



MEMORANDUM

Date: August 18, 2010

To: Transportation Commission

From: Dave Berg, Deputy Director Transportation
Eric Miller, Capital Programming Division Manager

Subject: 2011-2017 CIP Plan Update Process

Purpose

Staff will facilitate a Commission discussion leading to a Commission recommended list of capital investment projects and programs to be submitted to Council as part of the Budget One process. The desired outcome would be a final Commission recommended listing of capital projects and programs to be included in the 2011-2017 CIP and the development of any key messages to be included in a transmittal memo to Council of Commission's recommendation. Staff will return to your first meeting in September with a draft transmittal memo for Commission review. In addition, a Commission ranked list of the unfunded high and medium priority projects could be included in your transmittal memo should Commission so choose. This listing could be used by Council should additional general revenue become available.

Background

At your April 29th meeting, staff presented and discussed lists of candidate CIP projects and programs under consideration as potential proposals to the Budget One process. Staff also outlined the Improved Mobility "Request for Results" and discussed the role the Commission may play in the budget process.

At your May 6th meeting, staff presented some additional information on the projects (recent Commission prioritization information) and an approximation of the breakdown between proposed Roadway/Intersection investment vs. Walkway/Bikeway investment on the potential project submittal list.

Study Session Discussion

On July 26, the CIP Leadership Team Panel, aka the CIP Results Team, submitted their recommendations to the Budget One Steering Team (BOST) for the citywide 2011-2017 CIP. Attachment 1 includes their cover memo to the BOST and the listing of their ranking results and funding level for both ongoing programs and discrete projects. Also included in this attachment is a listing of the unfunded high and medium priority projects as well as a listing of CIP unmet capital needs. In addition, there are two other attachments to this memo included for your reference. The first is a White Paper on the status of the Mobility and Infrastructure Initiative and the second is the CIP Team's ranking criteria.

Also included in your packet is the listing of candidate CIP programs and discrete projects Commission reviewed at the May 6th meeting ordered to coincide with the CIP Results Team recommendations in the Improved Mobility Outcome. From a Transportation department perspective, all of the discrete projects and the majority of the ongoing programs recommended for funding by the CIP Results Team fell into the Improved Mobility Outcome. One added piece of information on the spreadsheet of discrete projects is the denoting of revenue source for each project.

The map provided for your April 29th packet (Attachment 2) has not been attached again here. Please refer to your April 29th packet for the map.

Commission review and development of its own listing of capital projects and programs is the primary purpose of this study session item.

If you have questions or would like additional information in advance of the meeting, please feel free to contact Dave Berg at 425-452-6468 or email: dberg@bellevuewa.gov, or Eric Miller at 425-452-6246 or e-mail: emiller@bellevuewa.gov .

Attachment



**City of Bellevue
2011-2012 Budget Process
CIP Panel Recommendations**

DATE: July 26, 2010

TO: Budget One Steering Team

FROM: **CIP Leadership Team Panel**
 Panel Members: Toni Cramer, Mike Eisner, Patrick Foran, Jan Hawn, Nora Johnson, Brad Miyake, Nav Otal, Goran Sparrman, Dan Stroh, Denny Vidmar
 Facilitator: Jason Bentosino

SUBJECT: **CIP LT Panel Ranking Summary**

1. Background/Overview

The CIP LT Panel is pleased to provide you our recommendations for the City's 2011-17 General Capital Investment Program (CIP) Plan. We were charged with identifying the highest priority capital projects and programs that fit within the funding constraints determined by the financial forecast. We reviewed each department's ongoing programs and discrete project proposals, prioritized them, and reduced costs where feasible to match the funding constraints. As a result, we identified 64 proposals totaling approximately \$350 million recommended for funding (see table below and Attachment A).

Project Type	Total	
	# of Projects	2011-2017 Amount (\$M)
Debt Service Projects	10	\$93.7
Ongoing Programs	18	103.8
Discrete Projects	36	152.5
Total	64	\$350.0

This was a very different CIP environment compared to typical past years. Recognizing the severe financial constraints faced by the City, departments prioritized internally to identify only the most critical and time-sensitive proposals to submit for funding consideration. This means that some projects in the existing, adopted CIP were not proposed for continued funding. A number of ongoing programs were significantly scaled back by the proposers. This Panel further reduced the scope and cost of some projects that we recommended for funding. Thus, we believe the \$31 million in unfunded projects remaining after all these reductions significantly under-states the magnitude of unmet capital needs for this seven-year CIP period. Attachment B further characterizes and lists these types of unmet needs, projects that would have been strongly competitive in a typical CIP budget environment.

The Panel's approach addressed points of direction previously provided by the Council, by:

- Clarifying what projects and programs belong in the CIP vs. the Operating Budget. (See Attachment C, "Guidelines for Types of Expenditures to Include in CIP".) As a result, several CIP proposals were considered ineligible for the CIP and shifted to the Operating Budget Results Teams. An example is



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Transportation Demand Management, a \$145,000 program in the existing 2009-15 CIP wholly shifted per this recommendation to the Operating Budget.

- Developing a single capital budget recommendation that blends the base CIP with the Mobility & Infrastructure Initiative (M&I). A separate White Paper, Attachment D, explores the status of the M&I, including current projections on revenues and expenditures, the projects included in this Panel's CIP recommendations, and implications thereof.

The Panel's work also grappled with a number of unique policy issues, including budgeting for projects made possible through the 2008 Parks and Natural Areas Levy (Attachment E), the future of the Neighborhood Enhancement Program in the context of the City's wider neighborhood strategy (Attachment F), and the potential commitment of CIP resources to East Link light rail.

We also explored how the CIP has addressed funding for the ongoing maintenance needs of capital projects, the "M&O transfer issue." We understand this is an item of significant Council interest. While the current revenue assumption assumes the status quo, the Panel has prepared a separate White Paper (Attachment G) that identifies several alternative ways to address the M&O issue.

2. Proposal Prioritization Rationale

The Panel developed a list of criteria to determine the relative priority of proposals; these fall into the following major categories (see Attachment H).

- Effectiveness at achieving City Mission/Community Outcomes
- Mandates
- Financial Factors
- Timing/Urgency
- Scaling

a. Higher Priority Proposals

The projects that typically received the highest rankings were associated with:

- Maintaining current infrastructure (e.g., renovation programs and technology updates),
- Preparing for future development consistent with major land use plans (e.g., Bel-Red, Pedestrian Corridor), and
- Leveraging funds from the state/federal government, grants, and community fundraising partnerships.

b. Lower Priority Proposals

The Panel only ranked those projects the departments considered to be the highest priorities. However, as noted above, a longer list of unmet needs is included in a White Paper attached to this memo, reflecting the extent of projects that would have been submitted for consideration under more favorable financial conditions.

c. Approach for addressing issues near the funding line

As the Panel worked through the list and approached the funding line, we balanced the package by reducing the scope of projects to enable some projects to be partially funded. This allowed for at least some progress

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to be made on these projects, as well as maintaining their competitiveness for additional city or outside funds that may become available in the future.

3. Recommended approach to changes to allocations

a. If the CIP had a *larger allocation* of general revenue:

The Panel would consider funding some or all of the 10 unfunded projects that were rated High, or adding funds to projects that were scaled back or phased (e.g., West Lake Sammamish Parkway or neighborhood sidewalks).

b. If the CIP had a *smaller allocation* of general revenue:

While we recognized that this was a possibility, we decided to reconsider our funding recommendation at a later date if available funds decreased. This was partially due to the complexity of the CIP funding structure.

4. Key Issues

- The Panel merged the Mobility & Infrastructure Initiative (M&I) with the Base CIP. As a result, the recommendation includes the use of approximately \$12 million of general taxes to fund the M&I projects included in the recommendation. As noted above, a separate White Paper addresses the status of the M&I, including implications of this Panel's funding recommendations.
- The various restricted funding sources (e.g., Parks levy, Real Estate Excise Tax and grants) appeared to be a limitation at first. However, the final package was reached by using the restricted funds first and maintaining maximum flexibility for use of unrestricted funds.
- For a number of projects, only a first phase was funded (e.g., 60% design for a roadway project). This strategy provided funding for more projects, and allowed more to advance to a point of being competitive for grants and other funding. However, somewhat fewer projects will actually be built during the seven-year CIP period. This strategy also displaced projects that could proceed to construction in 2011 when the bid climate is expected to remain quite favorable. The City's responsibilities associated with Sound Transit's East Link project will not be determined for some time.
- The Panel recommends extending the current East Link CIP project for an additional two years totaling approximately \$6.2 million.
- The Panel examined the proposal for re-designing the Neighborhood Enhancement Program and the Neighborhood Investment Strategy program in the context of the City's broader neighborhood strategy. The Panel understood that both of these programs have been cornerstones of the City's neighborhood investment approach for some years. We took a close look at the rationale behind staff's proposed changes, and the before and after comparisons of the programs, as addressed in a separate White Paper.
- Several other key issues were extensively discussed by this Panel and were already noted above: identifying the magnitude of needs that could not be addressed within the available seven-year CIP revenues; clarification on proposals eligible for the CIP vs. the Operating Budget, the M&O transfer



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issue, and the recommended approach to this CIP's progress on the Parks levy. Again, all of these are as subjects of separate White Papers.

