
6. New Submitted Projects		\$ 69,244	\$ 69,244
G-119	Project Management System	500	500
G-120	Demolition of Lincoln Center	1,500	1,500
G-121	Electric Vehicle Infrastructure	3,479	3,479
G-122	ESI Energy Efficiency Prjs	3,819	3,819
P-AD-106	Lake Sammamish Neighborhood Park (Levy)	3,400	3,400
P-AD-107	Ashwood Park Development	5,000	5,000
P-AD-108	Aquatics Facility Design (A&E)	4,000	4,000
P-AD-109	Eastgate Neighborhood Park (Land Acquisition)	5,000	5,000
P-AD-110	Factoria Neighborhood Park (Land Acquisition)	5,000	5,000
P-AD-111	Off-Leash and Emerging Sports Facilities	1,000	1,000
P-AD-112	Parks Trails	2,500	2,500
P-AD-114	Park Shoreline Restoration	2,500	2,500
PW-M-22	Early World Daycare Bridge Replacement	5,000	5,000
PW-M-23	143rd Place NE/NE 20th Street to Bel-Red Road	2,650	2,650
PW-R-210	NE Spring Boulevard (Zone 3) - 124th Ave NE to 130th Ave NE	600	600
PW-R-211	NE 6th Street Extension	250	250
PW-R-212	150th Avenue SE/SE 37th Street/I-90 EB off-ramp	7,500	7,500
PW-R-213	West Lake Sammamish Parkway Phase 4	1,000	1,000
PW-R-214	148th Avenue NE and NE 24th Street	250	250
PW-R-215	Regional Capital Analysis Development and Coordination	1,350	1,350
PW-R-216	I-405 Non-Motorized Crossing	3,615	3,615
PW-W/B-86	Mountains to Sound Greenway Trail - 142nd PI SE to 150th Ave SE	6,900	6,900
PW-W/B-87	Bel-Red Road and NE 28th Street	630	630
PW-W/B-88	SE 34th Street/162nd Place SE to West Lake Sammamish Parkway	1,500	1,500
PW-W/B-89	South Wilburton Pedestrian and Bicycle Connections	300	300



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2023-2029 Adopted Capital Investment Program (CIP) 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 2023-2029 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.

2023-2029 Adopted CIP: Debt

Funded CIP Projects

CIP Plan Number	Project Title	\$ in 000s	
		2023-2029 Project Cost	Total Estimated Cost
G-69	Supplemental CIP Debt Funding (2027)	\$ 4,899	\$ 19,812
G-82	City Hall Debt Service (2043)	37,063	116,135
G-83	M&I LTGO Bond Debt Service (2030)	5,095	15,205
G-89	2013 LTGO Bond Debt Service (2032, LRF-2037)	31,482	78,178
G-98	Cash Flow Borrowing Payback	29,828	29,828
G-100	2015 20 Year LTGO Bond Debt Service (2034)	43,421	86,844
G-101	TIFIA Debt Cost Service (2056)	25,755	26,825
PW-R-82	Public Works Trust Fund Loan - Principal (2026)	159	1,750
PW-R-83	Public Works Trust Fund Loan - Interest (2026)	2	125
	Total Debt	\$ 177,704	\$ 374,701

2023-2029 Adopted CIP: Debt Service

Combined, Completed Projects

CIP Plan Number	Project Title	\$ in 000s	
		2023-2029 Project Cost	Total Estimated Cost
NONE			
	Total Combined, Completed Projects	-	-

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

Category: Debt Service Status: Ongoing

Department: Miscellaneous Non-Departmental Location: City Hall

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
19,812,438	14,913,438	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.

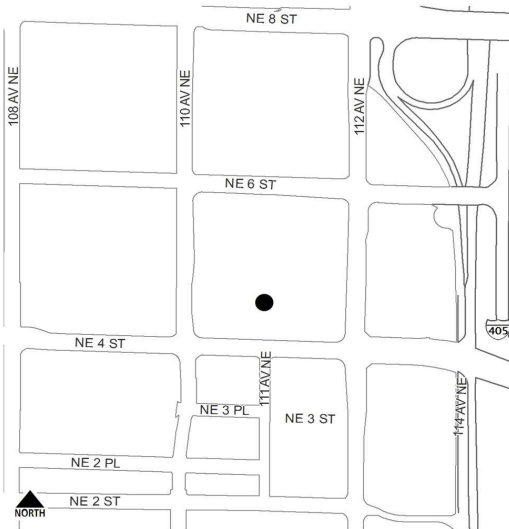
Rationale

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	19,812,438

Total Budgetary Cost Estimate: 19,812,438

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Retail Sales Tax	10,962,512
Investment Interest	24,926
Misc revenue	8,825,000

Total Programmed Funding: 19,812,438

Future Funding Requirements: -

FY2023-2029

Comments

G-82: City Hall Debt Service

Category: Debt Service Status: Ongoing
 Department: Miscellaneous Non-Departmental Location: City Hall

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
116,134,653	79,072,103	5,462,000	5,459,750	5,476,750	5,476,750	5,063,350	5,061,100	5,062,850

Description and Scope

This proposal provides annual debt service funding for the 2022 Limited Tax General Obligation (LTGO) bonds issued in the amount of \$72,675,000 (a refunding of both the 2012 LTGO Refunding Bonds issued for \$55.9 million and 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 Issued for \$3.3 million (a refunding of the 2006 New City Building II Bonds) to finance the acquisition and development of the current City Hall building.

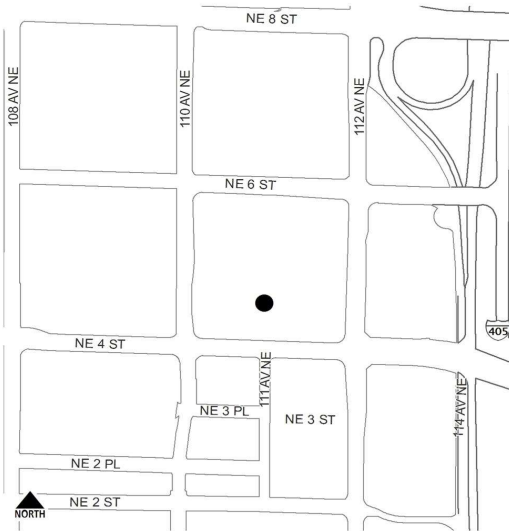
Rationale

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, the 2015 LTGO Refunding Bonds Proposal for \$3.3 million refunding the 2006 New City Building II Bonds for the City Hall building, and the 2022 LTGO bonds issued in the amount of \$72,675,000 (a refunding of both the 2012 LTGO Refunding Bonds issued for \$55.9 million and the 2012B LTGO Refunding Bonds issued for \$43.2 million.) 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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	116,134,653

Total Budgetary Cost Estimate: 116,134,653

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Retail Sales Tax	51,256,063
Transfers from Other City Funds	605,538
Investment Interest	8,207
Misc revenue	64,264,845

Total Programmed Funding: 116,134,653

Future Funding Requirements: -

FY2023-2029

Comments

G-83: 2020 Refinancing LTGO Bond Debt Service

Category: Debt Service Status: Ongoing
 Department: Miscellaneous Non-Departmental Location: City Hall

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
15,204,768	10,109,368	726,000	724,800	727,800	724,800	731,000	731,000	730,000

Description and Scope

This project provides funding for annual principal and interest payments made by the City for the 2020 LTGO Bonds issued for \$10.9 million (a refunding of the 2010 LTGO Bonds issued for \$12.5 million) issued for the Mobility & Infrastructure Initiative (M&I) to fund high priority projects in the short-term funding strategy for the M&I.

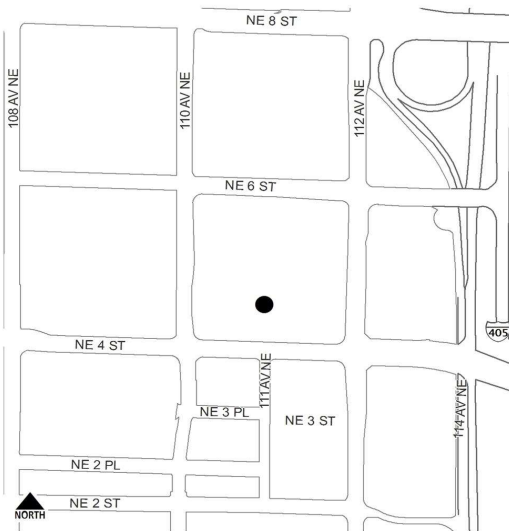
Rationale

The City Council approved the short-term funding strategy for the M&I, which includes as part of the funding strategy the issuance of the 2020 LTGO Bonds issued for \$10.9 million (a refunding of the 2010 LTGO Bonds issued for \$12.5 million). 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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	15,204,768

Total Budgetary Cost Estimate: 15,204,768

Means of Financing

Funding Source	Amount
Retail Sales Tax	6,770,726
Misc revenue	8,434,042
Total Programmed Funding:	15,204,768
Future Funding Requirements:	-

FY2023-2029

Comments

G-89: New Long-term Debt Service

Category: Debt Service Status: Ongoing
 Department: Miscellaneous Non-Departmental Location: City Hall

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
78,177,925	46,695,933	4,497,913	4,494,182	4,495,891	4,497,258	4,495,497	4,500,616	4,500,636

Description and Scope

This project provides funding for annual principal and interest payments made by the City for the 2021 Limited Tax General Obligation (LTGO) issued in the amount of \$47.3 million (a refunding of the 2013 LTGO Bonds issued for \$62.6 million) to finance the construction, improving, and equipping a portion of the City's CIP Plan which includes streets, sidewalks, and other capital improvements.

Rationale

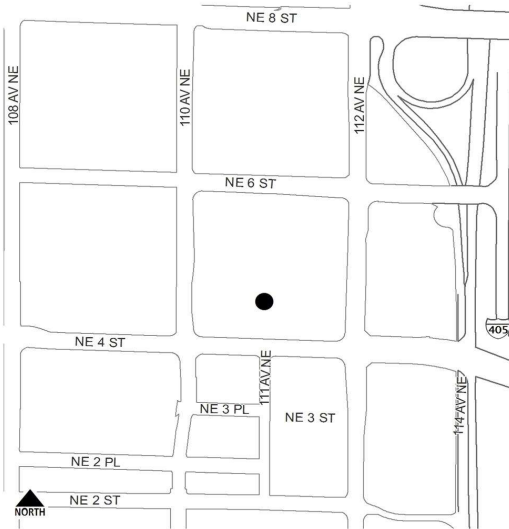
This proposal provides annual debt service funding for the 2021 Limited Tax General Obligation (LTGO) issued in the amount of \$47.3 million (a refunding of the 2013 LTGO Bonds issued for \$62.6 million) issued to finance a portion of the City Council adopted projects under the amended 2015-2021 CIP 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

N/A

Operating Budget Impacts

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	78,177,925

Total Budgetary Cost Estimate: 78,177,925

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Retail Sales Tax	24,173,650
Transportation Impact Fees	37,268,627
Misc revenue	16,735,648
Total Programmed Funding:	78,177,925
Future Funding Requirements:	-

FY2023-2029

Comments

G-98: Short-Term Cash Flow Borrowing Payback

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

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
29,827,656	-	-	-	-	-	11,096,694	3,340,111	15,390,852

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

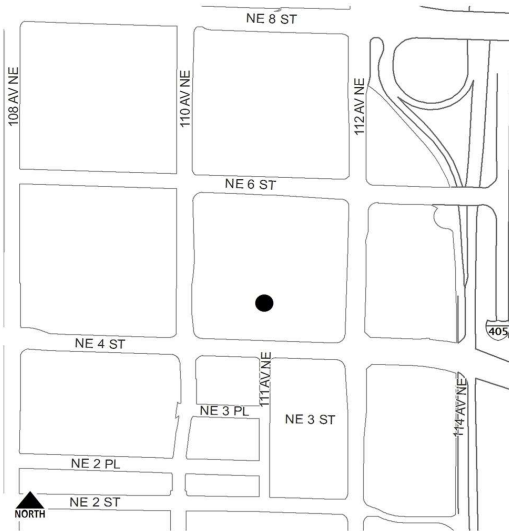
When annual revenue receipts available for capital expenditures are expected to be less than scheduled project expenditures, interim financing will be needed to offset temporary revenue shortfalls. This project facilitates administrative control over borrowing costs. Short-term borrowing will enable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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	29,827,656

Total Budgetary Cost Estimate: 29,827,656

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Misc revenue	29,827,656

Total Programmed Funding: 29,827,656

Future Funding Requirements: -

FY2023-2029

Comments

G-100: 2015 20 Year LTGO Bond Debt Service

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

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
86,843,596	43,422,996	6,202,750	6,204,000	6,205,500	6,201,750	6,202,200	6,203,600	6,200,800

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.

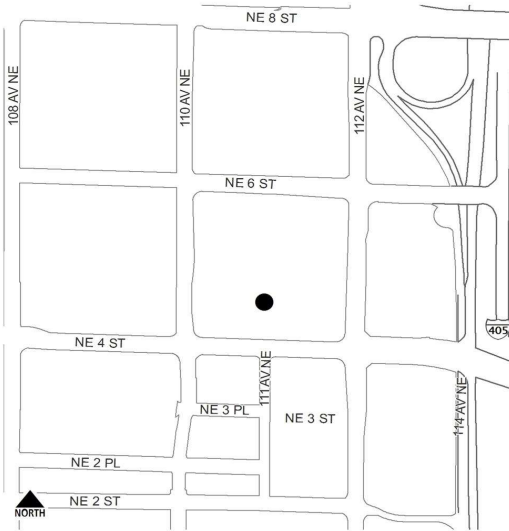
Rationale

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	86,843,596

Total Budgetary Cost Estimate: 86,843,596

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Retail Sales Tax	7,776,705
B&O Tax - Unrestricted	10,830,541
Parks REET	15,395,000
Transportation Impact Fees	20,731,141
Misc revenue	32,110,209

Total Programmed Funding: 86,843,596

Future Funding Requirements: -

FY2023-2029

Comments

G-101: TIFIA Debt Cost Service

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

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
26,825,034	1,069,830	-	4,292,534	4,292,534	4,292,534	4,292,534	4,292,534	4,292,534

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.

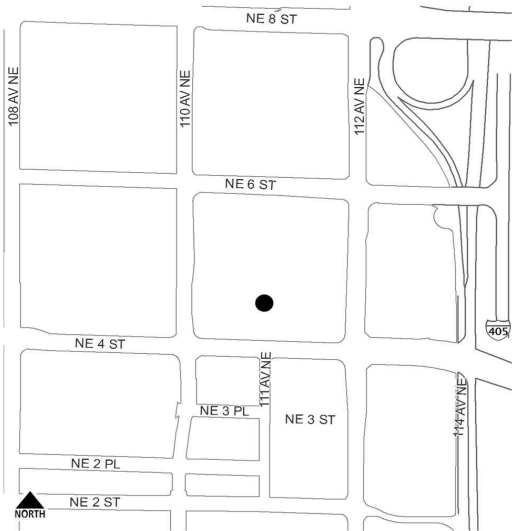
Rationale

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	26,825,034

Total Budgetary Cost Estimate: 26,825,034

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
B&O Tax - Unrestricted	100,000
Misc revenue	26,175,034
Bond	550,000
Total Programmed Funding:	26,825,034
Future Funding Requirements:	-

FY2023-2029

Comments

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

Category: Debt Service Status: Ongoing
 Department: Transportation Location: City Hall

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
1,750,003	1,590,627	39,844	39,844	39,844	39,844	-	-	-

Description and Scope

This project funds 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.

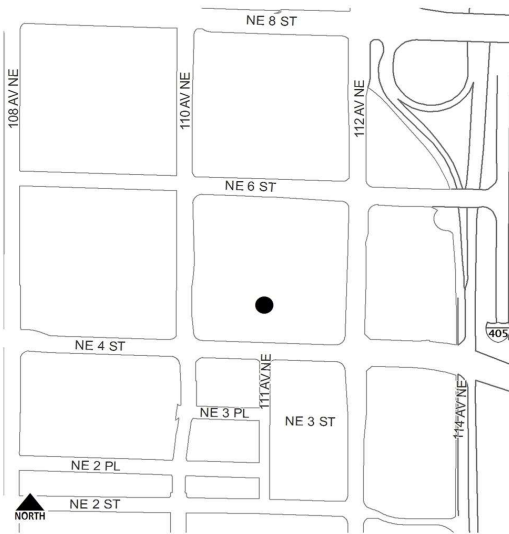
Environmental Impacts

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

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	1,750,003

Total Budgetary Cost Estimate: 1,750,003

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Retail Sales Tax	79,688
Transportation REET	159,376
MVFT	184,247
Misc revenue	1,326,692
Total Programmed Funding:	1,750,003
Future Funding Requirements:	-

FY2023-2029

Comments

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

Category: Debt Service Status: Ongoing
 Department: Transportation Location: City Hall

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
124,626	122,633	797	598	398	200	-	-	-

Description and Scope

This project funds 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 available if General CIP Revenues were used.

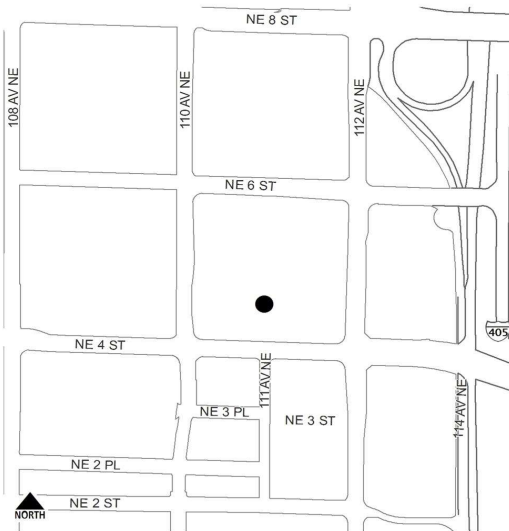
Environmental Impacts

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	Ongoing	124,626

Total Budgetary Cost Estimate: 124,626

Means of Financing

Funding Source	Amount
Retail Sales Tax	7,172
Misc revenue	117,454
Total Programmed Funding:	124,626
Future Funding Requirements:	-

FY2023-2029

Comments



2023-2029 Adopted Capital Investment Program (CIP) 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 2023-2029 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.

2023-2029 Adopted CIP: Economic Development

Funded CIP Projects

CIP Plan Number	Project Title	\$ in 000s	
		2023-2029 Project Cost	Total Estimated Cost
CD-37	Downtown Community/Livability	\$ 2,696	\$ 6,320
G-105	Economic Development Plan Implementation	1,375	2,811
	Total Economic Development	\$ 4,071	\$ 9,131

2023-2029 Adopted CIP: Economic Development

Combined, Completed Projects

CIP Plan Number	Project Title	\$ in 000s	
		2023-2029 Project Cost	Total Estimated Cost
NONE			
	Total Combined, Completed Projects	-	-

CD-37: Downtown Community Development Implementation

Category: Economic Development Status: Ongoing
 Department: Community Development Location: Downtown

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
6,320,000	3,624,000	385,143	385,143	385,143	385,143	385,143	385,143	385,143

Description and Scope

This CIP proposal implements a range of Downtown Community Development initiatives including:

1. Planning and Economic Development Implementation Efforts;
2. Downtown Medians Implementation;
3. Downtown Implementation of Environmental Stewardship Plan: and
4. Open Space/Through-Block Wayfinding

Rationale

This proposal includes focused implementation of Downtown projects that will:

- 1) Create a path for activating Downtown with recommendations from the 2020 Economic Development Plan, that were developed with broad stakeholder engagement.
- 2) Enhance the aesthetics of Downtown streetscapes, increase tree canopy, and opportunities to reduce impervious surfaces, and improve the experience of pedestrians, bicyclists and drivers by installing medians where appropriate.
- 3) Enhance the sustainability of Downtown by identifying opportunities for improved design and infrastructure, to enhance the tree canopy, energy efficiency of buildings, recycling, walkability and bikeability, and parking (in collaboration with the Downtown Transportation Plan).
- 4) Provide improved Downtown wayfinding for publicly accessible open spaces and pedestrian connections through superblocks.

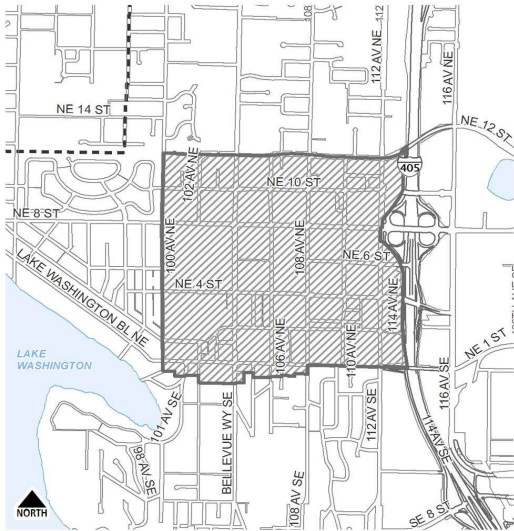
Environmental Impacts

This proposal works to improve the environment by the removal of impervious surface and through promoting walkability through activation and other implementation strategies.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	6,320,000

Total Budgetary Cost Estimate: 6,320,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Misc revenue	6,320,000

Total Programmed Funding: 6,320,000

Future Funding Requirements: -

FY2023-2029

Comments

G-105: Economic Development Plan Implementation

Category: Economic Development Status: Ongoing
 Department: Community Development Location: Downtown

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
2,811,000	1,436,000	150,000	150,000	100,000	225,000	250,000	250,000	250,000

Description and Scope

The Economic Development Plan implementation CIP funding request will support strategies to grows Bellevue's economy by supporting businesses and retail districts in Bellevue that attract consumers, increase tax revenue and generate jobs.

Rationale

The 2020 ED 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 include in this proposal. Strategies have a direct impact on the city's economic and fiscal health, as increased retail sales result in:

- Increased sales tax revenue for the city. Retail sales tax is 30% of the city's sales tax collection.
- Increased visitorship and longer stays, resulting in increased transient occupancy tax (TOT), sales tax, and admissions tax revenue
- Increased job opportunities and attractions for area residents
- Increased ability of residents to meet their needs within the city

Additionally, the findings from the retail study will inform parallel planning efforts such as the Comp Plan, Wilburton Zoning, BelRed Look Forward and others.

Environmental Impacts

N/A

Operating Budget Impacts

N/A

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	2,811,000

Total Budgetary Cost Estimate: 2,811,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Retail Sales Tax	500,000
Misc revenue	2,311,000
Total Programmed Funding:	2,811,000
Future Funding Requirements:	-

FY2023-2029

Comments



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2023-2029 Adopted Capital Investment Program (CIP) 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 include widening existing roads, adding turn lanes and signals to existing roads, and constructing entirely new roadway sections. Other projects 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 benefit 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 2023-2029 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.

2023-2029 Adopted CIP: Transportation and Mobility

Funded CIP Projects

CIP Plan Number	Project Title	\$ in 000s	
		2023-2029 Project Cost	Total Estimated Cost
G-103	Eastrail	\$ 500	\$ 4,283
G-119*	Project Management System	500	500
PW-M-1	Bridge and Pavement Preservation (Overlay) Programs	61,370	217,030
PW-M-2	Minor Capital - Traffic Operations	1,874	13,699
PW-M-7	Neighborhood Traffic Safety Program	3,426	13,650
PW-M-19	Major Maintenance Program	10,725	29,754
PW-M-20	Minor Capital - Signals and Lighting	3,673	10,169
PW-M-22*	Early World Daycare Bridge Replacement	5,000	5,000
PW-M-23*	143rd Place NE/NE 20th Street to Bel-Red Road	2,650	2,650
PW-R-46	Traffic Safety Improvements	1,144	6,434
PW-R-156	ITS Master Plan Implementation Program	4,303	8,337
PW-R-159	East Link Analysis and Development	286	17,385
PW-R-166	124th Ave NE - NE Spring Boulevard to Ichigo Way (18th St)	(1,671)	26,524
PW-R-168	120th Ave NE (Stage 3) NE 12th St to NE 16th St	90	20,350
PW-R-169	124th Ave NE - NE 12th to NE Spring Boulevard (TIFIA)	1,611	21,350
PW-R-170	130th Ave NE - Bel-Red Rd to NE 20th St (TIFIA)	4,184	28,323
PW-R-172	NE Spring Blvd (Zone 1) - 116th to 120th Avenues NE	(232)	31,700
PW-R-173	NE Spring Boulevard (Zone2) - 120th to 124th Aves N (TIFIA)	(1,638)	19,070
PW-R-174	NE Spring Boulevard - 130th to 132nd Ave NE (TIFIA)	(7,963)	5,681
PW-R-182	Downtown Transportation Plan/NE 6th Street Station Access	5,300	13,200
PW-R-184	Bellevue Way SE HOV Lane - 112th Ave SE 'Y' to I-90	5,000	6,400
PW-R-185	Newport Way Improvements - Somerset Blvd to 150th Ave	162	9,885
PW-R-186	120th Ave NE Stage 4 Design - NE 16th St to Northup Way	15,000	19,456
PW-R-190	124th Avenue NE - NE 8th to NE 12th Street	61	980
PW-R-191	124th Avenue NE/Ichigo Way (NE 18th St) to Northup Way (TIFIA)	17,213	48,519
PW-R-193	BelRed Corridor Local Street Network	11,446	11,878
PW-R-194	West Lake Sammamish Parkway Phase 3	12,500	12,500
PW-R-198	Neighborhood Congestion Management (Levy)	14,000	26,000
PW-R-199	Neighborhood Safety & Connectivity (Levy)	52,111	86,677
PW-R-200	Neighborhood Congestion Management Project Implementation	8,225	9,725
PW-R-201	Bellevue College Connection	277	728
PW-R-202	150th Avenue SE at SE Newport Way	(540)	1,900
PW-R-205	Vision Zero Rapid Build Data Driven Safety Program	2,614	3,479
PW-R-206	Transportation Grant Match Program	10,390	10,390
PW-R-207	114th Avenue SE and SE 8th Street	3,410	3,410
PW-R-208	112th Avenue NE at McCormick Park	(500)	500
PW-R-210*	NE Spring Boulevard (Zone 3) - 124th Ave NE to 130th Ave NE	600	600
PW-R-211*	NE 6th Street Extension	250	250
PW-R-212*	150th Avenue SE/SE 37th Street/I-90 EB off-ramp	7,500	7,500
PW-R-213*	West Lake Sammamish Parkway Phase 4	1,000	1,000
PW-R-214*	148th Avenue NE and NE 24th Street	250	250
PW-R-215*	Regional Capital Analysis Development and Coordination	1,350	1,350
PW-R-216*	I-405 Non-Motorized Crossing	3,615	3,615
PW-W/B-56	Pedestrian and Bicycle Access Improvements	5,870	17,674
PW-W/B-76	Neighborhood Sidewalks	11,417	25,496
PW-W/B-78	Mountains to Sound Greenway Trail	25	3,054
PW-W/B-81	108th/112th Aves NE - N. City Limit to NE 12th St	(16)	184
PW-W/B-84	Mountains to Sound Greenway Trail - 132nd Ave SE to 142nd Pl SE	139	9,212
PW-W/B-85	Growth Corridor High Comfort Bicycle Network Implementation	3,500	4,500
PW-W/B-86*	Mountains to Sound Greenway Trail - 142nd Pl SE to 150th Ave SE	6,900	6,900
PW-W/B-87*	Bel-Red Road and NE 28th Street	630	630
PW-W/B-88*	SE 34th Street/162nd Place SE to West Lake Sammamish Parkway	1,500	1,500
PW-W/B-89*	South Wilburton Pedestrian and Bicycle Connections	300	300
Total Transportation and Mobility		\$ 291,329	\$ 831,529

*New CIP Plan for 2023-2029

2023-2029 Adopted CIP: Transportation and Mobility

Combined, Completed Projects

CIP Plan Number	Project Title	\$ in 000s	
		2023-2029 Project Cost	Total Estimated Cost
PW-R-160	NE 4th Street Extension - 116th to 120th Ave NE	-	\$ 35,542
PW-R-164	120th Ave NE Stage 2 - NE 8th St to NE 12th St	-	46,640
PW-R-177	Eastgate Subarea Plan Implementation	-	380
PW-R-181	East Link MOU Commitments	-	58,353
PW-R-187	Traffic Signal Controllers and Temporary Bus Stop	-	455
PW-R-192	124th Avenue NE at SR 520	-	250
PW-W/B-83	Mountains to Sound Greenway Trail - I-405 to 132nd Avenue SE	-	22,080
PW-R-209	130th TOD Paving Parking Lot	-	5,000
PW-R-203	South Downtown Bellevue I-405 Access	-	300
PW-R-204	Mobility Implementation Plan	-	345
PW-R-183	West Lake Sammamish Parkway, Phase 2	-	9,700
CD-30	Station Area Planning Implementation	-	3,500
	Total Combined, Completed Projects	-	\$ 182,544

G-103: Eastrail

Category: Transportation & Mobility
 Department: City Manager

Status: Ongoing
 Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
10,002,600	3,782,600	250,000	250,000	2,860,000	2,860,000	-	-	-

Description and Scope

This project provides funding for the Eastrail regional trail extends from Renton in the south to Snohomish County in the north and runs just east of I-405 and downtown Bellevue. The City Council has long expressed support for the development of a high-quality, multi-use trail on this former rail corridor. This project supports continued coordination with King County Parks in developing and advancing design and implementation of a trail that will address the needs and interests of the Bellevue community. Funding is provided for the design and/or implementation of Eastrail crossings and connections at priority locations in Bellevue. The City Council set aside \$2 million 2017-2018 to be used at their discretion to support implementation of key elements of the trail such as the renovation of the iconic 1904 Wilburton Trestle.

Rationale

This proposal specifically advances Priority 12 (Great Places Where You Want to Be) in the 2021-2023 City Council Priorities, which concerns development of the Eastrail and identifies the need to "begin to establish community connection points to the Eastrail." Community access to the Eastrail is additionally prioritized by policies and projects in the Comprehensive Plan (Transportation and Parks, Recreation & Open Space); the Pedestrian and Bicycle Transportation Plan; the Parks and Open Space System Plan and the City Council's Eastside Rail Corridor Interest Statement (November 21, 2016).

This project assists in the development of high-quality connections to the Eastrail and assures that the city's interests are considered by King County and others in the planning, design, and construction of a regional trail on the Eastside Rail Corridor alignment. The corridor through Bellevue is owned by King County and Sound Transit. This proposal supports Bellevue's work as a partner in Eastrail development, leveraging the more than \$36 million that will be invested in Eastrail projects in Bellevue through the 2020-25 King County Parks, Trails, and Open Space Replacement Levy as well as the \$18 million for Eastrail in Bellevue included in the 2022 Move Ahead Washington transportation funding package and the \$10 million in private sector contributions (from Amazon, Meta/Facebook, REI and Kaiser Permanente). It crosses multiple city streets, passes through commercial areas and neighborhoods, and includes the iconic and historic wooden Wilburton trestle east of I-405, near SE 8th Street.

This project specifically advances Priority 12 (Great Places Where You Want to Be) in the 2021-2023 City Council Priorities, which concerns development of the Eastrail and identifies the need to "begin to establish community connection points to the Eastrail." Community access to the Eastrail is additionally prioritized by policies and projects in the Comprehensive Plan (Transportation and Parks, Recreation & Open Space); the Pedestrian and Bicycle Transportation Plan; the Parks and Open Space System Plan and the City Council's Eastside Rail Corridor Interest Statement (November 21, 2016). This project assists in the development of high-quality connections to the Eastrail and assures that the city's interests are considered by King County and others in the planning, design, and construction of a regional trail on the Eastside Rail Corridor alignment. The corridor through Bellevue is owned by King County and Sound Transit. This proposal supports Bellevue's work as a partner in Eastrail development, leveraging the more than \$36 million that will be invested in Eastrail projects in Bellevue through the 2020-25 King County Parks, Trails, and Open Space Replacement Levy as well as the \$18 million for Eastrail in Bellevue included in the 2022 Move Ahead Washington transportation funding package and the \$10 million in private sector contributions (from Amazon, Meta/Facebook, REI and Kaiser Permanente). It crosses multiple city streets, passes through commercial areas and neighborhoods, and includes the iconic and historic wooden Wilburton trestle east of I-405, near SE 8th Street.

Environmental Impacts

Project specific environmental review, consistent with state and federal requirements, will be made during the design phase of specific projects.

Operating Budget Impacts

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	10,002,600

Total Budgetary Cost Estimate: 10,002,600

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Federal Grant	6,182,600
Misc revenue	1,820,000
Bond	2,000,000
Total Programmed Funding:	10,002,600
Future Funding Requirements:	-

FY2023-2029

Comments

G-119: Project Management System

Category: Transportation & Mobility

Status: New

Department: Transportation

Location: City Hall

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
500,000	-	400,000	100,000	-	-	-	-	-

Description and Scope

This project is a collaborative effort between the Utilities and Transportation Departments to fund the purchase and implementation of a modern tracking and reporting system supporting the management and delivery of both departments' Capital Investment Programs and projects. The proposed system will replace a combination of disparate spreadsheets and the Project Reporting System (PRS), developed internally more than a decade ago. PRS suffers from poor performance, inefficiency, and instability and lacks analysis, workload management, and flexible reporting functionality. The proposed system will improve functionality for management of CIP delivery over the current model of using PRS in conjunction with numerous excel spreadsheets. Implementation of a new system is expected to yield improved tracking and management of project scopes, schedules, budgets and risks to better achieve project delivery goals and contribute to meeting program and portfolio accomplishment targets as well.

Rationale

Currently, the work of delivering the CIP is supported through use of the Project Reporting System (PRS), which is a software solution built by Bellevue's Information Technology Department (ITD) more than a decade ago to track and report on financial status of individual CIP projects. It is the only software system currently available for Transportation and Utilities to track project expenditures compared to cost projections and adopted budgets for CIP projects. PRS suffers from poor performance and instability and lacks analysis and reporting functionality. Staff tasked with delivering the CIP currently utilize PRS and numerous different Excel spreadsheets to track project delivery and budget elements. These spreadsheets are not connected to each other and there is risk that data between the spreadsheets may not be consistent or correct. This requires ongoing quality checking and correction, which takes staff time away from other important tasks.

In 2017, a business case was developed by Utilities and Transportation Departments to seek a better system to support project and program management and a request for information (RFI) process was undertaken to garner input from the industry on available systems. Due to City budget constraints, the formal procurement of a new system was put on hold.

Since 2017, the need for an enterprise Project and Portfolio Management System has increased due to the size and complexity of both department's Capital Investment Programs. Therefore, this proposal will resume work started in 2017 and fund implementation and ongoing maintenance of a new project tracking and reporting system that will improve functionality for management of CIP Program delivery over the current model of using PRS in conjunction with numerous, disconnected, and difficult to manage excel spreadsheets. Implementation of a new system is expected to yield improved tracking and management of project scopes, schedules, budgets, and risks to better achieve project delivery goals and contribute to meeting program and portfolio accomplishment targets as well.

Environmental Impacts

None

Operating Budget Impacts

Ongoing maintenance support and licensing costs will be determined after the selection of the system is made.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	500,000
Total Budgetary Cost Estimate:		500,000
Means of Financing		
Funding Source		Amount
Misc revenue		500,000
Total Programmed Funding:		500,000
Future Funding Requirements:		-

FY2023-2029

Comments

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

Category: Transportation & Mobility Status: Ongoing
 Department: Transportation Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
222,874,723	155,660,209	8,440,270	8,423,186	12,245,409	10,166,633	9,015,782	9,313,006	9,610,229

Description and Scope

The City's Bridge and Pavement Preservation Programs are responsible for performing inspections and maintaining inventories that track the condition of the city's bridge and roadway pavement assets. These programs are also responsible for planning, design, and construction of preventative maintenance and rehabilitation projects for bridges, pavement, curb ramps, and sidewalks. Approximately 15% of the program's annual budget is allocated for pavement restoration work that is performed on behalf of the Utilities Department.

The Pavement Preservation Program prioritizes arterial street rehabilitation as requested by the City Council and uses data-driven preservation strategies for both residential and arterial streets to maintain pavement conditions cost-effectively. The Bridge Preservation Program funds the 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 and implements and enhances bicycle facilities in a cost-effective manner speaking directly to the 2021-2023 Council vision "walking and biking are safe and enjoyable ways to get around" (Transportation and Mobility) and "infrastructure is ample and in excellent condition, including roads" (Economic Development).

The Bridge Preservation Program funds preventative maintenance and rehabilitation projects for Transportation Department bridge structures. This program is responsible for inspecting the City's bridges (including those owned by the Utilities Department) as required by 23 CFR 650, National Bridge Inspection Standards. Non-compliance with these regulations compromises Bellevue's ability to receive State and Federal funds for bridge maintenance, rehabilitation, and replacement.

Environmental Impacts

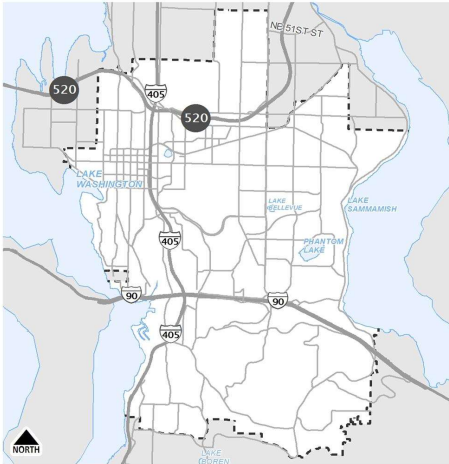
This program funds projects that are primarily maintenance-oriented and implemented on previously improved rights of way. Environmental impacts are minimal and are addressed as appropriate on a location-by-location basis.

Operating Budget Impacts

This CIP works to keep operating costs related to pavement maintenance manageable by implementing preventative maintenance and rehabilitation work in a strategic manner ("right treatment at the right time") that helps prevent potholes and other defects from forming and growing.

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	222,874,723

Total Budgetary Cost Estimate: 222,874,723

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Annexation Sales Tax	4,585,346
B&O Tax - Unrestricted	4,310,122
B&O Tax - Restricted	6,133,604
Transportation REET	155,494,774
Federal Grant	16,900,409
MVFT	5,227,616
Interlocal	841,507
Charges for Services	5,656
Private Contributions	104,351
Transfers from Other City Funds	15,629,767
Misc revenue	13,641,572

Total Programmed Funding: 222,874,723

Future Funding Requirements: -

PW-M-7: Neighborhood Traffic Safety Program

Category: Transportation & Mobility Status: Ongoing
 Department: Transportation Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
13,655,387	10,229,276	440,641	460,446	475,299	490,152	505,005	519,858	534,711

Description and Scope

This program supports the Council’s vision of implementing projects in neighborhoods that focus on safety and connectivity with an emphasis on traffic calming. This proposal funds design and construction of neighborhood traffic calming/safety improvements (e.g., speed humps, traffic circles, radar signs, turn restrictions, etc.) that change driver behavior and reduce excessive vehicle speeds, discourage motorists from cutting through neighborhoods and enhance pedestrian/bicycle safety. It also funds the design and installation of school zone improvements (flashing school zone beacons, raised crosswalks, among others) and educational programs to encourage safe driving and student pedestrian behavior. Project locations are 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.

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 safety mitigation continue to be high in all neighborhoods, and with traffic congestion increases on arterials, the potential for higher speeds on neighborhood streets and cut-through traffic increases; limiting neighborhood impacts is part of Council’s vision.

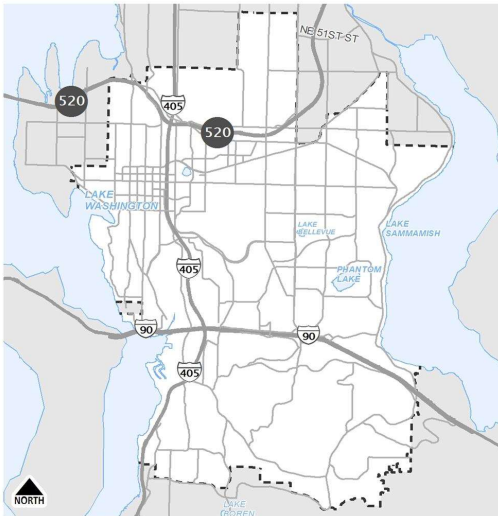
Environmental Impacts

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

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	13,655,387

Total Budgetary Cost Estimate: 13,655,387

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
B&O Tax - Unrestricted	412,850
B&O Tax - Restricted	699,491
Transportation REET	3,384,103
Federal Grant	345,348
Grant	30,476
MVFT	2,408,434
Charges for Services	1,307
Private Contributions	20,000
Transfers from Other City Funds	18,494
Investment Interest	159,795
Misc revenue	6,175,090

Total Programmed Funding: 13,655,387

Future Funding Requirements: -

FY2023-2029

Comments

PW-M-19: Major Maintenance Program

Category: Transportation & Mobility

Status: Ongoing

Department: Transportation

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
29,753,665	19,028,975	1,789,916	1,382,175	1,421,666	1,466,093	1,510,520	1,554,947	1,599,374

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. This program will be adjusted for inflation 2023-2027. Additionally this program is requesting- an additional \$910,000 in 2023 to offset funding from a FEMA grant for the 98th Ave SE & SE 11th St Slope Stabilization Project. The status of reimbursement from FEMA is unknown. The program does not have the ability to absorb this additional project cost.

Rationale

This program provides funds for major maintenance improvements that will preserve and extend the life of previous transportation investments throughout the City. The program provides necessary capital resources to address a wide range of maintenance related needs that exceed the financial capacity of the Streets Maintenance or Traffic Operations operating budgets but are too small for standalone CIP projects.

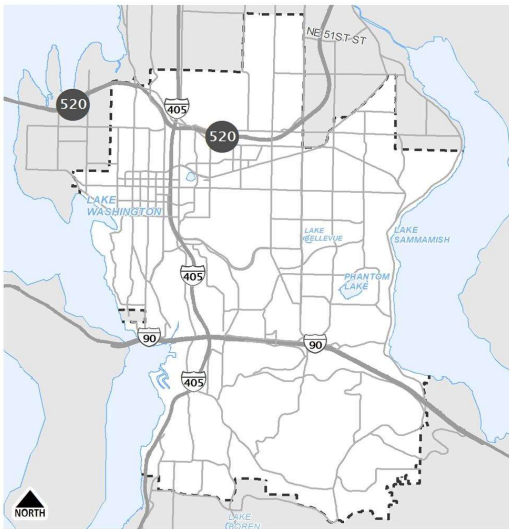
Environmental Impacts

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

Operating Budget Impacts

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	29,753,665
Total Budgetary Cost Estimate:		29,753,665

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Annexation Sales Tax	3,900,672
B&O Tax - Unrestricted	78,070
B&O Tax - Restricted	11,151,690
Transportation REET	8,598,859
Federal Grant	1,380,998
MVFT	1,469,000
Misc revenue	3,174,376
Total Programmed Funding:	29,753,665
Future Funding Requirements:	-

FY2023-2029

Comments

PW-M-20: Minor Capital - Signals and Lighting

Category: Transportation & Mobility

Status: Ongoing

Department: Transportation

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
10,169,310	6,496,079	277,431	527,020	541,936	556,851	571,767	586,683	611,542

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 citywide connectivity supporting all departments.

