

2017-2023 Capital Investment Program Plan Overview and Financial Forecast

Executive Summary:

The 2017-2023 General Capital Investment Program (CIP) plan is balanced over the seven years and serves as a catalyst for future development within a constrained budget. The adopted CIP for 2017-2023 totals \$485 million.

The 2017-2023 Adopted CIP plan accomplishes the following:

- Advances the Council Priorities and adds new project funding above the 2015-2021 amended budget – total of \$42 million
- Ensures debt obligations are met
- Prepares the City for Transportation Infrastructure Financing and Innovation Act (TIFIA) projects
- Provides \$0.5 million per year from 2017 through 2023 to the Affordable Housing Contingency Project for future council direction with a project total 7-year CIP of \$3.5 million
- Provides an additional \$0.5 million per year to the Eastside Rail Corridor Project in 2017 and 2018 for a project total 7-year CIP of \$2.5 million
- Provides an additional \$0.5 million per year to the Grand Connection Project in 2019, 2020 and 2021 for a project total 7-year CIP of \$3.5 million
- Maintains existing infrastructure in alignment with Council policy and increases the Overlay Program by \$1M/year starting in 2022 to address needed residential work
- Provides for transportation and mobility improvements
- Fulfills general government capital responsibilities
- Keeps the Parks Levy commitment and provides other quality of life amenities
- Provides for neighborhood programs

As the City builds new infrastructure, there is not a mechanism to ensure that the additional M&O needed in the operating funds for future facilities is accounted for. Over time, this will place increasing pressure on the operating budgets.

In 2016, the City Council took considerable time and effort to review the fiscal condition of the general capital investment program plan. In response, Council acted by placing two ballot measures on the November ballot which were approved by voters. The measures will assist in addressing some of the infrastructure backlog that the city faces. In addition, Council has directed staff to continue to pursue a Transportation Infrastructure and Financing Innovation Act (TIFIA) loan from the federal government. The loan will assist with the creation of the Bed-Red Street Network – a total of 12 multimodal roadways planned to support the new Bel-Red neighborhood. The adopted budget does not include the potential impacts of either a TIFIA loan or the ballot measures.



2017-2023 Capital Investment Program Plan Overview and Financial Forecast

TOTAL CIP OVERVIEW

The City Manager's adopted 2017-2023 General CIP Plan totals \$485 million. Broken down as follows:

Project Type	Total	
	# of Proposals	2017-2023 Amount (\$000's)
Debt Service Projects ^{1,2}	8	\$168,294
Ongoing Programs – Maintenance ³	10	116,546
Discrete Projects and Ongoing – Build New ⁴	56	200,026
Total 2017-2023	74	\$484,866

¹ The adopted CIP Modeled cash flow borrowing totals \$31.9M with payback within the 2017-2023 plan in alignment with Council policy. The cash flow borrowing is not anticipated to be issued, and staff will not be asking Council for issuance at this time. If cash flow borrowing is needed in future, staff will return to Council to address.

² Inclusive in the cash flow borrowing is \$2.7 million of interest costs over the 7-year timeframe.

³ Council policy states that the City will maintain existing infrastructure before building new; Ongoing Programs – Maintenance accounts for this policy and includes programs such as Parks Renovation and Refurbishment and Transportation Overlay, among others.

⁴ Discrete projects and Ongoing – Build New include all other CIP programs and projects.

2017-2023 General CIP Financial plan note Revenue by Source

This transmittal summarizes the City Manager's 2017-2023 adopted General CIP, proposing a balanced CIP.