In conclusion, the CIP LT Panel looks forward to the Budget One Steering Team's review of our initial recommendations and to any initial feedback from the City Council. Like other aspects of Budget One, we understand that this is still very much a work in progress, and is likely to continue to evolve as the City Manager prepares a draft budget proposal for the Council's consideration.

ATTACHMENTS

- A. CIP LT Panel Ranking Results—Ongoing Programs and Discrete Projects
- B. Unmet Capital Needs
- C. Guidelines for Types of Expenditures to Include in CIP (what belongs in CIP vs. Operating Budget)
- D. White Paper: *Status of Mobility and Infrastructure Initiative*
- E. White Paper: *Proposed 2011-17 CIP Approach to Implementing the 2008 Parks and Natural Areas Levy*
- F. White Paper: *Bellevue's Neighborhood Strategy as it relates to "New NEP" and Neighborhood Partnerships*
- G. White Paper: *Options to address the CIP Maintenance and Operations (M&O) Transfer Issue*
- H. CIP Team Ranking Criteria
- I. Debt Policy Q&A (April 26, 2010 and June 14, 2010)

 ATTACHMENT A 2011-2012 Budget Development CAPITAL IMPROVEMENT PROGRAM CIP LT Panel Recommendations (Funded & Unfunded) by Outcome and Type of Project (\$000s)					
Funded CIP					
Healthy & Sustainable Environment					
Ongoing Programs					
100.78NA	Parks	P-R-11	Forest, Greenways, Trails & Nature Space Improvement Program	HSE	\$3,850
Total Ongoing Programs					\$3,850
Discrete Projects					
100.61NN	Parks	Levy	Nature Trail Expansion - Levy	HSE	\$2,000
100.70NN	Parks	P-AD-79	Open Space Acquisition & Trail Development - KC Levy Project	HSE	936
Total Discrete Projects					\$2,936
Total Healthy & Sustainable Environment					\$6,786
Improved Mobility					
Ongoing Programs					
130.78NA	Transportation	PW-R-46	Major Safety Improvements	IM	\$700
130.82NA	Transportation	PW-R-156	ITS Master Plan Implementation	IM	2,450
130.84NA	Transportation	PW-W/B-56	Pedestrian Access Improvements	IM	3,255
130.85PA	Transportation	PW-M-1	Overlay Program	IM	37,028
130.86NA	Transportation	PW-M-20	Minor Capital - Traffic Operations	IM	1,400
130.90NA	Transportation	PW-M-2	Minor Capital - Signals & Lighting	IM	1,100
Total Ongoing Programs					\$45,933
Discrete Projects					
115.06NN	PCD	CD-19	Advance the Vision for the Pedestrian Corridor	IM	\$150
130.50NN	Transportation	PW-R-160	NE 4th Street Extension - 116th to 120th Avenues NE	IM	35,918
130.51NN	Transportation	PW-R-161	120th Avenue NE Improvements (Segment 1) - NE 4th to NE 8th St	IM	6,080
130.52NN	Transportation	PW-R-163	NE 15th Street Multi-Modal Corridor (Segment I)/116th Avenue at NE 12th Street to 124th Avenue NE	IM	32,350
130.53NN	Transportation	PW-R-164	120th Avenue NE (Segment 2 and 3)/NE 8th Street to Northup Way	IM	2,530
130.54NN	Transportation	New	124th Avenue NE/Proposed NE 15th/16th Street Extension to Northup Way	IM	1,800
130.55NN	Transportation	PW-R-155	Traffic Computer System Upgrade	IM	889
130.56NN	Transportation	PW-R-159	East Link Analysis and Development	IM	6,218
130.58NN	Transportation	PW-R-141	West Lake Sammamish - SE 34th Street to I-90, First Phase	IM	4,743
130.61NN	Transportation	PW-R-162	NE 6th Street Extension	IM	580
130.64NN	Transportation	New	148th Avenue NE Master Plan (Phase 1) - Bel-Red Road to SR-520	IM	250
130.65NN	Transportation	PW-R-153	Early Implementation of the Bel-Red Subarea Plan	IM	750
130.70NN	Transportation	PW-I-83	Redmond BROTS Projects	IM	500
130.76NN	Transportation	PW-R-146	Northup Way/Bellevue Way to NE 24th Street	IM	8,000
130.92NN	Transportation	PW-R-149	NE 10th Street Extension	IM	450
130.05A2	Transportation	New	Downtown Transportation Plan Update	IM	350
Total Discrete Projects					\$101,558
Total Improved Mobility					\$147,491
Innovative, Vibrant and Caring Community					
Ongoing Programs					
100.76NA	Parks	P-R-02	Enterprise Facility Improvements	IVCC	\$2,612
100.77NA	Parks	P-R-11	Renov & Refurb of Park Facilities	IVCC	24,670
115.07NN	PCD	New	Enhanced Right-of-Way and Urban Boulevards	IVCC	4,368
115.09DN	PCD	CD-11	Public Art Program	IVCC	2,450
130.83NA	Transportation	PW-W/B-49	Pedestrian Facilities Compliance Program.	IVCC	700
Total Ongoing Programs					\$34,800
Discrete Projects					
100.60NN	Parks	Levy	Park and Open Space Acquisition - Levy	IVCC	\$7,000
100.62NN	Parks	Levy	Bellevue Airfield Park Development - Levy	IVCC	1,500

 ATTACHMENT A 2011-2012 Budget Development CAPITAL IMPROVEMENT PROGRAM CIP LT Panel Recommendations (Funded & Unfunded) by Outcome and Type of Project (\$000s)						
100.63NN	Parks	Levy	Surrey Downs Park Development - Levy	IVCC		7,000
100.64NN	Parks	Levy	Lewis Creek Park Picnic Area Development - Levy	IVCC		2,000
100.65NN	Parks	Levy	Downtown Park Development - Levy	IVCC		5,000
100.68NN	Parks	Levy	Bellevue Botanical Garden Development - Levy	IVCC		5,500
100.69NN	Parks	Levy	New Youth Theatre in Crossroads Park - Levy	IVCC		5,500
100.72NN	Parks	P-AD-27	Park Planning & Design	IVCC		600
115.03DN	Parks	CD-21	Eastgate/I-90 Land Use & Transportation Plan	IVCC		175
Total Discrete Projects						\$34,275
Total Innovative, Vibrant and Caring Community						\$69,075
Quality Neighborhoods						
Ongoing Programs						
115.08D3	PCD	NEP-1	Existing NEP Project Funding	QN		\$3,098
115.08D1	PCD	NEP-1	New Neighborhood Enhancement Program	QN		6,000
115.08D2	PCD	NIS-2	Neighborhood Partnerships	QN		700
Total Ongoing Programs						\$9,798
Discrete Projects						
100.67NN	Parks	Levy	Neighborhood Park Development-Bridle Trails and Lake Sammamish - Levy	QN		\$5,000
Total Discrete Projects						\$5,000
Total Quality Neighborhoods						\$14,798
Responsive Government						
Ongoing Programs						
130.88NN	Transportation	PW-M-18	Wetland Monitoring	RG		\$90
Total Ongoing Programs						\$90
Discrete Projects						
020.08DN	Clerk	G-57	Enterprise Content Management Capital Projects	RG		\$450
040.10PA	CMO	New	Relocation of Courts from Surrey Downs to Alternate Site	RG		4,455
045.12NN	Facilities	New	Facility Emergency Generator Power Switch Gear Replacement	RG		750
060.04NN	Finance	New	JDE System Upgrade	RG		100
060.15DN	Finance	New	Business Tax and License System (BTLS) Replacement Project	RG		163
060.19DN	Finance	New	Budget System Upgrade	RG		120
Total Discrete Projects						\$6,038
Total Responsive Government						\$6,128