Rationale

This program provides funds for traffic signal and street lighting improvement projects that are beyond the scope of the operating budget but too small for individual CIP projects. The program allows the City to respond on a timely basis to citizen projects and safety related requests; address unfunded mandates and changes to standards; support partnership opportunities with other capital or private development projects; and address other emergent needs. Projects under this program, such as the LED street lighting conversion and Emergency Vehicle Preemption upgrade to GPS support the Council's priority toward making Bellevue a "Smart City", as well as Environmental Stewardship and ITS efforts.

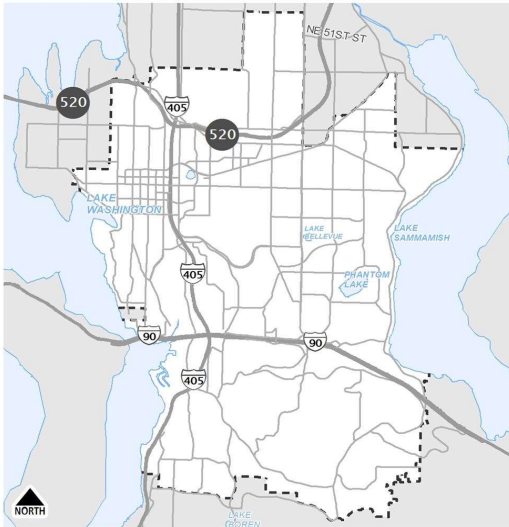
Environmental Impacts

This program funds projects that are primarily safety oriented and implemented on previously improved rights of way, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis. Environmental improvements are anticipated through the reduction in energy consumption realized through the deployment of LED street lighting.

Operating Budget Impacts

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	10,169,310

Total Budgetary Cost Estimate: 10,169,310

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Annexation Sales Tax	57,983
B&O Tax - Unrestricted	1,750,989
B&O Tax - Restricted	2,136,230
Transportation REET	3,725,626
Grant	23,526
MVFT	998,768
Private Contributions	458,750
Transfers from Other City Funds	836,732
Misc revenue	180,706
Total Programmed Funding:	10,169,310
Future Funding Requirements:	-

FY2023-2029

Comments

PW-M-22: Early World Daycare Bridge Replacement

Category: Transportation & Mobility

Status: New

Department: Transportation

Location: BelRed

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
5,000,000	-	-	-	-	-	-	-	5,000,000

Description and Scope

This project funds design, permitting, and construction for replacement of a timber sidewalk and driveway bridge structure and adjacent retaining walls located along the frontage of 13831 NE Bel-Red Road and provides for fish habitat enhancements to Kelsey Creek. The existing timber bridge and sidewalk structure spans Kelsey Creek and was constructed in 1972 as part of the project that widened NE BelRed Road to its current five-lane configuration. The structure does not meet current Americans with Disabilities Act (ADA) guidelines and has reached the end of its useful life. The existing driveway bridge is currently closed to vehicular traffic due to concerns about its deteriorated condition.

Rationale

This proposal addresses structurally deficient infrastructure that has reached the end of its useful life.

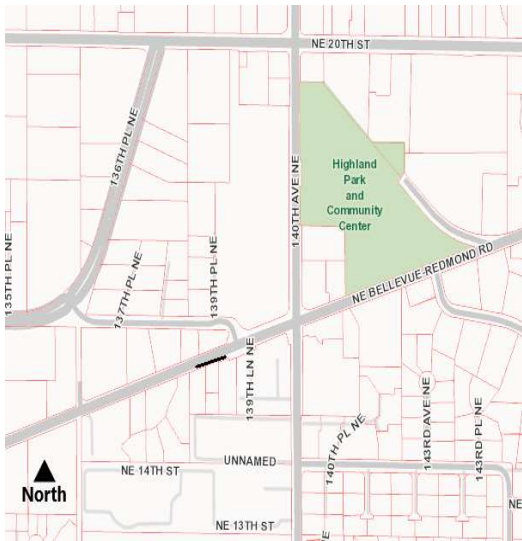
Environmental Impacts

The sidewalk, bridge, and retaining walls proposed for replacement are within or directly adjacent to Kelsey Creek, a type-F fish-bearing stream. This project proposes to improve (widen) the hydraulic width of Kelsey Creek and provide other fish habitat improvements along with the replacement of the structures that have reached the end of their useful life.

Operating Budget Impacts

The replacement sidewalk, bridge/culvert, and retaining walls are expected to reduce impacts to maintenance-related operating budgets. Current infrastructure is at the end of its useful life and requires ongoing maintenance funds to remain in service.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	5,000,000

Total Budgetary Cost Estimate: 5,000,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
B&O Tax - Restricted	1,448,070
MVFT	1,426,727
Misc revenue	2,125,202

Total Programmed Funding: 5,000,000

Future Funding Requirements: -

FY2023-2029

Comments

PW-M-23: 143rd Place NE/NE 20th Street to Bel-Red Road

Category: Transportation & Mobility

Status: New

Department: Transportation

Location: BelRed

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
2,650,000	-	-	-	-	-	-	2,650,000	-

Description and Scope

This project will install a new traffic signal, eastbound to northbound left turn pocket and pedestrian crossing at the existing Bel-Red Road and NE 20th Place intersection. The existing pedestrian crossing signal on Bel-Red Road just to the west will be removed. A new road connection (142nd Avenue NE) would also be constructed from the terminus of NE 20th Place to the southern terminus of 142nd Avenue NE being constructed by private development. This project will also fund a design study for access management updates on NE 20th Street between 140th Avenue NE and 148th Avenue NE given the establishment of the new 142nd Avenue NE from NE 20th Street southward.

Rationale

There are currently no public roadways connecting Bel-Red Road and NE 20th Street for the ½ mile stretch between 140th Avenue NE and 148th Avenue NE. The installation of a signal and turn lane at Bel-Red Road/NE 20th Place, and extension of the existing roadway that currently ends near the Highland Center to connect to NE 20th Street would address this lack of connectivity concern. Benefits would include better connectivity between two major arterials in the Overlake area (Bel-Red Road and NE 20th Street), which would result in better circulation, less vehicle miles traveled, better business access, and better pedestrian and bicycle access and connections.

The addition of the design study for access management updates on NE 20th Street is necessary due to development patterns and the establishment of the new 142nd Avenue NE roadway from NE 20th Street southward toward the terminus of NE 20th Place. It may be desirable to move the existing NE 20th Street and 143rd Avenue NE traffic signal to 142nd Avenue NE, and adjust the associated access management treatments on NE 20th Street.

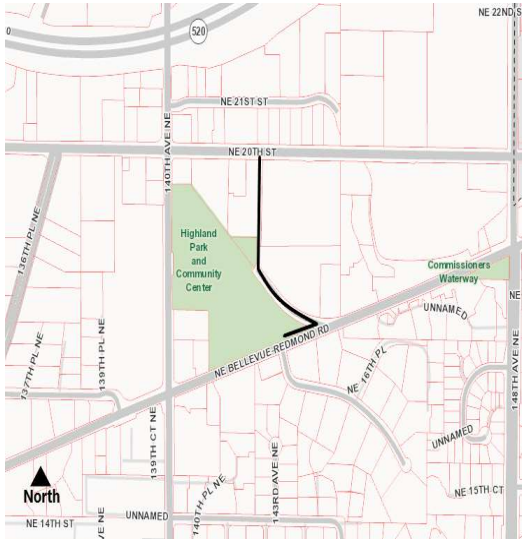
Environmental Impacts

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

Operating Budget Impacts

Operating 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	Ongoing	2,650,000

Total Budgetary Cost Estimate: 2,650,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
B&O Tax - Restricted	1,229,098
Transportation REET	12,796
MVFT	1,408,107
Total Programmed Funding:	2,650,000
Future Funding Requirements:	-

FY2023-2029

Comments

PW-R-46: Traffic Safety Improvements

Category: Transportation & Mobility

Status: Ongoing

Department: Transportation

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
7,674,406	5,290,731	273,529	1,268,480	158,431	163,382	168,333	173,284	178,235

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. 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. This program helps the city meet its Transportation and Mobility strategic target to be a "multimodal and Vision Zero city with reliable and predictable transportation choices.

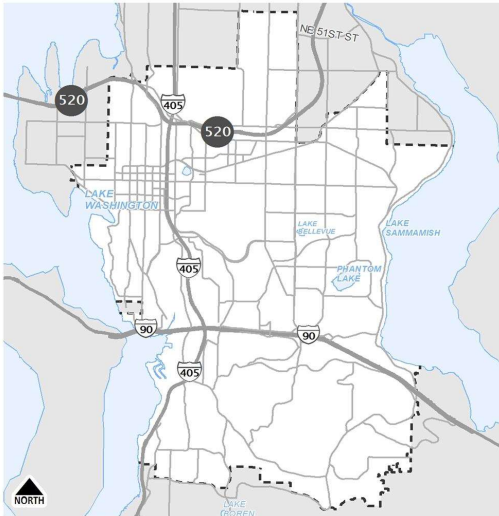
Environmental Impacts

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 Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	7,674,406

Total Budgetary Cost Estimate: 7,674,406

Means of Financing

Funding Source	Amount
Annexation Sales Tax	255,014
B&O Tax - Unrestricted	700,261
B&O Tax - Restricted	649,614
Transportation REET	1,632,320
Federal Grant	2,547,740
MVFT	820,762
Interlocal	13,399
Charges for Services	1,126
Transfers from Other City Funds	583,982
Investment Interest	470,188

Total Programmed Funding: 7,674,406

Future Funding Requirements: -

FY2023-2029

Comments

PW-R-156: Smart Mobility Plan Implementation Program

Category: Transportation & Mobility Status: Ongoing
 Department: Transportation Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
8,336,982	4,034,004	554,584	579,342	594,197	614,004	633,810	653,617	673,423

Description and Scope

This program will systematically implement the recommendations of the City’s Smart Mobility Plan completed in 2018. The funding provides the resources to plan and implement Smart Mobility technology in 5 areas: share-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 manage traffic congestion, improve safety, limit impact to neighborhoods from cut-through traffic and increase the availability of real-time traffic information to user of the transportation systems. Repairs, upgrades & new installations of the citywide fiber optic network are partially funded through R-156. This network supports the communication to every traffic signal in the city, every facility owned by the City of Bellevue, public WiFi, WiFi for low income housing and a consortium of public/private partners.

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. The effort matches the City’s strategy for a “high quality built and natural environment through the program’s support of advanced transportation technologies. 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.

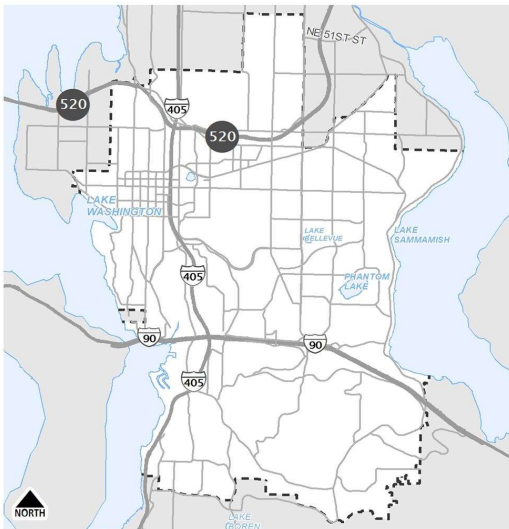
Environmental Impacts

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 be determined on a project specific basis as required.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	8,336,982

Total Budgetary Cost Estimate: 8,336,982

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
B&O Tax - Restricted	246,044
Transportation REET	3,931,337
Federal Grant	25,002
Grant	394,000
MVFT	82,324
Misc revenue	3,249,045

Bond 409,231

Total Programmed Funding: 8,336,982

Future Funding Requirements: -

FY2023-2029

Comments

PW-R-159: East Link Analysis and Development

Category: Transportation & Mobility Status: Approved and Begun
 Department: Transportation Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
17,384,976	17,098,976	286,000	-	-	-	-	-	-

Description and Scope

Utilize in-house and consultant resources to participate with Sound Transit and other potential partners to advance construction and coordinate design changes of the East Link light rail project and deliver on commitments made in the Memorandum of Understanding (MOU). Work tasks will include, but are not limited to, activities that relate directly or indirectly to the East Link project, including City-sponsored projects and programs.

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.

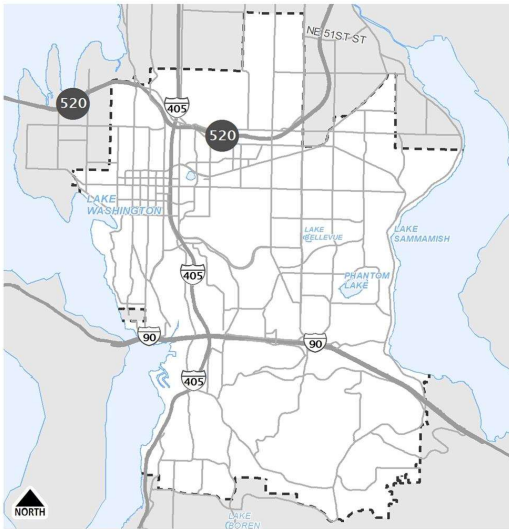
Environmental Impacts

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	Ongoing	17,384,976

Total Budgetary Cost Estimate: 17,384,976

Means of Financing

Funding Source	Amount
B&O Tax - Unrestricted	500,000
B&O Tax - Restricted	779,113
Transportation REET	286,000
MVFT	9,424
Interlocal	981,587
Misc revenue	6,740,489
Bond	8,088,363
Total Programmed Funding:	17,384,976
Future Funding Requirements:	-

FY2023-2029

Comments

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

Category: Transportation & Mobility Status: Approved and Begun
 Department: Transportation Location: BelRed

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
26,523,999	28,195,235	(1,671,236)	-	-	-	-	-	-

Description and Scope

This project completes the final design, right of way acquisition, and construction of 124th Avenue NE from NE Spring Blvd. to Ichigo Way (NE 18th Street). This project will widen and raise 124th Avenue NE roadway from NE Spring Blvd. to Ichigo Way (formerly NE 18th Street) to accommodate the Sound Transit East Link light rail line (LRT) crossing under 124th Avenue NE. The widened roadway cross-section will consist of five lanes, two travel lanes in each direction with turn pockets or a center turn lane, curb, gutter and sidewalks on the eastside for the entire project, and on the west side from NE Spring Boulevard to NE 16th Street. The project will also include planter areas, a bridge structure, retaining walls, illumination, landscaping, irrigation, storm drainage, water quality treatment, and install a new signal at NE 16th Street.

Rationale

This project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new BelRed transit-oriented development nodes, and the larger City and region. In coordination with the extension of NE 4th Street, a widened and realigned 120th Avenue NE corridor, the planned NE 6th Street extension, and the new NE Spring Blvd. multi-modal corridor have been associated and advanced as part of the BelRed Plan. The package of projects was formed to address growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design and implementation with the ST East Link project.

Environmental Impacts

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

Operating Budget Impacts

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	26,523,999

Total Budgetary Cost Estimate: 26,523,999

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
B&O Tax - Restricted	707,507
Transportation REET	3,153,557
Grant	6,236,700
MVFT	50,000
Interlocal	9,976,000
Transportation Impact Fees	4,212,809
Private Contributions	177,000
Misc revenue	(2,196,210)
Bond	4,206,636

Total Programmed Funding: 26,523,999

Future Funding Requirements: -

FY2023-2029

Comments

PW-R-168: 120th Avenue NE (Stage 3) NE 12th to NE 16th Streets

Category: Transportation & Mobility Status: Approved and Begun

Department: Transportation Location: BelRed

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
20,350,002	20,260,000	90,002	-	-	-	-	-	-

Description and Scope

This project widened and raised the profile for 120th Ave NE from NE 12th St to NE 16th St in coordination with the undercrossing of the Sound Transit East Link light rail line in this vicinity. This corridor segment includes all intersection improvements at NE 12th St. The roadway cross-section consists of 5 lanes, including 2 travel lanes in each direction with turn pockets or a center turn lane. The project includes bike lanes, curb, gutter & sidewalk on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment. Between NE 14th and NE 16th St, the project includes a bridge structure to accommodate the undercrossing of the East Link light rail line project in this vicinity. The project was designed and constructed to reflect BelRed urban design criteria and include new and/or relocation of utility infrastructure.

Rationale

The 120th Ave NE project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new 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 improved 124th Ave NE corridor, the planned NE 6th St extension, and the new NE Spring Blvd multi-modal corridor, have been associated and advanced as part of BelRed Plan. The package of projects was formed to address recent growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design and implementation with the ST East Link light rail project.

Environmental Impacts

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

Operating Budget Impacts

Operating costs will increase due to added street lighting/signal (electricity) and the maintenance of the roadway and landscaping. An estimated \$100,000 will be required to fund these costs adjusted for inflation annually.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	20,350,002

Total Budgetary Cost Estimate: 20,350,002

Means of Financing

Funding Source	Amount
Federal Grant	4,349,143
Grant	3,761,282
Interlocal	8,570,000
Transportation Impact Fees	2,150,916
Private Contributions	54,200
Bond	1,422,311
Sale of Fixed Assets	42,150
Total Programmed Funding:	20,350,002
Future Funding Requirements:	-

FY2023-2029

Comments

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

Category: Transportation & Mobility Status: Approved and Begun
 Department: Transportation Location: BelRed

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
21,350,000	19,739,182	1,610,818	-	-	-	-	-	-

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.

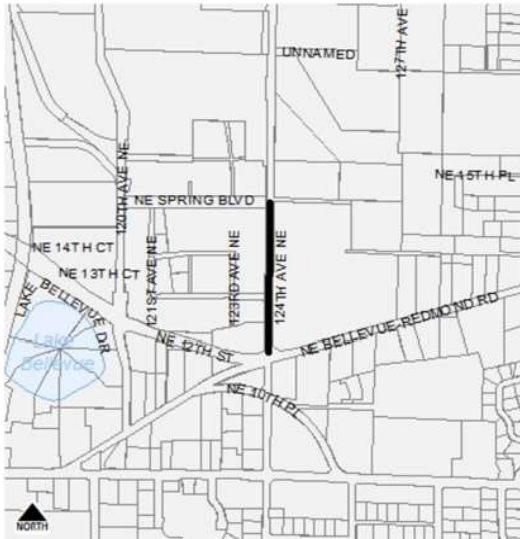
Environmental Impacts

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 \$30,000 will be required to fund these costs adjusted for inflation annually.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	21,350,000

Total Budgetary Cost Estimate: 21,350,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Retail Sales Tax	609,000
B&O Tax - Unrestricted	90,000
B&O Tax - Restricted	273,664
Grant	5,000,000
Transportation Impact Fees	444,131
Private Contributions	44,000
Misc revenue	(1,527,769)
Bond	2,221,554
TIFIA	14,195,420
Total Programmed Funding:	21,350,000
Future Funding Requirements:	-

FY2023-2029

Comments

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

Category: Transportation & Mobility Status: Approved and Begun

Department: Transportation Location: BelRed

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
28,323,048	24,139,052	-	4,183,996	-	-	-	-	-

Description and Scope

This project provides multi-modal improvements along 130th Ave NE between BelRed Rd and NE 20th St. 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, potential traffic signal and intersection modifications at NE 20th St and at BelRed Rd, and accommodation for a 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 Ave NE at the NE Spring Blvd alignment, the planned light rail station and park & ride facility between 130th and 132nd Ave NE, private development in the vicinity, and the development of NE Spring Blvd-130th to 132nd Ave NE (PW-R-174). 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 \$30,000 will be required to fund these costs adjusted for inflation annually.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	28,323,048

Total Budgetary Cost Estimate: 28,323,048

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Beginning Fund Balance	858,388
MVFT	911,808
Investment Interest	131,000
Misc revenue	(1,976,565)
Bond	1,500,000
TIFIA	26,898,417

Total Programmed Funding: 28,323,048

Future Funding Requirements: -

FY2023-2029

Comments

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

Category: Transportation & Mobility Status: Approved and Begun
 Department: Transportation Location: BelRed

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
31,699,998	31,932,137	(232,139)	-	-	-	-	-	-

Description and Scope

This project will complete design and construction of a new multi-modal arterial street connection between NE 12th St/116th Ave NE and 120th Ave NE. The existing NE 12th St/116th Ave NE intersection will be modified and NE 12th St will be widened between 116th Ave NE and a new signalized intersection with NE Spring Blvd west of the Eastside Rail Corridor. The planned roadway cross-section for NE Spring Blvd between NE 12th St and 120th Ave NE will include two travel lanes in each direction with turn pockets, a separated multi-purpose path along the north side and a sidewalk on the south side, two bridges and retaining walls, landscaping and irrigation, urban design elements, illumination, storm drainage improvements & water quality treatment, and other underground utilities.

Rationale

The NE Spring Blvd project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new BelRed TOD 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 a widened and improved 124th Ave 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 & implementation with the Sound Transit East Link light rail project.

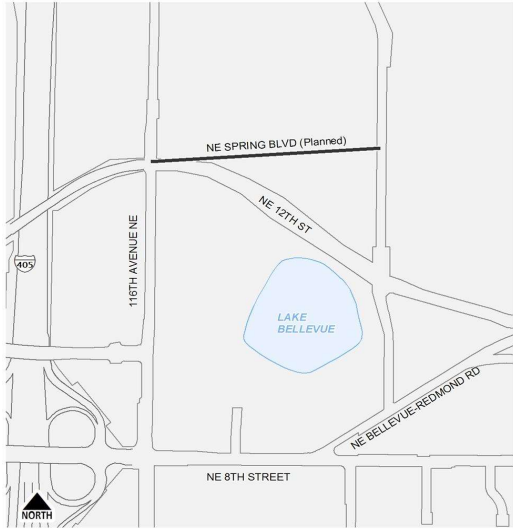
Environmental Impacts

In association with the NE Spring Blvd Zone 2 project (PW-R-173), a corridor specific environmental determination consistent with state and federal requirements has been completed.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	31,699,998

Total Budgetary Cost Estimate: 31,699,998

Means of Financing

Funding Source	Amount
Federal Grant	7,964,731
MVFT	4,854,240
Interlocal	1,088,434
Transportation Impact Fees	8,300,769
Misc revenue	6,118,570
Bond	3,373,254

Total Programmed Funding: 31,699,998

Future Funding Requirements: -

FY2023-2029

Comments

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

Category: Transportation & Mobility Status: Approved and Begun

Department: Transportation Location: BelRed

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
19,070,002	20,708,000	(1,637,998)	-	-	-	-	-	-

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.

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.

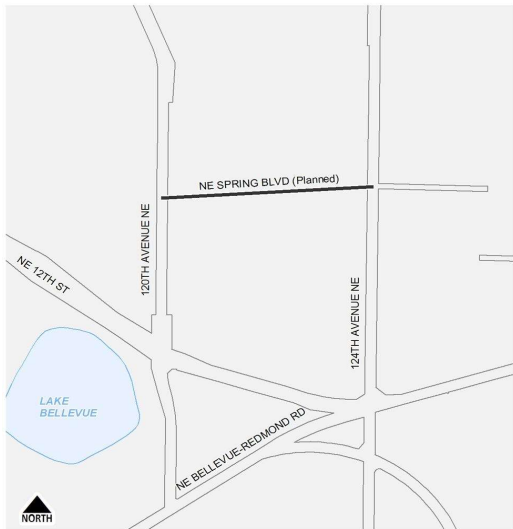
Environmental Impacts

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

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	19,070,002

Total Budgetary Cost Estimate: 19,070,002

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Federal Grant	1,238,119
Grant	5,950,200
MVFT	43,618
Transportation Impact Fees	617,000
Private Contributions	3,341,270
Investment Interest	477,298
Misc revenue	(1,356,268)
Bond	240,000
TIFIA	8,518,765

Total Programmed Funding: 19,070,002

Future Funding Requirements: -

FY2023-2029

Comments

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

Category: Transportation & Mobility Status: Approved and Begun

Department: Transportation Location: BelRed

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
5,681,385	13,644,472	(7,963,087)	-	-	-	-	-	-

Description and Scope

This project will construct transportation system improvements of a new arterial roadway connection between 130th and 132nd Ave NE, to include a new traffic signal at 130th Ave NE, modifies signal at 132nd Ave NE (built by Sound Transit) and integrate vehicular traffic, ped and bike movements with East Link Light Rail. The roadway cross-section will include single westbound and eastbound travel lanes, outside the LRT alignment and the 130th Ave 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 ST, potential future private development, possible transit-oriented development to the immediate north, and the 130th Ave NE – BelRed Rd to NE 20th St (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.

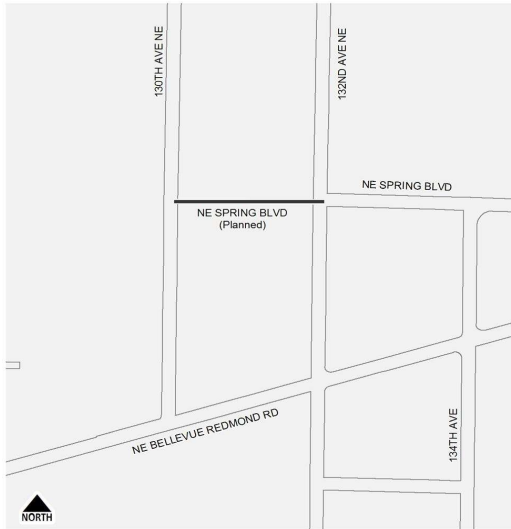
Environmental Impacts

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

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	5,681,385

Total Budgetary Cost Estimate: 5,681,385

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
MVFT	211,962
Transportation Impact Fees	3,077,395
Investment Interest	185,000
Misc revenue	(1,129,881)
Bond	900,000
TIFIA	2,436,910

Total Programmed Funding: 5,681,385
Future Funding Requirements: -

FY2023-2029

Comments

PW-R-182: Downtown Transportation Plan/Exceptional Light Rail Station Access

Category: Transportation & Mobility Status: Approved and Begun

Department: Transportation Location: Downtown

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
13,200,000	7,900,000	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 will 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.

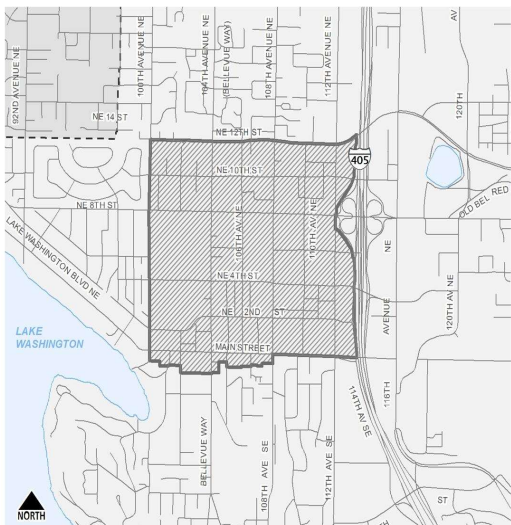
Environmental Impacts

Program resources design and 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

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	13,200,000

Total Budgetary Cost Estimate: 13,200,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
B&O Tax - Restricted	3,104,039
Transportation REET	3,726,961
Grant	500,000
Interlocal	55,000
Private Contributions	140,255
Misc revenue	4,538,655
Bond	1,135,090
Total Programmed Funding:	13,200,000
Future Funding Requirements:	-

FY2023-2029

Comments

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

Category: Transportation & Mobility Status: Approved and Begun
 Department: Transportation Location: West Bellevue

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
6,400,000	1,400,000	-	-	-	2,500,000	2,500,000	-	-

Description and Scope

This project funds the design and right of way acquisition of 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

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	6,400,000

Total Budgetary Cost Estimate: 6,400,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
B&O Tax - Restricted	202,813
Transportation REET	21,174
MVFT	26,013
Transportation Impact Fees	3,420,000
Misc revenue	2,500,000
Bond	230,000

Total Programmed Funding: 6,400,000

Future Funding Requirements: -

FY2023-2029

Comments

PW-R-185: Newport Way Improvements - Somerset Boulevard to 150th Avenue

Category: Transportation & Mobility Status: Approved and Begun
 Department: Transportation Location: Eastgate & Factoria

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
9,884,750	9,722,929	161,821	-	-	-	-	-	-

Description and Scope

This project consists of roadway improvements, including the reconstruction of the roadway pavement, the installation of a 10-foot multiuse pathway (north side), 10.5-foot wide travel lanes, a raised pedestrian crossing, a 6-foot wide sidewalk from 150th Ave to the South Bellevue Community Center, and a 5-foot bike lane on the south side the roadway. The project also includes installing new illumination, landscaping, irrigation, storm drainage, and water quality treatment. This design configuration was based on input from the community.

Rationale

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

Environmental Impacts

A project-specific environmental determination was made in conjunction with the final design for this project.

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	Ongoing	9,884,750

Total Budgetary Cost Estimate: 9,884,750

Means of Financing

Funding Source	Amount
Transportation REET	161,821
Misc revenue	9,722,929
Total Programmed Funding:	9,884,750
Future Funding Requirements:	-

FY2023-2029

Comments

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

Category: Transportation & Mobility Status: Approved and Begun

Department: Transportation Location: BelRed

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
19,455,600	4,455,600	-	-	5,000,000	10,000,000	-	-	-

Description and Scope

This project funds the engineering design and coordination work of an interagency partnership between the City of Bellevue, King County and Sound Transit to develop plans, specifications, and cost estimates, and update environmental documentation. To be grant competitive this project also provides partial funding for construction and right-of-way acquisitions, including fee take, sidewalk, utility, and wall easements, wall maintenance easement, and temporary construction easement required to construct the project. This project will widen 120th Avenue NE, between NE 16th Street and Northup Way, with separated/buffered directional bike lanes and sidewalks on both sides of 120th Avenue NE. The project will also remove culvert pipe crossing of West Tributary underneath 120th Avenue NE, and replace it with a new fish and wildlife passable structure. This project may be implemented in phases.

Rationale

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

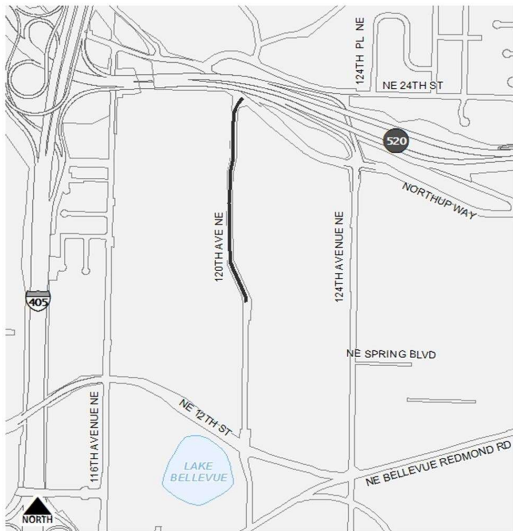
Environmental Impacts

Consistent with federal and state environmental requirements, this project obtained NEPA and SEPA environmental approval for the 120th Avenue NE corridor in 2012, but will updated NEPA and SEPA documents for reapproval. The project will obtain the required City, state and federal permits prior to construction.

Operating Budget Impacts

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	19,455,600

Total Budgetary Cost Estimate: 19,455,600

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
B&O Tax - Restricted	4,971,614
Federal Grant	1,455,600
MVFT	4,590,494
Transportation Impact Fees	2,000,000
Misc revenue	5,937,892
Bond	500,000

Total Programmed Funding: 19,455,600

Future Funding Requirements: -

FY2023-2029

Comments

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

Category: Transportation & Mobility Status: Approved and Begun

Department: Transportation Location: BelRed

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
979,847	919,000	60,847	-	-	-	-	-	-

Description and Scope

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

Rationale

The 124th Avenue NE corridor improvements are one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new BelRed transit-oriented-development nodes, and the larger City and region. This project will complete the non-motorized connection between the Wilburton neighborhood and Bel-Red area.

Environmental Impacts

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

Operating Budget Impacts

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	979,847

Total Budgetary Cost Estimate: 979,847

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
B&O Tax - Restricted	322,889
Transportation REET	60,847
MVFT	242,111
Misc revenue	(465,000)
Bond	819,000
Total Programmed Funding:	979,847

Future Funding Requirements: -

FY2023-2029

Comments

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

Category: Transportation & Mobility Status: Approved and Begun

Department: Transportation Location: BelRed

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
48,518,616	31,306,082	2,921,099	14,291,435	-	-	-	-	-

Description and Scope

This project advances the design, property acquisition, and construction of 124th Avenue NE from Ichigo Way (NE 18th St) to Northup Way. It will widen and raise the profile for this segment of the corridor with the roadway cross-section consisting of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane, install curb, gutter, and sidewalk on both sides, maintaining existing signal at Metro driveway, and illumination, ITS, signing, landscaping, irrigation, storm drainage, and water quality treatment, retaining walls, culvert replacement at Ichigo Way, wetland buffer and critical area mitigation, landscaping, underground utilities, urban design treatments, and provisions for gateways. This project also provides funding to complete design, property acquisition, and construction of a multipurpose pathway on the west side between NE 16th Street and Ichigo Way and replaces existing City of Seattle transmission towers with mono-tube towers.

Rationale

The 124th Avenue 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 Street, a widened and realigned 120th Avenue NE corridor, the planned NE 6th Street extension, and the new NE 15th/16th Street multi-modal corridor, have been associated and advanced as part of the Mobility and Infrastructure Initiative (M&I) of 2009. The package of projects was formed to address recent growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design, implementation, and appropriate cost-sharing with the Sound Transit East Link light rail project. Ultimately, the scope of improvements will increase roadway capacity by adding north/south travel lanes to address the projected 2,100 vehicle p.m. peak trips, further reducing delay and congestion to the south and east. The improvements reflect the approximate 3,000,000 to 4,000,000 square feet of new office development and 1,000 multi-family dwelling units within a 36-acre area identified as the "Spring District" and improve access to/from SR 520.

Environmental Impacts

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

Operating Budget Impacts

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	48,518,616

Total Budgetary Cost Estimate: 48,518,616

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
B&O Tax - Restricted	405,024
Transportation Impact Fees	452,232
Misc revenue	(609,128)
Bond	720,000
TIFIA	47,550,488
Total Programmed Funding:	48,518,616

Future Funding Requirements: -

FY2023-2029

Comments

PW-R-193: BelRed Corridor Local Street Network

Category: Transportation & Mobility

Status: Approved and Begun

Department: Transportation

Location: BelRed

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
11,878,000	432,000	446,000	2,000,000	2,000,000	2,000,000	2,000,000	1,500,000	1,500,000

Description and Scope

This project will fund the planning and preliminary engineering necessary so street right-of-way needs can be documented for each BelRed Corridor parcel or group of parcels at the time of development. Funding is also included for the City to proactively pursue and acquire property for local streets at challenging locations to better ensure a complete street grid is ultimately completed. Challenges include property lines that do not align with the proposed street grid, topography concerns, smaller properties where street dedications affect development potential, and portions of the street grid that would be initially “land locked” until some future date that adjacent properties are developed. This project may also be used to deposit funds obtained from developers that are required to construct portions of the local street grid, but where that construction is not feasible at the time of development due the challenges outlined above.

Rationale

The BelRed Plan requires the progressive development of a network of new local streets to unlock development potential and to create walkable, attractive neighborhoods. During the BelRed Planning process, the Planning Commission reviewed a potential new street grid. This resulted in a planned street network adopted into the BelRed Subarea Plan and zoning code that requires new development to contribute toward the build-out of the local street network. However, while the plan for new local streets considered several factors, it was conducted at the subarea-wide level and was unable to review very detailed attributes, such as the location of utilities, existing curb cuts, and property access easements. In some locations, a prescriptive design will be required due to overall street requirements. In other cases, a design template will provide guidance that may be adapted on a case-by-case basis depending on the nature of the development.

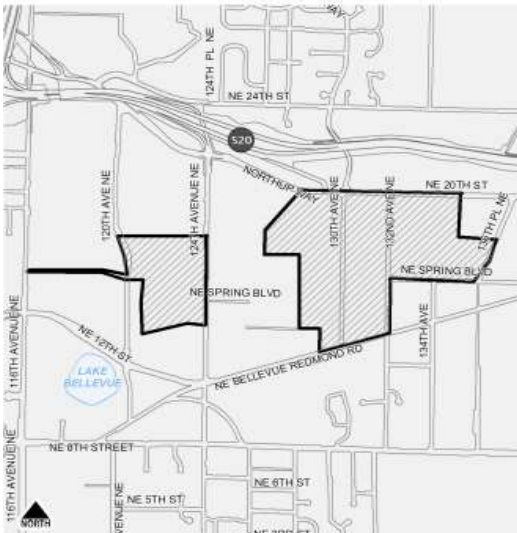
Environmental Impacts

Project specific environmental studies may be required and will be addressed as needed.

Operating Budget Impacts

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	11,878,000

Total Budgetary Cost Estimate: 11,878,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
B&O Tax - Restricted	7,000,000
Private Contributions	446,000
Misc revenue	4,432,000
Total Programmed Funding:	11,878,000
Future Funding Requirements:	-

FY2023-2029

Comments

PW-R-194: West Lake Sammamish Parkway Phase 3

Category: Transportation & Mobility

Status: Approved and Begun

Department: Transportation

Location: West Lake Sammamish

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
12,500,000	-	-	-	-	1,500,000	1,000,000	10,000,000	-

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 location between SE 34th Street and NE 2nd Street. The ultimate corridor improvement project is intended to provide a consistent 4-foot shoulder on the east side, a 10.5-foot northbound vehicle travel lane, a 10-foot wide southbound vehicle travel lane, a primarily 10-foot wide multi-purpose trail, and a 2-foot or 5-foot wide landscape buffer where space where feasible.

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

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	1/1/2026-	12,500,000

Total Budgetary Cost Estimate: 12,500,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
MVFT	1,000,000
Transfers from Other City Funds	1,300,000
Misc revenue	11,500,000
Total Programmed Funding:	12,500,000
Future Funding Requirements:	-

FY2023-2029

Comments

PW-R-198: Neighborhood Congestion Management (Levy)

Category: Transportation & Mobility Status: Ongoing
 Department: Transportation Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
26,000,000	12,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000

Description and Scope

Utilizing the 2016 Neighborhood Safety, Connectivity, and Congestion levy funds, this project specifically addresses Council funding guidance for \$2 million annually to help address congestion issues. This program targets small to medium-sized projects that can improve capacity and reduce congestion on streets leading to or from residential neighborhoods to help ease traffic congestion and improve mobility for residents of Bellevue. This budget can be used for traffic studies and outreach to evaluate potential locations for improvement; preliminary and final design for the improvement; and, construction for any project that helps benefit neighborhood congestion. Optimal use of funds is to leverage as a match to a grant that could fully fund design and construction since the allocated dollars are not enough to build many of the possible projects. Through the first six years (2017-2022) of the Levy, 12 projects are expected to be completed or under construction.

Rationale

In November 2016, the residents of Bellevue approved (by 54% of voters) Proposition 2 which assessed a \$0.15 per \$1,000 levy to fund Neighborhood Safety, Connectivity, and Congestion Management projects for 20 years, from 2017-2036. This project addresses Council’s desire to provide approximately \$2 million per year for design analysis work on intersection and roadway projects that would improve neighborhood access/egress. At Council direction, funds may be used to leverage other funding sources, or as a contribution to levy-backed construction.

The Neighborhood Safety and Connectivity (Levy)—also funded by Proposition 2—allots funding to deliver a backlog of neighborhood safety, connectivity, sidewalk, bicycle, technology, and maintenance needs. This work is funded by another proposal (130.125A).

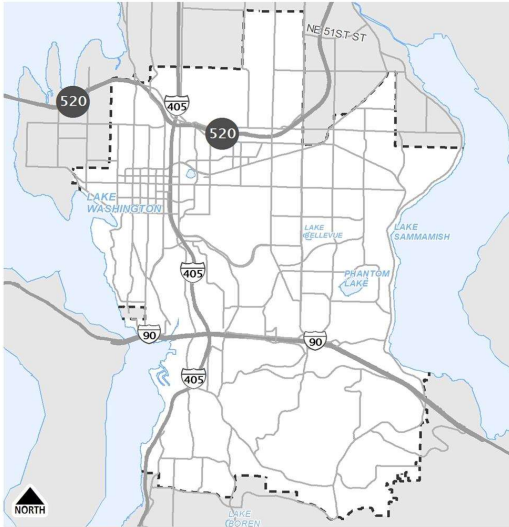
Environmental Impacts

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

Operating Budget Impacts

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	26,000,000

Total Budgetary Cost Estimate: 26,000,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Neighborhood Congestion, Safety and Connectivity Levy	26,000,000
Total Programmed Funding:	26,000,000
Future Funding Requirements:	-

FY2023-2029

Comments

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

Category: Transportation & Mobility Status: Ongoing
 Department: Transportation Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
86,677,334	34,566,360	6,861,006	7,109,502	7,273,360	7,442,988	7,619,636	7,804,705	7,999,777

Description and Scope

The Transportation Department has a backlog of neighborhood safety, connectivity, sidewalk, bicycle, technology, and maintenance needs. The Neighborhood Safety and Connectivity Levy funding—approved by voters in 2016—helps the city to deliver more safety projects while being more responsive to community transportation improvement. Projects funded by the Levy include pedestrian crossing projects, sidewalk, traffic calming projects, school traffic improvement projects, new and upgraded bicycle facilities, sidewalk and other maintenance needs, and traffic technology projects. Projects are located in every neighborhood in the city. Through the first five years (2017-2021) of the Levy, 60 projects have been 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 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).

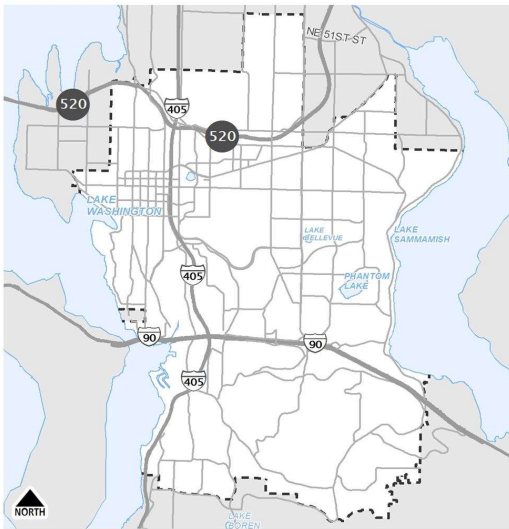
Environmental Impacts

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 determined on a project specific basis as required.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	86,677,334
Total Budgetary Cost Estimate:		86,677,334
Means of Financing		
Funding Source		Amount
Neighborhood Congestion, Safety and Connectivity Levy		86,677,334
Total Programmed Funding:		86,677,334
Future Funding Requirements:		-

FY2023-2029

Comments

PW-R-200: Neighborhood Congestion Management Project Implementation

Category: Transportation & Mobility Status: Ongoing
 Department: Transportation Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
9,725,000	1,500,000	1,725,000	225,000	2,275,000	1,000,000	1,000,000	1,000,000	1,000,000

Description and Scope

In November 2016, the residents of Bellevue approved Proposition 2 which assessed a \$0.15 per \$1000 levy to fund Neighborhood Safety, Connectivity and Congestion Management projects. Council identified \$2 million of the levy funds collected be used to begin the planning and design process for projects that help to alleviate congestion affecting neighborhoods. Projects that improve capacity can be expensive to construct thus additional funding is needed to take projects to completion. This capital program will provide the additional budget needed to finish design and complete 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.