	2017	2018	2019	2020	2021	2022	2023	Total Adopted Budget 2017-2023
2017-2023 Capital Investment Program								
Revenue Type								
Beginning Fund Balance	\$ 1,698	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	1,698
Short-term Cash Flow Borrowing	16,640	8,966	-	3,606	-	-	-	29,212
2015 20 Year Debt Issue	-	-	-	-	-	-	-	-
MAJOR TAXES								
Retail Sales Tax	17,051	18,271	19,080	19,792	20,062	20,475	21,392	136,123
Annexation Sales Tax	-	-	-	-	-	-	-	-
B&O Tax	10,395	11,038	11,481	11,914	12,364	12,859	13,330	83,382
Real Estate Excise Tax (REET)	14,154	13,966	14,370	14,096	13,828	13,828	13,828	98,070
Parks Levy	3,389	3,389	3,389	3,388	3,390	3,388	3,389	23,722
2015 Levy Revenue (New Sales Tax Contribution)	694	694	694	694	694	694	694	4,855
Motor Vehicle Fuel Tax (MVFT)	1,377	1,385	1,393	1,400	1,400	1,400	1,400	9,755
Subtotal Major Taxes	\$ 47,058	\$ 48,743	\$ 50,406	\$ 51,284	\$ 51,738	\$ 52,645	\$ 54,033	\$ 355,907
INTERGOVERNMENTAL								
Federal Grants	2,660	394	-	-	-	-	-	3,054
Grants	5,745	-	1,500	3,918	-	-	-	11,163
Interlocal Contributions	12,221	2,839	513	99	99	175	175	16,122
Rents and Leases	30	30	30	30	30	30	30	210
Subtotal Intergovernmental	\$ 20,656	\$ 3,263	\$ 2,043	\$ 4,047	\$ 129	\$ 205	\$ 205	\$ 30,549
OTHER RESOURCES								
Transfers from Other City Funds	1,129	729	529	652	350	350	350	4,088
WA State Funding - Annexation Sales Tax	-	2,160	-	-	-	-	-	2,160
Private Contributions	1,307	176	27	27	28	29	29	1,623
Sale of Fixed Assets	3,455	-	-	-	-	-	-	3,455
Investment Interest	247	247	247	247	247	247	247	1,730
Transportation Impact Fees	7,110	7,320	7,540	7,770	7,992	8,232	8,479	54,442
Subtotal Other Resources	\$ 13,248	\$ 10,632	\$ 8,343	\$ 8,697	\$ 8,617	\$ 8,858	\$ 9,105	\$ 67,499
Grand Total Revenues	\$ 99,301	\$ 71,604	\$ 60,792	\$ 67,634	\$ 60,485	\$ 61,707	\$ 63,344	\$ 484,866
Total Expenditures	\$ 99,301	\$ 71,604	\$ 60,792	\$ 67,633	\$ 60,485	\$ 61,707	\$ 63,344	\$ 484,866
Ending Fund Balance	\$ -	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	0

*Totals may not foot due to rounding



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ADOPTED GENERAL CIP

In 2014, Council had a significant amount of discussion regarding the city's capital investment strategy, including the gap between the large list of unfunded, capital projects and the existing revenue streams. The conclusion reached in 2014 noted that there remained a large potential projects list throughout the city totaling an estimated \$1.2 billion (2014\$), with the acknowledgement that the list is neither complete nor validated beyond the near term. Based on the existing revenue stream, approximately \$400 million (2014\$) is estimated to be available over the next 20 years for all discretionary projects (i.e. projects other than debt and ongoing maintenance), leaving a gap of \$800 million over the 20 years. This analysis was updated in 2016 and the conclusions reached were the same.

The adopted Budget strategy allows for continued progress on meeting the City's capital investment needs. The existing and new projects adopted in the 2017-2023 CIP fall into several themes, with some projects falling into more than one category. Project themes include:

- The adopted 2-year Council Priorities provide foundational policy direction received during development of the 2017-2023 CIP. The adopted Budget includes new funding for projects directly implementing a council priority. The list below details the new discrete funding related to Council Priorities. Staff recognizes that this list is not comprehensive but represents projects with the clearest links to Council Priorities and other projects may have further links.