 ATTACHMENT A 2011-2012 Budget Development CAPITAL IMPROVEMENT PROGRAM CIP LT Panel Recommendations (Funded & Unfunded) by Outcome and Type of Project (\$000s)					
Safe Community					
Ongoing Programs					
070.12PA	Fire	PS-16	Renovation of Public Safety Facilities	SC	\$5,126
130.89NA	Transportation	PW-M-19	Major Maintenance Program	SC	4,200
Total Ongoing Programs					\$9,326
Discrete Projects					
070.15NN	Fire	PS-16A	Renovation of Fire Station 5	SC	\$1,000
070.14NN	Fire	PS-61	Downtown Fire Station	SC	1,700
Total Discrete Projects					\$2,700
Total Safe Community					\$12,026
Funded Debt Service and Contingency Projects					
130.79PN	Transportation	PW-R-82	Public Works Trust Fund Loan - Principal	Reserves	\$280
130.79DN	Transportation	PW-R-83	Public Works Trust Fund Loan - Interest	Reserves	21
100.79NN	Parks	P-AD-49	LID Assessments - Parks Properties	Reserves	130
060.01NN	Finance	G-69	Supplemental CIP Debt Service	Reserves	7,546
060.02NN	Finance	CD-5	Metro Site Acquisition 1993 Debt Service	Reserves	2,022
060.05NN	Finance	G-53	CIP Cash Flow Debt Service	Reserves	5,246
060.03NN	Finance	New	City Hall Debt Service	Reserves	48,593
060.22NN	Transportation	New	M&I Public Works Trust Fund Loan Debt Service	Reserves	1,300
060.23NN	Finance	New	M&I LTGO Bond Debt Service	Reserves	6,300
060.24NN	Finance	New	Council Contingency	Reserves	22,278
Total Funded Debt Service and Contingency Projects					\$93,716
FUNDING SUMMARY					
Total Funded Ongoing Programs					\$103,797
Total Funded Discrete Projects					152,507
Total Funded Debt Service and Contingency Projects					93,716
Total Funded CIP					\$350,020
Unfunded "High" - All Discrete Projects					
Improved Mobility					
130.57NN	Transportation	PW-W/B-76	Neighborhood Sidewalks	IM	\$6,000
130.59NN	Transportation	PW-R-151	145th PI SE/SE 16th St to SE 24th St and SE 22nd St/145th	IM	5,280
130.60NN	Transportation	New	124th Avenue NE at SR-520	IM	250
130.66NN	Transportation	PW-WB-71	108th Avenue SE/Bellevue Way to I-90	IM	4,466
130.67NN	Transportation	PW-R-150	NE 2nd Street/Bellevue Way to 112th Avenue NE	IM	2,000
130.68NN	Transportation	New	108th/112th Avenue NE - south of SR 520 to NE 12th Street	IM	200
130.69NN	Transportation	PW-WB-75	SE 34th Street/162nd PI SE to West Lake Sammamish Pkwy	IM	3,936
130.74NN	Transportation	PW-R-157	Transit Now/Downtown Circulator	IM	2,924
130.75NN	Transportation	New	SE 16th Street/148th Avenue SE to 156th Avenue SE	IM	4,549
Total Improved Mobility					\$29,605
Responsive Government					
060.21D1	Finance	New	Performance Management System	RG	\$108
Total Responsive Government					\$108
Total Unfunded "High"					\$29,713
Unfunded "Medium" - All Discrete Projects					
Improved Mobility					
130.62NN	Transportation	PW-W/B-77	Downtown Mid-Block Crossings	IM	\$500

 ATTACHMENT A 2011-2012 Budget Development CAPITAL IMPROVEMENT PROGRAM CIP LT Panel Recommendations (Funded & Unfunded) by Outcome and Type of Project (\$000s)					
130.71NN	Transportation	New	Lakemont Blvd (Phase 1)/Cougar Mountain Way to Lewis Creek Park and 164th Ave SE to 171st Ave SE	IM	650
130.72NN	Transportation	New	Bel-Red Rd & NE 20th Pl Signal and Road Extension	IM	200
130.73NN	Transportation	New	108th Avenue NE - NE 12th Street to Main Street	IM	200
			Total Improved Mobility		\$1,550
			Total Unfunded "Medium"		\$1,550
			Total Unfunded Discrete Projects		\$31,263



ATTACHMENT A

2011-2012 Budget Development

CAPITAL IMPROVEMENT PROGRAM

CIP LT Panel Recommendations (Funded & Unfunded)

Projects from 2009-2015 CIP - Consolidated, Not Funded or Moved to Operating Budget

Projects ConsolidatedConsolidated into new Enhanced Right-of-Way and Urban Boulevards project

PCD	CD-22	Urban Boulevards/Great Streets
Parks	G-77	Right of Way Planting and Restoration Program (ESI)
Parks	P-AD-78	Citywide Streetscape Enhancement Program

Consolidated into PW-M-20. Minor Capital - Signals & Lighting

Transportation	PW-I-84	Signal Warrant/Safety Program
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Consolidated into PW-M-1. Street Overlays

Transportation	PW-M-3	Curb, Gutter and Sidewalk Rehabilitation
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Consolidated into PW-M-19. Major Maintenance Program

Transportation	PW-M-8	Minor Capital Programs - Streets
Transportation	PW-M-12	Citywide Rockeries Reconstruction
Transportation	PW-W/B-53	Trail Maintenance Program

Consolidated into PW-R-156. ITS Master Plan Implementation

Transportation	PW-R-136	Traffic Safety Technologies
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Projects Not Funded

			2009-2015 Average Annual Allocation (\$000s)
Ongoing Programs			
Fire	PS-19	Public Safety Facility Studies	\$15
Parks	P-AD-15	Property Acquisition	1,441
Parks	P-AD-27	Planning/Design for Existing/Future Parks	245
Parks	P-AD-34	Trail Development	203
Parks	P-AD-52	Mini Park Opportunities	660
Transportation	PW-M-7	Neighborhood Traffic Calming Program	969
Total Ongoing Programs			\$3,533
Discrete Projects Not Proposed by Department			
			2009-2015 Remaining Budget (\$000s)
Parks	P-AD-80	Green Infrastructure Master Plan	\$150
PCD	CD-24	Metro Site Purchase Option	500
PCD	ED-2	Downtown Parking Initiative	350
PCD	G-61	Electronic Plan Submittal	55
Transportation	PW-I-76	148th Avenue NE/Bel-Red Road	6,977
Transportation	PW-I-78	148th Avenue NE/NE 20th Street	3,778
Total Discrete Projects Not Proposed by Department			\$11,810
Discrete Projects Proposed by Department but Not Funded			
			Unfunded Proposal
Transportation	PW-R-150	NE 2nd Street/Bellevue Way to 112th Avenue NE	\$2,000
Transportation	PW-R-151	145th PI SE/SE 16th St to SE 24th St and SE 22nd St/145th	5,280
Transportation	PW-R-157	Transit Now/Downtown Circulator	2,924
Transportation	PW-W/B-71	108th Avenue SE/Bellevue Way to I-90	4,466
Transportation	PW-W/B-75	SE 34th Street/162nd PI SE to West Lake Sammamish Pkwy	3,936
Transportation	PW-W/B-76	Neighborhood Sidewalks	6,000
Transportation	PW-W/B-77	Downtown Mid-Block Crossings	500
Total Discrete Projects Proposed by Department but Not Funded			\$25,106



ATTACHMENT A
2011-2012 Budget Development
CAPITAL IMPROVEMENT PROGRAM
CIP LT Panel Recommendations (Funded & Unfunded)
Projects from 2009-2015 CIP - Consolidated, Not Funded or Moved to Operating Budget

Moved to Operating Budget				2011	2012
				(\$000s)	(\$000s)
Ongoing Programs					
Finance	G-5	CIP Financial Management and Tracking		\$275	\$275
PCD	CD-2	Community Development Planning		100	100
PCD	NIS-3	Neighborhood Community Building		25	25
Transportation	PW-R-44	Transportation Planning Studies		110	110
Transportation	PW-R-87	Transportation Demand Management		145	145
Total Ongoing Programs				\$655	\$655
Discrete Projects				2011	2012
				(\$000s)	(\$000s)
ITD	G-72	Security - PCI Mandated Requirements (\$20k annual ongoing)		\$41	\$20
ITD	G-74	DAS: City Hall Radio & Cell Coverage (Plan to implement in 2013)		-	-
ITD	G-75	Network Resiliency		51	44
Total Discrete Projects				\$92	\$64

 ATTACHMENT B 2011-2012 Budget Development CAPITAL IMPROVEMENT PROGRAM Unmet Capital Needs (\$000s)												
Description		Outcome Area	Partially Funded	Total Funding Recommended (includes pre-2011 costs)	Unfunded	External Funding	Source Plan	Notes				
Mobility & Infrastructure Initiative (M&I) Projects												
120th Avenue NE (Segment 2 and 3)/NE 8th Street to Northup Way		IM	Y	3,220	39,000	-	M&I/TFP	Partial funding recommended to final design.				
NE 15th Street Multi-Modal Corridor (Segment 1)/116th Avenue at NE 12th Street to 124th Avenue NE		IM	Y	33,110	65,100	-	M&I/TFP	Partial funding recommended to final design with some ROW acquisition.				
124th Avenue NE/Proposed NE 15th/16th Street Extension to Northup Way		IM	Y	1,800	17,200	-	M&I/TFP	Partial funding recommended to 60% design.				
Bel-Red Land Acquisitions		IM/IVCC/HSE	Y	4,600	27,000	-	M&I	Safeway/Mid-Mountain parcel purchased in 2009. \$4.6M represents non-utility portion of acquisition.				
Transit Now/Downtown Circulator (M&I)		IM	N	-	2,924	-	M&I	1/3 of the funding needed. Funding was included in 2009-2015 CIP				
Other Downtown Projects (M&I)		IM	N	-	16,000	-	M&I	Council did not allocate to specific projects.				
Metro Site Purchase			N	-	18,000	-	M&I	Strategic acquisition. Funding for purchase option payments was included in 2009-2015 CIP				
Parks Levy Projects												
Parks and Open Space Acquisitions		IVCC	Y	7,000	23,000	10,000	Levy	Ongoing opportunities				
Bellevue Airfield Park Development		IVCC	Y	1,500	10,500	2,000	Levy	Planning/design funding recommended				
Downtown Park Development		IVCC	Y	5,000	5,000	-	Levy	Phased development of park. Funding recommendation completes the circular promenade.				
Lewis Creek Phase II		IVCC	Y	2,000	2,000	-	Levy	Picnic area development funding recommended				
Bellevue Botanical Garden		IVCC	Y	5,500	TBD	TBD	Levy	Unfunded visitor center improvements dependent on fundraising efforts				