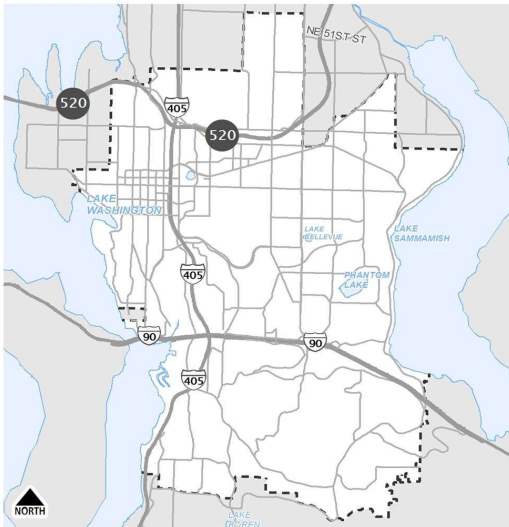
Environmental Impacts

Project-specific environmental studies may be required and will be addressed on a per-project 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	9,725,000

Total Budgetary Cost Estimate: 9,725,000

Means of Financing

Funding Source	Amount
B&O Tax - Restricted	2,054,285
Transportation REET	1,130,715
Transportation Impact Fees	4,901,430
Transfers from Other City Funds	540,000
Misc revenue	1,098,570
Total Programmed Funding:	9,725,000

Future Funding Requirements: -

FY2023-2029

Comments

PW-R-201: Bellevue College Connection

Category: Transportation & Mobility

Status: Approved and Begun

Department: Transportation

Location: Eastgate & Factoria

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
728,407	451,000	277,407	-	-	-	-	-	-

Description and Scope

This project is a partnership between King County Metro (Metro), Bellevue College (BC) and the City. The proposal will reconstruct a campus roadway (Snoqualmie River Road) and convert the roadway into a public city street to accommodate frequent transit bus service with sidewalks a multiuse trail and modify the 142nd Place SE/SE 32nd Street intersection. A Bellevue College Transit Center is envisioned to be developed along the corridor. This current funding request will advance design in partnership with Metro and BC and help the City compete for grant funding.

Rationale

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

Environmental Impacts

An environmental determination will be made in conjunction with preliminary engineering for the project. It is expected that this project will receive a SEPA-DNS (Determination of Non-Significance) and a NEPA-CE (Categorical Exclusion).

Operating Budget Impacts

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

Project Map



Vicinity Map. Not to scale.

Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	728,407
Total Budgetary Cost Estimate:		728,407

Means of Financing

Funding Source	Amount
Transportation REET	277,407
Interlocal	296,000
Misc revenue	155,000
Total Programmed Funding:	728,407
Future Funding Requirements:	-

FY2023-2029

Comments

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

Category: Transportation & Mobility Status: Approved and Begun
 Department: Transportation Location: Eastgate & Factoria

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
1,900,000	2,440,000	(540,000)	-	-	-	-	-	-

Description and Scope

In November 2016, the residents of Bellevue approved Proposition 2 which assessed a \$0.15 per \$1,000 levy to fund Neighborhood Safety, Connectivity and Congestion Management projects. Council identified \$2 million of the levy funds collected be used to begin the design process for projects that help to alleviate congestion affecting neighborhoods. This project funds the completion of design and the construction of a corridor-benefiting congestion management project on 150th Avenue SE at the intersection with SE Newport Way. Traffic modeling analysis has shown that the addition of a right turn lane and associated intersection modifications provide significant benefit by reducing traffic delay at this intersection.

Rationale

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

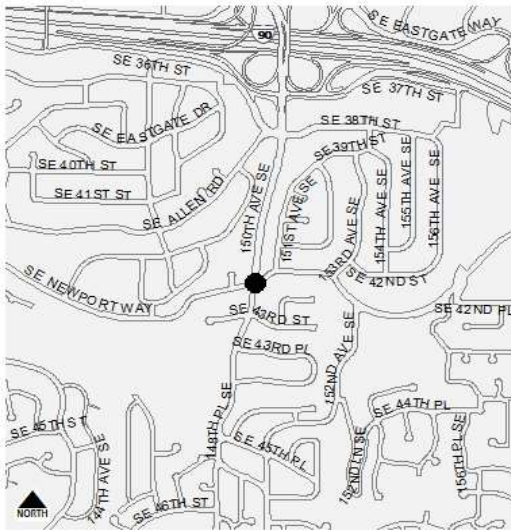
Environmental Impacts

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

Operating Budget Impacts

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	1,900,000
Total Budgetary Cost Estimate:		1,900,000
Means of Financing		
Funding Source		Amount
Transfers from Other City Funds		1,900,000
Total Programmed Funding:		1,900,000
Future Funding Requirements:		-

FY2023-2029

Comments

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

Category: Transportation & Mobility Status: Ongoing
 Department: Transportation Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
3,478,572	864,286	642,858	642,857	242,857	242,857	242,857	300,000	300,000

Description and Scope

In Bellevue 56% of fatal and serious injury traffic collisions occur on 7% of the City’s total street network. This budget proposal funds the first phase of Vision Zero rapid build road safety projects along these High Injury Network (HIN) corridors. Based on a comprehensive review of citywide crash data, five major streets have been initially identified among the HIN corridors 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 implement safety countermeasures such as radar feedback signs, pedestrian crossings, left turn pockets, restricted turn movements, medians, and other elements that produce improved safety outcomes. Staff will conduct before/after assessments of these projects to inform future safety investments and support Vision Zero performance monitoring.

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.

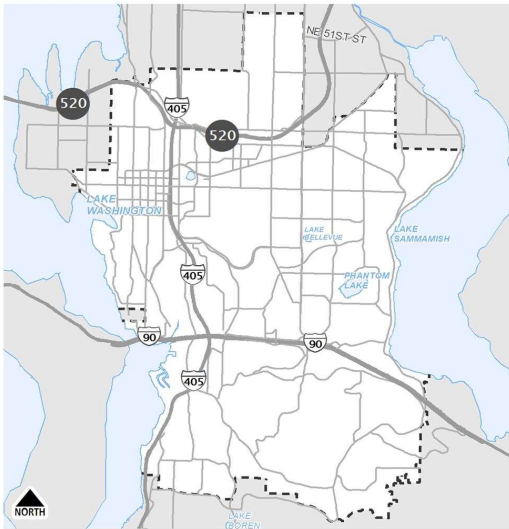
Environmental Impacts

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	3,478,572

Total Budgetary Cost Estimate: 3,478,572

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
B&O Tax - Restricted	709,413
Transportation REET	1,000,000
Grant	150,000
Misc revenue	1,619,159
Total Programmed Funding:	3,478,572
Future Funding Requirements:	-

FY2023-2029

Comments

PW-R-206: Transportation Grant Match Program

Category: Transportation & Mobility

Status: New

Department: Transportation

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
14,210,000	-	130,000	130,000	4,040,000	3,910,000	2,000,000	2,000,000	2,000,000

Description and Scope

Allocation of local dollars to this program has the intended outcome of leveraging the award or commitment of grants and other non-local funding from ratios of 1:1 to over 4:1. Virtually all grant programs require the commitment of a minimum local match, often 13.5 to 20 percent of the total project phase cost. Many grant programs prioritize projects when the applicant offers a local match above the minimum required. A flexible but committed allocation of resources will allow the city to be strategic and nimble in evaluating the competitiveness of our 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, Sound Transit and WSDOT. Formal commitment of these dollars could be made contingent upon City Council or City Manager's Office approval.

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 outyear priorities are identified but when sufficient local resources are not available to advance project implementation. Some current grant programs (2022) are already seeking applications for funding award in the years 2025 and 2026. During the coming biennium, grant programs will be seeking candidate projects for funding in 2027 and beyond, but in most cases applicants without a secured or committed match source are deemed ineligible.

Rationale for Scope Update:

The Federal Bipartisan Infrastructure Law, passed in 2021, will increase the federal funding available in existing, long running grant programs but will also fund numerous new grant programs. These opportunities will require additional secured match funds and additional staff resources to pursue and administer.

Also, 2022 is the first year where grant program "calls" have included funding awards available for the years when the Grant Match Program funds are programmed – 2025-2027. The Transportation Department Performance Indicator/Target for the grants program is based on the 10-year rolling average of biennial grant awards. This metric/target has been steadily climbing due the lucrative success of the program. As evidence, the rolling biennial grant award target for the 2018-19 biennium was \$12.7 million; it increased to \$14.0 million in the 2020-2021 biennium, and it just increased again to \$16.0 million* for the 2022-2023 biennium. *This \$16 million target for 2022-2023 is based on the fact that the Transportation Grants Program has been awarded an average of \$16 million per two-year period in the previous 10 years, 2012-2021.

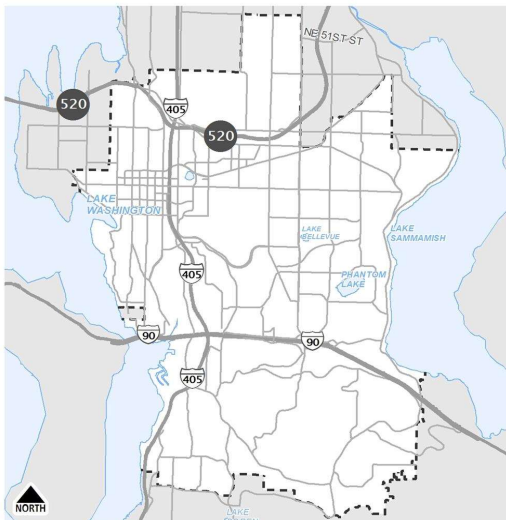
Environmental Impacts

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	1/1/2025-	14,210,000

Total Budgetary Cost Estimate: 14,210,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Misc revenue	14,210,000

Total Programmed Funding: 14,210,000

Future Funding Requirements: -

FY2023-2029

Comments

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

Category: Transportation & Mobility

Status: Approved and Begun

Department: Transportation

Location: West Bellevue

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 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. The proximity of this intersection to I-405 creates a heavy traffic demand. 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.

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

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	1/1/2023-	3,410,000

Total Budgetary Cost Estimate: 3,410,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
B&O Tax - Restricted	1,040,000
Transportation REET	370,000
Transfers from Other City Funds	2,000,000

Total Programmed Funding: 3,410,000

Future Funding Requirements: -

FY2023-2029

Comments

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

Category: Transportation & Mobility Status: Approved and Begun
 Department: Transportation Location: Downtown

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
500,000	1,000,000	(500,000)	-	-	-	-	-	-

Description and Scope

This 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 tht 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 will increase due to the maintenance of the frontage improvements. An estimated \$10,000 will be required to fund these costs adjusted for inflation annually.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	500,000

Total Budgetary Cost Estimate: 500,000

Means of Financing

Funding Source	Amount
B&O Tax - Restricted	483,921
Misc revenue	16,079

Total Programmed Funding: 500,000

Future Funding Requirements: -

FY2023-2029

Comments

PW-R-210: NE Spring Boulevard (Zone 3) - 124th Ave NE to 130th Ave NE

Category: Transportation & Mobility

Status: New

Department: Transportation

Location: BelRed

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
600,000	-	300,000	300,000	-	-	-	-	-

Description and Scope

This project will perform conceptual design work, evaluate design alternatives and develop funding and implementation strategies for NE Spring Boulevard between 124th Avenue NE and 130th Avenue NE. This proposed segment of NE Spring Boulevard is a high priority east-west multi-modal connection that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between the new Bel-Red transit-oriented-development nodes and the larger city and region. This future connection will support the area's redevelopment, attracting private investment in commercial and residential uses to create entirely new neighborhoods.

Rationale

The NE Spring Boulevard Zone 3 project is one of a number of high priority transportation investments that will make an important east-west connection to improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between the new Bel-Red transit-oriented-development nodes and the larger city and region. This project will support the area's redevelopment, attracting private investment in commercial and residential uses to create entirely new neighborhoods.

Environmental Impacts

Environmental studies will be funded by this work A project specific environmental determination will be made in conjunction with the final design for this project.

Operating Budget Impacts

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	600,000

Total Budgetary Cost Estimate: 600,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
MVFT	600,000

Total Programmed Funding: 600,000

Future Funding Requirements: -

FY2023-2029

Comments

PW-R-211: NE 6th Street Extension

Category: Transportation & Mobility

Status: New

Department: Transportation

Location: Downtown

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
250,000	-	-	-	-	250,000	-	-	-

Description and Scope

This project will develop concepts and evaluate alternatives for the extension of NE 6th Street from its current terminus in the I-405 direct access median to 116th Avenue NE or 120th Avenue NE. Extension of NE 6th Street between the I-405 median and a T-intersection at 116th Ave NE will be accomplished by the Washington State Department of Transportation (WSDOT). This project will allow the City to coordinate with WSDOT on the planning, design, environmental and potential implementation of the direct access median improvements.

Rationale

A previous study performed in 2012 looked at the flyover concept with Sound Transit for East Link planning. This project may also consider at-grade solutions connecting 116th Avenue NE to 120th Avenue NE.

The NE 6th Street Extension project is part of the City's Mobility and Infrastructure Initiatives (M&I) package of projects that also included the extension of NE 4th Street from 116th Avenue NE to 120th Avenue NE, and improvements to NE 120th Street. By providing increased connectivity between downtown Bellevue and points east of I-405 for transit, HOV, and nonmotorized modes of travel, the NE 6th Extension project would support the Wilburton commercial area as a regional growth center, and the Bel-Red transit-oriented development node.

It is a City Council priority that WSDOT funding for I-405 be advanced to support anticipated development. This project improves access to the Wilburton Subarea and the medical district as well as Downtown Bellevue. Project funding to coordinate with, or advance early implementation, is required.

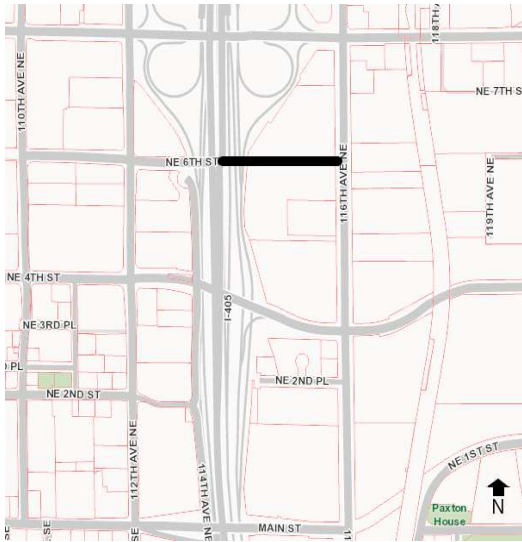
Environmental Impacts

Environmental impacts will be determined during the project's design phase and by WSDOT.

Operating Budget Impacts

Operating 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	Ongoing	250,000
Total Budgetary Cost Estimate:		250,000
Means of Financing		
Funding Source		Amount
Misc revenue		250,000
Total Programmed Funding:		250,000
Future Funding Requirements:		-

FY2023-2029

Comments

PW-R-212: 150th Avenue SE/SE 37th Street/I-90 EB off-ramp

Category: Transportation & Mobility

Status: New

Department: Transportation

Location: Eastgate & Factoria

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
11,490,000	-	100,000	7,690,000	3,700,000	-	-	-	-

Description and Scope

The project funds the complete design, property acquisition and construction of a new southbound vehicle travel lane from Landerholm Circle to SE 38th Street. Intersection improvements are planned at SE 38th, SE 37th and Eastgate Way, and roadway improvements along SE 37th at the I-90 eastbound on-ramp. Project work includes roadway design plans, storm drainage, geotechnical engineering, survey, permit applications, environmental impact report, traffic analysis, utility relocation plans, property acquisition plans and project cost estimates.

Rationale

The recommended projects would reduce the growth of vehicle congestion and would provide for the planned facilities for people walking, riding a bicycle or taking transit. Providing for these mobility options would help ensure that the transportation system is equitable and accessible. The intersection of 150th Avenue SE and SE 37th Street is a busy eastbound I-90 ramp terminal intersection; the west leg is the off-ramp from eastbound I-90; and the on-ramp to eastbound I-90 is less than 400 feet from the east leg of the intersection. The proposed improvements will relieve traffic congestion and improve safety by adding and expanding turn lanes to the east, west, and north legs of the intersection.

Environmental Impacts

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

Operating Budget Impacts

Operating 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	Ongoing	11,490,000

Total Budgetary Cost Estimate: 11,490,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
B&O Tax - Restricted	289,554
Transportation REET	414,303
Grant	3,990,000
Transportation Impact Fees	5,950,000
Misc revenue	846,143

Total Programmed Funding: 11,490,000

Future Funding Requirements: -

FY2023-2029

Comments

PW-R-213: West Lake Sammamish Parkway Phase 4

Category: Transportation & Mobility

Status: New

Department: Transportation

Location: West Lake Sammamish

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
1,000,000	-	-	-	-	-	-	1,000,000	-

Description and Scope

This project funds completion of the final design for the fourth (4 of 5) phase of the West Lake Sammamish Parkway project likely between Southeast 34th Street and NE 2nd Street (approximately 2.3 miles). The improvements will include a 10-foot wide multi-use path along the west side of the street and a 4-foot paved asphalt shoulder along the east side, as well as a potential new traffic signal at the SE 34th St. intersection. This project is a result of an extensive multiyear public outreach process involving hundreds of residents and several user groups.

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

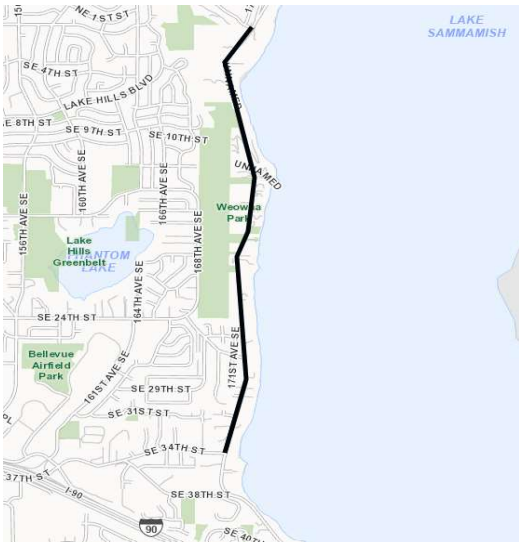
Environmental Impacts

An environmental analysis will be made in conjunction with preliminary engineering for this project. Impacts include work in sensitive areas (steep slopes/wetlands) and significant removal of trees.

Operating Budget Impacts

Operating 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	Ongoing	1,000,000

Total Budgetary Cost Estimate: 1,000,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
B&O Tax - Restricted	305,489
Misc revenue	694,511

Total Programmed Funding: 1,000,000

Future Funding Requirements: -

FY2023-2029

Comments

PW-R-214: 148th Avenue NE and NE 24th Street

Category: Transportation & Mobility

Status: New

Department: Transportation

Location: BelRed

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
250,000	-	-	-	250,000	-	-	-	-

Description and Scope

In coordination and financial partnership with the City of Redmond (who will act as project lead) and a private developer, this project initiates implementation of a priority element of the 148th Avenue NE Master Plan. This project will ultimately design and construct a third northbound lane on 148th Avenue NE between NE 22nd Street and the eastbound on ramp to State Route 520. This initial investment will support project predesign and a 50 percent share of the minimum matching fund requirement for a grant proposal that would fully fund the project design phase. A Redmond private developer is conditioned to implement 148th Avenue frontage improvements including third northbound lane improvements between NE 22nd and NE 24th Streets. The joint cities project will continue the improvements, including signal modifications, north through the 148th Avenue NE/NE 24th Street Intersection to the eastbound on ramp to State Route 520.

Rationale

Redmond is going after grant funding that would fund up to 86.5 percent of the design phase cost, so Bellevue should consider partnering with them.

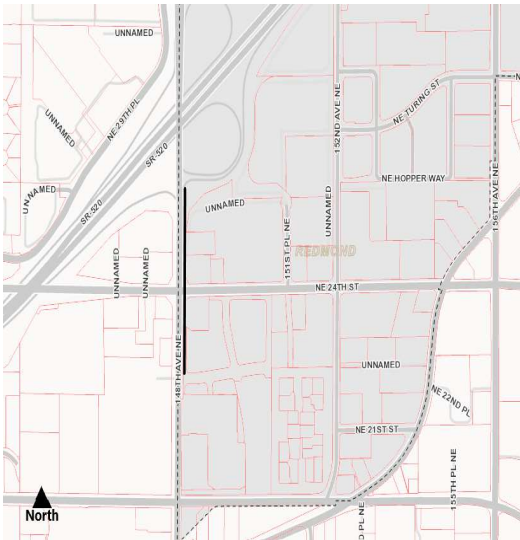
Environmental Impacts

A project-specific environmental evaluation will be conducted during project design.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	250,000
Total Budgetary Cost Estimate:		250,000
Means of Financing		
Funding Source		Amount
Misc revenue		250,000
Total Programmed Funding:		250,000
Future Funding Requirements:		-

FY2023-2029

Comments

PW-R-215: Regional Capital Analysis Development and Coordination

Category: Transportation & Mobility

Status: New

Department: Transportation

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
1,350,000	-	450,000	300,000	200,000	200,000	200,000	-	-

Description and Scope

This project funds staff and consultant resources to participate with King County Metro, Sound Transit, and other potential partners to advance implementation of projects that protect Bellevue's transit interests. An investment focused on advancing Bellevue's priorities for an equitable bus system that better meets local needs will ensure that the city's transit interests are effectively represented before regional committees, transit authorities, and other agencies. This budget proposal will ensure that Bellevue has resources available to collaborate with its transit agency partners to advance shared capital and speed and reliability priorities. Work tasks will include, but are not limited to, implementing transit investments in the Council adopted Bellevue Transit Master Plan; thereby enabling more people, to reach more destinations, in less time.

Rationale

The Bellevue City Council 2021-2023 Vision & Priorities states: "Bellevue is well connected to the rest of the region and its activities via roads and transit... Public transportation is ample, with seamless, reliable connections and a wide variety of services." By enhancing opportunities for people to travel on buses and connect with light rail this proposal advances the following city goals:

- Improved mobility – This proposal recognizes that transit solutions will become an increasingly important part of the transportation system, especially during peak hours of travel, to support level-of service standards in the Comprehensive Plan.
- Equitable access – This proposal ensures that Bellevue's transportation system is equitable, fair, and benefits all of its citizens. A substantial number of transit riders – many of whom are of low income, elderly, or have a disability - use transit because they depend on it as their only source of transportation.
- Environmental stewardship – This proposal minimizes the environmental impacts of transportation by providing all residents with access to a variety of mobility options.
- Economic growth – This proposal supports the provision of frequent and reliable transit service which is frequently cited as a reason for companies to locate their businesses in Bellevue's activity centers.

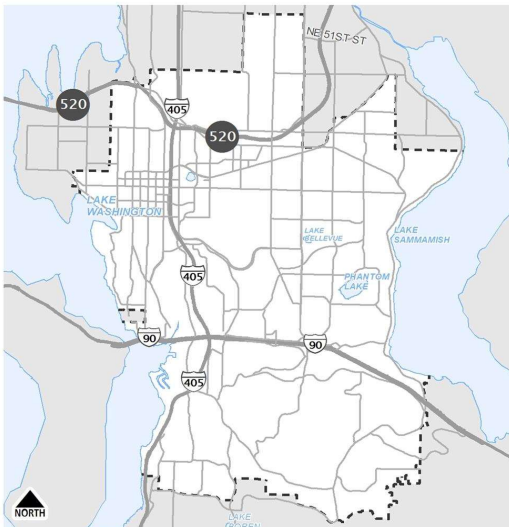
Environmental Impacts

N/A

Operating Budget Impacts

Operating 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	Ongoing	1,350,000

Total Budgetary Cost Estimate: 1,350,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Misc revenue	1,350,000

Total Programmed Funding: 1,350,000

Future Funding Requirements: -

FY2023-2029

Comments

PW-R-216: I-405 Non-Motorized Crossing

Category: Transportation & Mobility

Status: New

Department: Transportation

Location: Downtown

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
3,615,000	-	1,174,333	1,213,333	1,227,333	-	-	-	-

Description and Scope

This project funds the City of Bellevue’s participation in the design development of a new non-motorized crossing (multi-purpose path) of I-405 in the vicinity of NE 6th Street to be implemented through a public-private partnership. Funding will create a new project manager position within the Transportation Department who will be Bellevue’s point of contact and a collaborative member of the team responsible for the design of the new crossing. Bellevue’s project manager will be a project advocate helping to advance the project’s design phase and facilitating coordination between the design team, WSDOT, Bellevue staff, and other stakeholders. This proposal also funds staff time from various departments for project review and coordination, permitting, property acquisition, outreach and communications, and also funds independent review and design services confirming that the proposed design is compatible with the Grant Connection Framework and other city plans and standards.

Rationale

This project speaks directly to the Council Priority to advance the Grand Connection as the city’s signature gathering place.

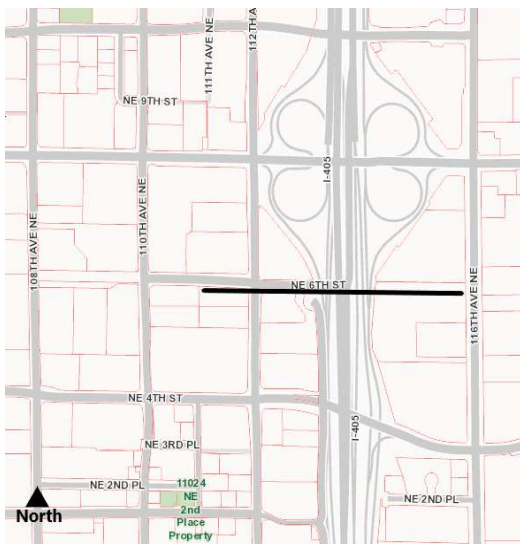
Environmental Impacts

To be determined as part of the project’s design phase.

Operating Budget Impacts

Operating 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	Ongoing	3,615,000

Total Budgetary Cost Estimate: 3,615,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transportation REET	2,387,667
Misc revenue	1,227,333

Total Programmed Funding: 3,615,000

Future Funding Requirements: -

FY2023-2029

Comments

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

Category: Transportation & Mobility

Status: Ongoing

Department: Transportation

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
17,673,731	11,803,286	987,901	764,138	783,986	803,833	823,681	843,529	863,377

Description and Scope

This proposal enhances funding for the Pedestrian and Bicycle Access and Connections to Transit Stations Program (CIP PW-W/B-56) consistent with the Mobility Implementation Plan intent to provide and improve safe, continuous and connected facilities for people walking and bicycling throughout the city and to serve specific types of destinations, including transit stations. Projects funded through this program enhance mobility for everyone and simultaneously promote community health, foster environmental sustainability and support transit ridership. The program provides access and enhances safety and 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, and 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 Mobility Implementation Plan Performance Targets – provide access to and enhance connections for people walking and bicycling to schools, shopping, housing, jobs, transit, parks and other destinations.

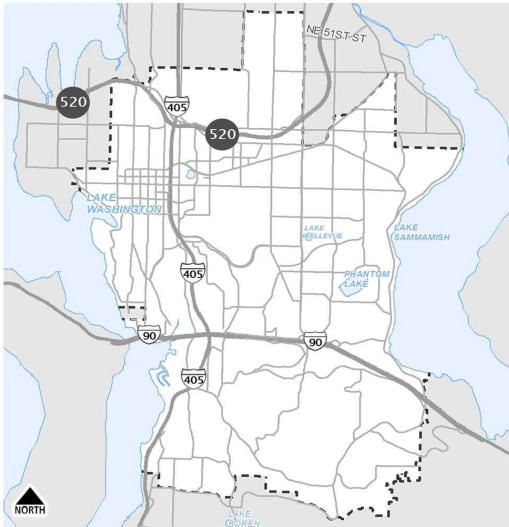
Environmental Impacts

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 per capita vehicle miles traveled and other 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	17,673,731

Total Budgetary Cost Estimate: 17,673,731

Means of Financing

Funding Source	Amount
B&O Tax - Unrestricted	484,402
Transportation REET	1,136,630
Federal Grant	1,587,787
Grant	460,357
MVFT	4,519,112
Interlocal	603,258
Charges for Services	1,646
Private Contributions	30,000
Transfers from Other City Funds	224,422
Misc revenue	7,384,958
Bond	1,241,159
Total Programmed Funding:	17,673,731
Future Funding Requirements:	-

PW-W/B-76: Neighborhood Sidewalks

Category: Transportation & Mobility

Status: Ongoing

Department: Transportation

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
25,496,421	14,079,309	1,465,510	1,534,824	1,584,335	1,633,845	1,683,356	1,732,866	1,782,377

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 \$3,000,000, 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.

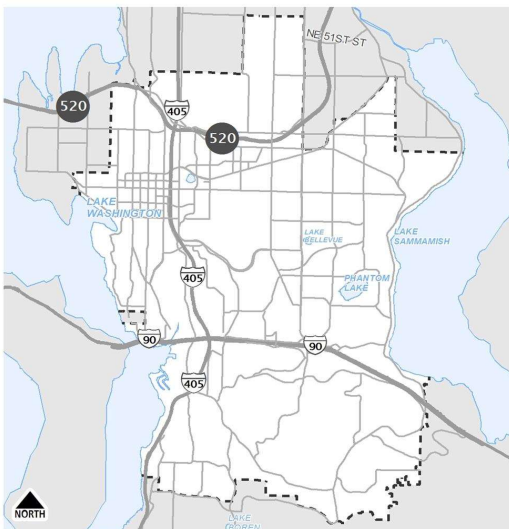
Environmental Impacts

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

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	25,496,421

Total Budgetary Cost Estimate: 25,496,421

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Retail Sales Tax	208,000
B&O Tax - Unrestricted	2,033,628
B&O Tax - Restricted	1,200,000
Transportation REET	3,279,180
Federal Grant	790,000
MVFT	1,200,000
Private Contributions	719,739
Misc revenue	10,300,359
Bond	5,765,516
Total Programmed Funding:	25,496,421
Future Funding Requirements:	-

FY2023-2029

Comments

PW-W/B-78: Mountains to Sound Greenway Trail Design

Category: Transportation & Mobility Status: Approved and Begun
 Department: Transportation Location: Eastgate & Factoria

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
3,053,532	3,028,173	25,359	-	-	-	-	-	-

Description and Scope

This project will advance the design of priority segments of the Mountains to Sound Greenway Trail between I-405 and Lakemont Blvd. SE. This project will continue work initiated by the Mountains to Sound Greenway Trail Design Study. Trail design will typically include a 12-foot wide, hard surface cross-section. Various trail corridor segments will include additional design elements that may include trailhead treatments, way-finding and signage; planted roadway medians, street trees, and/or landscaped trail buffers; bridges, crosswalks, and mid-block crossings; lighting, trail furniture, and public art; and natural storm drainage practices where feasible. The current budget will fully fund the design phase for all at-grade segments between I-405 and 150th Avenue SE and vicinity of 156th Avenue SE and Lakemont Blvd. SE.

Rationale

This project will complete the design of segments of the Mountains to Sound Greenway Trail within Bellevue. There is currently a 3.6 mile gap in the Greenway Trail between I-405 and Lakemont Blvd. Bellevue’s Comprehensive Plan identifies the need to address the “Eastgate Gap” and “integrate into the designs of frontage roads along the I-90 freeway corridor the Mountains-to-Sound Greenway concept.” (Policy UD-53) The desire to improve multi-modal facilities in order to provide safe transportation alternatives for commuters and recreational users is recognized in the vision outlined in the 2009 Pedestrian & Bicycle Transportation Plan and the City’s Comprehensive Plan policies. Fully completed design plans and cost estimates will make the project more competitive for grants or other sources of implementation funding.

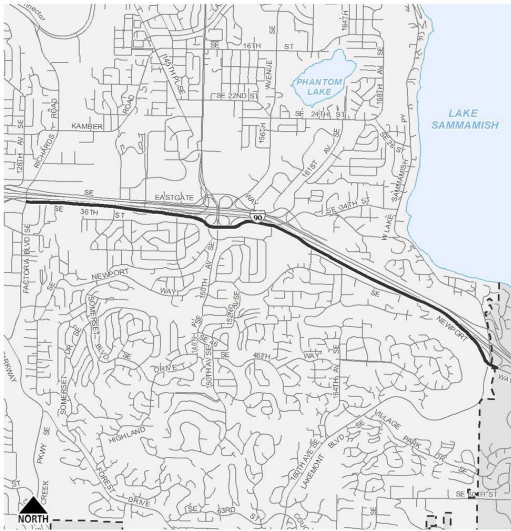
Environmental Impacts

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

Operating Budget Impacts

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	3,053,532

Total Budgetary Cost Estimate: 3,053,532

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transportation REET	245,463
Federal Grant	999,650
MVFT	1,179,726
Misc revenue	628,693

Total Programmed Funding: 3,053,532

Future Funding Requirements: -

FY2023-2029

Comments

PW-W/B-81: 108th/112th Avenues NE – North City Limit to NE 12th St

Category: Transportation & Mobility Status: Approved and Begun
 Department: Transportation Location: Northwest Bellevue

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
183,609	200,000	(16,391)	-	-	-	-	-	-

Description and Scope

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

Rationale

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

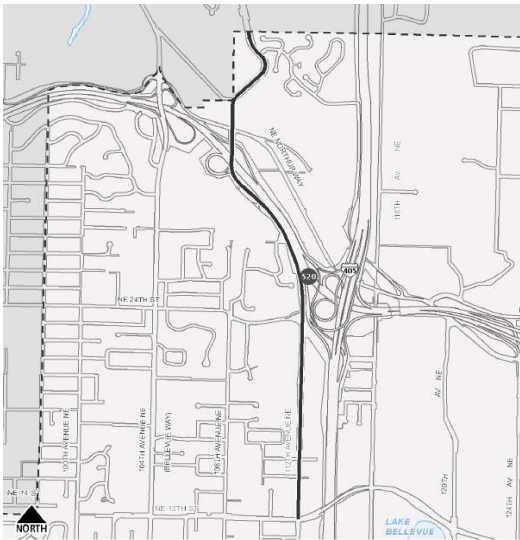
Environmental Impacts

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

Operating Budget Impacts

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	183,609
Total Budgetary Cost Estimate:		183,609
Means of Financing		
<u>Funding Source</u>	<u>Amount</u>	
MVFT	183,609	
Total Programmed Funding:		183,609
Future Funding Requirements:		-

FY2023-2029

Comments

PW-W/B-83: Mountains to Sound Greenway Trail – I-405 to 132nd Avenue SE

Category: Transportation & Mobility

Status: Ongoing

Department: Transportation

Location: Eastgate & Factoria

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
22,080,000	22,080,000	-	-	-	-	-	-	-

Description and Scope

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

Rationale

This project will construct the first 2,900 feet of the missing gap in the Mountains to Sound Greenway Trail. Bellevue's Comprehensive Plan identifies the need to address the "Eastgate Gap" and "integrate into the designs of frontage roads along the I-90 freeway corridor the Mountains-to-Sound Greenway concept." (Policy UD-53) The desire to improve multi-modal facilities in order to provide safe transportation alternatives for commuters and recreational users is recognized in the vision outlined in the 2009 Pedestrian & Bicycle Transportation Plan and the City's Comprehensive Plan policies. The relocation of the trail from the eastbound I-90 off-ramp will address traffic safety concerns associated with the off-ramp backing up onto I-90 during peak hours. Constructing a joint wall with WSDOT's I-405 Renton to Bellevue project is a more efficient construction method for both projects and helps minimize construction impacts by doing the work all at once.

Environmental Impacts

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

Operating Budget Impacts

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	21,858,000

Total Budgetary Cost Estimate: 21,858,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
B&O Tax - Restricted	221,383
Transportation REET	3,845,512
Grant	14,000,000
MVFT	635,511
Interlocal	1,833,000
Transportation Impact Fees	153,617
Misc revenue	1,168,977
Total Programmed Funding:	21,858,000
Future Funding Requirements:	-

FY2023-2029

Comments

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

Category: Transportation & Mobility Status: Approved and Begun
 Department: Transportation Location: Eastgate & Factoria

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
9,211,704	9,073,000	138,704	-	-	-	-	-	-

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 a 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 \$450,000 of annual maintenance (adjusted for inflation) will be required to fund operating costs associated with this project.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	9,211,704

Total Budgetary Cost Estimate: 9,211,704

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transportation REET	1,935,313
Federal Grant	6,160,000
MVFT	1,516,391
Interlocal	1,000,000
Misc revenue	(1,400,000)

Total Programmed Funding: 9,211,704

Future Funding Requirements: -

FY2023-2029

Comments

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

Category: Transportation & Mobility

Status: Ongoing

Department: Transportation

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
4,500,000	1,000,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000

Description and Scope

Residents, employers, and employees have confirmed that more should be done to improve bicycle infrastructure in Downtown, Wilburton, and BelRed (the "Growth Corridor") to enhance user safety and Bellevue's livability and economic vitality. This program funds the design and implementation of bicycle projects in the Growth Corridor to coincide with the opening of light rail stations (2023) and Eastrail (2024). The design process will consider the 2009 Pedestrian and Bicycle Transportation Plan, 2016 Bicycle Rapid Implementation Program, and evolving best practices for how to establish a grid of safe and comfortable bikeways, including connections to key destinations along routes that are suitable for people of all ages and abilities. This proposal will fund a consultant contract to complete design and implementation of three priority projects by 2024.

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 Downtown 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 City 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:

- (1) 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";
- (2) 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);
- (3) mode share targets aiming to reduce drive-alone trips (Policies TR-8 and TR-15);
- (4) ESI targets to reduce per capita vehicle miles travelled (VMT) by 50% by 2050 and reduce greenhouse gas emissions by 80% by 2050;
- (5) 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)."

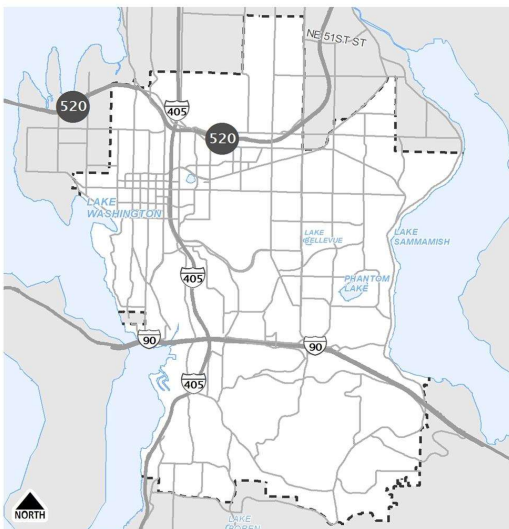
Environmental Impacts

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

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	4,500,000

Total Budgetary Cost Estimate: 4,500,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Misc revenue	4,500,000
Total Programmed Funding:	4,500,000
Future Funding Requirements:	-

FY2023-2029

Comments

PW-W/B-86: Mountains to Sound Greenway Trail - 142nd PI SE to 150th Ave SE

Category: Transportation & Mobility

Status: New

Department: Transportation

Location: Eastgate & Factoria

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
12,270,000	-	150,000	150,000	5,985,000	5,985,000	-	-	-

Description and Scope

This project will construct the third phase of the Mountains to Sound Greenway Trail from 142nd Place SE to 150th Avenue 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. Funding reflects the State's Move Ahead Washington funding award. Additional funding will be needed to construct the project.

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.

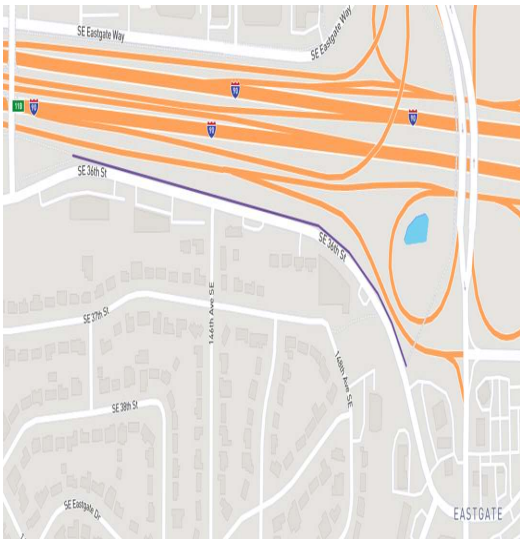
Environmental Impacts

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

Operating Budget Impacts

Operating 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	Ongoing	12,270,000

Total Budgetary Cost Estimate: 12,270,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Federal Grant	2,370,000
Grant	6,900,000
Misc revenue	3,000,000

Total Programmed Funding: 12,270,000

Future Funding Requirements: -

FY2023-2029

Comments

PW-W/B-87: Bel-Red Road and NE 28th Street

Category: Transportation & Mobility

Status: New

Department: Transportation

Location: Northeast Bellevue

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
630,000	-	230,000	400,000	-	-	-	-	-

Description and Scope

This project will construct an enhanced multipurpose path and signalized crossing near the intersection of Bel-Red Road and NE 28th Street. The design will include an at-grade, 12-foot minimum paved trail primarily within existing right-of-way that follows the east-west alignment of NE 28th Street. The design will also feature a new signal system, landscaping, urban design, lighting, storm drainage, irrigation, and tree mitigation where feasible.

This connection will create a safe and direct route between the Northeast Bellevue neighborhood and the future Overlake Village light rail station in Redmond. This connection will also access existing bike lanes on Bel-Red Road and future neighborhood greenway routes in East Bellevue. Coordination with the City of Redmond will be required.

Rationale

The recently updated Northeast Bellevue Area Plan, adopted in the city's Comprehensive Plan, expresses support for continued development of safe pedestrian and bicycle connections in the area. The Area Plan includes several adopted policies to support this project:

- S-NE-33: Fill gaps in the non-motorized system especially along arterials by completing sidewalks, trails, and paths, as identified in the Pedestrian and Bicycle Transportation Plan.
- S-NE-35: Explore opportunities to create/extend bicycle routes to local and regional major bicycle facilities.
- S-NE-42: Increase opportunities for pedestrians to safely cross arterials to enhance connections between neighborhoods.

Additionally, the opening of East Link Light Rail in 2023 will catalyze non-motorized movements to and from station areas. Connections such as these will become increasingly valuable and utilized as the community adjusts travel patterns.