Council Priority	CIP Plan #	Project Title	2017-2023 Costs*
Economic Development			
#1 & #2 Economic Development	G-105	Competitiveness and Collaboration (recosting)	\$296K
Transportation and Mobility			
#3- Execute Transportation capital plans for future growth and mobility	Multiple	Multiple new transportation projects with new funding adds for 2017-2023 (\$18.3M)	\$18.3M
#4- Implement projects in neighborhoods on safety and connectivity	PW-M-7	Neighborhood Traffic Safety Program (2yr – 2022 and 2023)	\$773K
	PW-M/B-56	Pedestrian and Bicycle Access Improvements (2yr – 2022 and 2023)	\$1.0M
	PW-M/B-76	Neighborhood Sidewalks (2yr – 2022 and 2023)	\$2.6M
#5- Advocate with state DOT and regional agencies for acceleration	PW-R-192	124th Avenue NE at SR 520 (new)	\$250K
#6- Continue the permitting on light rail and mitigate impacts	PW-R-159	East Link Analysis and Development (recosting)	\$581K
High Quality Built and Natural Environment			
#8-Affordable Housing Strategic Action Plan	G-108	Supplemental Housing Trust Fund Investment (new)	\$80K
#9- Construct Phase 1 of Meydenbauer Bay Park and Downtown Park circle	P-AD-92	Meydenbauer Bay Phase 1 Park Development (recosting)	\$4.2M
	P-AD-100	Gateway/Entry to Downtown Park (recosting)	\$3.0M
	G-38	Expanded Community Connectivity (scope)	\$1.3M



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Council Priority	CIP Plan #	Project Title	2017-2023 Costs*
#10- Bring a Smart City strategy to the Council for consideration	PW-R-156	ITS Master Plan Implementation Program (2yr – 2022 and 2023)	\$1M
#11- Complete the Downtown Livability project in 2016	CD-37	Downtown Community/Livability (new)	\$4.153M
Great Places Where You Want to Be			
#12- Create a civic center plan	CD-41	Civic Center Plan (new)	\$550K
#13- Establish the vision for the Grand Connection	CD-44	Grand Connection-Early Implementation (new)	\$3.5M
#14- Complete the first mile of the Eastside Rail Corridor	G-103	Eastside Rail Corridor (recosting)	\$500K
High Performance Government			
#21- Complete implementation of hearing accessibility within public meeting areas	G-04	Hearing Accessibility for Public Spaces (scope)	\$240K
	TOTAL		\$42.323M
*New funding beyond the 2015-2021 Amended Budget			

- Ensures debt obligations are met.
- Prepares the City for a Transportation Infrastructure Financing and Innovation Act (TIFIA) loan with the inclusion of council amendments for a TIFIA debt service project to provide funding for the known administrative TIFIA costs and provides funding to ensure all TIFIA projects will be at NEPA (National Environmental Policy Act) before a TIFIA loan is secured.
- Provides for transportation and mobility improvements; including projects on 120th and 124th corridors, NE Spring Zone 1, Downtown transportation plan, West Lake Sammamish Phase 2, and others.
- Provides \$0.5 million per year from 2017 through 2023 to the Affordable Housing Contingency Project for future council direction with a project total 7-year CIP of \$3.5 million
- Provides an additional \$0.5 million per year to the Eastside Rail Corridor Project in 2017 and 2018 for a project total 7-year CIP of \$2.5 million. This funding will advance the design of remaining key crossings and connections in the Wilburton Segment in partnership with other regional agencies
- Provides an additional \$0.5 million per year to the Grand Connection Project in 2019, 2020 and 2021 for a project total 7-year CIP of \$3.5 million. This funding will allow for several key physical improvements, including raised intersection treatments along the Grand Connection route that will help establish the identity and presence of the Grand Connection
- Fulfills general government capital responsibilities such as developing a long range property and facilities plan to leverage the City's investment in property to meet the community's need in a comprehensive and integrated way, Citywide Security Improvements and investing in Hearing Assistance for Public Spaces.
- Keeps the Parks Levy commitment and provides other quality of life amenities through several programs including Park & Open Space Acquisition, NE Entry at Downtown Park, and Meydenbauer Phase I
- Provides for neighborhood programs such as the Neighborhood Enhancement Program.