*Dollar amounts are order of magnitude approximations

Budget One
 one city
 one public
 one purpose

ATTACHMENT B
 2011-2012 Budget Development
 CAPITAL IMPROVEMENT PROGRAM
 Unmet Capital Needs (\$000s)

Description	Outcome Area	Partially Funded	Total Funding Recommended (includes pre-2011 costs)	Unfunded	External Funding	Source Plan	Notes
Projects with Partial Funding in 2011-2017 Panel Recommendation (Non-M&I)							
West Lake Sammamish/North City Limit to I-90	IM	Y	6,190	7,890	-	TFP	Partial funding for final design and construction of 1st phase of project, I-90 to SE 34th St. Full funding for Phase 2 of project, SE 34th to Weowna Park is unfunded.
Northup Way/Bellevue Way to NE 24th Street	IM	Y	8,470	1,000	WSDOT	TFP	Partnership with WSDOT
Pedestrian Corridor Improvements	IM	Y	150	3,000	-	Downtown Subarea Plan	Additional pedestrian corridor improvements including land acquisition, lighting, and ADA improvements
Downtown Fire Station	SC	Y	1,700	6,500	-	DIP	Partial funding represents annual contributions to allow construction at a future date. Unfunded is the estimated remaining amount to construct the facility (total \$8M)
Fire Station 5	SC	Y	1,000	4,500	-	-	Partial funding for necessary repairs and improvements. Unfunded is major renovation of the facility (total \$5.5M)
Projects Funded in 2009-2015 CIP Plan Proposed by Department but Not Recommended by Panel							
NE 2nd Street/Bellevue Way to 112th Avenue NE	IM	Y	447	41,500	-	TFP	Funded pre-design in 2009-2010. Unfunded provides design, ROW and construction for both the roadway and Parks parcels along NE 2nd.
145th Pl SE/SE 16th St to SE 24th St and SE 22nd St/145th	IM	Y	1,520	5,280	-	TFP	Design and ROW phases completed in 2010.
108th Avenue SE/Bellevue Way to I-90	IM	Y	594	4,466	-	TFP	Funded design in 2009-2010
SE 34th Street/162nd Pl SE to West Lake Sammamish	IM	N	-	3,936	-	TFP	2009-2015 CIP planned start 2010
Neighborhood Sidewalks	IM	Y	2,500	21,000	-	TFP	Supplemental CIP funded 3 sidewalk projects. Unfunded implements approx. three sidewalk segments a year @ \$1M each over the life of the 7 year CIP.
Downtown Mid-Block Crossings	IM	Y	1,000	500	-	DIP	Supplemental CIP funded 4 mid-block crossings. Unfunded represents the design and construction of approx. 3 additional crossings

*Dollar amounts are order of magnitude approximations

 ATTACHMENT B 2011-2012 Budget Development CAPITAL IMPROVEMENT PROGRAM Unmet Capital Needs (\$000s)												
Description	Outcome Area	Partially Funded	Total Funding Recommended (includes pre-2011 costs)	Unfunded	External Funding	Source Plan	Notes					
Other Capital Needs by Major Program Area (MPA)												
Transportation												
124th Avenue NE at SR-520	IM	N	-	250	-	TFP	Conceptual design and environmental approvals					
108th/112th Avenue NE - south of SR 520 to NE 12th SE	IM	N	-	3,800	-	TFP	Priority N-S Corridor					
16th Street/148th Avenue SE to 156th Avenue SE	IM	N	-	4,549	-	TFP	Install bike lanes, curb, gutter and sidewalk improvements. Priority E-W corridor					
Lakemont Blvd (Phase 1)/Cougar Mountain Way to Lewis Creek Park and 164th Ave SE to 171st Ave SE	IM	N	-	3,000	-	TFP	Install signal, turn lanes, sidewalks and bike lanes					
Bel-Red Road/NE 20th Place	IM	N	-	2,000	-	TFP	Install signal, eastbound left turn pocket and ped crossing.					
108th Avenue NE - NE 12th Street to Main Street	IM	N	-	6,500	-	TFP	Great Streets implementation. Project could be phased.					
Parks												
Bel-Red Park Acquisition/Development	IVCC	N	-	20,000	-	Parks Plan	Acquisitions identified in Bel-Red Subarea Plan					
Downtown Community Center	IVCC	N	-	15,000	-	Parks Plan	Community Center to serve the cultural and social interests of the growing and diverse population.					
Chism/Clyde Park Redevelopment	IVCC	N	-	5,000	-	Parks Plan	Waterfront renovation and redevelopment					
Other MPA												
Backup Cooling for Main Equipment Center (MEC-01) in City Hall	RG	N	-	125	-		MEC-01 houses the computer systems, phone, voice mail, email, server systems and portions of 911					
Security Upgrades at the Bellevue Service Center	RG	N	-	290	-		Security cameras, card key doors and other security infrastructure					
Business Intelligence/Performance Management System	RG	N	-	500	-		Organization-wide management system that centralizes the collection, storage and reporting of data on performance results for the management of City programs.					

*Dollar amounts are order of magnitude approximations

		ATTACHMENT B 2011-2012 Budget Development CAPITAL IMPROVEMENT PROGRAM Unmet Capital Needs (\$5000s)									
Description	Outcome Area	Partially Funded	Total Funding Recommended (includes pre-2011 costs)	Unfunded	External Funding	Source Plan	Notes				
Other Capital Needs by Major Program Area (MPA) - Continued											
Downtown Wayfinding Kiosks	IVCC	N	-	170	-	- Downtown Subarea Plan (Wayfinding Manual)	Complete the art component of five wayfinding kiosks that were installed in 2010 and continue additional wayfinding and branding of Downtown.				
Downtown Art Walk	IVCC	N	-	300	-	- Urban Design Element (Great Streets)	Design and install the first leg of the Art Walk along the Ped Corridor, including special paving, public art and lighting.				
City Gateways	IVCC	N	-	600	-	- Urban Design Element	Entry signs at nine key entry points to Bellevue. Prototype gateway installed at an intersection along border with Medina.				
Neighborhood Identity Treatments	QN	N	-	450	-	- Urban Design Element	Design and install neighborhood identity signs and gateways. Newport Hills/Lake Heights identity project funded and completed.				
Total			\$87,301	\$387,830	\$12,000						

*Dollar amounts are order of magnitude approximations



ATTACHMENT D

Council Budget Workshop
August 4, 2010

Mobility & Infrastructure Initiative (M&I)

Background: In January 2009, the Council endorsed the Mobility & Infrastructure Initiative Plan (M&I). This plan was the product of extensive Council discussions throughout the prior year centered on funding high priority transportation and other capital investments to mitigate growing congestion problems in the City.

The projects included in this plan were estimated to cost approximately \$299 million, and were expected to be constructed within the next 10 years. The plan also outlined a strategy to generate funding to pay for these investments. The financial strategy was intended to generate the revenue necessary to pay for these improvements, and was based on the philosophy that those who benefit from the improvements should help pay for them. The funding plan used a balanced set of resources, including property tax, impact fees, local improvement districts, grants, incremental tax growth, and several other revenues.

2011-2017 CIP Plan Recommendation: In forming the funding recommendation for the 2011-2017 CIP, the CIP LT Panel focused on identifying the highest priority capital projects citywide, merging projects from both the M&I and the base CIP. The end result is a phased approach to project implementation, with a mix of partial and full funding of seven M&I projects, primarily focused on arterial streets, over the next seven year CIP period to match resources available. The recommendation includes the use of approximately \$12 million of general taxes to fund the recommended M&I projects. The tables below summarize the recommendation.

	Base CIP (\$M)	M&I (\$M)	Total (\$M)
Resources	\$272.7	\$77.3	\$350.0
Expenditures	<u>260.7</u>	<u>89.3</u>	<u>350.0</u>
Surplus(Deficit)	\$12.0	(\$12.0)	\$0



ATTACHMENT D

Council Budget Workshop
August 4, 2010

Mobility & Infrastructure Initiative (M&I)

The following charts show the CIP LT Panel recommendation for funding for Mobility & Infrastructure Initiative projects, as well as funding sources.