Environmental Impacts

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

Operating Budget Impacts

Operating 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	Ongoing	630,000

Total Budgetary Cost Estimate: 630,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transportation REET	230,000
MVFT	89,071
Misc revenue	310,929
Total Programmed Funding:	630,000
Future Funding Requirements:	-

FY2023-2029

Comments

PW-W/B-88: SE 34th Street/162nd Place SE to West Lake Sammamish Parkway

Category: Transportation & Mobility

Status: New

Department: Transportation

Location: West Lake Sammamish

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
1,500,000	-	-	-	-	-	-	1,500,000	-

Description and Scope

This project will design and construct curb, gutter and six-foot sidewalk and an uphill bicycle facility on the north side of SE 34th Street and a wide, shared use lane on the south side of the road. SE 34th Street is a designated collector arterial with no formal pedestrian or bicycle facilities and minimal shoulders. The roadway is a primary neighborhood connection between the ped/bike facilities, parks and schools along West Lake Sammamish Parkway and the ped/bike facilities, commercial areas and transit services present along the Eastgate/I-90 corridor. Nonmotorized improvements have long been requested by the community and local residents wishing to link these activity areas using safe and connected facilities. The new Mobility Implementation Plan designates the roadway segment as failing to meet both pedestrian and bicycle network performance targets. A predesign study will determine the feasibility and location of the ultimate improvements.

Rationale

SE 34th Street is a designated collector arterial with no formal pedestrian or bicycle facilities and minimal shoulders. The roadway is a primary neighborhood connection between the north-south pedestrian and bicycle facilities, parks and schools along West Lake Sammamish Parkway and the east-west pedestrian and bicycle facilities, commercial areas and transit services present along the Eastgate/I-90 corridor. Nonmotorized improvements have long been requested by the community and local residents wishing to link these activity areas using safe and connected facilities. The new Mobility Implementation Plan designates the roadway segment as failing to meet both pedestrian and bicycle network performance targets.

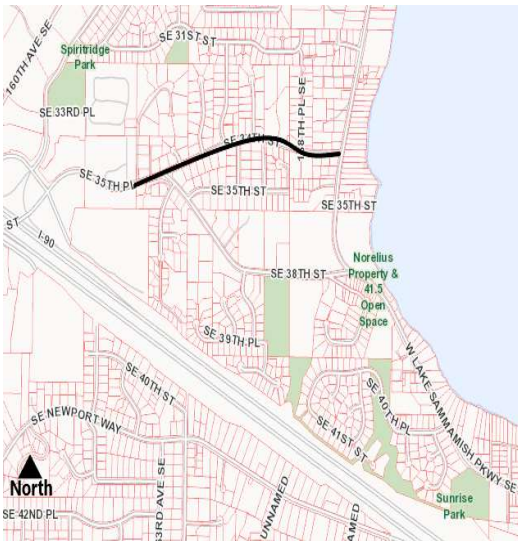
Environmental Impacts

A project-specific environmental evaluation will be conducted during project design.

Operating Budget Impacts

Operating 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	Ongoing	1,500,000

Total Budgetary Cost Estimate: 1,500,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Misc revenue	1,500,000

Total Programmed Funding: 1,500,000

Future Funding Requirements: -

FY2023-2029

Comments

PW-W/B-89: South Wilburton Pedestrian and Bicycle Connections

Category: Transportation & Mobility

Status: New

Department: Transportation

Location: Wilburton

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
300,000	-	300,000	-	-	-	-	-	-

Description and Scope

This project will create a feasibility study and subsequent concept designs & estimates for numerous multipurpose path (MPP) projects in the south Wilburton area. Feasibility study scope will include design-based alternatives analysis and selection of preferred alignment, property acquisition assessment, public engagement, mode-based tradeoff considerations, Multimodal Level of Service (MMLOS) analysis, and preliminary engineering concepts for future capital project consideration. Alternatives may include at-grade or grade-separated facilities where deemed appropriate and operationally advantageous.

Rationale

During the development of the I-405 South Access Study in 2021, Bellevue City Council expressed a strong desire to add non-motorized improvements in the project's vicinity. Several non-motorized project ideas identified during Council study sessions were subsequently added within the city's Transportation Facilities Plan (TFP) for future funding consideration.

The city's 2009 Pedestrian and Bicycle Transportation Plan identifies numerous project ideas along routes identified in this proposal. Facilities identified in this project will create safe and reliable connections to regional transportation assets, including the Lake-to-Lake Trail, Eastrail, and future East Link stations.

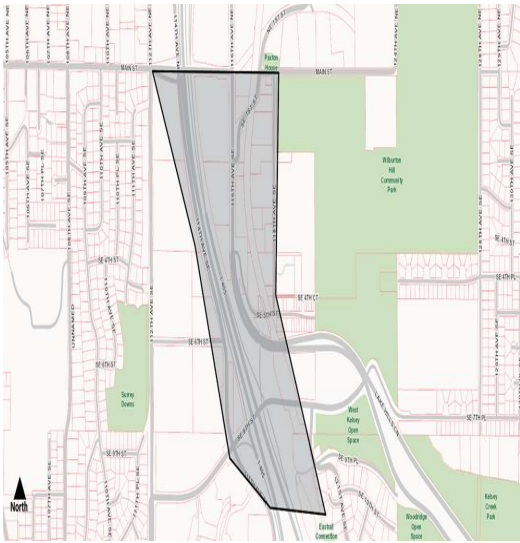
Environmental Impacts

The feasibility study will provide high-level assessments for environmental considerations, including potential NEPA, SEPA, and other local, state, and federal permit requirements.

Operating Budget Impacts

Operating 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	Ongoing	300,000

Total Budgetary Cost Estimate: 300,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transportation REET	300,000

Total Programmed Funding: 300,000

Future Funding Requirements: -

FY2023-2029

Comments



2023-2029 Adopted Capital Investment Program (CIP) 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 2023-2029 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.

2023-2029 Adopted CIP: High Quality Built and Natural Environment

Funded CIP Projects

CIP Plan Number	Project Title	\$ in 000s	
		2023-2029 Project Cost	Total Estimated Cost
CD-46	ESI Implementation	\$ 2,940	\$ 3,645
CD-50	Major Comprehensive Plan Periodic Update	720	1,220
G-38	Smart City Connectivity	1,430	3,489
G-117	Parks Operation and Maintenance Facility	14,699	16,299
G-120*	Demolition of Lincoln Center	1,500	1,500
G-121*	Electric Vehicle Infrastructure	3,479	3,479
G-122*	ESI Energy Efficiency Prjs	3,819	3,819
NEP-2	NEP-2.0 Neighborhood Enhancement Program	7,140	12,950
P-AD-27	Park Planning & Design	2,100	10,357
P-AD-82	Park & Open Space Acquisition (Levy, REET)	12,823	29,787
P-AD-83	Bellevue Airfield Park Development (Levy)	17,000	26,020
P-AD-95	Surrey Downs Park Development (Levy)	(70)	5,814
P-AD-96	Mercer Slough East Link Mitigation	1,110	3,450
P-AD-100	Gateway/NE Entry at Downtown Park (Levy)	(500)	7,976
P-AD-101	Bridle Trails/140th Street Park Development	1,849	4,449
P-AD-103	Bel-Red Parks & Streams	12,624	15,824
P-AD-104	Meydenbauer Bay Park Phase 2	12,037	13,537
P-AD-105	2020-2025 King County Parks Levy	1,776	3,734
P-AD-106*	Lake Sammamish Neighborhood Park (Levy)	3,400	3,400
P-AD-107*	Ashwood Park Development	5,000	5,000
P-AD-108*	Aquatics Facility Design (A&E)	4,000	4,000
P-AD-109*	Eastgate Neighborhood Park (Land Acquisition)	5,000	5,000
P-AD-110*	Factoria Neighborhood Park (Land Acquisition)	5,000	5,000
P-AD-111*	Off-Leash and Emerging Sports Facilities	1,000	1,000
P-AD-112*	Parks Trails	2,500	2,500
P-AD-114*	Park Shoreline Restoration	2,500	2,500
P-R-02	Enterprise Facility Improvements	855	11,466
P-R-11	Parks Renovation & Refurbishment Plan	43,671	129,165
PW-M-15	Wetland Monitoring	487	799
Total High Quality Built and Natural Environment		\$ 169,891	\$ 337,180

*New CIP Plan for 2023-2029

2023-2029 Adopted CIP: High Quality Built and Natural Environment

Combined, Completed Projects

CIP Plan Number	Project Title	\$ in 000s	
		2023-2029 Project Cost	Total Estimated Cost
G-114	2019 Aquatic Center Study	-	\$ 250
P-AD-92	Meydenbauer Bay Phase 1 Park Development	-	19,272
P-AD-102	Newport Hills Park Development	-	4,428
PW-M-21	148th Ave SE at Larsen Lake Flood Mitigation	-	460
NIS-2	Neighborhood Partnerships	-	1,447
	Total Combined, Completed Projects	-	\$ 25,858

CD-46: ESI Implementation

Category: High Quality Built & Natural Environment Status: Ongoing
 Department: Community Development Location: City Hall

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
3,645,000	705,000	560,000	560,000	500,000	360,000	360,000	300,000	300,000

Description and Scope

This proposal continues the implementation of the Environmental Stewardship Plan and the projects launched in 2021-2022 with the ESI Implementation Quick Win funds and Council Contingency Enhanced Engagement funds. The funding request also supports the implementation of new projects outlined in the ESI plan for 2023-2025. This proposal funds programs to reduce energy use in commercial and multi-family buildings along with single-family homes; to plant trees in neighborhoods with a low tree canopy; to engage with residents to take action to reduce their environmental impact; and to plan for neighborhood sustainability. The proposal requests additional capacity through a new LTE position, to support the expanded programming and implementation of additional actions, to complete the implementation of the Environmental Stewardship Plan.

Rationale

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 and community feedback. The City Council’s adoption of the 2020 Environmental Stewardship Plan reflects this desire to advance Bellevue’s environmental efforts. This proposal requests increased funding to ensure the completion of the Environmental Stewardship Plan and to increase Bellevue’s survey result for the percent of residents who think Bellevue is doing a good job creating a healthy natural environment.

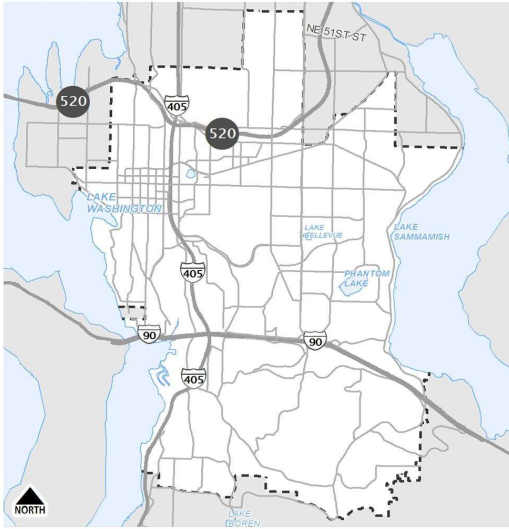
Environmental Impacts

Any projects resulting from this proposal, such as increased tree planting and energy efficiency retrofits, will all have a positive impact on the environment.

Operating Budget Impacts

A change request to this proposal includes a request for a three-year Sustainability Program Administrator LTE position which would be funded by the CIP and part of the Community Development department.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	3,645,000

Total Budgetary Cost Estimate: 3,645,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transfers from Other City Funds	35,000
Misc revenue	3,610,000
Total Programmed Funding:	3,645,000
Future Funding Requirements:	-

FY2023-2029

Comments

CD-50: Major Comprehensive Plan Periodic Update

Category: High Quality Built & Natural Environment Status: Approved and Begun
 Department: Community Development Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
1,382,500	500,000	882,500	-	-	-	-	-	-

Description and Scope

This proposal seeks funding for the state-mandated periodic update of the Comprehensive Plan including scoping, environmental analysis, innovative engagement, and capturing program assessments (e.g. AHS and ESI implementation) to comprehensively plan over the next 20 years.

The Plan Update will conduct a scoping process to identify relevant issues, topics, and concerns of both external and internal stakeholders. The update will include legislative changes, growth targets adopted, and other demographic changes from local and regional land use forecasts based on OFM and PSRC data, among other changes. The growth anticipated will require an accurate level of environmental review through SEPA compliance. Due to the anticipated growth set by the growth targets (70,000 jobs and 35,000 housing units), an EIS is warranted. Consultant services for the EIS effort will be needed, as well as an equity analysis, housing economic analysis and a climate vulnerability assessment.

Rationale

Bellevue is experiencing significant growth and adequate resources for the major update are critical to ensuring sustainable planning. The growth anticipated will require an accurate level of environmental review through SEPA and due to the anticipated growth set by the growth targets (70,000 jobs and 35,000 housing units), an EIS is warranted. Additional budget is being requested for consultant services for the EIS, an equity analysis, housing economic analysis, and a climate vulnerability assessment. Funding the GMA-mandated periodic 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 presents an opportunity to expand on the use of cultural liaisons and translator services (top 7 languages) in addition to consultant services for culturally competent engagement. This could scale up to a citywide program, in consultation with the Diversity Advantage Team's work on the Diversity Plan.

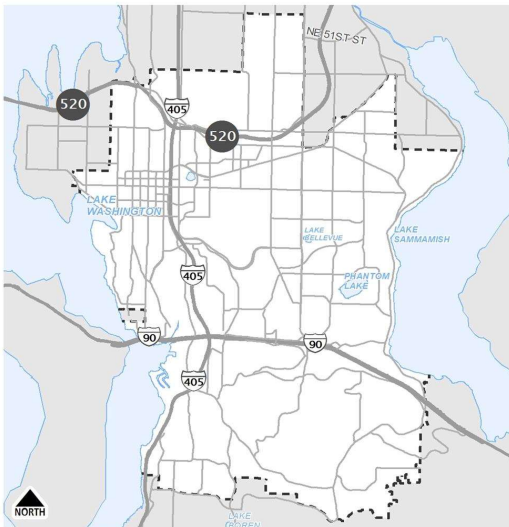
Environmental Impacts

The proposal presumes an accurate level of environmental review through SEPA compliance. Due to the anticipated growth set by the growth targets (70,000 jobs and 35,000 housing units), an EIS is warranted. Consultant services to assist staff with the EIS effort will be needed.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	1,382,500

Total Budgetary Cost Estimate: 1,382,500

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Grant	162,500
Misc revenue	1,220,000

Total Programmed Funding: 1,382,500

Future Funding Requirements: -

FY2023-2029

Comments

G-38: Smart City Connectivity

Category: High Quality Built & Natural Environment

Status: Ongoing

Department: Information Technology

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
3,488,692	2,058,692	241,881	241,881	164,479	174,154	174,154	216,725	216,725

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.

Rationale

Encouraging reliable, secure, and robust communications infrastructure is the focus of this proposal, which aligns with the following Council Strategic Target Areas:

Economic Development: The 2021 Business Survey shows that 80% 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. These results have shown improvement with each survey round, with a slight decline from the peak of 85% reporting internet services met in 2019. Access to the internet, and the information and services it enables, is essential for the economic growth, job creation, education attainment, and better quality of life for Bellevue residents. 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.”

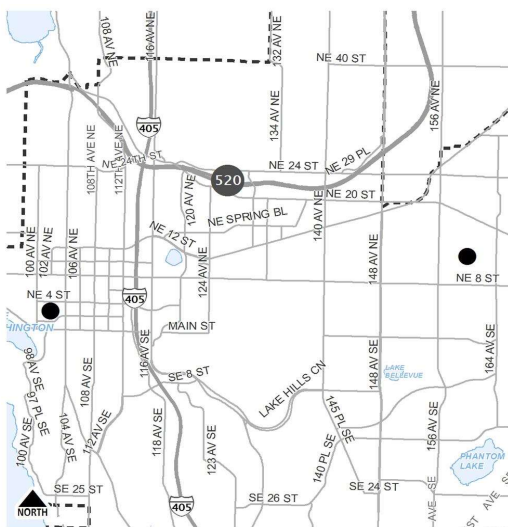
High Quality Built and Natural Environment: Robust fiber infrastructure can strengthen community institutions, such as hospitals and schools, that contribute to the city’s brand as a smart, connected community and can be leveraged for public-private partnerships when opportunities arise. Expanding public 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. Wi-Fi also enriches community gathering spaces in parks, community centers, sports fields, and select business corridors, such as Downtown and Crossroads.

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. It also continues to expand the fiber infrastructure in the Spring District to support small cell wireless and planning to connect to the Eastrail regional fiber network.

Environmental Impacts

Operating Budget Impacts

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	3,488,692

Total Budgetary Cost Estimate: 3,488,692

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Retail Sales Tax	200,000
B&O Tax - Unrestricted	697,000
Misc revenue	2,591,692
Total Programmed Funding:	3,488,692
Future Funding Requirements:	-

FY2023-2029

Comments

G-117: Parks Operation and Maintenance Facility

Category: High Quality Built & Natural Environment Status: Approved and Begun
 Department: Parks & Community Services Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
16,298,766	1,600,000	489,959	6,859,424	7,349,383	-	-	-	-

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. Facilities are needed to effectively 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.

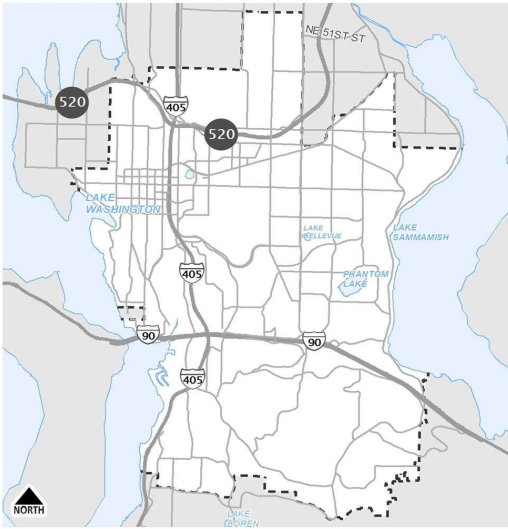
Environmental Impacts

There is no immediate Environmental Impact associated with the design. LEED Gold Certification is being sought. Depending on future development, SEPA reviews and permitting would occur before Council action is taken and/or prior to development occurring.

Operating Budget Impacts

There are no immediate operating budget impacts. Planning and design will inform operating impacts, will be determined prior to, and not implemented until construction is complete.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	16,298,766

Total Budgetary Cost Estimate: 16,298,766

Means of Financing

Funding Source	Amount
Parks REET	2,582,006
Transfers from Other City Funds	132,000
Misc revenue	13,584,760
Total Programmed Funding:	16,298,766
Future Funding Requirements:	-

FY2023-2029

Comments

G-120: Demolition of Lincoln Center

Category: High Performance Government

Status: New

Department: Finance & Asset Management

Location: Wilburton

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
1,500,000	-	500,000	1,000,000	-	-	-	-	-

Description and Scope

This project involves the demolition and removal of Lincoln Center and other site improvements. The building will be torn down and the property made to a vacant state that is safe and clear of any structures or hazards. This proposal intends to reduce the risks and costs associated with leaving the building vacant for an extended period and having it turn into an attractive nuisance that would invite break-ins, vandalism, squatting and other potential for damage and injury.

Rationale

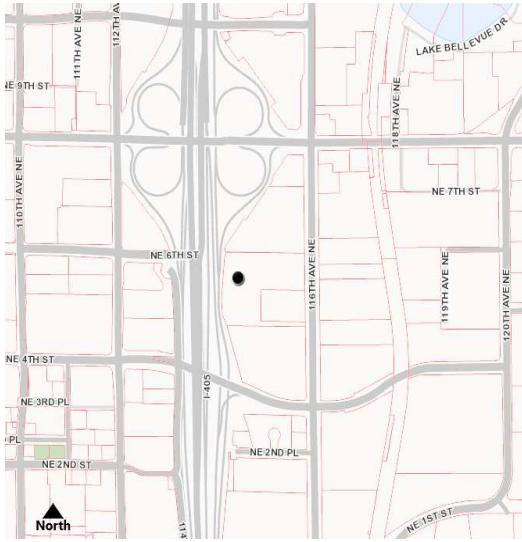
Environmental Impacts

There is a certain amount of environmental impact with a demolition project when considering the equipment involved and disposal of the material. This demolition however, was considered as it would be necessary for the project for which it was originally purchased.

Operating Budget Impacts

The demolition of Lincoln Center will have a positive impact on the operating budget because ongoing operating, security and maintenance costs would be avoided. These costs are anticipated to be approximately \$50,000 per year and sufficient reserves do not exist within the project to cover these costs.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	1,500,000
Total Budgetary Cost Estimate:		1,500,000
Means of Financing		
Funding Source		Amount
Misc revenue		1,500,000
Total Programmed Funding:		1,500,000
Future Funding Requirements:		-

FY2023-2029

Comments

G-121: Electric Vehicle Infrastructure

Category: High Quality Built & Natural Environment

Status: New

Department: Finance & Asset Management

Location: City Hall, Bellevue Service Center (BSC)

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
3,479,211	-	-	1,506,898	1,972,313	-	-	-	-

Description and Scope

- Upgrade electrical service equipment related to charging stations at both City Hall and BSC.
- City Hall - Install 46 shared charging stations across employee garage and police garage, and to install 6 fast charging stations.
- BSC - Install 56 dedicated charging stations and 4 fast charging stations.

Rationale

Fleet electrification has the largest performance delta in the Environmental Stewardship Plan. Only 3% of the fleet vehicles are electric, which means that 47% of light-duty vehicles need to be electrified by 2030 to meet sustainability targets. The Bellevue Green Fleet Strategy evaluated building infrastructure and light-duty fleet composition to formalize recommendations for meeting the city's light-duty fleet electrification targets. The electrical panels at City Hall and BSC have reached the maximum amount of electrical load and cannot support additional EV charging stations, which prevents the city from purchasing EVs to meet the city's light-duty fleet electrification targets. This proposal will provide the funding necessary for the city to get on track to achieve Council's goals and reduce our reliance on fluctuating costs associated with fossil fuels.

Environmental Impacts

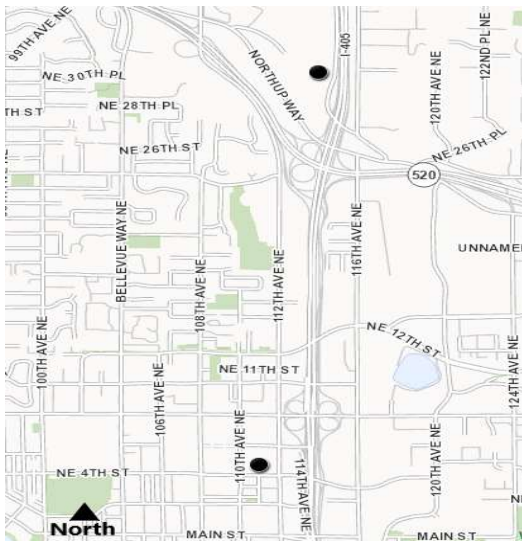
Fleet vehicles are responsible for 23% of greenhouse gas emissions in the municipal inventory and fossil fuel use is increasing by an average of 54 metric tons of CO2e per year. This is the only metric in the Environmental Stewardship Plan that has continuously increased since 2011. This proposal will help the city achieve Council's goals to reduce emissions by 50% by 2030. Installing electric vehicle service equipment is essential to achieving light-duty fleet electrification targets and mitigating greenhouse gas emissions.

Operating Budget Impacts

This proposal includes staff time needed to develop a fleet charging program and general management of electric vehicle charging stations. The Bellevue Green Fleet Strategy estimates that electric vehicles require 50% less maintenance than gas-powered vehicles, so it is expected that costs will eventually go down as we transition to an electric vehicle economy.

The Washington State Clean Fuel Standard for Bellevue is estimated at \$20,500 - \$104,000 per year, which will help to offset the cost of electricity. It will go into effect by January 2023, which will enable owners of EV charging infrastructure to claim and receive credits as revenue by supplying electricity as a clean fuel in place of gas and/or diesel.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	3,479,211

Total Budgetary Cost Estimate: 3,479,211

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Misc revenue	3,479,211

Total Programmed Funding: 3,479,211

Future Funding Requirements: -

FY2023-2029

Comments

G-122: ESI Energy Efficiency Prjs

Category: High Quality Built & Natural Environment

Status: New

Department: Finance & Asset Management

Location: City Hall, Bellevue Service Center (BSC)

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
3,819,460	-	764,790	1,514,200	662,070	219,600	219,600	219,600	219,600

Description and Scope

This project is considered planned work at City Hall and BSC in the Major Maintenance budget and reprioritized project work to maximize energy efficiency and available grant funding. The implementation schedule is based on the mandatory State compliance deadlines and grant requirements associated with project work.

For BSC, this proposal includes a deep energy retrofit, ongoing building tune-up software, and solar rooftop expansion to meet the State mandated Clean Building Performance Standards. For City Hall, this proposal includes indoor and outdoor lighting efficiency and a solar rooftop installation to achieve State compliance and secure grant funding.

Rationale

The City Council 2021-2023 Vision and Priority #8 is to implement the Environmental Stewardship Plan to reduce energy use in city-owned building by 25% by 2030 and 50% by 2040. This proposal directly relates to five actions in the plan and helps the city achieve sustainability targets. Additionally, city-owned buildings need to maintain or improve energy efficiency to implement State grants and comply with the mandatory WA State Clean Buildings Performance standard. Implementation of these energy efficiency projects will also result in operational cost savings for the city.

Annual financial penalties will be incurred if the city does not implement energy efficiency projects and remains non-compliant. The estimated non-compliance penalty for BSC is \$125,000 per year and City Hall is \$358,000 per year. This will prevent the city from leading by example and the city's ability to achieve the city's energy reduction targets for municipal buildings.

Environmental Impacts

This proposal will help the city achieve the Environmental Stewardship Plan's goals to reduce emissions by 50% by 2030 and to increase renewable energy sources to 100% by 2030. City-owned buildings are the largest source of greenhouse gas emissions in the municipal inventory. Improving energy efficiency and installing renewable energy on buildings and facilities is essential to achieving sustainability targets.

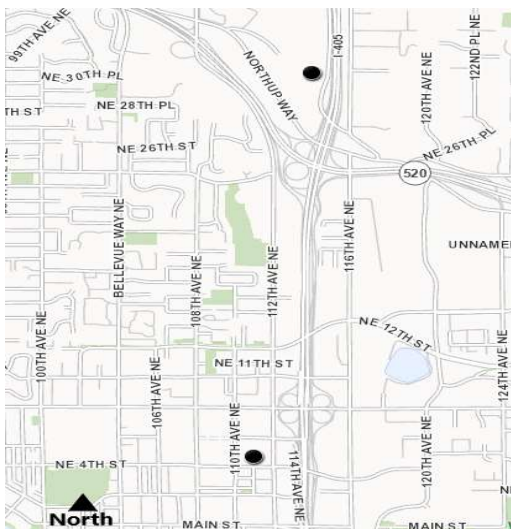
Operating Budget Impacts

Improving energy efficiency and installing solar projects on city-owned buildings will result in annual energy savings as described below:

- BSC Retrofit – estimates \$30,000 per year in energy savings.
- BSC Solar – estimates \$3,500 per year in energy savings.
- City Hall Lighting Retrofit – estimates \$60,000 per year in energy savings, which are used to subsidize project costs through 7-year contract. Savings recovered in 2030.
- City Hall Solar – estimates \$10,000 per year in energy savings.

This proposal includes funding for one Capital Project Coordinator LTE to support the project if approved at City Hall and BSC over the next 3 years.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	3,819,460
Total Budgetary Cost Estimate:		3,819,460
Means of Financing		
Funding Source		Amount
Grant		101,250
Misc revenue		3,718,210
Total Programmed Funding:		3,819,460
Future Funding Requirements:		-

FY2023-2029

Comments

NEP-2: Neighborhood Enhancement Program

Category: High Quality Built & Natural Environment Status: Ongoing

Department: Community Development Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
12,950,451	5,810,000	1,226,218	985,706	985,706	985,706	985,706	985,706	985,706

Description and Scope

The Neighborhood Enhancement Program (NEP) allows residents to provide the city with input on what's important to them in their local neighborhoods. NEP is a program available to all residents living in households in the City of Bellevue, whether single family, condominium, apartment, or affordable housing unit. This proposal is for the continuation of a program that was founded in 1988 and moving forward with its next 7-year CIP cycle beginning in 2023.

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.

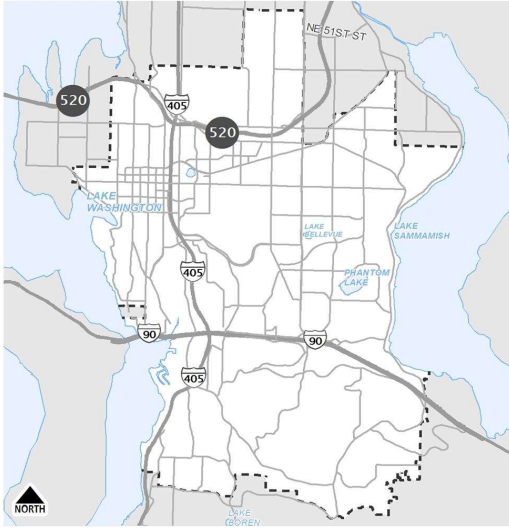
Environmental Impacts

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

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	12,950,451

Total Budgetary Cost Estimate: 12,950,451

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
B&O Tax - Unrestricted	1,450,000
Transfers from Other City Funds	254,000
Misc revenue	11,246,451
Total Programmed Funding:	12,950,451
Future Funding Requirements:	-

FY2023-2029

Comments

P-AD-27: Park Planning & Design

Category: High Quality Built & Natural Environment Status: Ongoing

Department: Parks & Community Services Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
10,357,471	8,257,471	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.

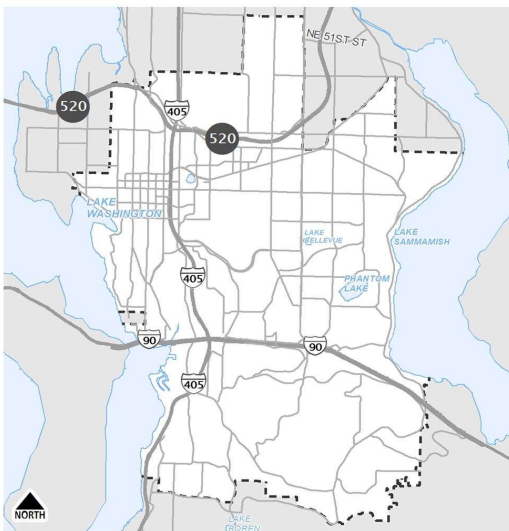
Environmental Impacts

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

There are no immediate operating budget impacts. Planning and design efforts help inform operating budget impacts and are not implemented until development has occurred.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	10,357,471

Total Budgetary Cost Estimate: 10,357,471

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Parks REET	6,212,630
Charges for Services	1,938
Private Contributions	312,440
Transfers from Other City Funds	294,402
Rents and Leases	3,589
Misc revenue	2,401,935
Sale of Fixed Assets	1,130,537

Total Programmed Funding: 10,357,471

Future Funding Requirements: -

FY2023-2029

Comments

P-AD-82: Park & Open Space Acquisition

Category: High Quality Built & Natural Environment Status: Ongoing
 Department: Parks & Community Services Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
29,786,625	16,963,625	1,575,000	1,654,000	1,736,000	1,823,000	1,914,000	2,010,000	2,111,000

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 2022 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 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 2022 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.

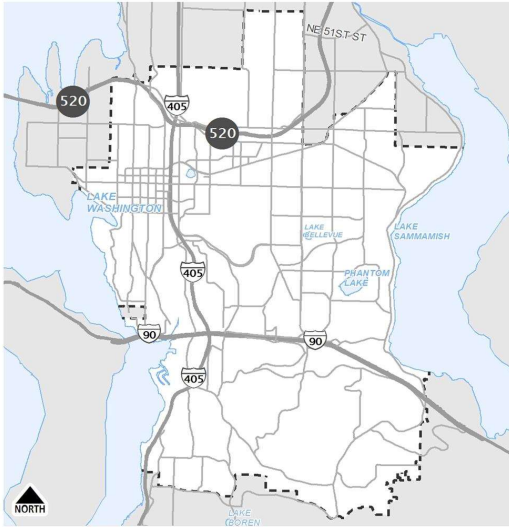
Environmental Impacts

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

There are no significant operating costs to support property Acquisition. Park acquired property is assessed and maintained to assure public safety when a property is identified.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	29,786,625

Total Budgetary Cost Estimate: 29,786,625

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Parks Levy	4,443,798
Parks REET	7,198,613
Grant	1,932,401
Interlocal	7,827,104
Rents and Leases	841,701
Misc revenue	7,509,387
Sale of Fixed Assets	33,621

Total Programmed Funding: 29,786,625

Future Funding Requirements: -

FY2023-2029

Comments

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

Category: High Quality Built & Natural Environment Status: Ongoing
 Department: Parks & Community Services Location: Eastgate & Factoria

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
26,019,654	9,019,654	-	3,400,000	3,400,000	3,400,000	3,400,000	3,400,000	-

Description and Scope

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 approximate 10-acre landfill with aging gas migration system, groundwater monitoring wells, stormwater systems, and a major regional sewer line. The remaining site is predominantly natural wooded area with a 2-acre City stormwater collection system. Funds will support planning and development of this site into a highly useable, state-of-the-art environmental, and recreational asset.

Rationale

Potential location of an aquatic facility was directed by Council at their October 2021 meeting. The 2022 Parks & Open Space System Plan identifies the need to develop the Community Park asset. The 27-acre property was originally purchased in 2002 for park and recreation purposes, it is the only City owned property large enough to accommodate the recommended aquatic concept plan and associated parking. Integrating the Aquatic Center into Bellevue Airfield Park development could offer expanded complementary outdoor recreation opportunities. There is good access from I-90, presenting limited traffic impacts to adjacent neighborhoods and there are adequate public transit services in the area. Initial work refining costs associated with landfill development, indicate Bellevue Airfield Park site as the most economically feasible. Further, the Eastgate Area Community Park (Bellevue Airfield Park) planning and development were supported by voters in the 2008 Parks and Natural Areas Levy.

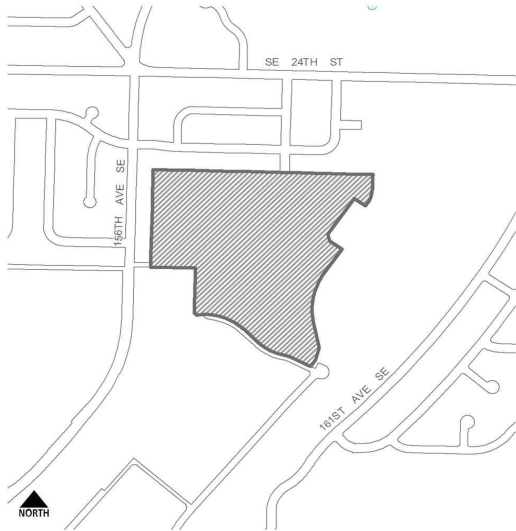
Environmental Impacts

A non-programmatic environmental review will be conducted prior to the City Council's adoption of an updated Master Plan. Additional Environmental review will occur to support construction. Site development is anticipated to improve environmental conditions of this former landfill site.

Operating Budget Impacts

There are no immediate operating budget impacts. Planning and design efforts help inform operating budget impacts and are not implemented until development has occurred.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	26,019,654

Total Budgetary Cost Estimate: 26,019,654

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Parks Levy	24,197,654
Parks REET	1,718,000
Misc revenue	104,000
Total Programmed Funding:	26,019,654
Future Funding Requirements:	-

FY2023-2029

Comments

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

Category: High Quality Built & Natural Environment Status: Approved and Begun
 Department: Parks & Community Services Location: West Bellevue

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
5,814,408	5,884,408	(70,000)	-	-	-	-	-	-

Description and Scope

The scope of work was consistent with the updated Master Plan. The park includes large open grass areas, trails, playground equipment areas, a multi-use sports court, restroom, picnic shelters, landscaping, a viewing overlook and a series of retaining walls along the 112th Avenue park frontage. Per the MOU, Sound Transit has provided \$412,000 to fund the design and construction of a new entry drive and parking lot required because of the light rail alignment. Construction started in 2018 and was substantially completed in 2019. Minor modifications to the park will occur through 2021.

Rationale

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

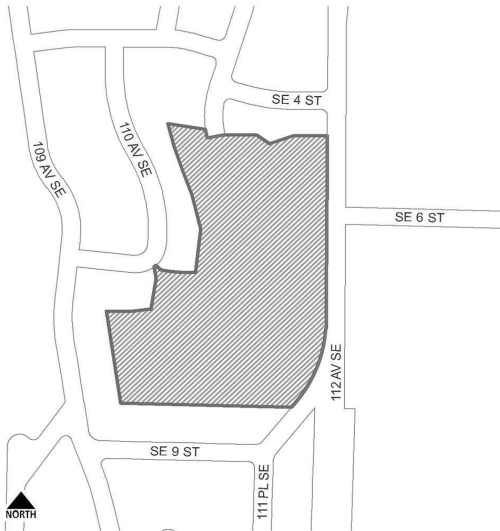
Environmental Impacts

An environmental review was conducted as part of the project design and permitting process.

Operating Budget Impacts

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	5,814,408

Total Budgetary Cost Estimate: 5,814,408

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Parks Levy	5,348,408
Parks REET	466,000
Total Programmed Funding:	5,814,408
Future Funding Requirements:	-

FY2023-2029

Comments

P-AD-96: Mercer Slough East Link Mitigation

Category: High Quality Built & Natural Environment Status: Approved and Begun
 Department: Parks & Community Services Location: West Bellevue

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
3,449,630	2,340,000	1,109,630	-	-	-	-	-	-

Description and Scope

The scope of work includes the design and construction of trails, trail connections, boardwalks, and the construction of the farmstand building to replace the existing structure that will no longer be accessible to the public. Work will take place following light rail construction (design in 2019-2022 construction in 2023).

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.

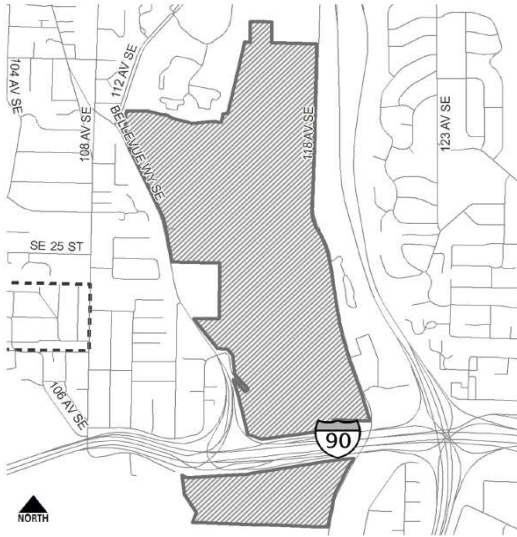
Environmental Impacts

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

Operating Budget Impacts

Planning and design efforts will help inform operating budget impacts and will not be implemented until development is complete estimated 2024.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	3,449,630
Total Budgetary Cost Estimate:		3,449,630

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Parks REET	1,109,630
Interlocal	2,340,000
Total Programmed Funding:	3,449,630
Future Funding Requirements:	-

FY2023-2029

Comments

P-AD-100: Gateway NE Entry at Downtown Park

Category: High Quality Built & Natural Environment Status: Approved and Begun

Department: Parks & Community Services Location: Downtown

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
7,975,991	8,475,991	(500,000)	-	-	-	-	-	-

Description and Scope

The scope of the project includes the permitting and construction of the improvements at the corner of Bellevue Way and NE 4th Street. Improvements will provide a critical connection to downtown Bellevue. It also occupies a strategic location of the Grand Connection and will provide a key feature and early implementation item for that vision. Planned elements include a water feature, significant art element, and pedestrian connections to the central promenade and formal gardens along the park's north-eastern edge.

Rationale

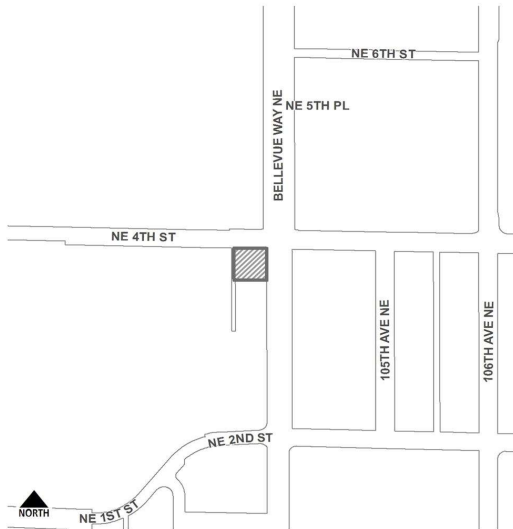
Policy goals to complete the development of Downtown Park have been recognized in Bellevue's Comprehensive Plan, Parks & Open Space System Plan, Downtown Plan, and more recently in the vision of the Grand Connection. These goals, combined with a citizen-driven master planning process, established a framework that allowed the Downtown Park to evolve into one of the most recognized parks in Bellevue. It has become a central gathering place for special events and has emerged as a key factor in establishing the identity of downtown Bellevue. The park creates an important open space for downtown workers and residents and plays a pivotal role in making downtown an appealing place to live, work, and play. The development of this phase will provide the visual and functional connection to downtown Bellevue.

Environmental Impacts

The Downtown Park Master Plan, which this project implements, as been subject to environmental review. Environmental impacts specific to this project will be determined through the land use permitting process.

Operating Budget Impacts

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	7,975,991
Total Budgetary Cost Estimate:		7,975,991

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Parks Levy	4,896,000
Parks REET	2,070,591
Grant	1,009,400
Total Programmed Funding:	7,975,991
Future Funding Requirements:	-

FY2023-2029

Comments

P-AD-101: Bridle Trails/140th Street

Category: High Quality Built & Natural Environment Status: Approved and Begun

Department: Parks & Community Services Location: Bridle Trails

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
4,449,383	2,600,000	1,849,383	-	-	-	-	-	-

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.