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Changes from the 2015-2021 amended CIP

The 2015-2021 amended CIP is the adopted mid-biennium 2015-2021 CIP plus any budget amendments adopted by Council through October 10, 2016.

The 2017-2023 adopted CIP continues all projects in the 2015-2021 amended CIP and it adds the following over the 7-year timeframe:

CIP Plan #	Project Title	2017-2023 New Projects	Brief Description
CD-30	Station Area Planning Implementation	\$5.5M	Setting up pedestrian and bicycle access to Sound Transit stations including Bel-Red and Main Street
CD-37	Downtown Community/Livability	4.153M	Downtown improvements: parking study, landscaped medians, wayfinding improvements
CD-41	Civic Center Plan	550K	Master plan for Civic Center District
CD-44	Grand Connection Implementation	3.5M	Connection of Downtown and Wilburton Commercial areas
G-108	Supplemental Housing Trust Fund Investment	80K	Operating transfer to Housing and Trust Fund in 2017-2018
G-111	Long-Range Property & Facilities Plan	280K	Comprehensive assessment of short and long term needs
G-110	Citywide Security Improvements	350K	Strategically add/upgrade systems based on assessment
PW-R-192	124 th Ave NE at SR 520	250K	Staff to connect with DOT as DOT constructs ramp and interchange improvements at 520 and 124 th Ave NE
PW-R-193	BelRed Corridor Local Street Network	432K	Fund additional planning and prelim engineering for new street grid.
PW-R-194	West Lake Sammamish Parkway Phase 3	1.0M	Early design for Phase 3

\$16.095M

Total changes from the 2015-2021 include:

- Adding 2 years (2022-2023) of debt service payments of \$39 million (not including the modeled payback of cash flow borrowing) and the modeled payback of cash flow borrowing of \$31.8 million over the 2017-2023 plan of which \$25.7 million (modeled in 2022-2023),
- In alignment with Council Policy, the adopted budget adds 2 years (2022-2023) for ongoing programs that maintain what is built before building new, totaling \$37 million. This includes projects like the Overlay program, Parks Refurbishment and Renovation program, major maintenance, and others.
- The adopted CIP also provides for recosting to a current project due to a change costs with no change in scope, such as costs to the project to move to full design, as well as increased costs due to construction right of way, and others. Total recosting is \$19 million over the 7 year period.

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- The adopted budget also provides for scope changes to projects that have a cost impact due to an enhancement or change in project scope. Examples include PW-M-1 Overlay Program scope change to address residential streets in 2022-2023, and funding for \$1.3 million of implementation funding for G-38, Expanded Community Connectivity. Total scope cost increase is \$6 million.
- Projects with cost increases that are revenue backed account for \$5 million.
- New projects included (noted above) account for \$16.095 million.
- Lastly, projects that traditionally have been programs that build new infrastructure yet are referred to and continuing programs, such as public art program, neighborhood enhancement, park planning and design, neighborhood sidewalks, etc... account for \$14 million.

The City Manager's Adopted Budget continues to raise concern and awareness on the future impact of minor maintenance and operations (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 IX.H implemented during the development of the 2011-2017 CIP provides:

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

This policy provides adequate funding for minor maintenance on existing infrastructure. However, the concern continues that as the City builds new infrastructure, there is not a mechanism to ensure additional M&O funding for these future facilities. Over time, this will place increasing pressure on the operating budget. This CIP does not address this issue, but simply raises it as a concern.



2017-2023 Capital Investment Program Plan Overview and Financial Forecast

Resource Drivers:

The following section discusses the major resource drivers for the 2017-2023 General CIP Adopted Budget.

Major Taxes

Taxes (\$355.9 million). The General CIP tax revenue base of sales, business and occupation (B&O), parks levy, real estate excise taxes (REET), and motor vehicle fuel tax (MVFT) represent 74% of total funding. Both sales and B&O revenue streams are growing again, albeit at a moderate pace, and are tied in growth to the general fund forecast. In addition, the voter-approved parks levy continues to supplement City and external funds, allowing completing major parks development projects to be completed in a phased approach, where appropriate.