(\$ in thousands)

M&I Projects in 2011-2017 CIP Plan	Pre-2011	2011-2012	Total 2011-2017	Total Funding thru 2017		Funding Scope
NE 4th Street Extension 116th to 120th Avenues NE	\$2,482	\$30,918	\$35,918	\$38,400		Funds full cost @ 30% design
120th Avenue NE Improvements (Segment 1) - NE 4th to NE 8th Street	3,020	6,080	6,080	9,100		Funds full cost @ 60% design
120th Avenue NE Improvements (Segments 2 & 3) - NE 8th to Northup Way	690	2,530	2,530	3,220		Funds 100% design only
NE 6th Street Extension	420	560	560	1,000		Funds pre-design only
NE 15th Street Multi-Modal Corridor (Segment 1)/116th Avenue at NE 12th Street to 124th Avenue NE	760	6,050	32,350	33,110		Funds final design and ROW
124th Avenue NE - Proposed NE 15th/16th Street Extension to Northup Way	-	1,000	1,800	1,800		Funds 60% design
Traffic Computer System Upgrade	-	450	2,450	2,450		Phased implementation
Safeway/Mid-Mountain Acquisition	4,600	-	-	4,600		Non-Utility portion
Total	\$11,972	\$47,608	\$81,708	\$93,680		
LTGO Debt Service	-	1,800	6,300	6,300		\$900K/yr beginning in 2011
Public Works Trust Fund Loan Debt Service	-	-	1,300	1,300		\$260K/yr beginning in 2013
Total	\$11,972	\$49,408	\$89,308	\$101,280		

(\$ in thousands)

M&I Resources in 2011-2017 CIP Plan	Pre-2011	2011-2012	Total Funding thru 2017	
			Total 2011-2017	Total 2017
Grants	\$0	\$5,700	\$8,200	\$8,200
Incentive Zoning	800	-	-	800
LID Funding	-	6,000	6,000	6,000
Impact Fees	-	2,500	29,800	29,800
LTGO Bonds (2009 3% property tax levy)	2,000	10,000	10,000	12,000
Supplemental CIP	7,400	-	-	7,400
Sales Tax B4 LTGO Debt Issued	1,700	-	-	1,700
Sales Tax for LTGO Debt Service	-	1,800	6,300	6,300
PWTF Loan	-	6,500	10,000	10,000
Local Revitalization Funding	-	7,000	7,000	7,000
Total	\$11,900	\$39,500	\$77,300	\$89,200

Note: The recommended resources include LID funding which still needs to be approved by Council. If the LID is not implemented, then the project list will need to be reduced by \$6 million.



ATTACHMENT D

Council Budget Workshop
August 4, 2010

Mobility & Infrastructure Initiative (M&I)**Policy Issues and Financial Impacts**

The M&I Finance Plan contemplated ten consecutive property tax increases of 3% each to support the Initiative (2009 through 2018). However, due to the economic downturn, Council decided to forego the 2010 property tax increase. Additionally, Council decided on phasing increases to the impact fee rate over a period of time and reduced incentive zoning fees for catalyst projects. The revenues were updated to reflect these changes.

The following table illustrates the impact of the reduction in revenue estimates from the original endorsed plan of \$299 million to an estimated amount of \$251 million, assuming Council increases the property tax by 3% annual over the next 8 years. If no future property taxes are levied (all other things being equal), the impact is a reduction in overall resources of approximately an additional \$80 million. In these scenarios, there is clearly a significant gap between resources and expenditures that were originally contemplated as part of the Mobility & Infrastructure Initiative.

Resources (\$M)	Endorsed Plan (Jan 2009)	Council Retreat (Jan 2010)	Council Workshop (Apr 2010)	Scenario:	Scenario:
				8 Addtl' Property Tax Increases	No Addtl' Property Tax Increases
Baseline Revenues:					
New Bel-Red Taxes	\$10	\$10	\$10	\$10	\$10
ROW Dedication	19	-	-	-	-
Storm Drainage Fees	10	10	10	-	-
Incentive Zoning	22	8	8	8	8
Grants	12	33	33	33	33
Impact Fees	65	40	40	30	30
Local Improvement District	56	56	56	56	56
Property Tax supported bonds	105	95	95	95	12
Supplemental CIP	-	-	7	7	7
Public Works Trust Fund Loan	-	-	-	5	5
Local Revitalization Funding	-	-	7	7	7
Total Resources	\$299	\$252	\$266	\$251	\$168

Note: Storm drainage fees were transferred to the Utilities Fund.

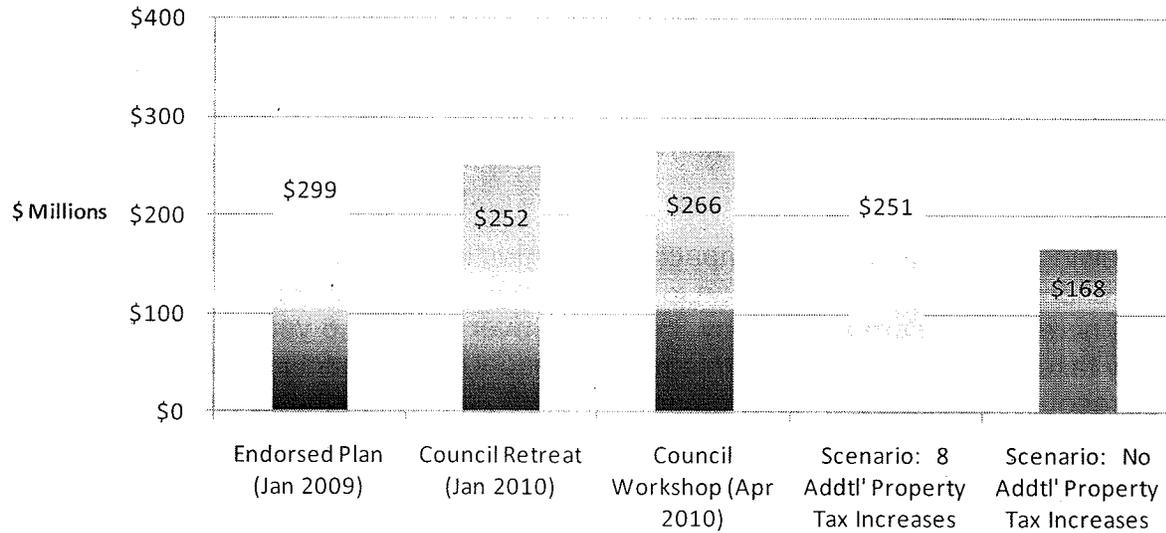


ATTACHMENT D

Council Budget Workshop
August 4, 2010

Mobility & Infrastructure Initiative (M&I)

The following displays the same information graphically.



2011-2017 CIP Plan Budget Assumptions

Not knowing the Council's conclusions about future annual property tax increases that was originally anticipated in the Finance Plan, staff has not shown any additional property tax revenues in the 2011-2017 CIP revenue projection, other than the 2009 increase which supports \$12 million in LTGO Bonds.

If Council chooses to make these annual 3% property tax increases over the next seven years (2011 through 2017), an additional \$70 million in LTGO Bonds could be included in the 2011-2017 CIP.



**ATTACHMENT H
CIP Prioritization Criteria
2011-2017 CIP Plan**

The following includes the general criteria used by the CIP LT Panel to prioritize proposals for the 2011-2017 General CIP Plan.

Effectiveness at achieving City Mission/Community Outcomes

- Effectiveness/extent to which project achieves Outcome
- Tangibility/clarity of project results
- Multiple benefits

Mandates

- Legal
- Appropriate level of investment needed to meet mandate

Financial Factors

- Leveraging other funds—extent to which project funded by external sources
- Cost v. benefit--“bang for the buck”
- Sunk costs—extent to which project expenditures already incurred
- Avoided costs—extent to which project creates savings/decreases future costs/reduces risks
- Stewardship—extent to which project protects and leverages existing investments

Timing/Urgency

- Project readiness—extent to which project *can proceed* within CIP period
- *Need* to move forward during this 7yr CIP period
- Critical linkage to other high priority projects

Scaling

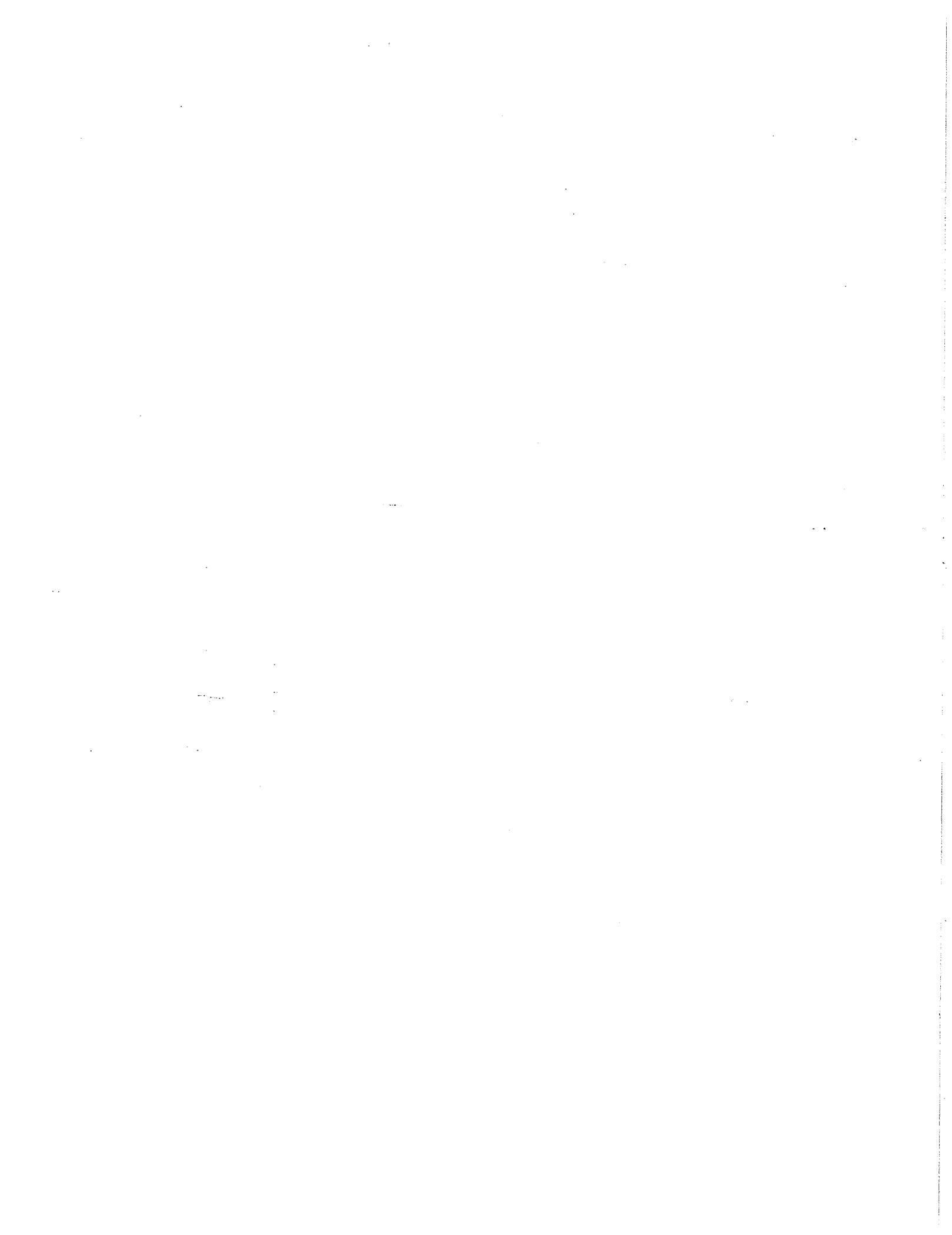
- LOS
- Right element of project at this time (e.g. full build, partial build, design only)