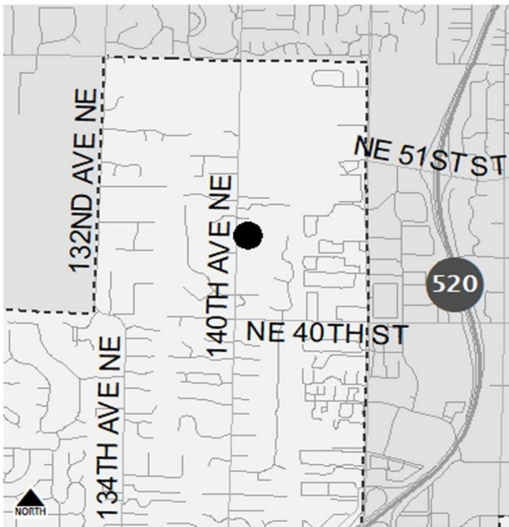
Environmental Impacts

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

There are no immediate operating budget impacts. Planning and design efforts help inform operating budget impacts and are not implemented until development has been complete estimated in 2024.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	4,449,383

Total Budgetary Cost Estimate: 4,449,383

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Parks Levy	570,000
Parks REET	1,779,383
Misc revenue	2,100,000
Total Programmed Funding:	4,449,383
Future Funding Requirements:	-

FY2023-2029

Comments

P-AD-103: Bel-Red Parks & Streams

Category: High Quality Built & Natural Environment Status: Approved and Begun

Department: Parks & Community Services Location: BelRed

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
15,823,710	3,199,823	8,652,000	3,971,887	-	-	-	-	-

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

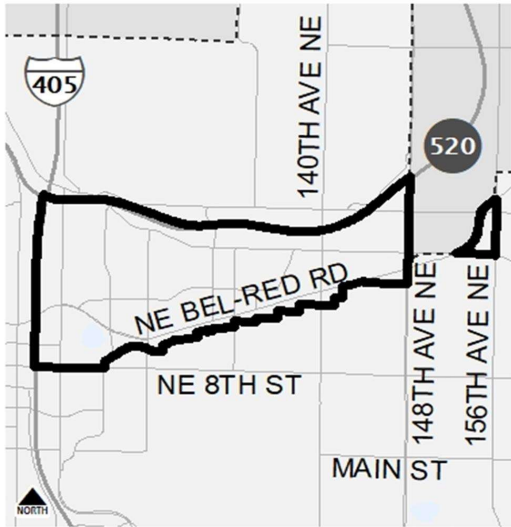
The BelRed Subarea plan projects the creation of at least 5,000 new housing units and 10,000 new jobs by 2030. Development activity consistent with that plan has been strong. Over 2,000 housing units are already completed or are under construction. Seattle Children's Hospital, the Global Innovation Exchange, 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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	15,823,710

Total Budgetary Cost Estimate: 15,823,710

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Parks REET	1,500,310
Private Contributions	11,851,823
Misc revenue	2,471,577
Total Programmed Funding:	15,823,710
Future Funding Requirements:	-

FY2023-2029

Comments

P-AD-104: Meydenbauer Bay Park Planning and Design

Category: High Quality Built & Natural Environment Status: Ongoing
 Department: Parks & Community Services Location: Downtown

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
13,537,000	1,500,000	1,500,000	537,000	-	10,000,000	-	-	-

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 funds to leverage additional grant opportunities.

Rationale

A significant City park providing the connection from Lake Washington to Downtown – the next phase of Meydenbauer Bay Park development will work to further synchronize with the Grand Connection, a Bellevue City Council 3-year Priority 2021-2023. 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

There are no immediate operating budget impacts. Planning and design efforts help inform operating budget impacts and are not implemented until development has occurred.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	13,537,000

Total Budgetary Cost Estimate: 13,537,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Parks REET	1,066,000
Transfers from Other City Funds	2,878,964
Misc revenue	9,592,036

Total Programmed Funding: 13,537,000

Future Funding Requirements: -

FY2023-2029

Comments

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

Category: High Quality Built & Natural Environment Status: Ongoing
 Department: Parks & Community Services Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
3,734,224	1,958,224	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% of the levy funds are distributed directly per formula to cities in King County for parks system operations and capital improvement projects. Previous levies were used 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. It also 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.

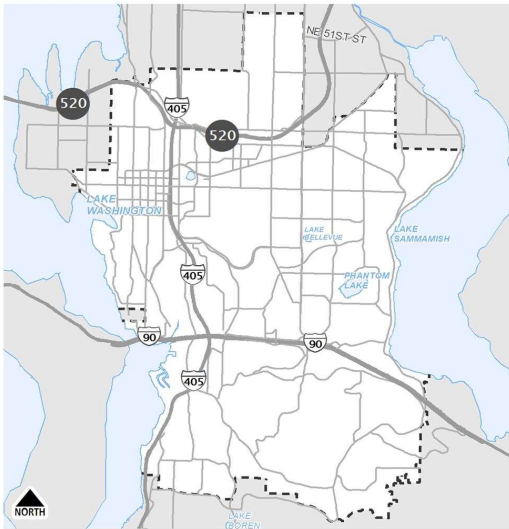
Environmental Impacts

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

There are no immediate operating budget impacts. Planning and design efforts help inform operating budget impacts and are not implemented until development has occurred.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	3,734,224

Total Budgetary Cost Estimate: 3,734,224

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Interlocal	3,734,224
Total Programmed Funding:	3,734,224
Future Funding Requirements:	-

FY2023-2029

Comments

P-AD-106: Lake Sammamish Neighborhood Park

Category: High Quality Built & Natural Environment

Status: New

Department: Parks & Community Services

Location: West Lake Sammamish

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
3,400,000	-	3,400,000	-	-	-	-	-	-

Description and Scope

Acquisition of an additional parcel is necessary to provide a contiguous park property to provide 390 linear feet of public water access. A Master Plan for the new park will be developed with public outreach and support, a Parks & Community Services Board recommendation, environmental review, and Council Adoption. Development will occur as funding allows

Rationale

A City in a Park - The Neighborhood Park Development of a park on Lake Sammamish was supported and partially funded by voters in the 2008 Parks and Natural Areas Levy. Acquisition and development of a public park with waterfront access on the western shore of Lake Sammamish is a long-term goal in the City's Comprehensive Plan and the Parks and Open Space System Plan. The City has accepted a State (RCO) Grant Agreement that requires demolition of one home and the provision of public access to the property by January 1, 2025, to maintain compliance.

Environmental Impacts

Acquisition of property is generally exempt from environmental review. Planning activities do not have direct environmental impacts. However, project-level SEPA and other environmental analyses will occur depending on Council action and development requirements

Operating Budget Impacts

There are no Immediate Operating Budget impacts. Planning and design efforts help inform operating budget impacts and are not implemented until development has occurred.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	3,400,000

Total Budgetary Cost Estimate: 3,400,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Parks Levy	3,389,000
Parks REET	11,000
Total Programmed Funding:	3,400,000
Future Funding Requirements:	-

FY2023-2029

Comments

P-AD-107: Ashwood Park Development

Category: High Quality Built & Natural Environment Status: New
 Department: Parks & Community Services Location: Downtown

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
5,000,000	-	-	5,000,000	-	-	-	-	-

Description and Scope

Ashwood Park is a 2.84-acre parcel located in the Ashwood District in Downtown Bellevue, between the King County Regional Library to the east, Kids Quest and multi-family housing to the west, NE 12th Street and McCormick Park to the north and NE 10th Street to the south. A variety of planning initiatives over the years have identified the need for a community center, increased open space and affordable housing in Downtown. Because Ashwood Park remains undeveloped, it has attracted proposals and petitions for uses ranging from a fire station and cultural or performing arts centers to active recreation, playgrounds, dog off-leash areas or simply green passive open space. For those reasons and because Bellevue has changed dramatically since 1992 and needs to be updated and the Park developed.

Rationale

The 2022 Parks & Open Space System Plan identifies the need to develop this Community Park asset. Development of a public park on this Ashwood site is a long-term goal in the City's Comprehensive Plan and the Parks and Opens Space System Plan. Planning and development is supported by the community as evidenced by regular community requests. A City in a Park - Downtown development is quickly outpacing park development.

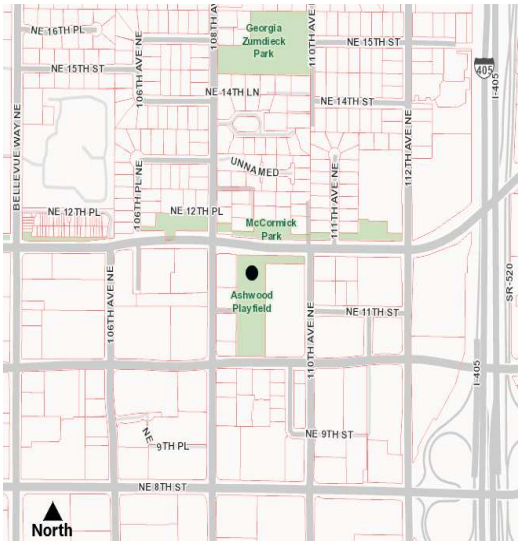
Environmental Impacts

Planning activities do not have direct environmental impacts. State Environmental Protection Act review and other environmental analyses will occur prior to Council action and development.

Operating Budget Impacts

There are no immediate Operating Budget impacts. Planning and design efforts help inform operating budget impacts and are not implemented until development has occurred.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	5,000,000
Total Budgetary Cost Estimate:		5,000,000
Means of Financing		
Funding Source		Amount
Misc revenue		5,000,000
Total Programmed Funding:		5,000,000
Future Funding Requirements:		-

FY2023-2029

Comments

P-AD-108: Aquatics Facility Design (A&E)

Category: High Quality Built & Natural Environment

Status: New

Department: Parks & Community Services

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
4,100,000	-	100,000	-	4,000,000	-	-	-	-

Description and Scope

This project will fund the next incremental step, schematic design, to help further feasibility, cost, and funding options of a new regional Bellevue Aquatics Center, including a professional services contract with ARC Architects.

Rationale

The existing Bellevue Aquatic Center (Odle Pool) has served Bellevue’s 140,000 residents for over 50 years, and no longer meets current or future demand for aquatics in Bellevue. There is a significant lack of modern public pools in East King County. This need is identified in the Parks & Open Space System Plan. The City Council acknowledged this needed and created a priority to study the feasibility of developing such an aquatic facility in Bellevue to serve both local and regional needs. Council has approved a MOU with SplashForward to partner toward fund raising and has instructed staff to continue work towards determining an Aquatic Facility site.

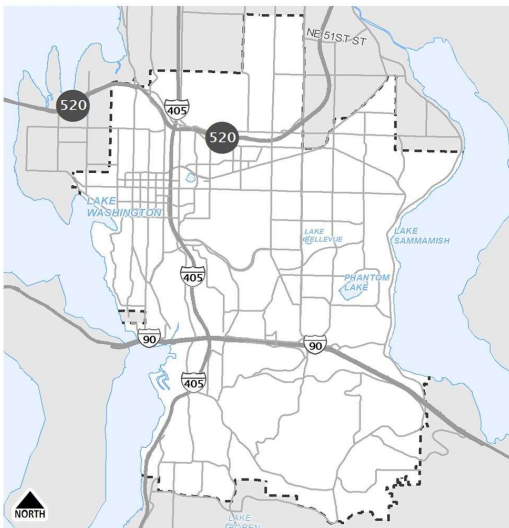
Environmental Impacts

Design work will have no environmental impacts. This next step in design development will help determine environmental impacts.

Operating Budget Impacts

There are no operating impacts to design. This next step in design development will help determine operating impacts.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	4,100,000

Total Budgetary Cost Estimate: 4,100,000

Means of Financing

Funding Source	Amount
Interlocal	100,000
Misc revenue	4,000,000
Total Programmed Funding:	4,100,000
Future Funding Requirements:	-

FY2023-2029

Comments

P-AD-109: Eastgate Neighborhood Park

Category: High Quality Built & Natural Environment Status: New
 Department: Parks & Community Services Location: Eastgate & Factoria

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
5,000,000	-	5,000,000	-	-	-	-	-	-

Description and Scope

The Parks & Open Space System Plan level of Service analysis identifies significant gaps in walkable access to parks and trails in the Eastgate Area. This project would provide funds to support acquisition, design, and development of park property to address gaps in this underserved area of the City.

Rationale

The Parks & Open Space System Plan level of Service analysis identifies significant gaps in walkable access to parks and trails in the Eastgate Area. This neighborhood includes a significant number of recently incorporated residential households south of I-90. This area is underserved by both park and trail access, creating a need for additional neighborhood park facilities. Planning and development is supported by the community as evidenced by regular community requests for park and open space facilities in the Eastgate Neighborhood.

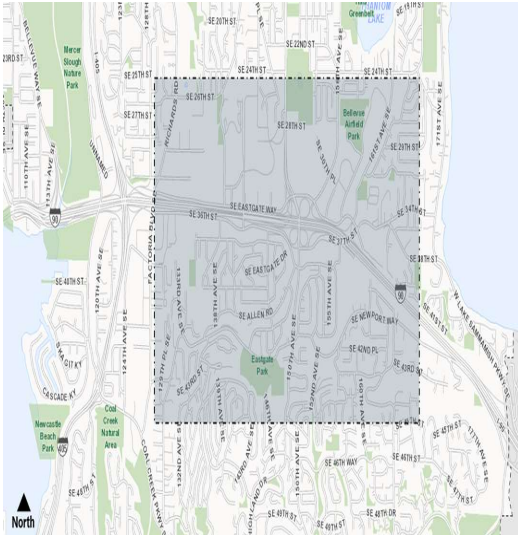
Environmental Impacts

Acquisition of property is generally exempt from environmental review. Planning activities do not have direct environmental impacts. However, project-level SEPA and other environmental analyses will occur depending on Council action and development requirements.

Operating Budget Impacts

There are no Immediate Operating Budget impacts. Planning and design efforts help inform operating budget impacts and are not implemented until development has occurred.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	5,000,000

Total Budgetary Cost Estimate: 5,000,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Parks REET	3,000,000
Misc revenue	2,000,000
Total Programmed Funding:	5,000,000
Future Funding Requirements:	-

FY2023-2029

Comments

P-AD-110: Factoria Neighborhood Park

Category: High Quality Built & Natural Environment Status: New
 Department: Parks & Community Services Location: Eastgate & Factoria

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
5,000,000	-	5,000,000	-	-	-	-	-	-

Description and Scope

The Parks & Open Space System Plan level of Service analysis identifies significant gaps in walkable access to parks and trails in the Factoria Area. This project would provide funds to support acquisition, design, and development of park property to address gaps in this underserved area of the City.

Rationale

The Parks & Open Space System Plan level of Service analysis identifies significant gaps in walkable access to parks and trails in the Factoria Area. An unconnected street network and lack of neighborhood park facilities in this neighborhood leaves most households without walkable access to parks. The high population density of workforce and multi-family residential populations exacerbate this need. This area is underserved by both park and trail access, creating a need for additional neighborhood park facilities. Planning and development is supported by the community as evidenced by regular community requests for park and open space facilities in the Factoria Neighborhood.

Environmental Impacts

Acquisition of property is generally exempt from environmental review. Planning activities do not have direct environmental impacts. However, project-level SEPA and other environmental analyses will occur depending on Council action and development requirements.

Operating Budget Impacts

There are no Immediate Operating Budget impacts. Planning and design efforts help inform operating budget impacts and are not implemented until development has occurred.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	5,000,000

Total Budgetary Cost Estimate: 5,000,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Parks REET	2,939,718
Misc revenue	2,060,282
Total Programmed Funding:	5,000,000
Future Funding Requirements:	-

FY2023-2029

Comments

P-AD-111: Off-Leash and Emerging Sports Facilities

Category: High Quality Built & Natural Environment

Status: New

Department: Parks & Community Services

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
1,100,000	-	1,100,000	-	-	-	-	-	-

Description and Scope

This project develops Off Leash and Emerging Sports facilities throughout the City, including projects approved by Bellevue voters in the 2022 Parks Levy. For example, the Parks Levy included funding for emerging sports such as cricket and pickleball due to increased community demand for these facilities. In addition, the Parks & Open Space System Plan identifies the need to provide additional off-leash areas distributed across the city. Currently, there are opportunities for dog owners and their pets to experience Bellevue Parks, including one centrally located off-leash facility at Robinswood Park and a new south off-leash facility at Newport Hills Woodlawn Park. With Bellevue's regional off-leash needs also served by Marymoor Park, recommendations will likely focus on smaller sized facilities that serve localized Bellevue needs.

Rationale

The Parks & Open Space System Plan identifies the need to provide additional off-leash areas distributed across the city and to enhance objectives around emerging sports including cricket and pickleball. Planning and development is supported by the community as evidenced by regular community requests for off-leash facilities especially in the Downtown. The high population density of workforce and multi-family residential populations exacerbate this need. Additional funding for these projects was included in the 2022 Parks Levy.

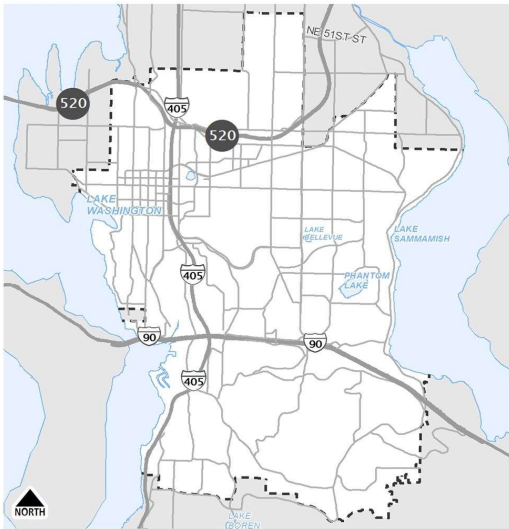
Environmental Impacts

Planning activities do not have direct environmental impacts. However, project-level SEPA and other environmental analyses will occur prior to Council action and to support development requirements.

Operating Budget Impacts

There are no Immediate Operating Budget impacts. Planning and design efforts help inform operating budget impacts and are not implemented until development has occurred.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	1/1/2023-	1,100,000

Total Budgetary Cost Estimate: 1,100,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Misc revenue	1,100,000
Total Programmed Funding:	1,100,000
Future Funding Requirements:	-

FY2023-2029

Comments

P-AD-112: Parks Trails

Category: High Quality Built & Natural Environment

Status: New

Department: Parks & Community Services

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
2,500,000	-	500,000	500,000	500,000	500,000	500,000	-	-

Description and Scope

Funding will be used to develop trails to address significant gaps in walkable access, connecting parks and expanding the trail system. Connections that need to be made include Mercer Slough, Coal Creek, Richards Valley, Lake to Lake, Eastrail and the Grand Connection to name a few. Open Space, Greenways, Wildlife Corridors & Trails function to meet passive and active recreation needs of the community, protect wildlife and critical habitat areas, and provide linkages between parks and commercial or residential neighborhoods. Trails through forests, wetland and natural areas are the single most-used type of park amenity in Bellevue. Three out of four Bellevue residents report using the trail system more than once a year. One in three residents use the trail system frequently, walking on trails ten or more times per year. In addition to being the most-used type of facility, trails are also the top community priority for additional development.

Rationale

The functional goals as identified in the Parks & Open Space System Plan include connecting parks, neighborhoods, schools, and activity areas together through a coordinated system of trails and open spaces. Based on level of service analysis multiple neighborhoods have significant gaps in walkable access to parks and trails. Connections that need to be made include Mercer Slough, Coal Creek, Richards Valley, Lake to Lake, Eastrail and the Grand Connection to name a few. Trails, which are easily accessed from residential neighborhoods and places of work, provide a low-barrier way for individuals to get outside and benefit from all that our natural environment has to offer in terms of physical activity and mental well-being. Trails through forests, wetland and natural areas are the single most-used type of park amenity in Bellevue. Three out of four Bellevue residents report using the trail system more than once a year. One in three residents use the trail system frequently, walking on trails ten or more times per year. In addition to being the most-used type of facility, trails are also the top community priority for additional development.

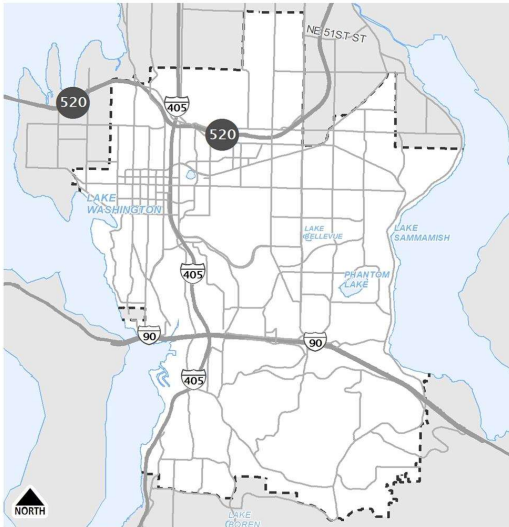
Environmental Impacts

Acquisition of property is generally exempt from environmental review. Planning activities do not have direct environmental impacts. However, project-level SEPA and other environmental analyses will occur depending on Council action and development requirements.

Operating Budget Impacts

There are no Immediate Operating Budget impacts. Planning and design efforts help inform operating budget impacts and are not implemented until development has occurred.

Project Map



Schedule of Activities

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

Total Budgetary Cost Estimate: 2,500,000

Means of Financing

Funding Source	Amount
Parks REET	500,000
Misc revenue	2,000,000
Total Programmed Funding:	2,500,000
Future Funding Requirements:	-

FY2023-2029

Comments

P-AD-114: Park Shoreline Restoration

Category: High Quality Built & Natural Environment

Status: New

Department: Parks & Community Services

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
2,500,000	-	500,000	-	2,000,000	-	-	-	-

Description and Scope

Conceptual design replaces armored (riprap, concrete walls) with more natural shoreline gradients, stabilized by anchored large wood boulders and gravel. Re-grading the shoreline will help attenuate wave energy restore sediment transport processes, provide shallow water shoreline habitat for native fish, and increase accessibility for park visitors.

Rationale

This budget addresses improvements beyond normal maintenance requirements, including safety, accessibility, and code-related issues. The shorelines of these older parks have seen years of wave action stressing concrete walls, riprap and exposing old piers. A naturalized shoreline will eliminate the hardened structures, and ease public access. The City has placed a high priority on reducing potential liability and increasing safety and accessibility into our park system. Park waterfront refurbishment will preserve the quality of park facilities, reduce potentially dangerous conditions, and allow continued public access to park properties and facilities.

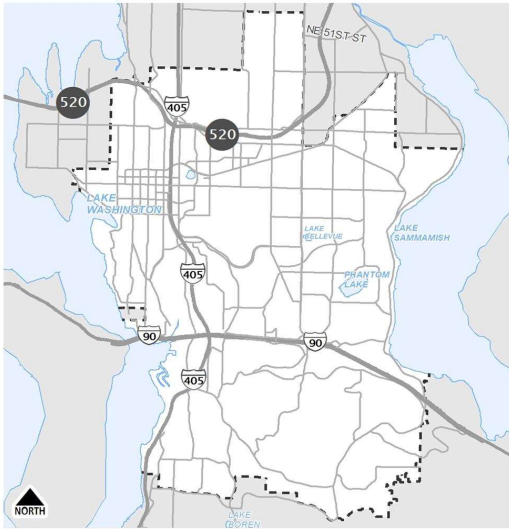
Environmental Impacts

Planning activities do not have direct environmental impacts. However, project-level SEPA and other environmental analyses will occur depending on Council action and development requirements.

Operating Budget Impacts

There are no Immediate Operating Budget impacts. Planning and design efforts help inform operating budget impacts and are not implemented until development has occurred.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	2,500,000

Total Budgetary Cost Estimate: 2,500,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Parks REET	500,000
Misc revenue	2,000,000
Total Programmed Funding:	2,500,000
Future Funding Requirements:	-

FY2023-2029

Comments

P-R-02: Enterprise Facility Improvements

Category: High Quality Built & Natural Environment Status: Ongoing

Department: Parks & Community Services Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
11,516,062	10,610,870	155,000	110,250	115,763	121,551	127,628	134,100	140,900

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.

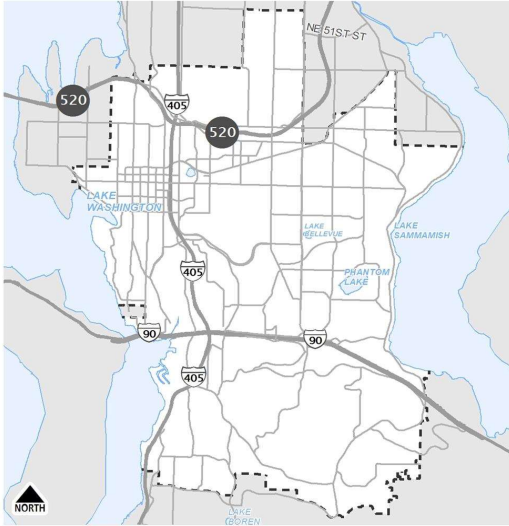
Environmental Impacts

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

Operating Budget Impacts

There are no immediate operating budget impacts. Planning and design efforts help inform operating budget impacts and are not implemented until development has occurred.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	11,516,062

Total Budgetary Cost Estimate: 11,516,062

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Charges for Services	5,823
Private Contributions	50,000
Transfers from Other City Funds	9,135,803
Rents and Leases	328,037
Misc revenue	1,996,399

Total Programmed Funding: 11,516,062

Future Funding Requirements: -

FY2023-2029

Comments

P-R-11: Parks Renovation & Refurbishment Plan

Category: High Quality Built & Natural Environment Status: Ongoing
 Department: Parks & Community Services Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
129,164,869	85,493,400	5,812,469	5,951,000	6,094,000	6,240,000	6,396,000	6,524,000	6,654,000

Description and Scope

Each year, the department undertakes various renovation projects ranging from major planned lifecycle replacement/maintenance to repairing/ 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. Funding also supports energy efficiency upgrades and improvements that support the city's overall environmental goals as expressed in the Environmental Stewardship Initiative. Typical jobs include repairs, renovation, replacement, and/or accessibility upgrades to equipment, buildings, infrastructures, trails, shorelines, vegetation and open space.

Rationale

The park and open space system include developed parks and trail systems covering over 2,700 acres of land in Bellevue. Park infrastructure includes 34 major buildings with over 360,000 square feet of space, 31 restroom buildings, 38 sports fields, 46 playgrounds, 64 sports courts, 17 miles of fencing, and over 90 miles of trails. Over 35,000 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.

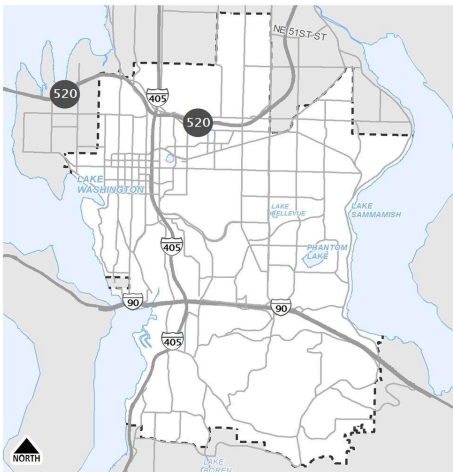
Environmental Impacts

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

There are no immediate operating budget impacts. Renovation and Refurbishment projects typically alleviate or improve operational costs. Planning and design efforts help inform operating budget impacts and are not implemented until projects are scoped and complete.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	129,164,869

Total Budgetary Cost Estimate: 129,164,869

Means of Financing

Funding Source	Amount
Parks REET	105,575,994
Federal Grant	775,589
Grant	1,232,022
Interlocal	860,794
Charges for Services	39,968
Private Contributions	758,350
Transfers from Other City Funds	3,415,210
Rents and Leases	597,743
Misc revenue	15,909,199
Total Programmed Funding:	129,164,869
Future Funding Requirements:	-

PW-M-15: Critical Area Mitigation Monitoring

Category: High Quality Built & Natural Environment

Status: Ongoing

Department: Transportation

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
799,437	312,239	50,000	50,000	102,440	117,440	72,440	62,440	32,440

Description and Scope

This proposal funds the cost to monitor the performance and maintain wetland and other critical areas mitigation sites mandated by the Army Corps of Engineers and other regulatory agencies for associated Transportation projects. The creation of this program allows completed Transportation project files to be closed instead of staying open throughout the required monitoring period which is typically five to ten years after the completion of a project.

Rationale

This program allows specific transportation improvement projects to be closed when construction is complete rather than remaining open throughout the required wetland or other critical areas monitoring period (typically 5 to 10 years).

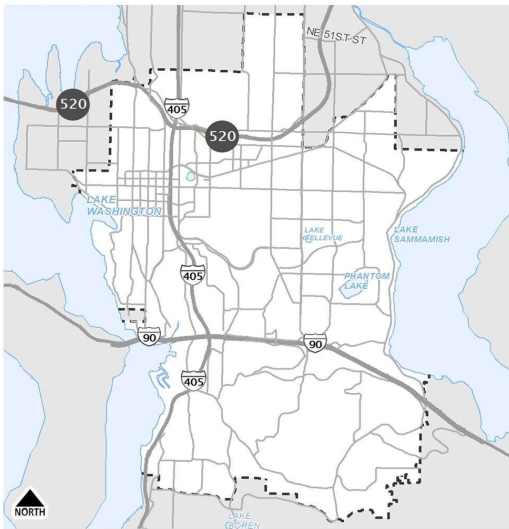
Environmental Impacts

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

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	799,437

Total Budgetary Cost Estimate: 799,437

Means of Financing

Funding Source	Amount
B&O Tax - Unrestricted	130,868
B&O Tax - Restricted	31,000
Transportation REET	502,198
MVFT	20,000
Investment Interest	10,887
Misc revenue	104,484

Total Programmed Funding: 799,437

Future Funding Requirements: -

FY2023-2029

Comments



2023-2029 Adopted Capital Investment Program (CIP) 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 2023-2029 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.

Funded CIP Projects

CIP Plan Number	Project Title	\$ in 000s	
		2023-2029 Project Cost	Total Estimated Cost
CD-11	Public Art Program	\$ 4,100	\$ 11,706
CD-22	Enhanced Right of Way and Urban Boulevards (ERUB)	3,500	9,399
CD-44	Grand Connection - Early Implementation	5,738	10,238
CD-48	Public-Private Partnership – Pilot BelRed TOD	5,250	10,830
G-112	Arts and Culture Fund	9,538	10,538
Total Bellevue: Great Places Where You Want to Be		\$ 28,126	\$ 52,711

2023-2029 Adopted CIP: Bellevue: Great Places Where You Want to Be

Combined, Completed Projects

CIP Plan Number	Project Title	\$ in 000s	
		2023-2029 Project Cost	Total Estimated Cost
G-118	Cross-Cultural Center	-	\$ 200
CD-41	Civic Center Plan	-	585
	Total Combined, Completed Projects	-	\$ 785

CD-11: Public Art Program

Category: Great Places Where You Want to Be

Status: Ongoing

Department: Community Development

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
11,705,875	7,605,875	500,000	550,000	550,000	600,000	600,000	650,000	650,000

Description and Scope

This proposal takes Council's vision seriously. Artworks and Creative Events can be an expression of our strong diverse community, they can reference or illustrate our history, and they also look to the future. Art can also reflect our natural character, promote active and engaging places, and are key to a thriving community.

Rationale

Public Art Program funds implement the City's commitment to investment in art. Public art investments are linked to park improvements, Arts District development, public buildings, transportation projects, and neighborhood sites to integrate arts and culture into the everyday life of Bellevue citizens. The community will not only obtain permanent and temporary art works with this funding they will see a new destination for arts and culture take shape and participate in these developments. These art works 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

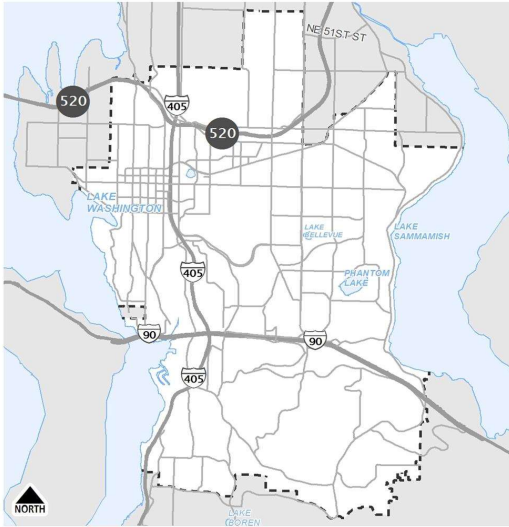
All artworks receive required permits and limit environmental impact. Sustainability is a common theme addressed through public art.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map

Schedule of Activities



<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	11,705,875

Total Budgetary Cost Estimate: 11,705,875

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
B&O Tax - Unrestricted	700,000
Private Contributions	1,606
Transfers from Other City Funds	461,348
Investment Interest	419,355
Misc revenue	10,123,566

Total Programmed Funding: 11,705,875

Future Funding Requirements: -

FY2023-2029

Comments

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

Category: Great Places Where You Want to Be Status: Ongoing
 Department: Community Development Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
9,399,180	5,899,180	500,000	500,000	500,000	500,000	500,000	500,000	500,000

Description and Scope

This proposal funds improvements to the public right of way that enhance the experience for people travelling through the community on foot and on bicycle by adding features such as improved landscaping, lighting, and public art that makes the streetscape environment more inviting and enjoyable.

Rationale

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

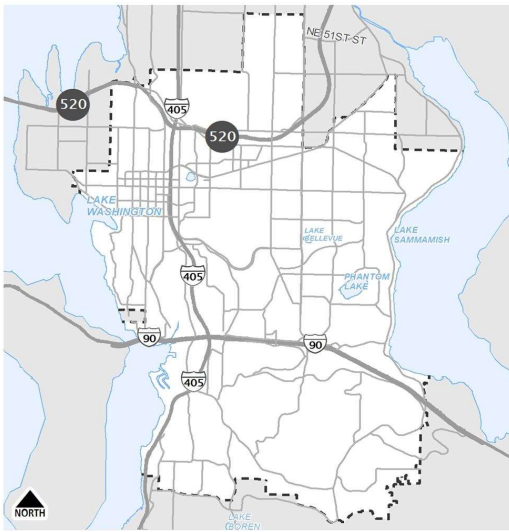
Environmental Impacts

Improvements resulting from this project typically have a positive impact on environmental health.

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	9,399,180

Total Budgetary Cost Estimate: 9,399,180

Means of Financing

Funding Source	Amount
B&O Tax - Unrestricted	1,000,000
Misc revenue	8,399,180
Total Programmed Funding:	9,399,180
Future Funding Requirements:	-

FY2023-2029

Comments

CD-44: Grand Connection Implementation

Category: Great Places Where You Want to Be Status: Ongoing
 Department: Community Development Location: Downtown

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
10,237,550	4,500,000	500,000	500,000	500,000	934,387	1,434,387	934,387	934,387

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. Council approval of the Grand Connection framework plans and completion of the Wilburton Citizen Advisory Committee work set in motion a series of implementation efforts. It includes work on: Grand Connection I-405 Crossing; Public Infrastructure Investment; Tactical Urbanism and Small-Scale Investments; Arts and Culture; and Wilburton Vision Implementation.

Rationale

This proposed CIP funding is critical for implementing the Wilburton Commercial Area vision and Grand Connection sequence one and sequence two framework plans. This includes the Grand Connection segment in Downtown Bellevue and the I405 crossing/Wilburton segment. This capital investment will build upon recent 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.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	10,237,550

Total Budgetary Cost Estimate: 10,237,550

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Misc revenue	10,237,550

Total Programmed Funding: 10,237,550

Future Funding Requirements: -

FY2023-2029

Comments

CD-48: Public-Private Partnership – BelRed TOD

Category: Great Places Where You Want to Be Status: Ongoing
 Department: Community Development Location: BelRed

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
10,830,388	5,580,388	850,000	750,000	750,000	700,000	700,000	750,000	750,000

Description and Scope

The Public Private Partnership CIP funding request will support Strategic Asset Management, P3 Framework, District Capacity Building, and P3 Program Development.

Rationale

This program leverages public-private partnerships to advance the City’s interests in delivering significant citywide public benefits, ensuring required obligations to Sound Transit are met as part of the Conveyance Agreement, and driving catalytic projects that spur redevelopment to support businesses and residents. Continued funding of this proposal provides for more efficient use of resources, expedites project timelines, and expands delivery options for services, infrastructure, and amenities that benefit the public.

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

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	10,830,388

Total Budgetary Cost Estimate: 10,830,388

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Misc revenue	10,830,388

Total Programmed Funding: 10,830,388

Future Funding Requirements: -

FY2023-2029

Comments

FY2023-2029 Capital Investment Program

G-112: Arts and Culture Fund

Category: Great Places Where You Want to Be Status: Ongoing
 Department: Community Development Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
10,538,457	1,000,000	877,346	962,346	962,346	962,346	962,346	2,405,864	2,405,864

Description and Scope

Public money in this fund is well managed as this CIP Arts and Culture Fund continues to be governed by the guiding principles adopted by Council in 2006 for the City's investments in cultural arts. Arts & Cultural facilities provide massive public benefits, and by setting up a robust ongoing Cultural Facilities CIP we can expand arts and culture opportunities in our community.

Rationale

The Arts and Culture CIP can help be a vehicle for our diverse population to feel connected to Bellevue. New gathering spaces can be the center of civic life, giving our community a 'third place' and are needed to better serve our growing and evolving community. Cultural differences and language gaps are breached through art. Culturally connected communities, in an increasingly digital world, can help the city keep pace with social transformation in these fast and connected times.

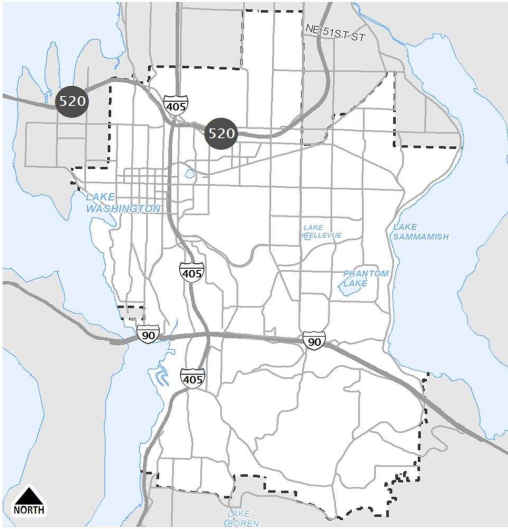
Environmental Impacts

N/A

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	10,538,457

Total Budgetary Cost Estimate: 10,538,457

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Misc revenue	10,538,457

Total Programmed Funding: 10,538,457

Future Funding Requirements: -

FY2023-2029

Comments



2023-2029 Adopted Capital Investment Program (CIP) 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 2023-2029 CIP, there are no projects specifically developed to address this strategic target area.

Note: In adopting the 2023-2029 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.

2023-2029 Adopted CIP: Regional Leadership and Influence

Funded CIP Projects

CIP Plan Number	Project Title	\$ in 000s	
		2023-2029 Project Cost	Total Estimated Cost
NONE	Total Regional Leadership and Influence	\$ -	\$ -



2023-2029 Adopted Capital Investment Program (CIP) Plan Achieving Human Potential

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

One project funded in the 2023-2029 CIP plan 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 2023-2029 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.

2023-2029 Adopted CIP: Achieving Human Potential

Funded CIP Projects

CIP Plan Number	Project Title	\$ in 000s	
		2023-2029 Project Cost	Total Estimated Cost
G-109	Affordable Housing Contingency	\$ 14,000	\$ 23,000
	Total Achieving Human Potential	\$ 14,000	\$ 23,000

2023-2029 Adopted CIP: Achieving Human Potential

Combined, Completed Projects

CIP Plan Number	Project Title	\$ in 000s	
		2023-2029 Project Cost	Total Estimated Cost
NONE			
	Total Combined, Completed Projects	-	-

G-109: Affordable Housing Contingency

Category: Achieving Human Potential

Status: Ongoing

Department: Community Development

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
23,000,000	9,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000

Description and Scope

The affordable housing contingency allocates \$2 million per year to be used based on Council direction.

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.

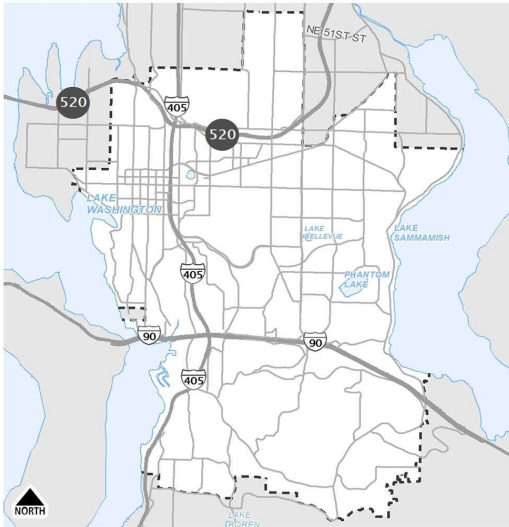
Environmental Impacts

N/A

Operating Budget Impacts

This program will have no significant impact on operating expenditures.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	23,000,000

Total Budgetary Cost Estimate: 23,000,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Misc revenue	23,000,000

Total Programmed Funding: 23,000,000

Future Funding Requirements: -

FY2023-2029

Comments



2023-2029 Adopted Capital Investment Program (CIP) 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 2023-2029 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.

2023-2029 Adopted CIP: High Performance Government

Funded CIP Projects

CIP Plan Number	Project Title	\$ in 000s	
		2023-2029 Project Cost	Total Estimated Cost
G-01	COB Fuel System Replacement	\$ 5,500	\$ 7,911
G-59	JDE System Upgrade and Enhancements	824	17,229
G-94	Enterprise Application Replacement Reserve	16,500	20,400
G-107	Council Contingency	7,000	7,013
G-113	Facility Services Major Maintenance	14,489	19,575
G-115	City Fleet In-Ground Lift Replacement	83	1,208
G-116	Space Planning to Support Change at City Hall & BSC	900	1,300
PS-16	Fire Facility Maintenance	15,879	42,221
PS-64	Fire Station 10 (Levy)	101	27,201
PS-65	Fire Station 4 (Levy)	29,471	33,188
PS-66	Fire Station 5	5,617	18,117
PS-67	Fire Warehouse & Special Projects (Levy)	45	7,545
PS-68	Station 6 Renovations (Levy)	25,475	25,975
PW-W/B-49	Pedestrian Facilities Compliance Program	1,075	4,279
Total High Performance Government		\$ 122,960	\$ 233,163

Combined, Completed Projects

CIP Plan Number	Project Title	\$ in 000s	
		2023-2029 Project Cost	Total Estimated Cost
CD-45	Mini City Hall Expansion	-	\$ 250
G-04	Hearing Assistance for Public Spaces	-	480
G-110	Citywide Security Improvements	-	450
PS-63	Fire Facility Master Plan	-	18,250
	Total Combined, Completed Projects	-	\$ 19,430

G-01: City Fuel System Replacement

Category: High Performance Government

Status: Approved and Begun

Department: Finance & Asset Management

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
7,911,000	2,411,000	1,500,000	1,500,000	800,000	850,000	850,000	-	-

Description and Scope

This proposal will replace 17 underground fuel storage tanks at nine of the City's fueling sites, including Bellevue Service Center, seven fire stations and City Hall. These tanks will enable fuel to be accessible for vehicles, equipment, and emergency generators so they can deliver services. Replacement reduces the potential risk of contaminants leaking into the environment and reduces the insurance deductible cost to the City should tanks experience issues. The nine sites will be scheduled out over a period generally matching their 30-year useful life.