Intergovernmental Revenue

Federal and State Grants (\$14.2 million). The Forecast includes \$14.2 million in federal and state grants. Following past practice of conservatism in forecasting grant revenues, only those grants that have already been awarded or are highly likely to be awarded are included in the projection. The details of the federal and state grants included can be found on the project specific revenue page.

Interlocal Contributions (\$16.3 million). In addition to the above revenues, the Forecast includes a variety of intergovernmental sources, including Sound Transit contributions (\$7.6 million), King County contributions (\$1.2 million), and Points Communities' contributions (\$0.8 million). The Intergovernmental Revenue Forecast also contains revenue from Rents and Leases

(\$0.2 million). The details of the interlocal contributions can be found on the project specific revenue page.

Miscellaneous Revenue

Impact Fees (\$54.4 million). The current impact fee rate of \$4,703 in 2016 is forecasted to increase to \$4,989 in 2018, with annual increases thereafter of 3%, as determined by the Transportation Impact Fee Rate Schedule, Ordinance 6266. Impact fees are projected to provide \$54.4 million of revenue to this CIP, and reflect updated *Institute of Traffic Engineers* trip generation factors, Puget Sound Regional Council trip length factors, and a base fee of \$4,703.

Other Revenues (\$13.1 million). In addition to the above revenue sources, the Forecast includes a variety of miscellaneous sources, including Annexation Sales Tax (\$2.2 million), private contributions (\$1.6 million), sale of fixed assets (\$3.5 million), enterprise and other City fund contributions (\$4.1 million), and investment interest (\$1.7 million). Details of the appropriate project specific revenue contributions can be found on the project specific revenue page.



2017-2023 Capital Investment Program Plan Overview and Financial Forecast

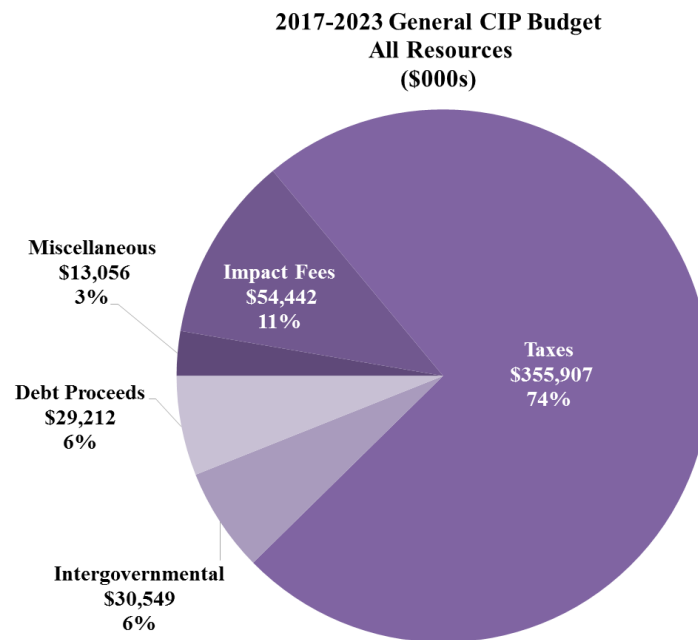
Debt Proceeds

The adopted CIP short term debt financing totals \$29.2 million with payback within the 2017-2023 plan in alignment with Council policy. The cash flow borrowing is not anticipated to be issued, and staff will not be asking Council for issuance at this time. If it is needed in future, staff will return to Council to address. The expenditure for the payback of the cash flow borrowing includes an additional \$2.7 million of interest costs over the 7-year timeframe.