Notes

- Funds contractually committed and debt service both taken off the top
- How should priorities reflect the value of being able to seize opportunities, respond to changing circumstances, innovate?

Rejected Criteria

- Importance to program area (not key driver in Budget One context)
- “Policy mandates”
- Community support
- Geographic distribution
- Outcome/functional distribution



2011-2017 Transportation Capital Project Candidate List

Budget One Proposal Recommendation - August 19, 2010 Commission Discussion

2009-2020 TFP#	CIP #	Previous TC Rank*	Project Name, Location and Limits	Project Description	X = Impact Fee Project	Estimated Total Project Cost (\$000s)	2009-2015 CIP Adopted Budget (\$000)	Funding Source (Restricted Funds)(\$000)	2011-2017 Funding Proposal (\$000)	Notes
TFP-207	R-160	CC/CIP	NE 4th Street Extension - 116th to 120th Avenues NE	This project will implement a new five lane arterial, with two travel lanes in each direction and a center turn lane where necessary, between 116th Avenue NE and 120th Avenue NE. The project will include bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping and irrigation, storm drainage and detention.	X	40,450	3,600	State LRF (7,000) Federal (5,600) Estimate LID (5,500) PWTF (10,000) MMI-LTGO Bonds (1,200)	35,918	
TFP-207	R-161	CC/CIP	120th Avenue NE Improvements (Segment 1) - NE 4th to NE 8th St	This project will widen 120th Avenue NE to five lanes, including two travel lanes in each direction with a center turn lane, turn pockets or planted medians, beginning south of NE 4th Street to south of NE 8th Street. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, a traffic signal at the NE 6th Street intersection, illumination, landscaping, irrigation, storm drainage and detention.	X	9,900	8,600	Federal STP (2,600) Wilburton LID (500) MMI-LTGO Bonds (900)	6,080	
TFP-209	R-163	CC/CIP	NE 15th Street Multi-Modal Corridor (Segment I)/116th Avenue at NE 12th Street to 124th Avenue NE	This project will implement a new multi-modal corridor consisting of two general purpose travel lanes in each direction; turn lanes at designated intersections; curbs, gutters and sidewalks on both sides; bicycle facilities incorporated within or adjacent to the corridor with regional trail connections; illumination; and storm drainage and detention.	X	85,000	1,000	Impact Fees (29,800) MMI-LTGO Bonds (1,000)	32,918	
TFP-208	R-164	CC/CIP	120th Avenue NE (Segment 2 and Segment 3)/NE 8th Street to Northup Way	This project will extend, realign and widen 120 th Avenue NE from NE 8 th Street to south of Northup Way. This segment of the project includes all intersection improvements at NE 8 th Street. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment.	X	26,000	190	MMI-LTGO Bonds (3,220)	2,530	
TFP-210	New	CC	124th Avenue NE/Proposed NE 15th/16th Street Extension to Northup Way	Widen to five lanes with sidewalks. Key intersections at NE 15th/16th Street and Northup Way.	X	19,000			1,800	

* Commission Ranking Legend:
R# - TC 7/24/08 Roadway Project Rank
PB# - TC 11/13/08 Ped/Bike Project Rank
CIP - TC assumed high priority/Did not rank
CC - Council-indicated priority/Did not rank
DNR - Did not rank

2011-2017 Transportation Capital Project Candidate List

Budget One Proposal Recommendation - August 19, 2010 Commission Discussion

2009-2020 TFP#	CIP #	Previous TC Rank*	Project Name, Location and Limits	Project Description	X = Impact Fee Project	Estimated Total Project Cost (\$000s)	2009-2015 CIP Adopted Budget (\$000)	Funding Source (Restricted Funds)(\$000)	2011-2017 Funding Proposal (\$000)	Notes
	R-155	CIP	Traffic Computer System Upgrade	This project will replace the existing traffic computer system software and hardware, and upgrade the field communications systems connecting the computer with remote traffic control equipment citywide.			3,308	Federal (189)	889	
	R-159	CIP	East Link Analysis and Development	Participate with Sound Transit and other potential project partners to advance the planning, analysis, and design of the East Link light rail project.			1,070		6,218	
TFP-078	R-141	R2/PB2	West Lake Sammamish/North City limit to I-90	The ultimate project will provide a consistent 4' shoulder on the east side, a 10.5' northbound vehicle travel lane, a 10' southbound vehicle travel lane, a 10' wide multi-purpose trail (8' wide in approximately 2% of the corridor due to constricted space) on the west side separated by a 1.5' shy distance space and a 2' or 5' wide landscaped buffer where space is available, a signal at SE 34th Street, pedestrian crossings at SE 26th Street, Northup Way, NE 24th Street and at 5 other locations along the parkway.		36,000	6,560		4,743	
TFP-211	R-162	CC/CIP	NE 6th Street Extension	This project will conduct a pre-design analysis for the extension of NE 6th Street from its current termination in the median of I-405 to the east over the northbound lanes of I-405 and 116th Avenue NE to a new intersection with 120th Avenue NE. HOV/Transit vehicles would be allowed on the segment between 112th Avenue NE and the Burlington Northern Santa Fe (BNSF) railway corridor. General purpose traffic would be allowed along the segment between the BNSF corridor and 120th Avenue NE to access parcels abutting the extension.	X	68,000	1,000	MMI-LTGO Bonds (1,000)	580	
	New	DNR	148th Avenue NE Master Plan (Phase 1) - Bel-Red Road to SR-520	The 148th Avenue NE Master Plan would be implemented in collaboration with the City of Redmond. Phase I components of the Master Plan include the following: -Implement a portion of the northbound through lane on 148th Avenue NE between the NE 22nd Street signal and the SR 520 eastbound on-ramp using the existing right turn lanes; -Widen 148th Avenue NE between NE 22nd Street and NE 24th Street to maintain the designated northbound right turn lane; -Modify the SR 520 eastbound on-ramp to allow for an HOV by-pass from the northbound through lane; -Add second eastbound and westbound left-turn lanes at NE 24th Street and NE 20th Street; and -Extend the NE 24th Street westbound right turn lane at 148th Avenue NE.					250	
	R-153	CIP	Early Implementation of the Bel-Red Subarea Plan	The Bel-Red Corridor Project (CIP Plan No. ED-5) a joint PCD and Transportation planning study was finalized in 2007. The BEL-Red Plan provides a longterm land use vision for the area that will likely be of higher density than under the current conditions, and therefore will require investments in transportation infrastructure and other city facilities. This early implementation project will fully or partially fund follow-up planning work, conceptual design studies, property acquisition and other implementation activities to advance the plan's key recommendations. Follow-up planning work, including station area planning to further refine development strategies and improvements focused around future light rail stations in the corridor. Work could also include development of design standards or development strategies to advance the adopted land use vision. Early design studies for potential projects could include reconfiguring the NE 8th Street/120th Avenue NE intersection, extending NE 16th Street to the west of 132th Avenue NE, improving 120th Avenue NE and/or 124th Avenue NE between Bel-Red Road and Northup Way, extending NE 10th Street to the east of 116th Avenue NE, providing for neighborhood protection from cut-through traffic, and improving pedestrian and bicycle facilities. Funding in this project may also support Bellevue's portion of necessary analyses of land use, transportation, and/or environmental conditions to update the joint Bel-Red/Overlake Transportation Study agreement in coordination with the City of Redmond.			3,625		750	

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2011-2017 Transportation Capital Project Candidate List