Rationale

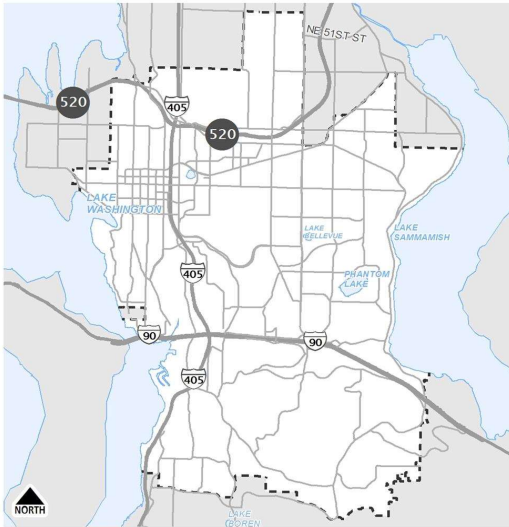
The City's existing tanks were installed over 16 years from 1989 to 2004 using CIP projects to replace equipment that no longer meet environmental regulatory requirements. These tanks support daily operations for all City departments as well as emergency operations for Police, Fire, Utilities, Parks, 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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	7,911,000

Total Budgetary Cost Estimate: 7,911,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Retail Sales Tax	263,440
B&O Tax - Unrestricted	145,799
Transfers from Other City Funds	173,880
Misc revenue	7,327,881

Total Programmed Funding: 7,911,000

Future Funding Requirements: -

FY2023-2029

Comments

G-59: Finance and Asset Management/Human Resources Systems

Category: High Performance Government

Status: Ongoing

Department: Finance & Asset Management

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
17,229,386	16,405,508	190,903	376,396	256,580	-	-	-	-

Description and Scope

This project originally provided for the replacement of the City's financial and human resources systems with the JD Edwards ERP system. The availability of funding for upgrades and enhancements is frequently necessary to achieve efficiencies identified during process improvement efforts. Remaining competitive by following industry best practices in a high demand market involves offering the workforce these essential tools to leverage their potential.

Rationale

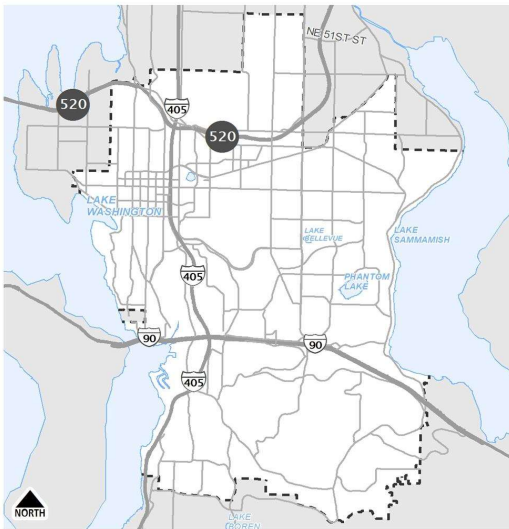
Stable and accurate Finance, Asset Management, and Human Resources Systems provide information required for financial planning, financial and asset management, and enabling the workforce to achieve their potential. The portfolio of FAM systems equips the department with the technology to perform financial and asset management and conduct our operations in a timely, consistent, and predictable manner.

Environmental Impacts

N/A

Operating Budget Impacts

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	17,229,386

Total Budgetary Cost Estimate: 17,229,386

Means of Financing

Funding Source	Amount
Retail Sales Tax	296,946
Transfers from Other City Funds	3,811,249
Investment Interest	195,733
Misc revenue	12,925,458

Total Programmed Funding: 17,229,386

Future Funding Requirements: -

FY2023-2029

Comments

G-94: Enterprise Application Replacement Reserve

Category: High Performance Government

Status: Ongoing

Department: Information Technology

Location: City Hall

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
20,400,000	3,900,000	2,000,000	2,000,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000

Description and Scope

This proposal supports Council vision of High-Performance Government, specifically the long-term financial strategy to respond to future operating and capital needs of the City.

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 planned replacements 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 \$24 million to procure and implement in 2022 dollars. Inadequate replacement funding hampers the ability to respond to future business needs in an ever-changing technology industry. Most enterprise applications are moving to subscription models, which will require adjusted funding models in subsequent budget cycles.

Rationale

The fund was established for eventual replacement of 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 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 partially 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.

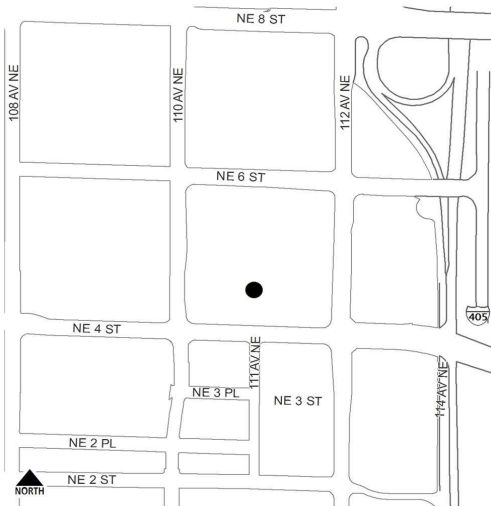
Setting aside a nominal replacement amount each year is fiscally prudent and in keeping with other replacement practices per Government Finance Officers Association (GFOA) Asset Maintenance and Replacement best practices (2010). The EAR fund positively influences the City's AAA bond rating (Standard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

Environmental Impacts

NA

Operating Budget Impacts

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	20,400,000
Total Budgetary Cost Estimate:		20,400,000
<u>Means of Financing</u>		
<u>Funding Source</u>	<u>Amount</u>	
Retail Sales Tax	1,849,038	
B&O Tax - Unrestricted	188,354	
Investment Interest	47,143	
Misc revenue	18,315,465	
Total Programmed Funding:	20,400,000	
Future Funding Requirements:	-	

FY2023-2029

Comments

G-107: Council Contingency

Category: High Performance Government

Status: Ongoing

Department: Finance & Asset Management

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
7,013,485	13,485	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000

Description and Scope

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

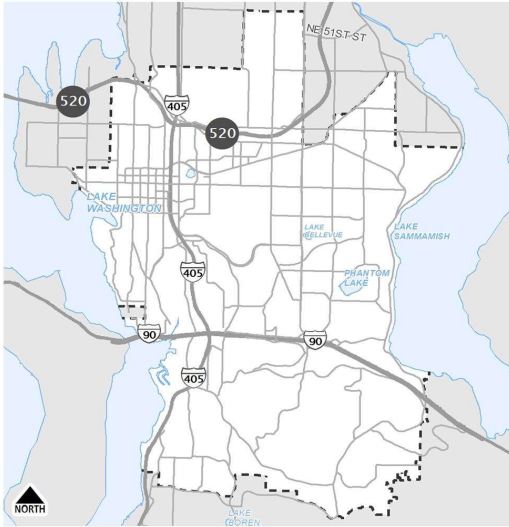
Rationale

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

Environmental Impacts

Operating Budget Impacts

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	7,013,485

Total Budgetary Cost Estimate: 7,013,485

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Retail Sales Tax	262
B&O Tax - Unrestricted	13,223
Misc revenue	7,000,000

Total Programmed Funding: 7,013,485

Future Funding Requirements: -

FY2023-2029

Comments

G-113: Facility Operations Major Maintenance Plan

Category: High Performance Government

Status: Ongoing

Department: Finance & Asset Management

Location: City Hall

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
19,575,056	5,085,761	2,835,884	2,586,144	4,189,758	485,736	1,127,064	1,482,464	1,782,246

Description and Scope

Projects in the Major Maintenance Plan include equipment & building system replacements, 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 proposed 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 updated budget numbers reflect the planned project list. The budget also includes funding in each year for energy efficiency, interior, and ADA projects.

Rationale

This proposal addresses necessary major maintenance projects, life-cycle replacements, unexpected major repairs, energy conservation projects, and safety and accessibility issues at City Hall and the Bellevue Service Center. The proposal 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. Funding the proposal ensures we continue to address major maintenance work at these facilities in a methodical, safe, and responsible manner and provide for the most effective and efficient use of the facilities. The major repairs and improvements accomplished through this proposal will maintain or enhance the operating condition of these primary City facilities and preserve and extend the useful life of these buildings.

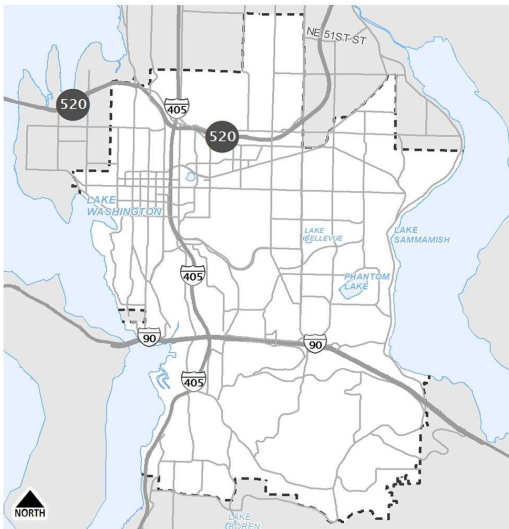
This major maintenance fund intends to ensure 100% operational uptime for City Hall and the Bellevue Service Center, both primary hubs for the deployment of general City services. It is necessary to maintain and replace mechanical, electrical, plumbing, roofs, exterior envelope, and related systems required for the daily high-performance operation of these buildings

Environmental Impacts

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

Operating Budget Impacts

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	19,575,056

Total Budgetary Cost Estimate: 19,575,056

Means of Financing

Funding Source	Amount
Grant	7,821
Transfers from Other City Funds	19,567,235
Total Programmed Funding:	19,575,056
Future Funding Requirements:	-

FY2023-2029

Comments

G-115: City Fleet In-Ground Lift Replacement

Category: High Performance Government

Status: Approved and Begun

Department: Finance & Asset Management

Location: Bellevue Service Center (BSC)

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
1,208,000	1,125,000	83,000	-	-	-	-	-	-

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 lift systems reside in concrete vaults built below grade. They utilize large hydraulic cylinders that emerge from the vaults and engage the undercarriage of the vehicle. They are used to raise vehicles/equipment to specific heights that allow technicians and the tools used in the repair the best and most efficient access to the work area. 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.

ADDITIONAL RATIONALE:

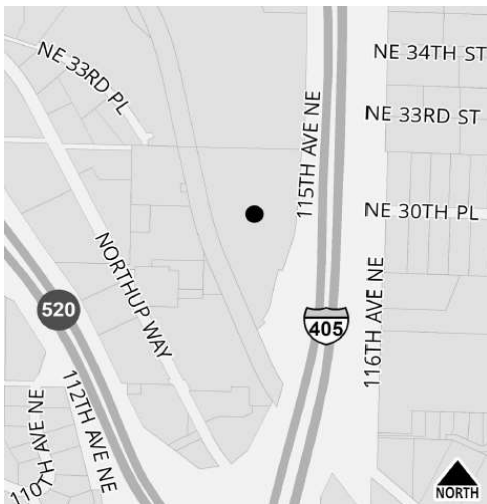
- Manufacturers of these lift systems recommend a useful life of 20-25 years; ours are approx. 31 years old.
- The Automotive Lift Institute (ALI) endorses manufacturers' replacement recommendations. ALI is the only national organization accredited by the American National Standards Institute (ANSI) to inspect and certify automotive and heavy equipment lifts.
- OSHA does not have specific standards for lift systems but states "an employer is under obligation to provide a workplace that is free from recognized hazards likely to cause death or serious physical harm" and "national standards or manufacturers' recommendations may be used as evidence."
- After experiencing two failures in 2019, we asked three different outside professionals for replacement recommendations. Each agreed the remaining lifts are currently serviceable although they don't know for how long, and that an immediate plan should be in place for their replacement.
- These lift systems are always in use. The safety implications of a failure of any segment cannot be overstated.

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	1,208,000
Total Budgetary Cost Estimate:		1,208,000
Means of Financing		
Funding Source		Amount
Misc revenue		1,208,000
Total Programmed Funding:		1,208,000
Future Funding Requirements:		-

FY2023-2029

Comments

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

Category: High Performance Government

Status: Ongoing

Department: Finance & Asset Management

Location: City Hall

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
1,300,000	400,000	300,000	300,000	300,000	-	-	-	-

Description and Scope

This proposal funds the implementation of the recommendations for new space types to allow for greater collaboration onsite and space types to enhance the productivity of staff that utilizes the facilities periodically and flexible to match new mobility needs. This proposal is requesting ongoing 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.

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

Environmental Impacts

N/A

Operating Budget Impacts

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	1,300,000

Total Budgetary Cost Estimate: 1,300,000

Means of Financing

Funding Source	Amount
Misc revenue	1,300,000

Total Programmed Funding: 1,300,000

Future Funding Requirements: -

FY2023-2029

Comments

PS-16: Fire Facility Major Maintenance

Category: High Performance Government

Status: Approved and Begun

Department: Fire

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
42,220,686	26,342,017	2,147,137	2,474,538	2,255,894	2,227,628	2,200,125	2,257,328	2,316,019

Description and Scope

This proposal provides funding for major repairs and/or upgrades required at 9 Fire Stations and the Public Safety Training Center (PSTC) 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

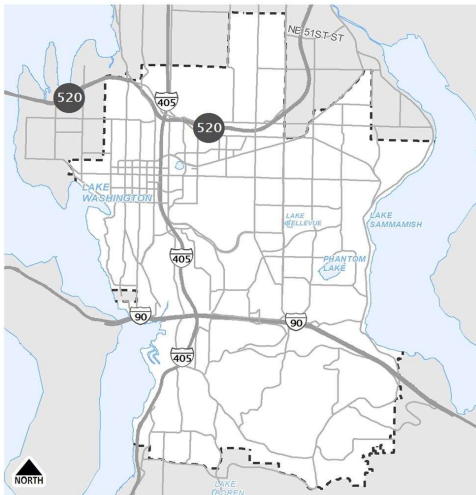
This project addresses needed improvements and safety issues in all fire stations and the public safety training center. Project has been established in response to the high priority the city has placed on maintaining current facilities safely and responsibly and providing for the most effective and 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 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 FS6. 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

This program will have no significant impact on operating expenditures.

Operating Budget Impacts

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	42,220,686

Total Budgetary Cost Estimate: 42,220,686

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
B&O Tax - Unrestricted	7,084,161
Grant	121,179
Interlocal	3,118,893
Charges for Services	1,477
Private Contributions	16,115
Transfers from Other City Funds	442,140
Investment Interest	226,531
Misc revenue	31,183,439
Sale of Fixed Assets	26,751

Total Programmed Funding: 42,220,686

Future Funding Requirements: -

FY2023-2029

Comments

PS-64: Fire Station 10 (Levy)

Category: High Performance Government

Status: Approved and Begun

Department: Fire

Location: Downtown

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
43,468,175	27,100,000	14,040,274	2,327,901	-	-	-	-	-

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:

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

Rationale

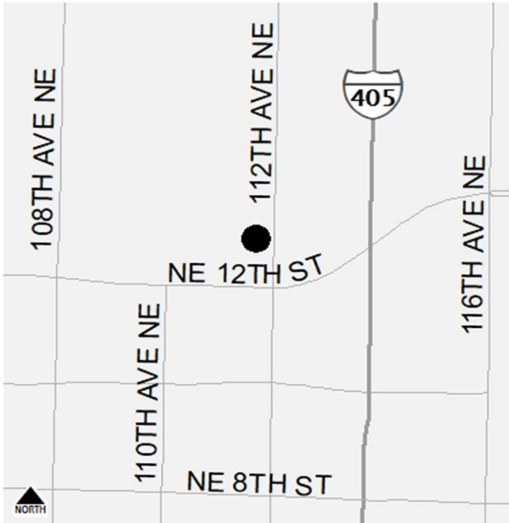
Maintaining emergency response capabilities, providing a healthy and safe working environment for fire personnel, and providing adequate training facilities for firefighters is directly related to the Key Community Indicator described as a community that is prepared for and responds to emergencies.

Environmental Impacts

This program will have no significant impact on operating expenditures.

Operating Budget Impacts

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	43,468,175

Total Budgetary Cost Estimate: 43,468,175

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Fire Levy	39,951,175
Transfers from Other City Funds	3,517,000

Total Programmed Funding: 43,468,175

Future Funding Requirements: -

FY2023-2029

Comments

PS-65: Fire Station 4 (Levy)

Category: High Performance Government

Status: Ongoing

Department: Fire

Location: Eastgate & Factoria

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
20,437,536	3,716,706	(3,139,101)	5,217,936	6,772,838	7,869,157	-	-	-

Description and Scope

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 (Battalion Chief, engine company, and ladder company). This designation requires additional space to house more emergency response units. Relocation of Battalion Commander to new Fire Station 4 and new Fire Station 10 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.

Site selection considers the following elements:

- Population projections
- Emergency response time
- Health & safety of firefighters
- Operational Effectiveness
- Regulations, standards & best practices
- Design to Essential Public Facilities standard

Rationale

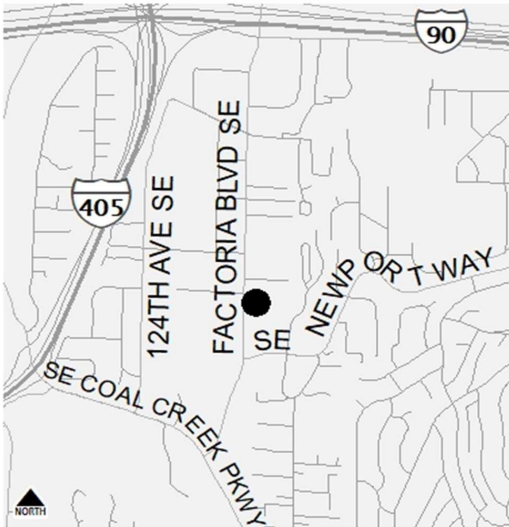
Maintaining emergency response capabilities, providing a healthy and safe working environment for fire personnel, and providing adequate training facilities for firefighters is directly related to the Key Community Indicator described as a community that is prepared for and responds to emergencies.

Environmental Impacts

This program will have no significant impact on operating expenditures.

Operating Budget Impacts

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	20,437,536
Total Budgetary Cost Estimate:		20,437,536
Means of Financing		
Funding Source		Amount
Fire Levy		20,437,536
Total Programmed Funding:		20,437,536
Future Funding Requirements:		-

FY2023-2029

Comments

PS-66: Fire Station 5

Category: High Performance Government

Status: Ongoing

Department: Fire

Location: Northwest Bellevue

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
18,117,267	12,500,000	-	1,671,759	2,805,043	1,140,465	-	-	-

Description and Scope

The Bellevue City Council authorized the development of a Fire Facility Master Plan to meet the changing emergency response needs of the community. The Fire Facility Master Plan was published in May 2014. 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 5.

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	18,117,267
Total Budgetary Cost Estimate:		18,117,267
Means of Financing		
Funding Source	Amount	
Misc revenue	18,117,267	
Total Programmed Funding:		18,117,267
Future Funding Requirements:		-

FY2023-2029

Comments

PS-67: Fire Warehouse & Special Projects (Levy)

Category: High Performance Government

Status: Ongoing

Department: Fire

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
7,545,415	7,500,000	-	45,415	-	-	-	-	-

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 equipment and supplies.

Rationale

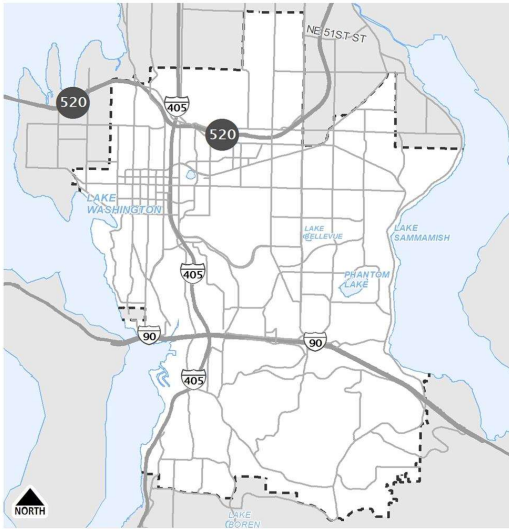
It is important to note that the Warehouse/Special Projects will enable the special projects from individual stations to relocate here to vacate space needed to create bunker gear storage, decontamination area, etc. These remodels will address both operational and fire fighter health and safety. Without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

This program will have no significant impact on operating expenditures.

Operating Budget Impacts

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	7,545,415

Total Budgetary Cost Estimate: 7,545,415

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Fire Levy	7,545,415
Total Programmed Funding:	7,545,415
Future Funding Requirements:	-

FY2023-2029

Comments

PS-68: Station 6 Renovations

Category: High Performance Government

Status: Approved and Begun

Department: Fire

Location: BelRed

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
25,975,063	500,000	-	-	954,963	-	8,016,364	8,170,588	8,333,148

Description and Scope

This project provides funding for a feasibility study to determine site layout, design, and construction of Fire Station 6, which was constructed in 1983. Due to limited site capacity, the design will incorporate current best practices to improve firefighter health and wellness 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 inclusive restroom facilities, an appropriately sized fitness room, and a dedicated in-house training space.

Rationale

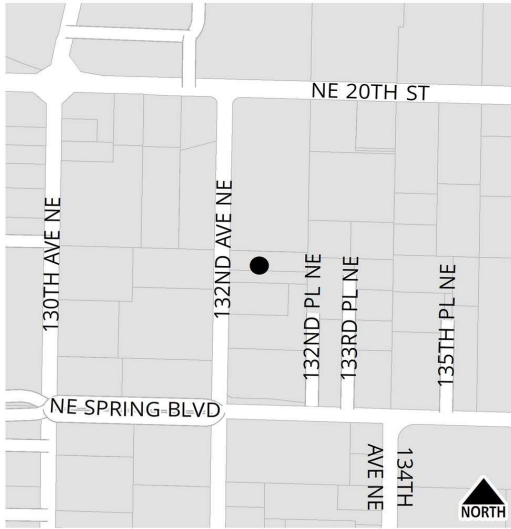
Maintaining emergency response capabilities, providing a healthy and safe working environment for fire personnel, and providing adequate training facilities for firefighters is directly related to the Key Community Indicator described as a community that is prepared for and responds to emergencies.

Environmental Impacts

This program will have no significant impact on operating expenditures.

Operating Budget Impacts

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	1/1/2025-	25,975,063

Total Budgetary Cost Estimate: 25,975,063

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Fire Levy	25,975,063
Total Programmed Funding:	25,975,063
Future Funding Requirements:	-

FY2023-2029

Comments

PW-W/B-49: Pedestrian Facilities Compliance Program

Category: High Performance Government

Status: Ongoing

Department: Transportation

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
4,279,123	3,204,214	138,698	143,651	148,605	153,558	158,512	163,465	168,419

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 source for addressing citizen accessibility requests and, as funding is available, implementing high priority retrofits identified in the City's ADA Access infrastructure management program. Projects constructed under this program improve pedestrian accessibility and safety for people with disabilities and also reduce the City's vulnerability to litigation related to ADA compliance. This program will be adjusted for inflation in 2023-2027.

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).

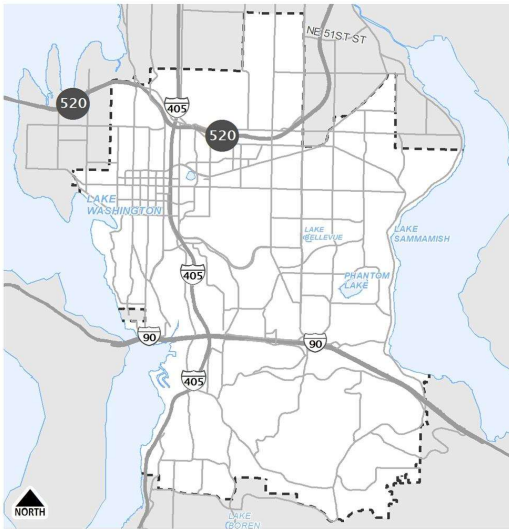
Environmental Impacts

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	4,279,123

Total Budgetary Cost Estimate: 4,279,123

Means of Financing

Funding Source	Amount
Annexation Sales Tax	859,083
B&O Tax - Unrestricted	200,000
B&O Tax - Restricted	302,163
Transportation REET	128,261
MVFT	1,842,224
Interlocal	33,200
Charges for Services	309
Transfers from Other City Funds	254,715
Misc revenue	659,167

Total Programmed Funding: 4,279,123

Future Funding Requirements: -

FY2023-2029

Comments



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2023-2029 Adopted Utilities Capital Investment Program (CIP) Plan

Executive Summary:

The 2023-2029 Adopted Utilities 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 \$317 million for the water, sewer, and storm and surface water utilities.

Key drivers for the 2023-2029 CIP are:

- Renewing and replacing aging infrastructure
- Preserving the natural environment
- Adding system capacity to support anticipated growth
- Enhancing operational efficiencies

Overview

The City's utility infrastructure is aging, and increased maintenance and capital investments are inevitable. The 2023-2029 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 enhance operational efficiencies.

Adopted 2023-2029 Utilities CIP - \$317M

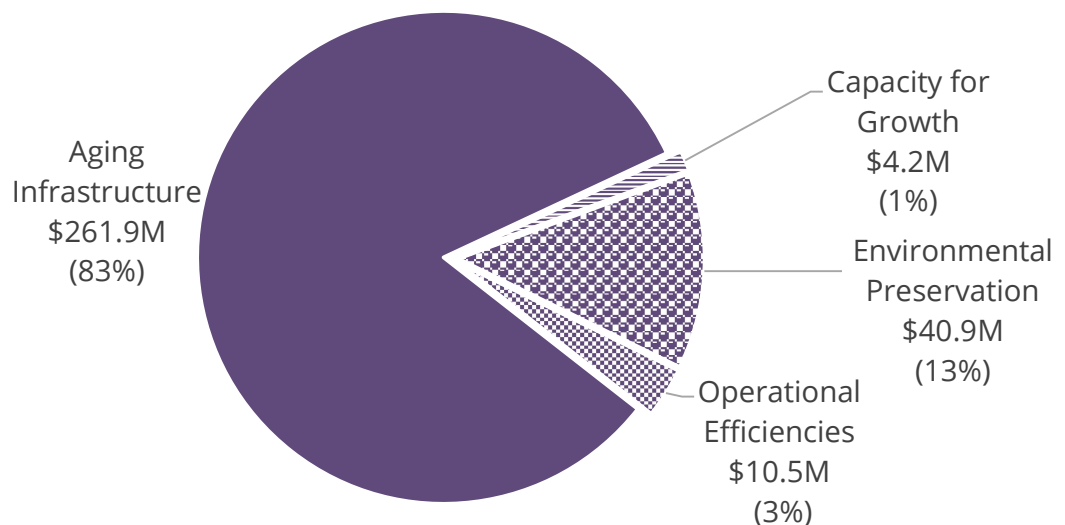


Figure 10-1 Description: A pie chart showing the Adopted 2023-2029 Utilities CIP of \$317 million. \$261.9 million is for Aging Infrastructure projects, \$40.9 million for Environmental Preservation projects, \$10.5 million for Operational Efficiencies projects, and \$4.2 million for Capacity for Growth projects.

2023-2029 Adopted Utilities Capital Investment Program (CIP) Plan

Alignment with Strategic Target Areas

Development of the 2023-2029 CIP budget was guided by aligning utility system needs with City Council's strategic direction, including:

- Supporting the City's economic development by ensuring that utility infrastructure provides reliable capacity for growth;
- Protecting, renewing, and enhancing utility infrastructure and natural resources, as part of the City's high quality built and natural environment; and
- Continuing to be a high-performing organization by leveraging innovation and technology to improve service delivery and achieve cost efficiencies.

Additionally, Bellevue Utilities coordinates with other city departments and WSDOT in order to lower overall costs and minimize customer impacts.

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 and flush stations, and 73 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 65 percent of the aging infrastructure project costs are for this utility. The sewer utility and storm and surface water utility are both beginning systematic infrastructure replacement. Additional condition assessment to determine future infrastructure renewal and replacement needs is also being conducted.

Environmental Preservation

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 Bellevue'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.

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



2023-2029 Adopted Utilities Capital Investment Program (CIP) Plan

BelRed 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.

Operational Efficiencies

The CIP includes several programs for improving operational efficiencies and service delivery to our customers.

Building an additional operations and maintenance facility in the North End of Bellevue will 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.

Procuring and implementing an advanced portfolio and project management system will enable the Utility to more efficiently deliver the Utilities CIP.

Infrastructure Renewal and Replacement Account

Recognizing that the cost to replace Utilities aging infrastructure is significant, the 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, 21 pump stations, 73 pressure zones, and 5,950 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 at higher risk for sudden 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, some areas of the City have been rezoned for higher density development – including downtown and the BelRed area. Because these areas are experiencing significant growth and we expect growth to continue in the future, new water system infrastructure with increased capacity (e.g., reservoir storage) will be needed.

2023-2029 Adopted Utilities Capital Investment Program (CIP) Plan

2023-2029 Water Utility CIP: \$178.2 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 each component of the entire system needs replacement, rehabilitation, or just continued maintenance to preserve service life. A good example is when a pump needs replacing, but the pump station that houses it does not. A total of \$170 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 \$111.5 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 21 pump stations in the system, Utilities is spending \$21.9 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 \$8.9 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 \$4.2 million in new or improved infrastructure.

2023-2029 Adopted Utilities Capital Investment Program (CIP) Plan

- 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 \$10.0 million, of which \$3.9 million will be provided by the Water Utility CIP.

The following table shows the Water Utility CIP Plans included in the 2023-2029 Budget:

**Figure 10-2
Water CIP Overview**

CIP Plan Number	Description	2023-2029 Adopted Budget (\$000)
W-16	Water Main Replacement	111,530
W-67	Pressure Reducing Valve (PRV) Station Rehabilitation	8,932
W-69	Minor (Small) Water Capital Improvement Projects	209
W-85	Reservoir Rehabilitation or Replacement	11,718
W-91	Water Pump Station Rehabilitation or Replacement	10,180
W-98	Replacement of Large Commercial Meter Vaults	3,206
W-99	Water Service Line and Saddle Replacement Program	1,857
W-103	Increase Drinking Water Storage Availability for West Operating Area	4,216
W-110	Water Supply Inlet Rehabilitation	304
W-111	Maintenance and Operations Yard - Water	3,867
W-112	Water System Capital Planning	890
W-115	SCADA Upgrade - Water	1,162
W-117	170 th Pl. SE Pressure Improvements	1,367
W-118	Somerset Highlands Pressure & Flow Improvements	5,781
W-119	Groundwater Well Improvements	12,835
W-120	Project and Portfolio Management System - Water	167
Water Utility CIP Total		\$178,221

Sewer System

Bellevue's sewer system, comprised of over 630 miles of pipes, 47 pump and flush stations, and 34 major connections to the King County regional wastewater system, is more than halfway through its useful life. Ongoing condition assessments coupled with monitoring of sewer overflows 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 known as "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 and BelRed areas as these areas develop to higher density zoning.

2023-2029 Sewer Utility CIP: \$77.5 million

- 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 supervisory control and data acquisition (SCADA) 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 \$54.7 million for replacement of pipe infrastructure and rehabilitation of sewer systems.
- The replacement of sewer pipelines submerged along the shores of Lake Washington is a significant infrastructure program. These lake lines comprise about 15 miles of infrastructure and will require replacement over the next 20 years or more. Utilities also owns and operates 4 miles of lake lines in Lake Sammamish; however, replacement is not expected in the next thirty to forty years. Utilities has budgeted \$4.3 million for the Lake Washington Lake Line program in this 7-year CIP to initiate the program, and anticipates increasing funding over the next 20 years.

2023-2029 Adopted Utilities Capital Investment Program (CIP) Plan

- 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 \$10.0 million, of which \$6.1 million will be provided by the sewer utility CIP.

The following table shows the Sewer Utility CIP Plans included in the 2023-2029 Budget:

**Figure 10-3
Sewer CIP Overview**

CIP Plan Number	Description	2023-2029 Adopted Budget (\$000)
S-16	Sewage Pump Station & Force Main Improvements	23,297
S-24	Sewer System Pipeline Repairs and Replacement	26,844
S-32	Minor (Small) Sewer Capital Improvements and Projects	258
S-58	Lake Washington Sewer Lake Line Program	4,304
S-66	Sewer System Pipeline Repair and Replacement	1,954
S-111	Maintenance and Operations Yard	6,094
S-112	Sewer Planning Program	1,763
S-115	SCADA System Upgrade - Sewer	4,567
S-116	Permit Compliance Monitoring	291
S-117	Septic Systems Sewer Extensions	7,989
S-120	Project and Portfolio Management System – Sewer	167
Sewer Utility CIP Total		\$77,528

Storm and Surface Water System

The Storm and Surface 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. Additionally, the storm and surface water system is made up of both the built and natural environment, working in tandem. Both the ownership of components and the type, either built or natural, transition repeatedly throughout the system. This creates unique challenges for planning and implementing capital improvements for the Storm and Surface Water Utility. Preservation of the City's natural environment is a core value in the management of the Storm and Surface Water Utility.

The publicly-owned portion of Bellevue's storm and surface water system comprises over 480 miles of pipes and open trenches, 92 miles of open streams, over 20,000 storm water catch basins and inlets, and over 2,000 other facilities including 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.

Increasing capital investments 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 and Surface 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.

2023-2029 Storm and Surface Water Utility CIP: \$61.7 million

- ◆ Flood control is a vital component of Bellevue Utilities stormwater management work. The Factoria Boulevard Conveyance Improvement Project is budgeted at \$7.3 million in the 7-year CIP, with \$5.7 million 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, \$11.7 million is budgeted for other flood control projects in the next 7 years, with \$3.7 million 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 \$19.8 million toward this effort.

2023-2029 Adopted Utilities Capital Investment Program (CIP) Plan

- ◆ 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 \$10.9 million.
- ◆ Bellevue Utilities evaluates all of its culverts to determine fish passage improvement needs, and works closely with State Department of Fish and Wildlife regulators to implement new designs that allow for fish passage. The budget for this effort is \$2.7 million.

The following table shows the Storm & Surface Water Utility CIP Plans included in the 2023-2029 Budget:

**Figure 10-4
Storm and Surface Water CIP Overview**

CIP Plan Number	Description	2023-2029 Adopted Budget (\$000)
D-64	Storm Water System Conveyance Infrastructure Rehabilitation	19,792
D-81	Fish Passage Improvement Program	2,724
D-86	Stream Channel Modification Program	10,926
D-94	Flood Control Program	11,676
D-104	Stream Restoration for Mobility and Infrastructure Initiative	258
D-109	Stormwater Quality Retrofit Program	5,118
D-112	Storm and Surface Water Planning Program	1,421
D-114	Factoria/Richards Creek Flood Reduction	7,296
D-115	SCADA Upgrade – Storm	865
D-116	Post-Construction Monitoring and Maintenance Program	1,456
D-120	Project and Portfolio Management System – Drainage	166
Storm & Surface Water Utility CIP Total		\$61,698



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2023-2029 Utilities CIP Project Expenditures (\$000s)

City of Bellevue 2023-2024 Adopted Budget

CIP Plan		2022 Approp.								2023-2029	
No.	Project Name	To Date	2023 Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget	Total	Total Project Budget
WATER CIP											
W-16	Water Main Replacement	127,537	11,954	12,525	19,447	16,158	17,351	16,329	17,766	111,530	239,067
W-67	Pressure Reducing Valve (PRV) Station Rehabilitation	10,072	800	823	1,093	1,348	3,124	948	796	8,932	19,004
W-69	Minor (Small) Water Capital Improvement Projects	8,722	-	-	-	-	-	-	209	209	8,931
W-85	Reservoir Rehabilitation or Replacement	28,749	750	3,488	1,257	1,086	794	3,633	710	11,718	40,467
W-91	Water Pump Station Rehabilitation or Replacement	18,781	4,462	2,682	1,786	410	422	-	418	10,180	28,961
W-98	Replacement of Large Commercial Meter Vaults	4,149	503	389	541	1,311	45	417	-	3,206	7,355
W-99	Water Service Line and Saddle Replacement Program	3,526	552	796	337	-	-	19	153	1,857	5,383
W-103	Increase Drinking Water Storage Availability for West Operating	5,229	-	-	400	1,099	1,755	962	-	4,216	9,445
W-110	Water Supply Inlet Rehabilitation	2,314	175	129	-	-	-	-	-	304	2,618
W-111	Maintenance and Operations Yard - Water	5,333	-	-	2,466	1,401	-	-	-	3,867	9,200
W-112	Water System Capital Planning	-	-	286	404	200	-	-	-	890	890
W-115	SCADA Upgrade - Water	80	614	316	232	-	-	-	-	1,162	1,242
W-117	170th Pl. SE Pressure Improvements	750	617	477	273	-	-	-	-	1,367	2,117
W-118	Somerset Highlands Pressure & Flow Improvements	-	440	906	2,435	2,000	-	-	-	5,781	5,781
W-119	Groundwater Well Improvements	-	-	-	360	1,919	923	1,734	7,899	12,835	12,835
W-120	Project and Portfolio Management System - Water	-	134	33	-	-	-	-	-	167	167
TOTAL WATER CIP		215,242	21,001	22,850	31,031	26,932	24,414	24,042	27,951	178,221	393,463
SEWER CIP											
S-16	Sewage Pump Station & Force Main Improvements	24,096	1,478	5,937	3,577	3,032	5,531	1,725	2,017	23,297	47,393
S-24	Sewer System Pipeline Repairs and Replacement	31,576	3,590	2,799	7,330	3,773	3,281	3,370	2,701	26,844	58,420
S-32	Minor (Small) Sewer Capital Improvements and Projects	3,879	258	-	-	-	-	-	-	258	4,137
S-58	Lake Washington Sewer Lake Line Program	3,236	675	41	119	219	945	1,159	1,146	4,304	7,540
S-66	Sewer System Pipeline Repair and Replacement	17,018	558	71	270	839	216	-	-	1,954	18,972
S-111	Maintenance and Operations Yard	2,667	-	-	3,315	2,779	-	-	-	6,094	8,761
S-112	Sewer Planning Program	-	-	-	1,366	397	-	-	-	1,763	1,763
S-115	SCADA System Upgrade - Sewer	1,710	1,120	-	2,190	1,257	-	-	-	4,567	6,277
S-116	Permit Compliance Monitoring	-	51	37	38	39	41	42	43	291	291
S-117	Septic Systems Sewer Extensions	-	-	211	1,226	4,505	1,463	292	292	7,989	7,989
S-120	Project and Portfolio Management System - Sewer	-	133	34	-	-	-	-	-	167	167
TOTAL SEWER CIP		84,181	7,863	9,130	19,431	16,840	11,477	6,588	6,199	77,528	161,709
STORM & SURFACE WATER CIP											
D-64	Storm Water System Conveyance Infrastructure Rehabilitation	24,405	3,822	1,840	2,772	2,843	2,909	2,660	2,946	19,792	44,197
D-81	Fish Passage Improvement Program	6,396	290	296	1,912	111	57	29	29	2,724	9,120
D-86	Stream Channel Modification Program	7,829	-	-	6,072	3,963	145	346	400	10,926	18,755
D-94	Flood Control Program	18,251	-	2,574	2,927	1,299	4,260	580	36	11,676	29,927
D-104	Stream Restoration for Mobility and Infrastructure Initiative	2,631	-	258	-	-	-	-	-	258	2,889
D-109	Stormwater Quality Retrofit Program	437	65	342	1,473	260	1,406	1,224	348	5,118	5,555
D-112	Storm and Surface Water Planning Program	1,190	25	645	451	300	-	-	-	1,421	2,611
D-114	Factoria/Richards Creek Flood Reduction	9,320	720	4,290	1,398	500	388	-	-	7,296	16,616
D-115	SCADA Upgrade - Storm	600	100	-	-	765	-	-	-	865	1,465
D-116	Post-Construction Monitoring and Maintenance Program	430	372	263	175	197	216	147	86	1,456	1,886
D-120	Project and Portfolio Management System - Drainage	-	133	33	-	-	-	-	-	166	166
TOTAL STORM & SURFACE WATER CIP		71,489	5,527	10,541	17,180	10,238	9,381	4,986	3,845	61,698	133,187
TOTAL UTILITIES CIP		370,912	34,391	42,521	67,642	54,010	45,272	35,616	37,995	317,447	688,359

Reserves are excluded from the table above.



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2023-2029 Adopted Utilities Capital Investment Program (CIP) 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 2023-2029 Utilities 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.

Funded CIP Projects

CIP Plan Number	Project Title	\$ in 000s	
		2023-2029 Project Cost	Total Estimated Cost
W-16	Water Main Replacement	\$ 111,530	\$ 239,067
W-67	Pressure Reducing Valve (PRV) Station Rehabilitation	8,932	19,004
W-69	Minor (Small) Water Capital Improvement Projects	209	8,931
W-85	Reservoir Rehabilitation or Replacement	11,718	40,467
W-91	Water Pump Station Rehabilitation or Replacement	10,180	28,961
W-98	Replacement of Large Commercial Meter Vaults	3,206	7,355
W-99	Water Service Line and Saddle Replacement Program	1,857	5,383
W-103	Increase Drinking Water Storage Availability for West Operating Area	4,216	9,445
W-110	Water Supply Inlet Rehabilitation	304	2,618
W-111	Maintenance and Operations Yard - Water	3,867	9,200
W-112	Water System Capital Planning	890	890
W-115	SCADA Upgrade - Water	1,162	1,242
W-117	170th Pl. SE Pressure Improvements	1,367	2,117
W-118	Somerset Highlands Pressure & Flow Improvements	5,781	5,781
W-119	Groundwater Well Improvements	12,835	12,835
W-120	Project and Portfolio Management System - Water	167	167
	Total Water	\$ 178,221	\$ 393,463

Combined, Completed Projects

CIP Plan Number	Project Title	\$ in 000s	
		2023-2029 Project Cost	Total Estimated Cost
NONE			
	Total Combined, Completed Projects	-	-

W-16: Water Main Replacement

Category: High Quality Built & Natural Environment

Status: Ongoing

Department: Utilities

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
239,066,885	127,536,885	11,954,000	12,525,000	19,447,000	16,158,000	17,351,000	16,329,000	17,766,000

Description and Scope

This program focuses on replacing water mains that have reached their useful life, with the goal of reducing risk. Additional benefits include increasing the firefighting flow available to neighborhoods, improve reliability with additional valves (to limit service shutdowns), and improving earthquake resiliency with more robust pipe. This investment funds pipeline replacement at a rate of 5 miles/year, adjusted with inflation. At that rate, water pipe will need to last on average 100-125 years to sustainably maintain the entire 608-mile water distribution system. Pipes are prioritized for replacement based on risk of failure (likelihood and consequence), break history, potential for cost savings or reduced neighborhood impacts by coordinating with other construction projects (e.g., planned street overlays), and opportunities to address level of service deficiencies (low flow or pressure) or vulnerable pipes in poor soils.

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

Operating Budget Impacts

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	239,066,885

Total Budgetary Cost Estimate: 239,066,885

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Beginning Fund Balance	99,554,722
Transfers from Other City Funds	139,512,163
Total Programmed Funding:	239,066,885
Future Funding Requirements:	-

FY2023-2029

Comments

W-67: Pressure Reducing Valve (PRV) Station Rehabilitation

Category: High Quality Built & Natural Environment Status: Ongoing
 Department: Utilities Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
19,003,971	10,071,971	800,000	823,000	1,093,000	1,348,000	3,124,000	948,000	796,000

Description and Scope

This ongoing program rehabilitates or replaces aging, obsolete pressure reducing valve (PRV) stations throughout the water service area. It will also add remote flow and pressure sensors to monitor these stations. The number of PRV stations 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 to sustainably rehabilitate over 150 stations on a roughly 25-year cycle. Prioritization criteria include access requirements, safety, maintenance history, age, and efficiencies gained with overlapping or adjacent projects.