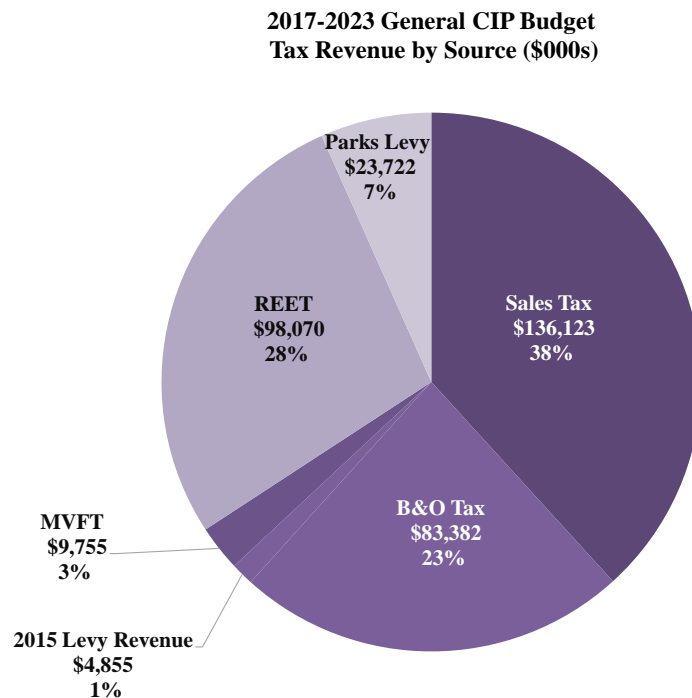
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The following charts show All Resources by type and provide a breakdown of Tax Revenue by Source.

REVENUE SUMMARY



The 74% tax revenue is further broken down by source in the following chart.



2017-2023 Capital Investment Program Plan Overview and Financial Forecast

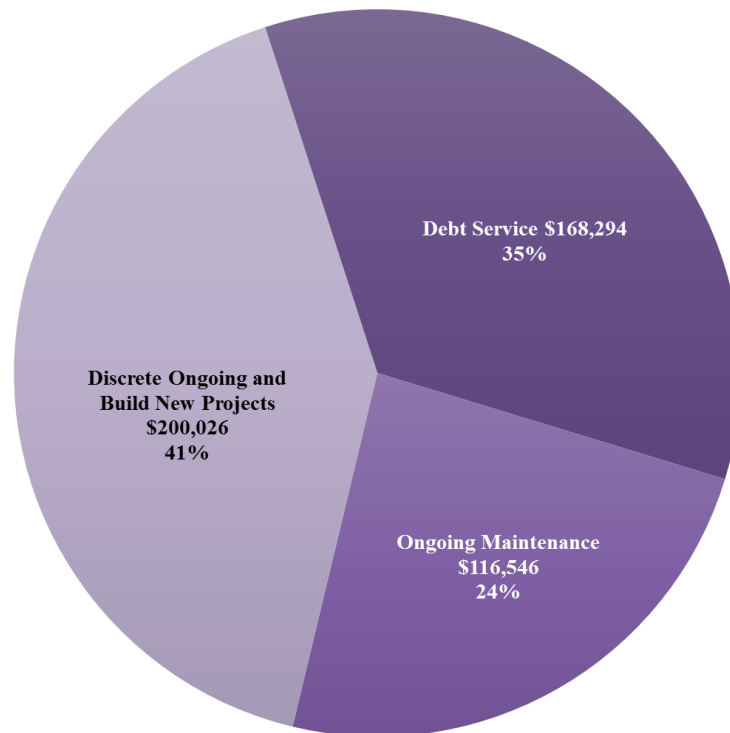
Expenditure Drivers:

The following chart illustrates the mix of Discrete Ongoing and Build New Projects, Ongoing Maintenance Programs and Debt Service.

- Discrete Ongoing and Build New Projects make up approximately 41% of the General CIP (\$200 million) with funding focused on improving transportation and mobility, parks and general government projects.
- Ongoing Maintenance Programs make up approximately 24% of the General CIP (\$116 million) with major maintenance programs like street overlays and major renovation of parks and fire facilities.
- Debt Service makes up the remaining 35% of the General CIP (\$168 million). Inclusive of the total debt service is \$29.2 million of short term cash flow borrowing which includes \$2.7 million in interest.