Budget One Proposal Recommendation - August 19, 2010 Commission Discussion

2009-2020 TFP#	CIP #	Previous TC Rank*	Project Name, Location and Limits	Project Description	X = Impact Fee Project	Estimated Total Project Cost (\$000s)	2009-2015 CIP Adopted Budget (\$000)	Funding Source (Restricted Funds)(\$000)	2011-2017 Funding Proposal (\$000)	Notes
	I-83	CIP	Redmond BROTS Projects	Various roadway and intersection improvements that will increase the vehicle capacity at Redmond BROTS project locations. Specific improvements are described in an Interlocal Agreement between the City of Bellevue and the City of Redmond, entered into on September 30, 1999, and as thereafter amended.			1,546	Federal 2009 ARRA (50)	500	
TFP-079	R-146	R1	Northrup Way/Bellevue Way to NE 24th Street	A Pre-Design process completed in 2008 has refined the project scope and implementation phasing options. Project elements include completion of sidewalks and bike lanes on both sides and a two-way center turn lane. The project may be divided in two phases: Phase 1, east of NE 33rd Place; and Phase 2, west of NE 33rd Place. The recommended funding allocation would fully fund Phase 1 only .	X	15,000	1,467	Potential State Funding (8,000)	8,000	
TFP-193	R-149	R18	NE 10th at I-405	Add half interchange (ramps) to/from the north. (Northbound ramp funded through WSDOT Braided ramp project). This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The \$500K funding allocation is a placeholder that may be used to initiate project pre-design or early implementation.		500		Federal (450)	450	
	R-147	CIP	Implementation of the Downtown Plan	The Downtown Implementation Plan (DIP) was completed in June 2003, and the Downtown Subarea Plan in the Bellevue Comprehensive Plan was updated and adopted by the City Council in December 2004. The new DIP contains Transportation, Parks, Urban Design, and Fire & Life Safety implementation measures spread over the next 20 years to further downtown Bellevue's evolution as an Urban Center. Work will also be done to examine the land use and transportation assumptions used in the DIP (which had a 2020 horizon year) and extend the analysis to 2030, to be consistent with recent planning efforts in the Bel-Red corridor, the Wilburton subarea, Sound Transit's East Link project, and other initiatives. This work may identify additional transportation improvements that would be needed in the longer term.			750		350	
"High Priority" Unfunded Projects										
	W/B-76	DNR	Neighborhood Sidewalks	This program funds the pre-design, 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.			2,500			2011-2017 Unfunded Need (\$6,000,000)
TFP-160	R-151	CIP	145th PI SE/SE 16th St to SE 24th St and SE 22nd St/145th	Construct five foot bike lanes, curb, gutter and six foot sidewalk along both sides, a two-way center left-turn lane where needed, planted median islands and other landscaping where feasible on 145th Place SE from SE 16th Street (Kamber Road) to SE 24th Street.	X	7,538	7,538			2011-2017 Unfunded Need (\$5,280,000)
TFP-217		R19	124th Avenue NE at SR-520	Construct ramps to and from the east. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The \$500K funding allocation is a placeholder that may be used to initiate project pre-design or early implementation.		TBD				2011-2017 Unfunded Need (\$250,000)
TFP-159	WB-71	CIP	108th Avenue SE/Bellevue Way to I-90	Construct bike lanes on both sides and sidewalk on one side where missing, the side to be determined in the initial design process which will include community outreach/involvement facilitation.		7,060	7,060			2011-2017 Unfunded Need (\$4,466,000)

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PB# - TC 11/13/08 Ped/Bike Project Rank
CIP - TC assumed high priority/Did not rank
CC - Council-indicated priority/Did not rank
DNR - Did not rank

2011-2017 Transportation Capital Project Candidate List

Budget One Proposal Recommendation - August 19, 2010 Commission Discussion

2009-2020 TFP#	CIP #	Previous TC Rank*	Project Name, Location and Limits	Project Description	X = Impact Fee Project	Estimated Total Project Cost (\$000s)	2009-2015 CIP Adopted Budget (\$000)	Funding Source (Restricted Funds)(\$000)	2011-2017 Funding Proposal (\$000)	Notes
TFP-190	R-150	CIP	NE 2nd Street/Bellevue Way to 112th Avenue NE	Widen from three lanes with parking and turn pockets to five lanes. The design will accommodate left turn movements with a center turn lane where needed and dedicated right-turn pockets are also possible at some intersections. <i>The final design will be consistent with the outcomes of a currently ongoing NE 2nd Street and Main Street Pre-Design process.</i>	X	42,000	5,554			2011-2017 Unfunded Need (\$2,000,000)
TFP-173		PB9	108th/112 th Avenue NE - south of SR 520 to NE 12th Street	Add 5 foot bike lanes on both sides of 108th/112 th Avenue NE from Northup Way to NE 12 th Street. Construct a 6 foot-wide sidewalk along the west side of 112th Avenue NE from end of transportation trail south to existing sidewalk 400 ft south of NE 24th Street. Widen for turn pockets at NE 24th Street intersection.		3,730				2011-2017 Unfunded Need (\$200,000)
TFP-175	WB-75	CIP	SE 34th Street/162nd PI SE to West Lake Sammamish Pkwy	Construct sidewalk on north side where missing; widen curb lanes.		4,250	4,250			2011-2017 Unfunded Need (\$3,936,000)
	R-157	CC/CIP	Transit Now/Downtown Circulator	A downtown circulator has been proposed that would serve downtown residents, employees, and visitors. Phase one, service planning, in 2007, will include evaluating spans of service and service frequency, evaluating demand and forecasting ridership, and estimating operating costs. Phase two covers an estimated five years of implementation, a joint effort with King County Metro, utilizing partnership funding created by the 2006 Transit Now initiative.			1,000			2011-2017 Unfunded Need (\$2,924,000)
TFP-158		PB1	SE 16th Street/148th Avenue SE to 156th Avenue SE	Add 5 foot bike lanes outside of 11 foot vehicles lanes on both sides of SE 16th Street. Construct new curb, gutter and 6' sidewalk and 4' planter, on north side between 148th and 154th Avenues NE.		3,740				2011-2017 Unfunded Need (\$4,549,000)
"Medium Priority" Unfunded Projects										
	W/B-77	CIP	Downtown Mid-Block Crossings	This project will identify, design, and install signalized mid-block pedestrian crossings at select locations Downtown. Project locations will be determined in coordination with Traffic Operations staff and the downtown community.			1,100			2011-2017 Unfunded Need (\$500,000)
TFP-192		R21	Lakemont Blvd (Phase 1)/Cougar Mountain Way to Lewis Creek Park and 164th Avenue SE to 171st Avenue SE	Install signal and turn lanes at Cougar Mtn. Way/Lakemont Blvd. intersection; construct northbound left turn lane on Lakemont Blvd. at SE 62nd Street; add sidewalk and bike lanes on east side between Cougar Mtn. Way and park; install planted medians where feasible.	X	2,920				2011-2017 Unfunded Need (\$650,000)
TFP-198		R10	Bel-Red Road/NE 20th Place	Install signal, eastbound left turn pocket and pedestrian crossing.	X	1,960				2011-2017 Unfunded Need (\$200,000)
TFP-230		PB6	108th Avenue NE - NE 12th Street to Main Street	108th Avenue NE Downtown corridor enhancement consisting of Great Streets, Mid-block Crossing, Ped Corridor interface and bike lanes. This funding would cover the estimated shortfall and allow for the inclusion of bike lanes between NE 12th and NE 8th Streets and between NE 4th and Main Streets.		1,750				2011-2017 Unfunded Need (\$200,000)
Totals:									101,976	

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R# - TC 7/24/08 Roadway Project Rank
PB# - TC 11/13/08 Ped/Bike Project Rank
CIP - TC assumed high priority/Did not rank
CC - Council-indicated priority/Did not rank
DNR - Did not rank

2011-2017 Transportation Capital Program Candidate List
Budget One Proposal Recommendation - April 29, 2010 Commission Discussion