Rationale

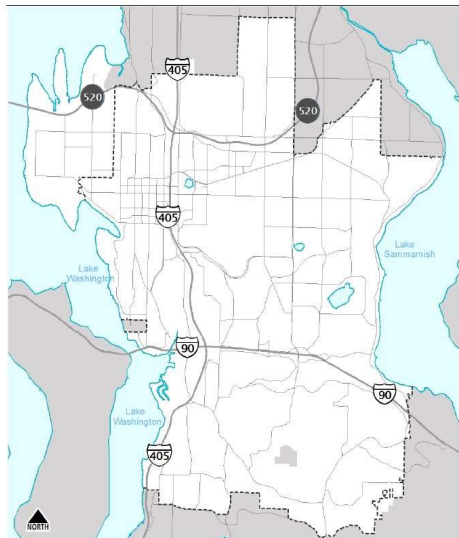
In the short term, this program reduces the likelihood of catastrophic system failures, unplanned service interruptions, damage claims to the city, and sharp rate increases to react to system failures rather than proactively managing the system. In the long term, timely replacement or repair of water 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

Operating Budget Impacts

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	19,003,971

Total Budgetary Cost Estimate: 19,003,971

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transfers from Other City Funds	19,003,971
Total Programmed Funding:	19,003,971
Future Funding Requirements:	-

FY2023-2029

Comments

W-69: Minor (Small) Water Capital Improvement Projects

Category: High Quality Built & Natural Environment Status: Ongoing
 Department: Utilities Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
8,930,619	8,721,619	-	-	-	-	-	-	209,000

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

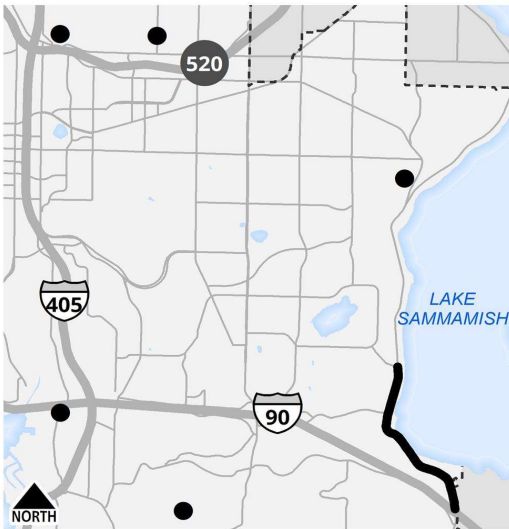
In the short term, this program reduces the likelihood of catastrophic system failures, unplanned service interruptions, damage claims to the city, and sharp rate increases to react to system failures rather than proactively managing the system. In the long term, timely replacement or repair of water 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

Operating Budget Impacts

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	8,930,619

Total Budgetary Cost Estimate: 8,930,619

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transfers from Other City Funds	8,930,619

Total Programmed Funding: 8,930,619

Future Funding Requirements: -

FY2023-2029

Comments

W-85: Reservoir Rehabilitation or Replacement

Category: High Quality Built & Natural Environment Status: Ongoing
 Department: Utilities Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
40,467,477	28,749,477	750,000	3,488,000	1,257,000	1,086,000	794,000	3,633,000	710,000

Description and Scope

This program funds recoating, rehabilitation, seismic retrofits and/or replacement of drinking water reservoirs to maintain these facilities for reliable operation. Bellevue operates and maintains 24 active drinking water reservoirs and shares partial ownership (and access to water) in 4 other reservoirs maintained and operated by neighboring utilities.

Rationale

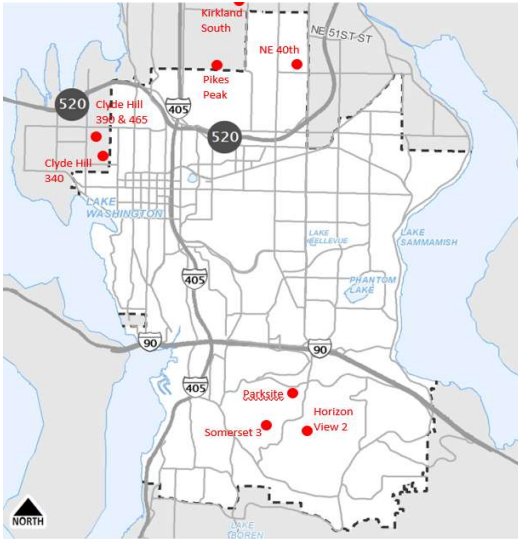
In the short term, this program reduces the likelihood of catastrophic system failures, unplanned service interruptions, damage claims to the city, and sharp rate increases to react to system failures rather than proactively managing the system. In the long term, timely replacement or repair of water 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

Operating Budget Impacts

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	40,467,477

Total Budgetary Cost Estimate: 40,467,477

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transfers from Other City Funds	40,467,477

Total Programmed Funding: 40,467,477

Future Funding Requirements: -

FY2023-2029

Comments

W-91: Water Pump Station Rehabilitation or Replacement

Category: High Quality Built & Natural Environment Status: Ongoing
 Department: Utilities Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
28,961,473	18,781,473	4,462,000	2,682,000	1,786,000	410,000	422,000	-	418,000

Description and Scope

This program was established in 2005 to rehabilitate or replace drinking water pump stations. Bellevue operates and maintains 21 pump stations, and shares partial ownership in a separate pump station operated by Coal Creek Utility District. Based on a needs assessment of each pump station, investments can range from basic improvements to complete reconstruction. The rehabilitation work may include capacity, safety and reliability improvements, new mechanical and electrical equipment, on-site emergency power generation, and seismic retrofits.

Rationale

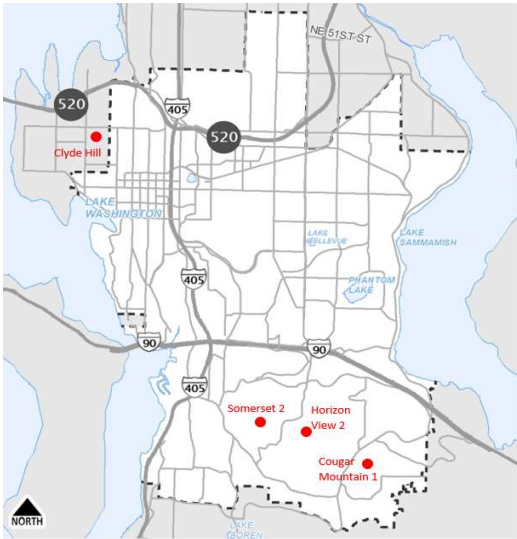
In the short term, this program reduces the likelihood of catastrophic system failures, unplanned service interruptions, damage claims to the city, and sharp rate increases to react to system failures rather than proactively managing the system. In the long term, timely replacement or repair of water 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

Operating Budget Impacts

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	28,961,473

Total Budgetary Cost Estimate: 28,961,473

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transfers from Other City Funds	28,961,473
Total Programmed Funding:	28,961,473
Future Funding Requirements:	-

FY2023-2029

Comments

W-98: Replacement of Large Commercial Water Meter Vaults

Category: High Quality Built & Natural Environment Status: Ongoing
 Department: Utilities Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
7,355,163	4,149,163	503,000	389,000	541,000	1,311,000	45,000	417,000	-

Description and Scope

This program systematically replaces aging, obsolete vaults housing high-volume commercial water meters (3" and larger). Due to their location and condition, these meters pose safety and access concerns and are generally beyond the ability of O&M crews to replace. Improved performance accuracy is a secondary benefit of the program. This ongoing program replaces approximately 4 commercial meter vaults each year.

Rationale

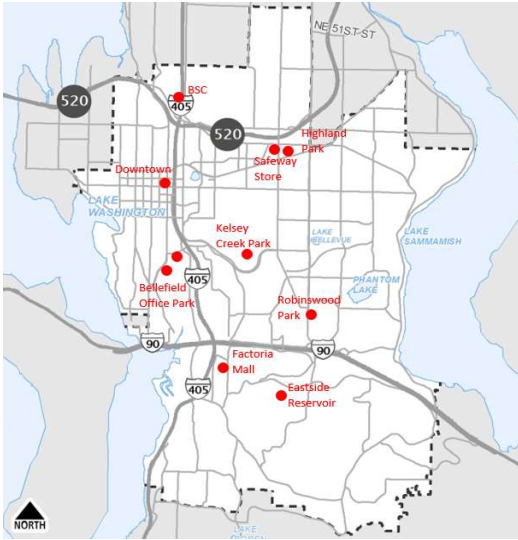
In the short term, this program reduces the likelihood of catastrophic system failures, unplanned service interruptions, damage claims to the city, and sharp rate increases to react to system failures rather than proactively managing the system. In the long term, timely replacement or repair of water 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

Operating Budget Impacts

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	7,355,163

Total Budgetary Cost Estimate: 7,355,163

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transfers from Other City Funds	7,355,163

Total Programmed Funding: 7,355,163

Future Funding Requirements: -

FY2023-2029

Comments

W-99: Water Service Line and Saddle Replacement Program

Category: High Quality Built & Natural Environment Status: Ongoing
 Department: Utilities Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
5,382,500	3,525,500	552,000	796,000	337,000	-	-	19,000	153,000

Description and Scope

This program replaces aging and deteriorating water service saddles (the component connecting the service line to the water main), and water service lines (the City-owned pipe between the main and the meter), in response to known deficiencies and/or 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.

Rationale

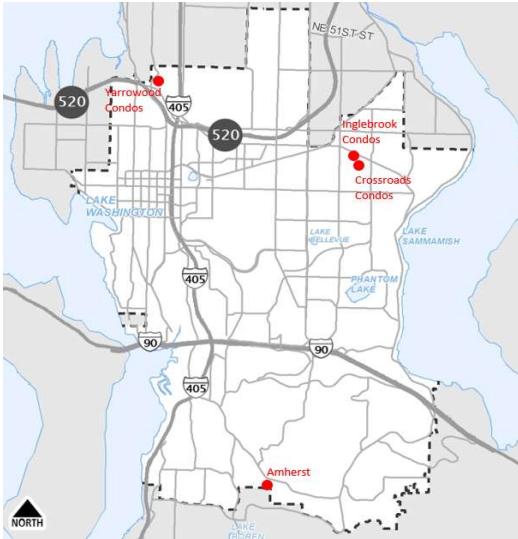
In the short term, this program reduces the likelihood of catastrophic system failures, unplanned service interruptions, damage claims to the city, and sharp rate increases to react to system failures rather than proactively managing the system. In the long term, timely replacement or repair of water 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

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	5,382,500

Total Budgetary Cost Estimate: 5,382,500

Means of Financing

Funding Source	Amount
Transfers from Other City Funds	5,382,500
Total Programmed Funding:	5,382,500
Future Funding Requirements:	-

FY2023-2029

Comments

W-103: Increase Drinking Water Storage Availability for West Operating Area

Category: High Quality Built & Natural Environment

Status: Ongoing

Department: Utilities

Location: Wilburton

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
9,445,086	5,229,086	-	-	400,000	1,099,000	1,755,000	962,000	-

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, Bellevue, 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

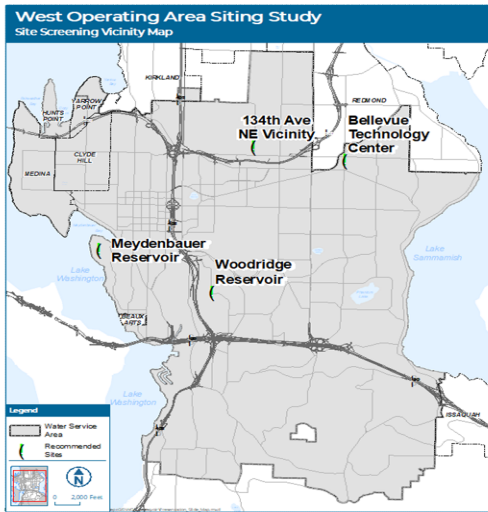
In the short term, utility capacity will be available without delaying development and redevelopment projects. In the long term, recovering the cost of projects from growth will reduce future rate increases to pay for utility system replacement.

Environmental Impacts

Operating Budget Impacts

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	9,445,086

Total Budgetary Cost Estimate: 9,445,086

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transfers from Other City Funds	9,445,086
Total Programmed Funding:	9,445,086
Future Funding Requirements:	-

FY2023-2029

Comments

W-110: Water Supply Inlet Rehabilitation

Category: High Quality Built & Natural Environment Status: Ongoing
 Department: Utilities Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
2,618,000	2,314,000	175,000	129,000	-	-	-	-	-

Description and Scope

This program is for the renewal and replacement of water supply Inlet stations, where Bellevue draws water from the regional water transmission system. Bellevue manages 14 inlet stations, and shares ownership in 3 other inlet stations operated by adjacent utilities. Projects are proposed to maintain reliability, improve safety, reduce risk, and renew aging infrastructure.

Rationale

In the short term, this project reduces the likelihood of catastrophic system failures, unplanned service interruptions, damage claims to the city, and sharp rate increases to react to system failures rather than proactively managing the system. In the long term, timely replacement or repair of water system assets keeps customer rates as low as practical by managing the system at the least life-cycle cost while maintaining target service levels and meeting regulatory requirements.

Environmental Impacts

Operating Budget Impacts

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	2,618,000

Total Budgetary Cost Estimate: 2,618,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transfers from Other City Funds	2,618,000

Total Programmed Funding: 2,618,000

Future Funding Requirements: -

FY2023-2029

Comments

W-111: Maintenance and Operations Yard

Category: High Quality Built & Natural Environment Status: Ongoing
 Department: Utilities Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
9,200,000	5,333,000	-	-	2,466,000	1,401,000	-	-	-

Description and Scope

As the City of Bellevue continues to grow, there is a critical need for long range operational facilities planning to ensure that the Utilities Department (Utilities) can meet the community's current and future needs in an efficient and timely manner. The current service locations are functioning at or near capacity, and there is significant risk that they will not be sufficient to meet Utilities' growing operational needs. To address this, Utilities initiated the development of a long range Operations and Maintenance (O&M) Facilities Plan.

Based on the recommendation of the O&M Facilities Plan, property acquisition, design, and construction were funded through the Council adopted 2019-2025 and 2021-2027 CIP budgets, with \$16M of funding split between the water and sewer funds (\$8M each).

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:

Environmental Impacts

Operating Budget Impacts

TBD

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	9,200,000

Total Budgetary Cost Estimate: 9,200,000

Means of Financing

Funding Source	Amount
Beginning Fund Balance	5,333,000
Transfers from Other City Funds	3,867,000
Total Programmed Funding:	9,200,000
Future Funding Requirements:	-

FY2023-2029

Comments

W-112: Water System Capital Planning

Category: High Quality Built & Natural Environment

Status: New

Department: Utilities

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
890,000	-	-	286,000	404,000	200,000	-	-	-

Description and Scope

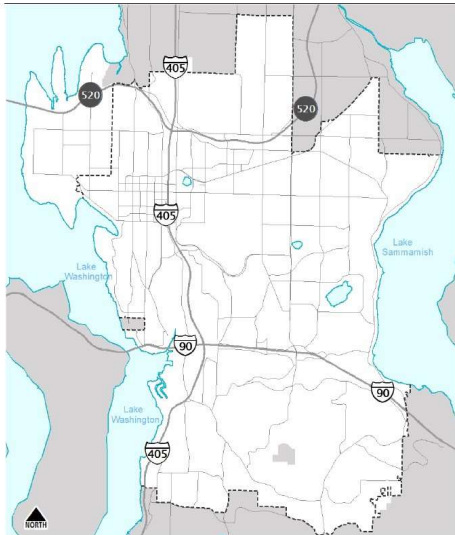
This program funds early capital project planning, which is applicable to both existing CIP programs and future capital projects yet to be identified. The proposed budget includes a new Water System Plan, which is required every ten years by the Washington State Department of Health and Bellevue City Code. Also included is assistance preparing applications for Federal Emergency Management Agency grants for seismic mitigation projects.

Rationale

Environmental Impacts

Operating Budget Impacts

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	890,000

Total Budgetary Cost Estimate: 890,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transfers from Other City Funds	890,000

Total Programmed Funding: 890,000

Future Funding Requirements: -

FY2023-2029

Comments

W-115: SCADA Upgrade - Water

Category: High Quality Built & Natural Environment Status: Ongoing
 Department: Utilities Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
1,242,000	80,000	614,000	316,000	232,000	-	-	-	-

Description and Scope

The City of Bellevue Utilities Department utilizes a supervisory control and data acquisition (SCADA) system to control and monitor the potable water, wastewater and storm water systems. Since the initial installation in the 1970s, this system has utilized leased copper telephone lines as the SCADA communications media. With age, the copper phone lines used for communicating vital control logic and retrieving precious data have become increasingly unreliable. Any break in communications within our SCADA network increases the risk and cost of providing essential Utility services to our customers.

The family of projects under the SCADA Infrastructure Upgrades program will improve the reliability and security of the SCADA system across 32 potable water sites, 48 wastewater sites and 11 storm water sites. These projects will install a private, secure cellular and fiber-optic communications network and optimize the operation of the cities three utilities.

Rationale

Environmental Impacts

Operating Budget Impacts

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	1,242,000

Total Budgetary Cost Estimate: 1,242,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transfers from Other City Funds	1,242,000

Total Programmed Funding: 1,242,000

Future Funding Requirements: -

FY2023-2029

Comments

W-117: 170th PI SE Pressure Improvements

Category: High Quality Built & Natural Environment Status: Approved and Begun
 Department: Utilities Location: West Lake Sammamish

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
2,117,000	750,000	617,000	477,000	273,000	-	-	-	-

Description and Scope

This project is the final phase of improvements to address low pressure deficiencies in the Sammamish 270 pressure zone (SA270), and specifically on 170th PI SE, as identified in the 2016 Water System Plan (p. 4-21). Water mains installed on 170th PI SE circa 1980 have never provided the minimum 30 psi pressure established by the City and required by the WA State Department of Health, due to high elevation relative to West Lake Sammamish Pkwy and SA270. As a solution, this project includes installation of water main and a pressure-reducing valve (PRV) station in an existing driveway across Weowna Park, to provide higher-pressure water on 170th PI SE.

Rationale

Environmental Impacts

Operating Budget Impacts

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	2,117,000

Total Budgetary Cost Estimate: 2,117,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transfers from Other City Funds	2,117,000

Total Programmed Funding: 2,117,000

Future Funding Requirements: -

FY2023-2029

Comments

W-118: Somerset Highlands Pressure & Flow Improvements

Category: High Quality Built & Natural Environment

Status: New

Department: Utilities

Location: Somerset

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
5,781,000	-	440,000	906,000	2,435,000	2,000,000	-	-	-

Description and Scope

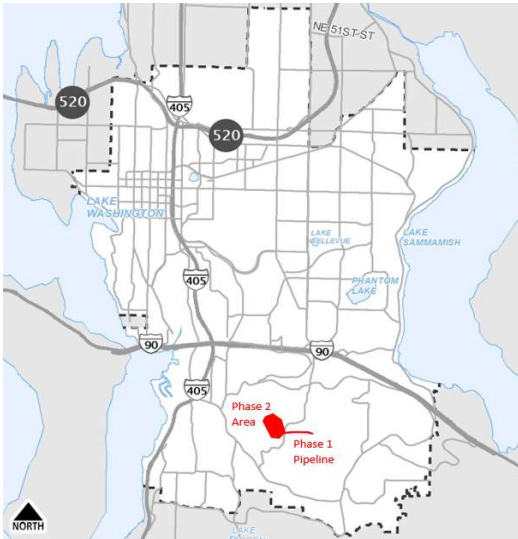
This program is proposed to address level of service deficiencies identified in the 2016 Water System Plan. During a fire event in Somerset Highlands, when high flows are drawn from local hydrants, customers at high elevations are likely to lose water service due to capacity bottlenecks. This loss of pressure would also create water quality risks, which may require boil water orders over a larger area to avoid contamination. Existing capacity was acceptable during original construction (late 1960s), but the flow available is inadequate based on City policy and current Washington State Department of Health minimum requirements. The proposed improvements will add capacity to meet the minimum level of service and resolve these deficiencies.

Rationale

Environmental Impacts

Operating Budget Impacts

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	5,781,000

Total Budgetary Cost Estimate: 5,781,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transfers from Other City Funds	5,781,000
Total Programmed Funding:	5,781,000
Future Funding Requirements:	-

FY2023-2029

Comments

W-119: Groundwater Well Improvements

Category: High Quality Built & Natural Environment

Status: New

Department: Utilities

Location: Crossroads

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
12,835,000	-	-	-	360,000	1,919,000	923,000	1,734,000	7,899,000

Description and Scope

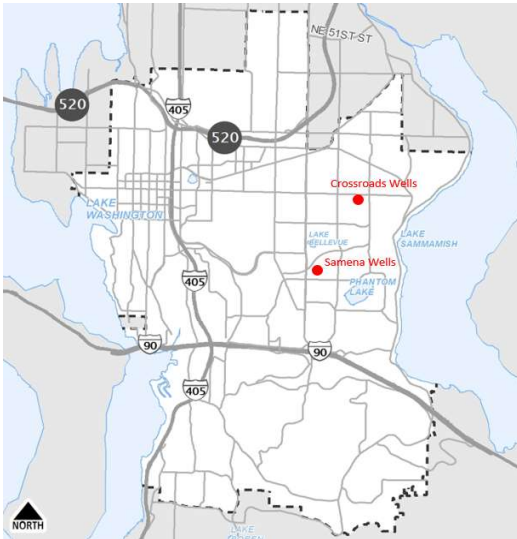
Bellevue Utilities maintains four groundwater wells for municipal water purposes, including non-potable or potable uses, and emergency water supplies. These wells were the sole supply of water to the Lake Hills and Crossroads neighborhoods in the 1950s and 1960s, before purchasing water from Seattle. This program is proposed to fund projects that maintain readiness, protect water quality, and optimize use of groundwater. Well assessment and rehabilitation work will restore and maintain well condition and yield. Improvements at the Crossroads site will increase access to groundwater for irrigation and tanker truck filling, improve well head protection measures, and improve response time and capacity to augment normal supplies in an emergency. An emergency well siting study will evaluate option to install additional, emergency-only wells throughout the service area, as recommended by the City's Water Distribution System Seismic Vulnerability Assessment.

Rationale

Environmental Impacts

Operating Budget Impacts

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	12,835,000

Total Budgetary Cost Estimate: 12,835,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transfers from Other City Funds	12,835,000
Total Programmed Funding:	12,835,000
Future Funding Requirements:	-

FY2023-2029

Comments

W-120: Project and Portfolio Management System-Water

Category: High Quality Built & Natural Environment Status: New
 Department: Utilities Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
167,000	-	134,000	33,000	-	-	-	-	-

Description and Scope

This proposal is a collaboration between the Utilities and Transportation Departments to purchase and implement a modern tracking and reporting system to support the management and delivery of both departments' Capital Investment Programs and Projects. Upon funding approval, both departments will finalize the Request for Proposals for a new Project and Portfolio Management System that will support CIP delivery through improved management tools, tracking and reporting functionality. The draft RFP for this project has already been developed collaboratively between Utilities, Transportation, I.T.D., and FAM (Procurement). Once finalized, the departments will review RFP vendor submissions, which will include evaluation of written proposals and software demonstrations. Upon satisfactory results of a preferred vendor, the negotiations and resulting contract development and execution are finalized, the Departments will proceed with software configuration, implementation, and staff training.

Rationale

Currently, the work of delivering the CIP is supported through use of the Project Reporting System (PRS), which is a software solution built by Bellevue's Information Technology Department (ITD) more than a decade ago to track and report on financial status of individual CIP projects. It is the only software system currently available for Transportation and Utilities to track project expenditures compared to cost projections and adopted budgets for CIP projects. PRS suffers from poor performance and instability and lacks analysis and reporting functionality. Staff tasked with delivering the CIP currently utilize PRS and numerous different Excel spreadsheets to track project delivery and budget elements. These spreadsheets are not connected to each other and there is risk that data between the spreadsheets may not be consistent or correct. This requires ongoing quality checking and correction, which takes staff time away from other important tasks.

In 2017, a business case was developed by Utilities and Transportation Departments to seek a better system to support project and program management and a request for information (RFI) process was undertaken to garner input from the industry on available systems. Due to City budget constraints, the formal procurement of a new system was put on hold.

Since 2017, the need for an enterprise Project and Portfolio Management System has increased due to the size and complexity of both department's Capital Investment Programs. Therefore, this proposal will resume work started in 2017 and fund implementation and ongoing maintenance of a new project tracking and reporting system that will improve functionality for management of CIP Program delivery over the current model of using PRS in conjunction with numerous, disconnected and difficult to manage excel spreadsheets. Implementation of a new system is expected to yield improved tracking and management of project scopes, schedules, budgets and risks to better achieve project delivery goals and contribute to meeting program and portfolio accomplishment targets as well.

Environmental Impacts

Operating Budget Impacts

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	167,000

Total Budgetary Cost Estimate: 167,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transfers from Other City Funds	167,000

Total Programmed Funding: 167,000

Future Funding Requirements: -

FY2023-2029

Comments



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2023-2029 Adopted Utilities Capital Investment Program (CIP) 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 2023-2029 Utilities CIP Plan recognizes that significant investments are needed to maintain aging systems and replace components that are reaching the end of their useful life.

Funded CIP Projects

CIP Plan Number	Project Title	\$ in 000s	
		2023-2029 Project Cost	Total Estimated Cost
S-16	Sewage Pump Station & Force Main Improvements	\$ 23,297	\$ 47,393
S-24	Sewer System Pipeline Repairs and Replacement	26,844	58,420
S-32	Minor (Small) Sewer Capital Improvements and Projects	258	4,137
S-58	Lake Washington Sewer Lake Line Program	4,304	7,540
S-66	Sewer System Pipeline Repair and Replacement	1,954	18,972
S-111	Maintenance and Operations Yard	6,094	8,761
S-112	Sewer Planning Program	1,763	1,763
S-115	SCADA System Upgrade - Sewer	4,567	6,277
S-116	Permit Compliance Monitoring	291	291
S-117	Septic Systems Sewer Extensions	7,989	7,989
S-120	Project and Portfolio Management System - Sewer	167	167
	Total Sewer	\$ 77,528	\$ 161,709

2023-2029 Adopted CIP: Healthy and Sustainable Environment - Sewer

Combined, Completed Projects

CIP Plan Number	Project Title	\$ in 000s	
		2023-2029 Project Cost	Total Estimated Cost
NONE			
	Total Combined, Completed Projects	-	-

S-16: Sewer Pump Station & Force Main Improvements

Category: High Quality Built & Natural Environment Status: Ongoing
 Department: Utilities Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
47,393,155	24,096,155	1,478,000	5,937,000	3,577,000	3,032,000	5,531,000	1,725,000	2,017,000

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 2023-2029 include: Wilburton, Newport, Cozy Cove, Pump Station 12, Parkers, South Ridge, Evergreen East, Evergreen West, and Fairweather.

Rationale

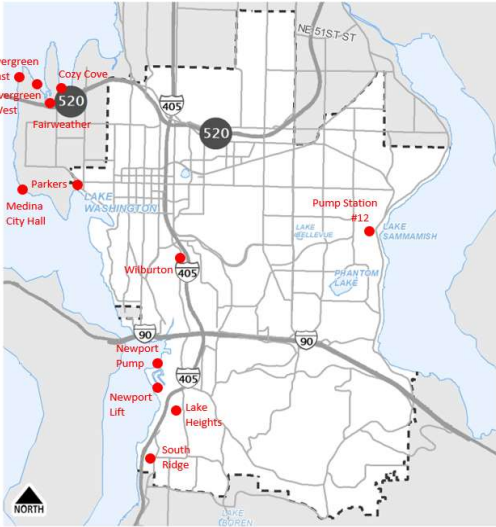
Sewer infrastructure rehabilitation and replacement is based on asset criticality and business risk, per industry best practices. In the short term, this program reduces the likelihood of catastrophic system failures, damage claims, and sharp rate increases to react to failures rather than proactively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

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	47,393,155

Total Budgetary Cost Estimate: 47,393,155

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transfers from Other City Funds	47,393,155
Total Programmed Funding:	47,393,155
Future Funding Requirements:	-

FY2023-2029

Comments

S-24: Sewer System Pipeline Repairs and Replacement

Category: High Quality Built & Natural Environment Status: Ongoing
 Department: Utilities Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
58,419,785	31,575,785	3,590,000	2,799,000	7,330,000	3,773,000	3,281,000	3,370,000	2,701,000

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

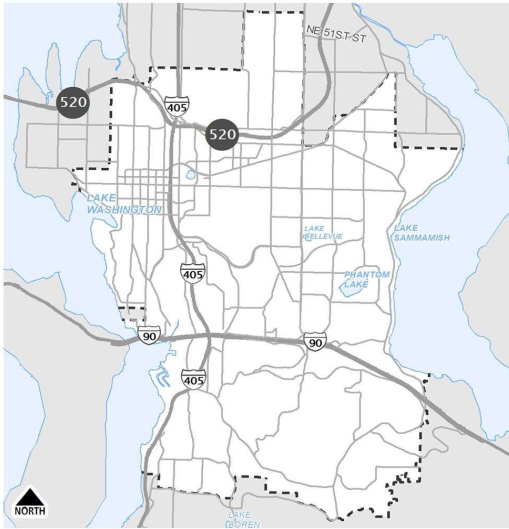
Sewer infrastructure rehabilitation and replacement is based on asset criticality and business risk, per industry best practices. In the short term, this program reduces the likelihood of catastrophic system failures, damage claims, and sharp rate increases to react to failures rather than proactively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

Operating Budget Impacts

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	58,419,785

Total Budgetary Cost Estimate: 58,419,785

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transfers from Other City Funds	58,419,785

Total Programmed Funding: 58,419,785

Future Funding Requirements: -

FY2023-2029

Comments

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

Category: High Quality Built & Natural Environment Status: Ongoing
 Department: Utilities Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
4,136,530	3,878,530	258,000	-	-	-	-	-	-

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

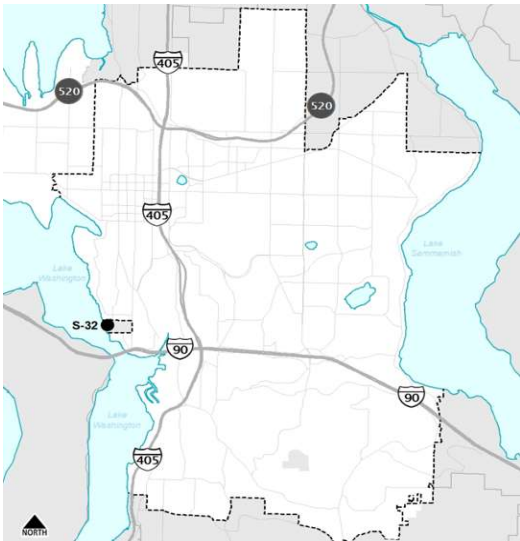
Sewer infrastructure rehabilitation and replacement is based on asset criticality and business risk, per industry best practices. In the short term, this program reduces the likelihood of catastrophic system failures, damage claims, and sharp rate increases to react to failures rather than proactively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

Operating Budget Impacts

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	4,136,530

Total Budgetary Cost Estimate: 4,136,530

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transfers from Other City Funds	4,136,530

Total Programmed Funding: 4,136,530

Future Funding Requirements: -

FY2023-2029

Comments

S-58: Lake Washington Sewer Lake Line Program

Category: High Quality Built & Natural Environment Status: Ongoing
 Department: Utilities Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
7,539,603	3,235,603	675,000	41,000	119,000	219,000	945,000	1,159,000	1,146,000

Description and Scope

This program is for the development of the Lake Lines Management Plan that will analyze the condition assessment and other available data on the Lake Washington lake lines, to develop a strategy for the rehabilitation, replacement, or continued condition assessment of the Lake Washington Lake Lines. This management plan will also perform alternatives analysis and evaluation of projects for the 14.5 miles of sewer pipe along Lake Washington Shoreline and in future years, design, and construction for portions of the lake lines.

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

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	7,539,603

Total Budgetary Cost Estimate: 7,539,603

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Beginning Fund Balance	890,000
Transfers from Other City Funds	6,649,603
Total Programmed Funding:	7,539,603
Future Funding Requirements:	-

FY2023-2029

Comments

S-66: Sewer System Pipeline Repair and Replacement

Category: High Quality Built & Natural Environment Status: Ongoing
 Department: Utilities Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
18,972,333	17,018,333	558,000	71,000	270,000	839,000	216,000	-	-

Description and Scope

This program replaces poor condition sewer pipe throughout the service area. 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. 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

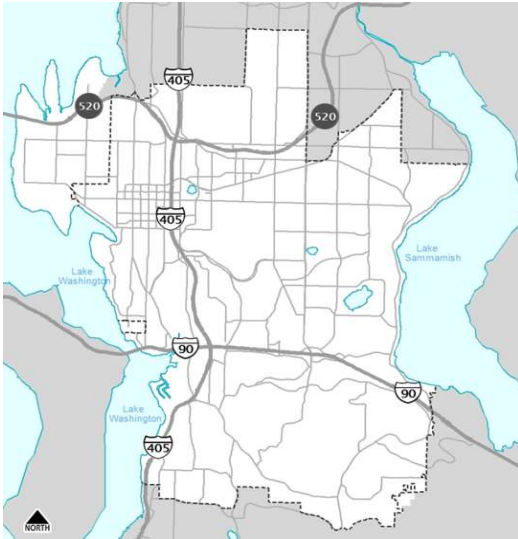
Sewer infrastructure rehabilitation and replacement is based on asset criticality and business risk, per industry best practices. In the short term, this program reduces the likelihood of catastrophic system failures, damage claims, and sharp rate increases to react to failures rather than proactively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

Operating Budget Impacts

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	18,972,333

Total Budgetary Cost Estimate: 18,972,333

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transfers from Other City Funds	18,972,333

Total Programmed Funding: 18,972,333

Future Funding Requirements: -

FY2023-2029

Comments

S-111: Maintenance and Operations Yard

Category: High Quality Built & Natural Environment Status: Ongoing
 Department: Utilities Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
8,761,000	2,667,000	-	-	3,315,000	2,779,000	-	-	-

Description and Scope

As the City of Bellevue continues to grow, there is a critical need for long range operational facilities planning to ensure that the Utilities Department (Utilities) can meet the community's current and future needs in an efficient and timely manner. The current service locations are functioning at or near capacity, and there is significant risk that they will not be sufficient to meet Utilities' growing operational needs. To address this, Utilities initiated the development of a long range Operations and Maintenance (O&M) Facilities Plan.

Based on the recommendation of the O&M Facilities Plan, property acquisition, design, and construction were funded through the Council adopted 2019-2025 and 2021-2027 CIP budgets, with \$16M of funding split between the water and sewer funds (\$8M each). 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:

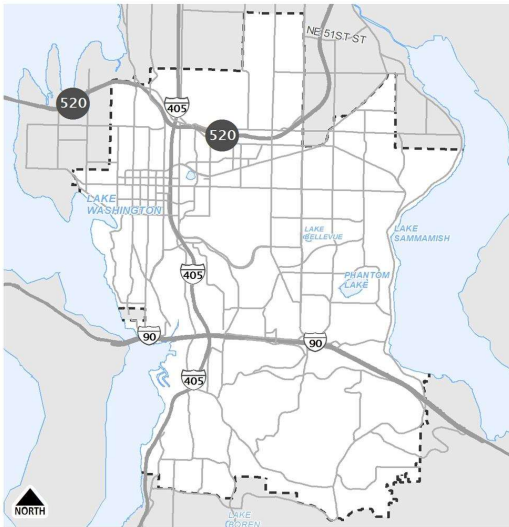
- Build capacity for yard functions and equipment storage on the north end of Bellevue,
- Build right-sized facilities capable of supporting today's operations and future growth, and
- Position facilities so crews can respond efficiently to routine work orders and emergencies

Environmental Impacts

Operating Budget Impacts

TBD

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	8,761,000

Total Budgetary Cost Estimate: 8,761,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Beginning Fund Balance	2,667,000
Transfers from Other City Funds	6,094,000
Total Programmed Funding:	8,761,000
Future Funding Requirements:	-

FY2023-2029

Comments

S-112: Sewer Planning Program

Category: High Quality Built & Natural Environment

Status: New

Department: Utilities

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
1,763,000	-	-	-	1,366,000	397,000	-	-	-

Description and Scope

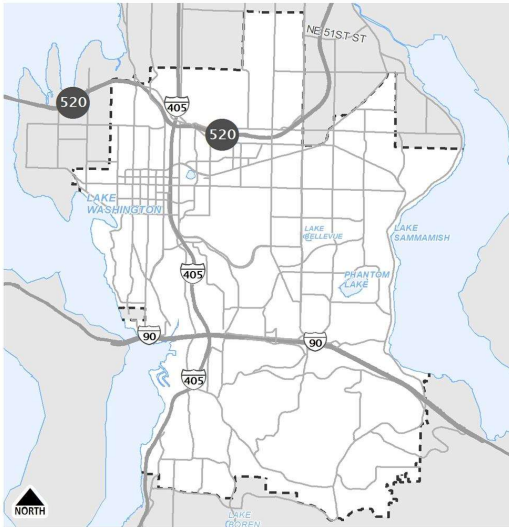
This program is for sewer planning projects, including alternatives analyses and programmatic planning for the wastewater sewer system, and an update to the Wastewater System Plan.

Rationale

Environmental Impacts

Operating Budget Impacts

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	1/1/2023-	1,763,000

Total Budgetary Cost Estimate: 1,763,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transfers from Other City Funds	1,763,000
Total Programmed Funding:	1,763,000
Future Funding Requirements:	-

FY2023-2029

Comments

S-115: SCADA System Upgrade - Sewer

Category: High Quality Built & Natural Environment Status: Ongoing
 Department: Utilities Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
6,277,000	1,710,000	1,120,000	-	2,190,000	1,257,000	-	-	-

Description and Scope

The City of Bellevue Utilities Department utilizes a supervisory control and data acquisition (SCADA) system to control and monitor the potable water, wastewater and storm water systems. Since the initial installation in the 1970s, this system has utilized leased copper telephone lines as the SCADA communications media. With age, the copper phone lines used for communicating vital control logic and retrieving precious data have become increasingly unreliable. Any break in communications within our SCADA network increases the risk and cost of providing essential Utility services to our customers.

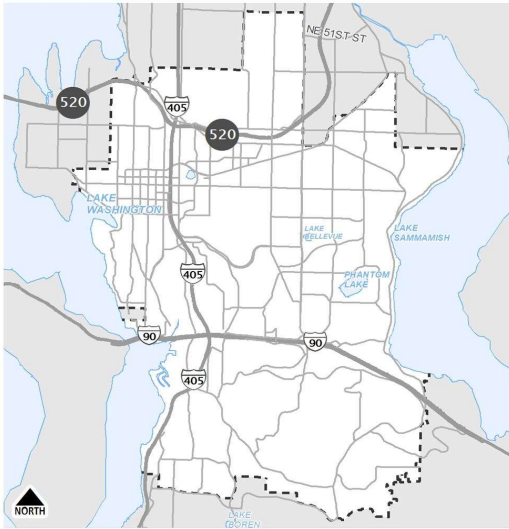
The family of projects under the SCADA Infrastructure Upgrades program will improve the reliability and security of the SCADA system across 32 potable water sites, 48 wastewater sites and 11 storm water sites. These projects will install a private, secure cellular and fiber-optic communications network and optimize the operation of the cities three utilities.

Rationale

Environmental Impacts

Operating Budget Impacts

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	6,277,000
Total Budgetary Cost Estimate:		6,277,000
Means of Financing		
Funding Source		Amount
Transfers from Other City Funds		6,277,000
Total Programmed Funding:		6,277,000
Future Funding Requirements:		-

FY2023-2029

Comments

S-116: Permit Compliance Monitoring

Category: High Quality Built & Natural Environment

Status: New

Department: Utilities

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
291,000	-	51,000	37,000	38,000	39,000	41,000	42,000	43,000

Description and Scope

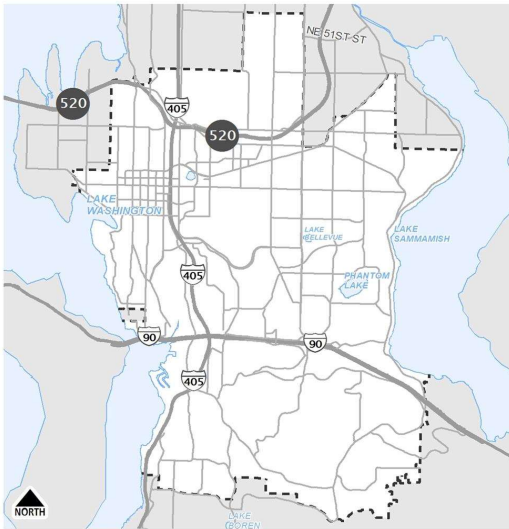
This program is for projects that are constructed in critical areas (streams, wetland, steep slopes or floodplains) or critical area buffers. The projects require, by permit from a variety of natural resource agencies, re-planting of native vegetation after construction and monitoring of capital projects to ensure the vegetation survives. Some stream projects require monitoring of the streambed after construction. Compliance with permitting requirements ensures the City maintains strong relationships with environmental permitting agencies that can benefit future projects. The adopted CIP funds the current monitoring and maintenance activities on 17 separate sites throughout the City

Rationale

Environmental Impacts

Operating Budget Impacts

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	291,000

Total Budgetary Cost Estimate: 291,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transfers from Other City Funds	291,000

Total Programmed Funding: 291,000

Future Funding Requirements: -

FY2023-2029

Comments

S-117: Septic Systems Sewer Extensions

Category: High Quality Built & Natural Environment

Status: New

Department: Utilities

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
7,989,000	-	-	211,000	1,226,000	4,505,000	1,463,000	292,000	292,000

Description and Scope

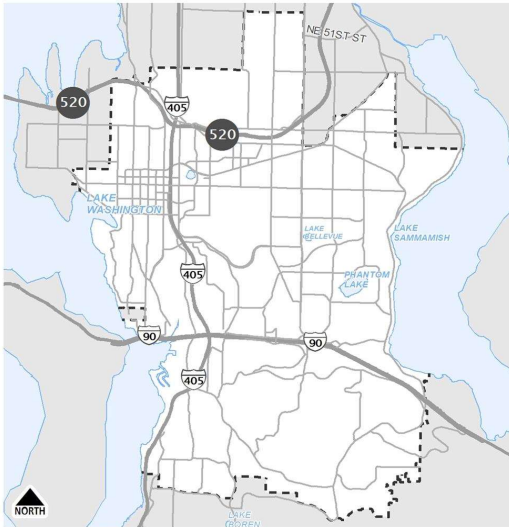
This program is to evaluate, design and construct wastewater sewer extensions in locations in the Bellevue Utilities service area, where customers are still on septic systems. This program is driven by customer requests for future sewer service in certain neighborhoods.