EXPENDITURE SUMMARY

**2017-2023 General CIP Budget
Funding by Project Type
(\$000s)**



2017-2023 Capital Investment Program Plan

Citywide Funding Prioritization Criteria

Citywide Funding Prioritization Criteria

The City of Bellevue uses a number of criteria for ranking and prioritizing capital investment projects. First and foremost are the City's debt obligations. All debt service payments are prioritized first when allocating resources to the CIP. The following outlines additional criteria used to evaluate all non-debt service and non-utility CIP projects submitted for funding consideration.

Citywide Financial Policy XI:I:

"Preserve Existing Capital Infrastructure Before Building New Facilities: It is the City's policy to ensure that adequate resources are allocated to preserve the City's existing infrastructure before targeting resources to build new facilities that also have operating and maintenance obligations. This policy addresses the need to protect the City's historical investment in capital facilities and to avoid embarking on a facility enhancement program, which when coupled with the existing facility requirements, the City cannot afford to adequately maintain." (City of Bellevue Comprehensive Financial Management Policies)

Effectiveness at achieving City Mission/Community Outcomes/Council Priorities

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

Mandates

- Legal
- Appropriate level of investment needed to meet mandate

Financial Factors

- Leveraging other funds—extent to which project is funded by external sources
- Cost versus Benefit
- Sunk costs—extent to which project expenditures have already been 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 7-year CIP period
- Critical linkage to other high priority projects

Scaling

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



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2017-2023 General CIP Adopted Budget
Cash Flow Modeling
(Expressed in 000s)

	2017 Adopted**	2018 Adopted	2019 Adopted	2020 Adopted	2021 Adopted	2022 Adopted	2023 Adopted	Total Adopted Budget 2017-2023	Adopted Total Project Cost through 2023
<u>2017-2023 General CIP Adopted Budget</u>									
Revenue Type									
Beginning Fund Balance	\$ 1,698	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,698	
Short-term Cash Flow Borrowing	16,640	8,966	-	3,606	-	-	-	29,212	
2015 20 Year Debt Issue	-	-	-	-	-	-	-	-	
MAJOR TAXES									
Retail Sales Tax	17,051	18,271	19,080	19,792	20,062	20,475	21,392	136,123	
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2015 Levy Revenue (New Sales Tax Contribution)	694	694	694	694	694	694	694	4,855	
Motor Vehicle Fuel Tax (MVFT)	1,377	1,385	1,393	1,400	1,400	1,400	1,400	9,755	
Subtotal Major Taxes	\$ 47,058	\$ 48,743	\$ 50,406	\$ 51,284	\$ 51,738	\$ 52,645	\$ 54,033	\$ 355,907	
INTERGOVERNMENTAL									
Federal Grants	2,660	394	-	-	-	-	-	3,054	
Grants	5,745	-	1,500	3,918	-	-	-	11,163	
Interlocal Contributions	12,221	2,839	513	99	99	175	175	16,122	
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Subtotal Intergovernmental	\$ 20,656	\$ 3,263	\$ 2,043	\$ 4,047	\$ 129	\$ 205	\$ 205	\$ 30,549	
OTHER RESOURCES									
Transfers from Other City Funds	1,129	729	529	652	350	350	350	4,088	
WA State Funding - Annexation Sales Tax	-	2,160	-	-	-	-	-	2,160	
Private Contributions	1,307	176	27	27	28	29	29	1,623	
Sale of Fixed Assets	3,455	-	-	-	-	-	-	3,455	
Investment Interest	247	247	247	247	247	247	247	1,730	
Transportation Impact Fees	7,110	7,320	7,540	7,770	7,992	8,232	8,479	54,442	
Subtotal Other Resources	\$ 13,248	\$ 10,632	\$ 8,343	\$ 8,697	\$ 8,617	\$ 8,858	\$ 9,105	\$ 67,499	
Grand Total Revenues	\$ 99,301	\$ 71,604	\$ 60,792	\$ 67,634	\$ 60,485	\$ 61,707	\$ 63,344	\$ 484,866	
Total Expenditures	\$ 99,301	\$ 71,604	\$ 60,792	\$ 67,633	\$ 60,485	\$ 61,707	\$ 63,344	\$ 484,865	\$ 1,204,315
Ending Fund Balance	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	

** Includes Adopted Ordinance #6312, which impacts PW-R-164 and PW-R-172. Ordinance #6312 includes a net change in revenue of \$664,062 that reduces cash flow borrowing in 2017 to \$16.64 million.