Existing/ Proposed	Existing CIP No.	Program Name		Original 2010 Allocation \$000s	Proposed 2011 Allocation \$000s	Evaluation Team Recommendation	Service level options Program Combinations Other
PW-R-44	PW-R-44	Transportation Planning Studies	This project will provide both consultant and improved in-house capabilities to carry out critical activities associated with the planning for and the predesign of possible future CIP projects. Activities include engineering cost estimates, quick design and planning studies, project scoping, traffic modeling, mobility monitoring, environmental impact assessment and public involvement procedures.	100	100	A proposal should be submitted for Budget One Process	This program is used to maintain a state of readiness for emerging City Manager and Council requests along with funding programmatic and mandated efforts such the TFP. Funds are often used to leverage other partnerships and opportunities.
PW-R-46	PW-R-46	Major Safety Improvements	This project will construct various roadway safety-related capital improvements citywide as identified through the Accident Reduction Program, deficiency analysis, and community input. Projects include road rechannelization to reduce traffic accidents, guardrail installation, roadside hazard removal, pedestrian crossings and other similar improvements.	100	100	A proposal should be submitted for Budget One Process	This program supports the annual accident reduction program which has resulted in significant cost savings to the citizens and about a 10% reduction in traffic accident occurrences.
PW-R-82	PW-R-82	Public Works Trust Fund Loan - Principal	This project is non-capital in nature. The costs represent the annual principal payments made by the City for any Public Works Trust Fund loans. Currently there is one active loan a \$750,000 loan received for the construction of PW-W/B-69 - NE 24th Street - Northup Way to 130th Avenue NE, the loan repayment period is 20 years, ending in 2026, and the interest rate is one half percent. (Interest payments are made through a separate CIP, PW-R-83).	40	40	A proposal should be submitted for Budget One Process	This is a mandated program. As a City, we are obligated to pay for the principal on the Public Works Trust Fund loan through the State of WA - Dept of Community Development.
PW-R-83	PW-R-83	Public Works Trust Fund Loan - Interest	This is a companion project to PW-R-82 and is non-capital in nature. The costs represent the annual interest payments made by the City for any Public Works Trust Fund loans. Currently there is one active loan, a \$750,000 loan received for the construction of PW-W/B-69 - NE 24th Street - Northup Way to 130th Avenue NE, the loan repayment period is 20 years, ending in 2026, and the interest rate is one half percent.	3	3	A proposal should be submitted for Budget One Process	This is a mandated program. As a City, we are obligated to pay for the interest on the Public Works Trust Fund loan through the State of WA - Dept of Community Development.
PW-R-87	PW-R-87	Transportation Demand Management	This project provides continuing resources for Transportation Demand Management (TDM) implementation. By shifting trips to transit or ridesharing, by moving trips from peak to off-peak hours and by encouraging commute trip reduction, TDM improves the efficiency of the transportation system and reduces carbon emissions. TDM activities and techniques include: Development and implementation of education/marketing programs for employers and employees, improving access to and the appeal of alternative transportation modes for users and potential users, and participation in trip reduction activities associated with the Growth and Transportation Efficiency Center Plan ("Connect Downtown"). Performance goals for TDM are specified in the mobility targets for Mode Split in the Comprehensive Plan. This project may fund both consultant and improved in-house capabilities in support of TDM efforts.	100	100	A proposal should be submitted for Budget One Process	This program often leverages its budget three times over to promote travel alternatives. Consider may need to be made to increase the program budget if it is required to fund the Mode Share survey that takes place every two to three years.
PW-R-156	PW-R-156	ITS Master Plan Implementation Program	Beginning in 2012, this program will systematically implement the recommendations of the City's Intelligent Transportation System (ITS) Master Plan completed in 2005. ITS projects will be selected to provide cost effective measures to reduce traffic congestion and increase the availability of real time traffic information to users of the transportation system.	0	0	A proposal should be submitted for Budget One Process	Combine the program elements from R-136 and R-156 into one collaborative program that will implement ITS and other transportation technologies. A program name and description change will be needed. Funding for R-156 was slated to begin in 2012 at \$400K/yr. A service level option is to not absorb the \$50K from R-136 into the budget and to prioritize needs within the \$400K/yr
	PW-R-136	Traffic Safety Technologies	This program will fund new and innovative technologies for addressing traffic safety in Bellevue. Examples of these efforts may include: Radar Signs, Flashing Crosswalks, etc.	50	0	No proposal - combining with R-156	
PW-W/B-49	PW-W/B-49	Pedestrian Facilities Compliance Program	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). The program may address ADA compliance or obstruction issues on facilities including sidewalks, walkways, wheelchair ramps, and pedestrian signal equipment. The program will address prioritized ADA compliance issues brought to the City's attention by members of the community.	50	100	A proposal should be submitted for Budget One Process	To respond to emergent needs and to implement elements of the ADA transition plan, a service level increase of \$50K is recommended. Consider a name change to ADA Compliance Program to better capture all of the work to be done.
PW-W/B-56	PW-W/B-56	Pedestrian Access Improvements	This program provides funding for minor construction and improvement of local paths, sidewalks, and trails on rights-of-way or easements connecting neighborhoods, schools, shopping and transit. Small-scale improvements to bicycle facilities are also funded. Individual projects are implemented in coordination with schools and neighborhoods. The program may leverage grant funds, and in partnership with other City programs or private sector development, may be used to construct larger-scale projects.	400	400	A proposal should be submitted for Budget One Process	This program consistently leverages funds to implement projects, creating partnerships and at times cost savings. This is currently the only program that implements ped/bike plan projects. A new project name and description that captures the essence of the leveraging and partnerships is needed.

2011-2017 Transportation Capital Program Candidate List
Budget One Proposal Recommendation - April 29, 2010 Commission Discussion

Existing/ Proposed	Existing CIP No.	Program Name		Original 2010 Allocation \$000s	Proposed 2011 Allocation \$000s	Evaluation Team Recommendation	Service level options Program Combinations Other
PW-M-1	PW-M-1	Overlay Program	This project provides major street maintenance including street overlays, pavement rehabilitation, bridge condition inventory and maintenance and appropriate Americans with Disabilities Act (ADA) retrofit work.	5,924	6,200	A proposal should be submitted for Budget One Process	Combine the elements of M-3 into the M-1 program for better accounting purposes. Integrate M-3 elements into the program description. Potential level of service reductions by reducing the number of streets or types (arterial vs. residential) overlaid. Consider a separate bridge inspection/repair/maintenance program for the next cycle - be proactive.
	PW-M-3	Curb, Gutter, and Sidewalk Rehabilitation	This project funds reconstruction of curb, gutter, and/or sidewalk sections where failing. Most of these projects are constructed in conjunction with PW-M-1, Overlay Program.	300	0	No proposal - combining with M-1	
PW-M-2	PW-M-2	Minor Capital - Signals & Lighting	This program funds minor capital transportation improvements throughout the City, including signal and lighting upgrades, channelization and signage upgrades, pedestrian/bicycle signage and channelization, and various spot improvements.	150	200	A proposal should be submitted for Budget One Process	Separate the traffic operations components from the signal and lighting components. Combine I-84 elements and as a service level option add \$50K of the current I-84 budget to M-2 to mitigate the risk if a warranted signal is in need of replacement.
	PW-I-84	Signal Warrant/Safety Program	This project will provide ongoing funding to install vehicular traffic signals as they are warranted based on safety and/or capacity concerns, pedestrian crosswalk signals or enhancements, new street light installations or upgrades, and other accident reduction or safety related projects as needed. This program will allow improvements to be made in response to quickly changing conditions and needs.	150	0	No proposal - combining with M-2	
PW-M-7	PW-M-7	Neighborhood Traffic Calming Program	This program funds minor capital improvements for neighborhood traffic calming projects throughout the City. These projects may include the use of physical measures such as speed humps, raised crosswalks, traffic circles, medians and/or curb extensions, in an effort to reduce vehicle speeds and non-local traffic and to improve non-motorized safety. The program also responds to citizen inquiries regarding parking concerns in neighborhoods and develops parking plans to address these concerns, often implementing Residential Permit Parking Zones (RPZ). In addition, the program develops and implements safety programs that include emphasis on education in the schools, as well as engineering and enforcement measures.	450	450	A proposal should be submitted for Budget One Process	Maintain program budget as is. Look at service level options for combining like elements with other neighborhood services programs
PW-M-15	PW-M-15	Wetland Monitoring	Perform on-going wetland monitoring and maintenance activities required by the local, state or federal permits issued for the implementation of now completed, site specific transportation improvement projects.	12	12	A proposal should be submitted for Budget One Process	Mandated for the existing project for the next six years by the Army Corp of Engineers. Allows projects to be closed when complete instead of staying open during the permit period which could be fine-tuned.
PW-M-19	PW-M-19	Major Maintenance Program	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. Provide 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 and minor capital programs but are too small for stand alone CIP projects. The program will address high priority maintenance needs including: Street light system safety upgrades or replacements; slope or drainagerelated roadway or walkway failures; retaining wall maintenance, repair or replacement; guardrail and pedestrian safety railing repair, standardization and replacement; and City-owned fence repair and replacement.	400	600	A proposal should be submitted for Budget One Process	These four programs all have large safety/maintenance elements and often combine resources (both physical and financial) to accomplish jobs. Combining the four programs could create efficiencies by allowing for complete inventories of hazardous areas, combining like projects for a greater financial benefit and better collaboration. Service level options will need to be considered and a reprioritization of projects to include new elements and account for emerging needs (hazardous tree removal, etc.)
	PW-W/B-53	Trail Maintenance Program	This program funds routine cleaning and occasionally major repairs to surfaces, fences, directional signage and control of adjacent vegetation on City transportation trails.	90	0	No proposal - combining with M-19	
	PW-M-8	Minor Capital Programs - Streets	This project will fund individual street repair projects in excess of \$5,000, such as handrail and guardrail replacement, rockery replacement, storm damage, pavement repair and brick	50	0	No proposal - combining with M-19	
	PW-M-12	Citywide Rockeries Reconstruction	This program addresses rockery maintenance, repair or replacement needs at various locations in the City.	213	0	No proposal - combining with M-19	
PW-M-20	PW-M-2	Minor Capital - Traffic Operations	New - TBD - Spliced from Existing PW-M-2 program description above.	150	150	A proposal should be submitted for Budget One Process	A new program needs to be established separating the traffic operations function from the signals/street lighting function using current resources. This will allow us to properly capture expenditures.
				8,732	8,455		