Rationale

Environmental Impacts

Operating Budget Impacts

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	7,989,000

Total Budgetary Cost Estimate: 7,989,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transfers from Other City Funds	7,989,000
Total Programmed Funding:	7,989,000
Future Funding Requirements:	-

FY2023-2029

Comments

S-120: Project and Portfolio Management System-Sewer

Category: High Quality Built & Natural Environment Status: New
 Department: Utilities Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
167,000	-	133,000	34,000	-	-	-	-	-

Description and Scope

This proposal is a collaboration between the Utilities and Transportation Departments to purchase and implement a modern tracking and reporting system to support the management and delivery of both departments' Capital Investment Programs and Projects. Upon funding approval, both departments will finalize the Request for Proposals for a new Project and Portfolio Management System that will support CIP delivery through improved management tools, tracking and reporting functionality. The draft RFP for this project has already been developed collaboratively between Utilities, Transportation, I.T.D., and FAM (Procurement). Once finalized, the departments will review RFP vendor submissions, which will include evaluation of written proposals and software demonstrations. Upon satisfactory results of a preferred vendor, the negotiations and resulting contract development and execution are finalized, the Departments will proceed with software configuration, implementation, and staff training.

Rationale

Currently, the work of delivering the CIP is supported through use of the Project Reporting System (PRS), which is a software solution built by Bellevue's Information Technology Department (ITD) more than a decade ago to track and report on financial status of individual CIP projects. It is the only software system currently available for Transportation and Utilities to track project expenditures compared to cost projections and adopted budgets for CIP projects. PRS suffers from poor performance and instability and lacks analysis and reporting functionality. Staff tasked with delivering the CIP currently utilize PRS and numerous different Excel spreadsheets to track project delivery and budget elements. These spreadsheets are not connected to each other and there is risk that data between the spreadsheets may not be consistent or correct. This requires ongoing quality checking and correction, which takes staff time away from other important tasks.

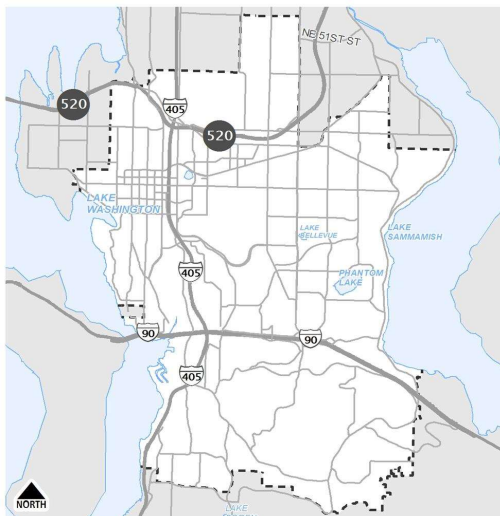
In 2017, a business case was developed by Utilities and Transportation Departments to seek a better system to support project and program management and a request for information (RFI) process was undertaken to garner input from the industry on available systems. Due to City budget constraints, the formal procurement of a new system was put on hold.

Since 2017, the need for an enterprise Project and Portfolio Management System has increased due to the size and complexity of both department's Capital Investment Programs. Therefore, this proposal will resume work started in 2017 and fund implementation and ongoing maintenance of a new project tracking and reporting system that will improve functionality for management of CIP Program delivery over the current model of using PRS in conjunction with numerous, disconnected and difficult to manage excel spreadsheets. Implementation of a new system is expected to yield improved tracking and management of project scopes, schedules, budgets and risks to better achieve project delivery goals and contribute to meeting program and portfolio accomplishment targets as well.

Environmental Impacts

Operating Budget Impacts

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	167,000

Total Budgetary Cost Estimate: 167,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transfers from Other City Funds	167,000

Total Programmed Funding: 167,000

Future Funding Requirements: -

FY2023-2029

Comments



2023-2029 Adopted Utilities Capital Investment Program (CIP) 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 480 miles of pipelines, 92 miles of open ditch, and over 80 miles of open streams. The system includes over 20,000 structures such as manholes and catch basins that require regular maintenance and eventual retrofit/replacement.

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 2023-2029 Utilities 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.

Funded CIP Projects

CIP Plan Number	Project Title	\$ in 000s	
		2023-2029 Project Cost	Total Estimated Cost
D-64	Storm Water System Conveyance Infrastructure Rehabilitation	\$ 19,792	\$ 44,197
D-81	Fish Passage Improvement Program	2,724	9,120
D-86	Stream Channel Modification Program	10,926	18,755
D-94	Flood Control Program	11,676	29,927
D-104	Stream Restoration for Mobility and Infrastructure Initiative	258	2,889
D-109	Stormwater Quality Retrofit Program	5,118	5,555
D-112	Storm and Surface Water Planning Program	1,421	2,611
D-114	Factoria/Richards Creek Flood Reduction	7,296	16,616
D-115	SCADA Upgrade – Storm	865	1,465
D-116	Post-Construction Monitoring and Maintenance Program	1,456	1,886
D-120	Project and Portfolio Management System – Drainage	166	166
Total Storm & Surface Water		\$ 61,698	\$ 133,187

2023-2029 Adopted CIP: Healthy and Sustainable Environment - Storm & Surface Water

Combined, Completed Projects

CIP Plan Number	Project Title	\$ in 000s	
		2023-2029 Project Cost	Total Estimated Cost
NONE			
	Total Combined, Completed Projects	-	-

D-64: Storm Water System Conveyance Infrastructure Rehabilitation

Category: High Quality Built & Natural Environment Status: Ongoing
 Department: Utilities Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
44,197,231	24,405,231	3,822,000	1,840,000	2,772,000	2,843,000	2,909,000	2,660,000	2,946,000

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

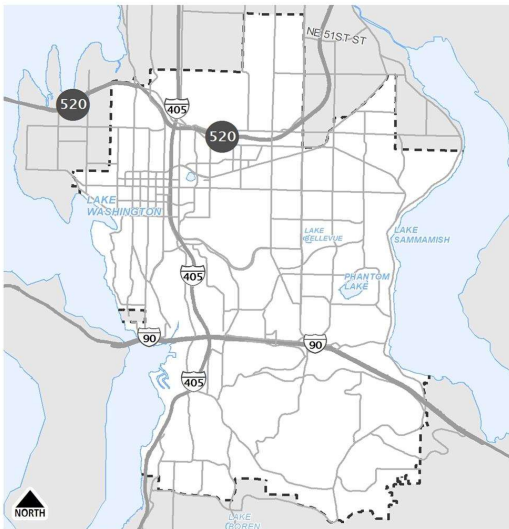
Storm infrastructure rehabilitation and replacement is based on asset criticality and business risk, per industry best practices. In the short term, this program reduces the likelihood of catastrophic system failures; traffic disruption due to failed culverts under streets; damage claims to the city; 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

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	44,197,231
Total Budgetary Cost Estimate:		44,197,231
Means of Financing		
Funding Source		Amount
Beginning Fund Balance		1,068,843
Transfers from Other City Funds		43,128,388
Total Programmed Funding:		44,197,231
Future Funding Requirements:		-

FY2023-2029

Comments

D-81: Fish Passage Improvement Program

Category: High Quality Built & Natural Environment Status: Ongoing
 Department: Utilities Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
9,119,895	6,395,895	290,000	296,000	1,912,000	111,000	57,000	29,000	29,000

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.

Rationale

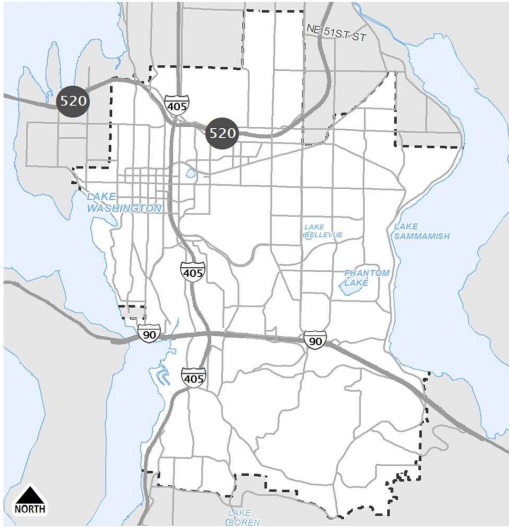
This program along with others in this proposal open salmon access to existing functional habitat, one of the quickest methods to increase salmon populations; helps stabilize streams and improve habitat consistent with Council-approved Lake Washington / Cedar / Sammamish Chinook Salmon Recovery Plan;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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	9,119,895

Total Budgetary Cost Estimate: 9,119,895

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transfers from Other City Funds	9,119,895

Total Programmed Funding: 9,119,895

Future Funding Requirements: -

FY2023-2029

Comments

D-86: Stream Channel Modification Program

Category: High Quality Built & Natural Environment Status: Ongoing
 Department: Utilities Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
18,754,568	7,828,568	-	-	6,072,000	3,963,000	145,000	346,000	400,000

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. 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.

Rationale

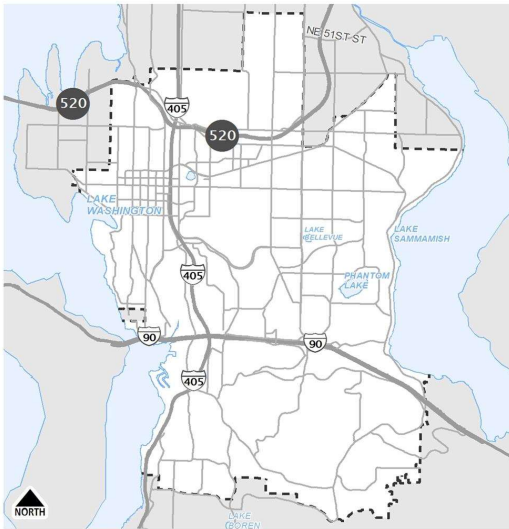
This program along with others in this proposal open salmon access to existing functional habitat, one of the quickest methods to increase salmon populations; helps stabilize streams and improve habitat consistent with Council-approved Lake Washington / Cedar / Sammamish Chinook Salmon Recovery Plan;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

Operating Budget Impacts

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	18,754,568

Total Budgetary Cost Estimate: 18,754,568

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transfers from Other City Funds	18,754,568

Total Programmed Funding: 18,754,568

Future Funding Requirements: -

FY2023-2029

Comments

D-94: Flood Control Program

Category: High Quality Built & Natural Environment

Status: Ongoing

Department: Utilities

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
29,926,973	18,250,973	-	2,574,000	2,927,000	1,299,000	4,260,000	580,000	36,000

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.

This program is funded in part by King County Flood Control District sub-regional opportunity fund dollars at approximately \$650,000 per year.

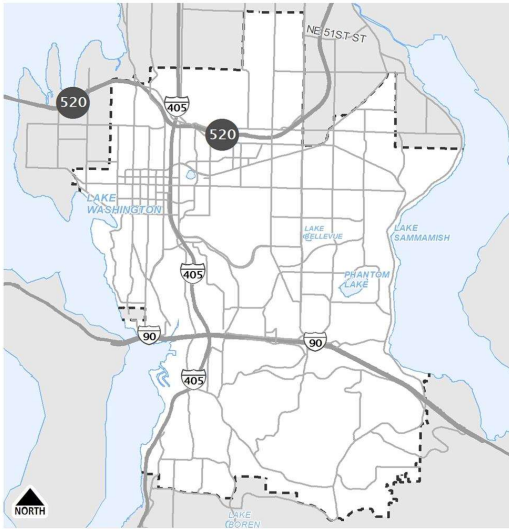
Rationale

Environmental Impacts

Operating Budget Impacts

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	29,926,973

Total Budgetary Cost Estimate: 29,926,973

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Interlocal	6,465,000
Transfers from Other City Funds	23,461,973
Total Programmed Funding:	29,926,973
Future Funding Requirements:	-

FY2023-2029

Comments

D-104: Stream Restoration for Mobility and Infrastructure Initiative

Category: High Quality Built & Natural Environment

Status: Ongoing

Department: Utilities

Location: BelRed, Downtown

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
2,888,559	2,630,559	-	258,000	-	-	-	-	-

Description and Scope

This ongoing program is for stormwater improvements associated with the Mobility and Infrastructure Initiative (which seeks to address high priority mobility and infrastructure needs in Downtown Bellevue and in the BelRed Corridor). These funds are to restore streams for recreation and environmental health through the BelRed corridor, and to encourage redevelopment of the area. These funds will be allocated to specific stormwater-related projects pending further Council direction. One project is proposed to study the feasibility of daylighting West Tributary Creel through the old Safeway site, purchased by the City several years ago.

Rationale

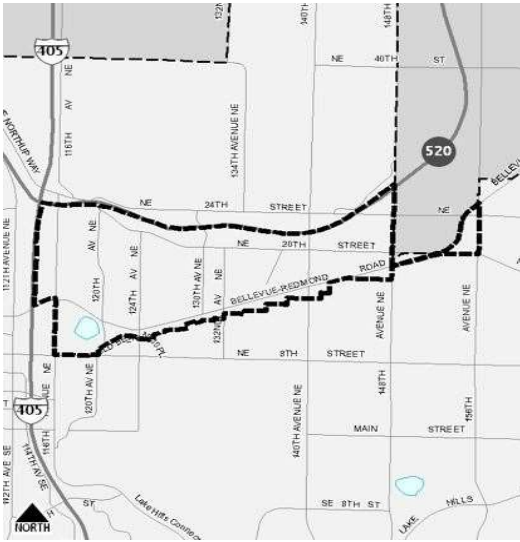
This project along with others in this proposal open salmon access to existing functional habitat, one of the quickest methods to increase salmon populations; helps stabilize streams and improve habitat consistent with Council-approved Lake Washington / Cedar / Sammamish Chinook Salmon Recovery Plan;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

Operating Budget Impacts

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	2,888,559

Total Budgetary Cost Estimate: 2,888,559

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transfers from Other City Funds	2,888,559

Total Programmed Funding: 2,888,559

Future Funding Requirements: -

FY2023-2029

Comments

D-109: Stormwater Quality Retrofit Program

Category: High Quality Built & Natural Environment Status: Ongoing
 Department: Utilities Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
5,555,350	437,350	65,000	342,000	1,473,000	260,000	1,406,000	1,224,000	348,000

Description and Scope

This program focuses on improving water quality in the storm system and ultimately Bellevue's streams and lakes. Early information from the Watershed Management Plan indicates water quality issues are a major limiting factor in Bellevue's streams. This Program will expand once more projects are identified in the City's on-going Watershed Management Plan effort (expect to be completed in late 2022 or early 2023). Three projects address runoff from WSDOT freeways, some of the most contaminated in the city.

Rationale

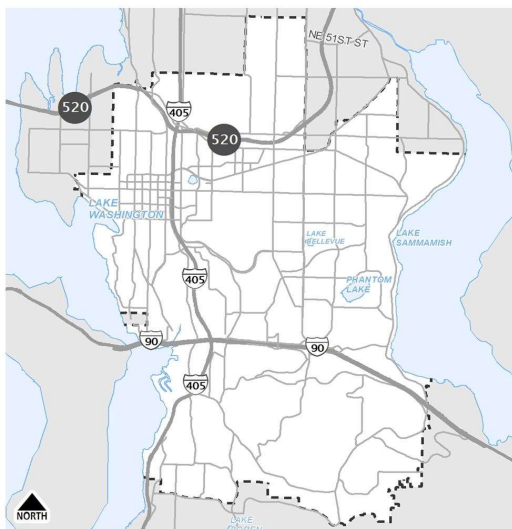
This project along with others in this proposal open salmon access to existing functional habitat, one of the quickest methods to increase salmon populations; helps stabilize streams and improve habitat consistent with Council-approved Lake Washington/Cedar/Sammamish Chinook Salmon Recovery Plan; improves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

Operating Budget Impacts

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

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	5,555,350

Total Budgetary Cost Estimate: 5,555,350

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transfers from Other City Funds	5,555,350
Total Programmed Funding:	5,555,350
Future Funding Requirements:	-

FY2023-2029

Comments

D-112: Storm and Surface Water Planning Program

Category: High Quality Built & Natural Environment

Status: Ongoing

Department: Utilities

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
2,611,000	1,190,000	25,000	645,000	451,000	300,000	-	-	-

Description and Scope

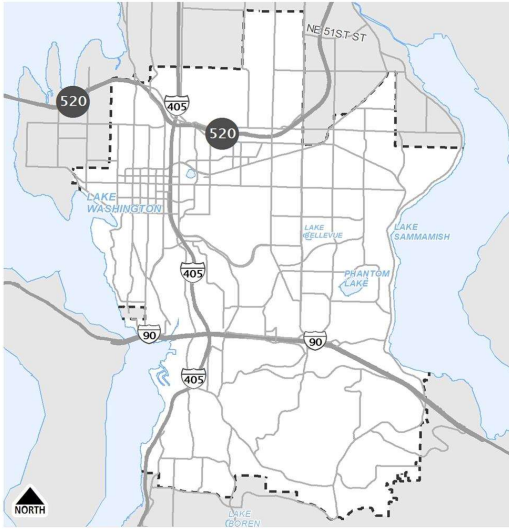
This new program funds essential studies that will identify capital investments to improve watershed health and asset renewal/replacement.

Rationale

Environmental Impacts

Operating Budget Impacts

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	2,611,000

Total Budgetary Cost Estimate: 2,611,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transfers from Other City Funds	2,611,000
Total Programmed Funding:	2,611,000
Future Funding Requirements:	-

FY2023-2029

Comments

D-114: Factoria/Richards Creek Flood Reduction

Category: High Quality Built & Natural Environment

Status: Ongoing

Department: Utilities

Location: Eastgate & Factoria

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
16,616,000	9,320,000	720,000	4,290,000	1,398,000	500,000	388,000	-	-

Description and Scope

This large flood reduction project is designed to reduce the frequency of flood on Factoria Blvd between I-90 and SE 38th St. Much of the funding for this project is through an agreement from the King County Flood Control District (in process).

Rationale

Environmental Impacts

Operating Budget Impacts

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	16,616,000

Total Budgetary Cost Estimate: 16,616,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Interlocal	11,486,000
Transfers from Other City Funds	5,130,000

Total Programmed Funding: 16,616,000

Future Funding Requirements: -

FY2023-2029

Comments

D-115: SCADA Upgrade - Storm

Category: High Quality Built & Natural Environment Status: Ongoing

Department: Utilities Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
1,465,000	600,000	100,000	-	-	765,000	-	-	-

Description and Scope

The City of Bellevue Utilities Department utilizes a supervisory control and data acquisition (SCADA) system to control and monitor the potable water, wastewater and storm water systems. Since the initial installation in the 1970s, this system has utilized leased copper telephone lines as the SCADA communications media. With age, the copper phone lines used for communicating vital control logic and retrieving precious data have become increasingly unreliable. Any break in communications within our SCADA network increases the risk and cost of providing essential Utility services to our customers.

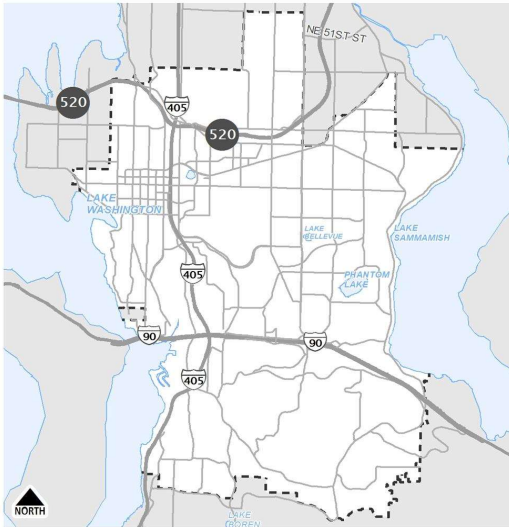
The family of projects under the SCADA Infrastructure Upgrades program will improve the reliability and security of the SCADA system across 32 potable water sites, 48 wastewater sites and 11 storm water sites. These projects will install a private, secure cellular and fiber-optic communications network and optimize the operation of the cities three utilities.

Rationale

Environmental Impacts

Operating Budget Impacts

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	1,465,000

Total Budgetary Cost Estimate: 1,465,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transfers from Other City Funds	1,465,000
Total Programmed Funding:	1,465,000
Future Funding Requirements:	-

FY2023-2029

Comments

D-116: Post-Construction Monitoring and Maintenance Program

Category: High Quality Built & Natural Environment Status: Ongoing
 Department: Utilities Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
1,886,000	430,000	372,000	263,000	175,000	197,000	216,000	147,000	86,000

Description and Scope

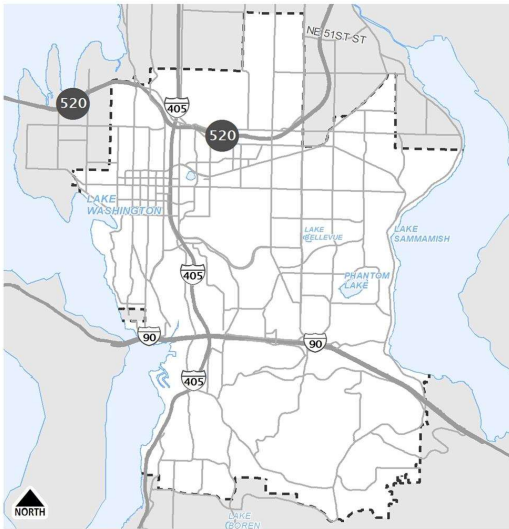
This program is for projects that are constructed in critical areas (streams, wetland, steep slopes or floodplains) or critical area buffers. The projects require, by permit from a variety of natural resource agencies, re-planting of native vegetation after construction and monitoring of capital projects to ensure the vegetation survives. Some stream projects require monitoring of the streambed after construction. Compliance with permitting requirements ensures that the City maintains strong relationships with environmental permitting agencies that can benefit future projects. The adopted CIP funds the current monitoring and maintenance activities on 17 separate sites throughout the City.

Rationale

Environmental Impacts

Operating Budget Impacts

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	1,886,000

Total Budgetary Cost Estimate: 1,886,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transfers from Other City Funds	1,886,000

Total Programmed Funding: 1,886,000

Future Funding Requirements: -

FY2023-2029

Comments

D-120: Project and Portfolio Management System-Drainage

Category: High Quality Built & Natural Environment Status: New
 Department: Utilities Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</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>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
166,000	-	133,000	33,000	-	-	-	-	-

Description and Scope

This proposal is a collaboration between the Utilities and Transportation Departments to purchase and implement a modern tracking and reporting system to support the management and delivery of both departments' Capital Investment Programs and Projects. Upon funding approval, both departments will finalize the Request for Proposals for a new Project and Portfolio Management System that will support CIP delivery through improved management tools, tracking and reporting functionality. The draft RFP for this project has already been developed collaboratively between Utilities, Transportation, I.T.D., and FAM (Procurement). Once finalized, the departments will review RFP vendor submissions, which will include evaluation of written proposals and software demonstrations. Upon satisfactory results of a preferred vendor, the negotiations and resulting contract development and execution are finalized, the Departments will proceed with software configuration, implementation, and staff training.

Rationale

Currently, the work of delivering the CIP is supported through use of the Project Reporting System (PRS), which is a software solution built by Bellevue's Information Technology Department (ITD) more than a decade ago to track and report on financial status of individual CIP projects. It is the only software system currently available for Transportation and Utilities to track project expenditures compared to cost projections and adopted budgets for CIP projects. PRS suffers from poor performance and instability and lacks analysis and reporting functionality. Staff tasked with delivering the CIP currently utilize PRS and numerous different Excel spreadsheets to track project delivery and budget elements. These spreadsheets are not connected to each other and there is risk that data between the spreadsheets may not be consistent or correct. This requires ongoing quality checking and correction, which takes staff time away from other important tasks.

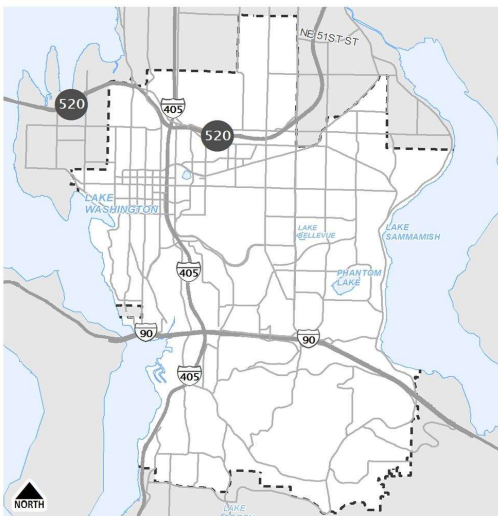
In 2017, a business case was developed by Utilities and Transportation Departments to seek a better system to support project and program management and a request for information (RFI) process was undertaken to garner input from the industry on available systems. Due to City budget constraints, the formal procurement of a new system was put on hold.

Since 2017, the need for an enterprise Project and Portfolio Management System has increased due to the size and complexity of both department's Capital Investment Programs. Therefore, this proposal will resume work started in 2017 and fund implementation and ongoing maintenance of a new project tracking and reporting system that will improve functionality for management of CIP Program delivery over the current model of using PRS in conjunction with numerous, disconnected and difficult to manage excel spreadsheets. Implementation of a new system is expected to yield improved tracking and management of project scopes, schedules, budgets and risks to better achieve project delivery goals and contribute to meeting program and portfolio accomplishment targets as well.

Environmental Impacts

Operating Budget Impacts

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	166,000

Total Budgetary Cost Estimate: 166,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transfers from Other City Funds	166,000

Total Programmed Funding: 166,000

Future Funding Requirements: -

FY2023-2029

Comments



Glossary

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

Achieving Human Potential (AHP): A Strategic Target Area identified by City Council. 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.

Adopted Budget: A plan of financial operations, legally adopted by the City Council, providing an approved level of expenditures and a means of financing them for a given fiscal period.

Amended Budget: The amended budget is the authorized type and level of services, in place as of the last budget amendment ordinance, adjusted for reorganizations so that costs are comparable to the new biennial budget. They represent the adopted budgets plus additional appropriations resulting from City Council decisions made throughout the year and any reorganizations.

American Community Survey (ACS): The American Community Survey (ACS) is a demographics survey program conducted by the U.S. Census Bureau. It regularly gathers information previously contained only in the long form of the decennial census, such as ancestry, citizenship, educational attainment, income, language proficiency, migration, disability, employment, and housing characteristics. Unlike the every-10-year census, this survey continues all year, every year.

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

Appropriation: A legal authorization granted by the legislative body (City Council) to make expenditures and to incur obligations for specific purposes. For the General Fund, internal service and other operating and enterprise fund budgets, appropriations lapse at the end of each fiscal biennium. For non-operating/special purpose funds such as the Capital Investment Program Funds, appropriations do not lapse but continue in force until fully expended or until the purpose for which they were granted has been accomplished, abandoned, or revised by the City Council.

Assessed Valuation (AV): The tax value of both real (land and buildings) and personal property as determined by the King County Assessor's Office for the purpose of calculating property taxes.

Asset: Resources owned or held by a government that have monetary value.

Balanced Budget: The budget is in balance when revenues plus available resources are equal to or greater than planned expenditures plus reserves. The requirement for a balanced budget is found in the **RCW 35A.34.120**.

BARS: The acronym "BARS" stands for the Budgeting, Accounting, and Reporting Systems prescribed by the State of Washington.



Glossary

Base Budget: Cost of continuing the existing levels of service in the current budget biennium.

Basis: This refers to the method of accounting used to estimate financing sources and uses in the budget. This generally takes one of three forms: generally accepted accounting principles (GAAP), cash, or modified accrual. The City budgets and accounts for all funds on a modified accrual basis. This means that: 1) expenditures are recognized when goods are received, or services are executed, and 2) revenues are recognized when they are measurable and available; provided that payments for expenditures are made, and revenues are collected, within a 60-day period thereafter.

Beginning Fund Balance: A revenue account used to record resources available in one fiscal biennium because revenues collected were in excess of the budget and/or expenditures in the prior fiscal biennium.

Bellevue: Great Places Where You Want To Be (BGP): A Strategic Target Area identified by City Council. 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.

Biennial Budget: The financial and operating plan for the city that establishes a two-year appropriation in accordance with Washington State law.

Bond: A long-term "IOU" or promise to repay a specified amount of money (the face amount of the bond) on a particular date (the maturity date). Bonds are typically used to finance capital projects.

Budget: A financial operating plan for a given period which displays the estimated expenditures to provide services or to accomplish a purpose during that period together with the estimated sources of revenue (income) to pay for those expenditures. Once the fund totals shown in the budget are appropriated by the City Council, they become maximum spending limits.

Budget – Preliminary and Adopted: The City Manager submits to the City Council a recommended expenditure and revenue level for all city operations for the coming biennial year as the Preliminary Budget. When the City Council agrees upon the revenue and expenditure levels, the Preliminary Budget becomes the Adopted Budget, funds are appropriated, and legal expenditure limits are established.

Budgeting for Strategic Target Areas: A process used to create budgets that focuses on Council's strategic target areas to help achieve the Council's vision of "Bellevue 2035 – The City Where You Want To Be".

Budget One: The term used for the City of Bellevue's budgeting for outcomes-based budget process; Budget One is a process that 1) identifies Council/community priorities (Outcomes called Strategic Target Areas); 2) prioritizes services to meet those outcomes (Strategic Target Areas); and 3) Funds those services with available monies.

Glossary

Capital Asset: Property that has an initial useful life longer than one year and that is of significant value. The useful life of most capital assets extends well beyond one year and includes land, infrastructure, buildings, renovations to buildings that increase their value, equipment, vehicles, and other tangible and intangible assets.

Capital Expenditure: An outlay that results in, or contributes to, the acquisition or construction of a capital asset.

Capital Investment Program (CIP): The CIP is a major planning tool of the City of Bellevue in which needed improvements to the City's facilities and infrastructure are identified, prioritized, priced, and discussed with the City Council and public. Funding from a variety of sources, including local taxes, is matched with the costs of these projects. After the City Council has reviewed and approved the program, these projects are implemented. The CIP covers a seven-year period and is updated every two years.

Capital Project: Major construction, acquisition, or renovation activities that add value to a government's physical assets or significantly increase the useful life.

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

CIP: The acronym "CIP" stands for Capital Investment Program. It is a seven-year plan of capital improvements approved by the Council on a biennial basis. This plan is a blueprint which city staff can follow in implementation of the listed projects.

City's Leadership Team (LT): The city's administrative decision-making body consisting of all Department Directors, the Deputy City Manager, and the City Manager. The city's Leadership Team is committed to be proactive in co-leading the organization now and into the future; be stewards of the entire organization; and look at the organization's impact on the community and the region.

Constant or Real Dollars: The presentation of dollar amounts adjusted for inflation to reflect the real purchasing power of money as compared to a certain point in time in the past.

Consumer Price Index (CPI): A statistical description of price levels provided by the U.S. Department of Labor. The index is used as a measure of the increase in the cost of living (i.e., economic inflation).

Contingency: A budgetary reserve set aside for emergencies or unforeseen expenditures not otherwise budgeted.

Contractual Services: Services rendered to a government by private firms, individuals, or other governmental agencies. Examples include utilities, rent, maintenance agreements, and professional consulting services.

Coronavirus Aid, Relief, and Economic Security Act (CARES): Federal legislation passed on March 27, 2020 to address the public health crisis and economic impacts caused by COVID-19.

Coronavirus Relief Fund (CRF): Funding provided by the federal government in the CARES Act to support state, local, and tribal governments in responding to the public health emergency and economic impacts of COVID-19.



Glossary

Council Vision: A 20-year vision for the city, including strategic target areas and two-year priorities approved by the City Council on May 19, 2014. It is a vision of “Bellevue 2035 – The City Where You Want To Be”.

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

Debt Service: The cost of paying principal and interest on borrowed money according to a predetermined payment schedule.

Deficit: The excess of an entity’s liabilities over its assets or the excess of expenditures or expenses over revenues during a single accounting period.

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

Depreciation: Reduction in the service life of capital assets attributable to wear and tear, deterioration, action of the physical elements, inadequacy, or obsolescence.

Development-Related Fees: Fees and charges generated by building, development, and growth in a community. Included are building and street permits, development review fees, zoning, platting, and subdivision fees.

Direct Services Overhead: Costs for centrally-provided internal services which can be identified to specific departments and which departments can control how much of the service they use (e.g., postage, word processing, long-distance phone charges).

Disbursement: The expenditure of monies from an account.

Distinguished Budget Presentation Awards Program: A voluntary awards program administered by the Government Finance Officers Association to encourage governments to prepare effective budget documents.

Double Budgeting: The result of having governmental funds or departments purchase services from one another rather than from outside vendors. When internal purchasing occurs, both the “buyer” and the “seller” of services must have a budget. The “buyer” has to budget the expenditure and the “seller” has to have resources in its budget to provide the service. This type of transaction results in higher budget values because the same expenditure or revenue dollar is budgeted twice, once in each fund's budget. This document shows the budget with (gross) and without (net of) double budgeting.

Economic Development (ED): A Strategic Target Area identified by the City Council. Bellevue fosters a diversified suite of business activities to support existing and traditional business sectors as well as attracting the best to choose Bellevue as headquarters for global businesses and innovative startups. Bellevue business is global and local.

Encumbrance: The commitment of appropriated funds to purchase an item or service. To encumber funds means to set aside or commit funds for a specified future expenditure.



Glossary

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

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

Expense: Charges incurred (whether paid immediately or unpaid) for operations, maintenance, interest or other charges.

Financial Policy: A government's conscious decision on the financial direction it wants to take regarding revenue, spending, and debt management in relation to government services, programs, and capital investment. Financial policy provides an agreed-upon set of principles for the planning and programming of government budgets and their funding.

Fiscal Biennium: In accordance with Washington State Law (RCW 35A.34), a fiscal biennium is the period from January 1 of each odd-numbered year through December 31 of the next succeeding even-numbered year (i.e., January 1, 2023 - December 31, 2024).

Fiscal Year: A twelve-month period designated as the operating year for accounting and budgeting purposes in an organization. The City of Bellevue's fiscal year is the same as the calendar year.

Fixed Assets: Assets of long-term character that are intended to continue to be held or used, such as land, buildings, machinery, furniture and other equipment.

Full-Time Equivalent (FTE): The acronym "FTE" stands for Full-Time Equivalent and represents the measure by which the city accounts for its staffing. A regular city employee working a standard 40-hour week is counted as 1.0 FTE; a regular city employee working fewer than 40 hours per week is counted as a portion of an FTE (e.g., 30 hours a week is counted as 0.75 FTE).

Fund Balance: The difference between resources and expenditures.

Fund: Governmental accounting systems are organized and operated on a fund basis. A fund is an independent financial and accounting entity with a self-balancing set of accounts in which financial transactions relating to resources, expenditures, assets, and liabilities are recorded. Funds are established to account for the use of restricted revenue sources and, normally, to carry on specific activities or pursue specific objectives. Funds may be established by the State Constitution, State Statute, City Charter, City ordinance, or Finance Director.

Generally Accepted Accounting Principles (GAAP): Uniform minimum standards for financial accounting and recording, encompassing the conventions, rules and procedures that define accepted accounting principles.

General CIP Revenue: Revenue dedicated to CIP use. General CIP Revenue is derived from real estate excise tax, portions of local optional sales tax and business and occupation tax, interest earnings on unexpended balances, and miscellaneous unrestricted revenues. General CIP Revenue is allocated to each non-utility program area based on overall priorities.



Glossary

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

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

Grants: A contribution by a government or other organization to support a particular function. Grants may be classified as either operational or capital, depending upon the grantor.

High Performance Government (HPG): A Strategic Target Area identified by City Council. 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.

High Quality Built and Natural Environment (HQ): A Strategic Target Area identified by City Council. 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.

Indirect Services Overhead: Cost of centrally provided internal support services for which there is a citywide benefit that cannot be readily identified to specific departments (e.g., financial services).

Infrastructure: The physical assets of a government (e.g. streets, water, sewer, public buildings and parks).

Interfunds: Transactions between individual funds of the City of Bellevue (rather than transactions between the City and private companies, other governments, or vendors). Funds are budgeted in both the service providing and service receiving departments (see, "Double Budgeting"). Examples of interfund revenues include equipment rental charges, self-insurance premiums, and contributions for debt service obligations.

Intergovernmental Revenue: Funds received from federal, state, and other local government sources in the form of grants, shared revenues, and payments in lieu of taxes.

Leadership Team: See "City's Leadership Team (LT)".

LEOFF 1: The acronym "LEOFF I" stands for Law Enforcement Officers and Firefighters I retirement program.

Levy: To impose taxes for the support of government activities.

Limited-Term-Employee (LTE): The acronym "LTE" stands for Limited Term Employee and represents an individual hired full- or part-time for a specific project or purpose with an employment period not to exceed three years.

Line-Item Budget: A budget prepared along departmental lines that focuses on what is to be bought.

Glossary

Long-Term Debt: Debt with a maturity of more than one year after the date of issuance.

M&O (Maintenance and Operating) Costs: An expenditure category that represents amounts paid for supplies (e.g., office supplies, repair and maintenance supplies, minor equipment, and software), and other services and charges (e.g., ongoing contracts, professional services, communications, rent, utilities, and intergovernmental services).

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

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

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

Non-Operating/Special Purpose Fund: A budgeting, accounting, and reporting entity established to receive revenues typically of a non-continuing nature and to make expenditures for non-continuing projects or programs. It usually has a short-term life, after which the fund will be disbanded. Although budgets may be established on an annual or biennial basis, appropriations are non-lapsing and continue from biennium to biennium.

Obligations: Amounts which a government may be legally required to pay out of its resources. They include not only actual liabilities, but also encumbrances not yet paid.

Operating Costs: See M&O Costs.

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

Operating Fund: Operating funds have biennially-established balanced budgets which lapse automatically at the end of the fiscal biennium. These funds carry on the traditional service operations of a municipality.

Operating Revenue: Funds that the government receives as income to pay for ongoing operations. It includes such items as taxes, fees from specific services, interest earnings, and grant revenues. Operating revenues are used to pay for day-to-day services.

Operating Transfers: Amounts transferred from one fund to another to assist in funding the services for the recipient fund.

Outcome: Outcome reflects Council’s strategic target areas. See “Strategic Target Areas”.

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



Glossary

Pay-As-You-Go Basis: A term used to describe a financial policy by which outlays are financed from current revenues rather than through borrowing (in the case of capital expenditures) or reserve building (in the case of retirement funds).

Performance Measure: A measure or combination of measures that allows the observer to know whether performance is in line, ahead of or behind expectations. Also known as an "Indicator."

Personnel: Expenditure category that represents amounts paid for employees (e.g., salaries and overtime pay) and their benefits.

Policy: A policy is a guiding principle which defines the underlying rules that direct subsequent decision-making processes.

Program: A group of related activities and projects which seek to accomplish a common objective.

Project Cost: An estimate of the resources required to complete the capital project as described on the project description page. Many of the project costs shown in the CIP Plan are preliminary in nature since no significant engineering has been done which would allow for more specific estimates to be produced. Most cost estimates are produced using rule-of-thumb approximations as opposed to specific lists of materials.

Proposal: A written offer of services by a department(s) in response to a Strategic Target Area to provide a particular service, program or activity that achieves a result. It indicates what the department proposes to do to produce an Outcome that align with one of the Strategic Target Areas, how much it will cost, and how success will be measured.

Public Hearing: A public hearing is a specifically designated time, place, and opportunity for citizens, community groups, businesses, and other stakeholders to address the City Council on an issue. It allows interested parties to express their opinions and the City Council and/or staff to hear their concerns and advice.

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

Regional Leadership and Influence (RLI): A Strategic Target Area identified by City Council. Bellevue will lead, catalyze, and partner with our neighbors throughout the region and celebrate the benefits of working together as one region.

Reserve: An account used either to set aside budgeted resources that are not required for expenditure in the current budget biennium or to earmark resources for a specific future purpose.

Resolution: A special or temporary order of a legislative body requiring less legal formality than an ordinance or statute.

Resources: Total dollars available for appropriation, including estimated revenues, interfund transfers, other financing sources such as the sale of fixed assets, and beginning fund balances.



Glossary

Restricted Revenue: A revenue is considered restricted when its receipt is either based upon the reasonable expectation that fees or charges paid to the city will be utilized to provide a specific product, service, or capital asset to the payer, or their receipt is directly tied to an expenditure. Revenue is also considered restricted when voters or the City Council have designated it for a specific purpose by ordinance or resolution. Revenues not designated restricted are considered unrestricted.

Revenue: Sources of income received during a fiscal year, operating transfers from other funds, and other financing sources such as the proceeds derived from the sale of fixed assets.

Revenue Bond: A type of bond backed only by the revenues from a specific enterprise or project, such as a utility.

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

Source of Revenue: Revenues are classified according to their source or point of origin.

Special Purpose/Non-Operating Fund: A budgeting, accounting, and reporting entity established to receive revenues typically of a non-continuing nature and to make expenditures for non-continuing projects or programs. It usually has a short-term life, after which the fund will be disbanded. Although budgets may be established on an annual or biennial basis, appropriations are non-lapsing and continue from biennium to biennium.

Strategic Target Areas (STA): The City Council approved a 20-year vision for the city in May 2014, including strategic target areas and two-year priorities. The Seven Strategic Target Areas are 1) Economic Development (ED); 2) Transportation and Mobility (TM); 3) High Quality Built and Natural Environment (HQ); 4) Bellevue: Great Places Where You Want To Be (BGP); 5) Regional Leadership and Influence (RLI); 6) Achieving Human Potential (AHP); and 7) High Performance Government (HPG).

Strategic Target Team: Replaces Results Teams from previous budget processes. The Strategic Target Team will rank budget proposals based on how well each proposal would accomplish each budget outcome area. The Council Vision is the basis of their work.

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

Taxes: Compulsory charges levied by a government for the purpose of financing services performed for the common benefit of the people. This term does not include specific charges made against particular persons or property for current or permanent benefit, such as special assessments.

TIFIA: Transportation Infrastructure Finance and Innovation Act (TIFIA) is a loan provided by the federal government. TIFIA is not grant funding but is a loan with favorable terms for the city.



Glossary

Transportation and Mobility (TM): A Strategic Target Area identified by the City Council. Getting into, around, and through Bellevue is a given. Transportation is both reliable and predictable. Mode choices are abundant and safe.

Uncommitted Resources: The net resources available after meeting the estimated cost of providing existing levels of service which may be used to support new or qualitatively expanded service programs or resource reductions.

Undesignated Fund Balance: The portion of a fund's balance that is not restricted for a specific purpose and is available for general appropriation.

Unrestricted Revenue: Revenues not designated restricted are considered unrestricted (see, "Restricted Revenue").

User Charges: The payment of a fee for direct receipt of a public service by the party who benefits from the service.

Utility Services: A term used to describe services provided by Bellevue's three self-supporting utility funds: Sewer, Storm and Surface Water, and Water.

Variable Cost: A cost that increases/decreases with increases/decreases in the amount of service provided, such as the payment of a salary.