2017-2023 General CIP Adopted Budget
Cash Flow Modeling
(Expressed in 000s)

			2017 Adopted**	2018 Adopted	2019 Adopted	2020 Adopted	2021 Adopted	2022 Adopted	2023 Adopted	Total Adopted Budget 2017-2023	Adopted Total Project Cost through 2023
EXPENDITURES											
Council Priority #	CIP Plan #	Project Title									
Debt Service											
	G-69	Supplemental CIP Debt Funding	1,057	985	979	986	981	980	982	6,951	15,895
	G-82	City Hall Debt Service	6,563	6,554	6,560	6,550	6,546	6,552	6,552	45,877	85,625
	G-83	M&II LTGO Bond Debt Service	865	865	865	863	865	862	863	6,048	11,233
	G-89	2013 LTGO Bond Debt Service	4,834	4,837	4,834	4,835	4,834	4,836	4,837	33,846	51,532
	G-92	New Short-term Debt Service (Interfund Loan)	-	-	-	-	-	-	-	-	15,145
	G-101	TIFIA Debt Service Cost	-	-	-	-	-	-	-	-	550
	G-98	Cash Flow Borrowing Payback	-	-	4,659	-	1,481	12,582	13,140	31,862	31,862
	G-100	2015 20 Year LTGO Bond Debt Service	6,201	6,202	6,205	6,206	6,203	6,202	6,203	43,422	49,626
	PW-R-82	Public Works Trust Fund Loan - Principal	40	40	40	40	40	40	40	279	1,630
	PW-R-83	Public Works Trust Fund Loan - Interest	2	2	2	1	1	1	1	10	124
	Subtotal Debt Service		19,562	19,485	24,143	19,480	20,952	32,055	32,616	168,294	263,222
Economic Growth & Competitiveness											
CP-13	CD-33	Grand Connection/Land Use Wilburton Zoning	-	-	-	-	-	-	-	-	1,000
CP-11	CD-37	Downtown Community/Livability	650	800	650	500	500	500	554	4,153	4,153
CP-13	CD-44	Grand Connection - Early Implementation [1]	500	1,000	1,000	500.00	500.00			3,500	3,500
CP-1, CP-10	G-93	Community Network Connectivity	50	50	50	50	100	100	100	500	650
CP-1, CP-10	G-38	Expanded Community Connectivity	259	188	200	200.00	250.00	100.00	100.00	1,297	1,497
CP-1, CP-2	G-105	Competitiveness and Collaboration	50	50	50	146	-	-	-	296	796
CP-14	G-103	Eastside Rail Corridor Project [2]	250	250	-	-	-	-	-	500	2,500
	G-104	PACE Placeholder	-	-	-	-	-	-	-	-	-
	G-107	Council Contingency [3]	250	250	-	-	-	500.00	500.00	1,500	1,500
	G-108	Supplemental Housing Trust Fund Investment	40	40	-	-	-	-	-	80	80
	G-109	Affordable Housing Contingency [4]	500	500	500	500.00	500.00	500.00	500.00	3,500	3,500
	Subtotal Economic Growth & Competitiveness		2,549	3,128	2,450	1,896	1,850	1,700	1,754	15,326	19,176
Safe Community											
	G-110	Citywide Security Improvements	150	100	100	-	-	-	-	350	350
	PS-16	Fire Facility Maintenance	1,824	1,965	2,008	1,953	2,001	2,055	2,115	13,921	26,343
	PS-63	Fire Facility Master Plan	2,850	-	-	8,000	4,000	-	-	14,850	22,100
	PW-M-19	Major Maintenance Program	1,351	1,018	1,050	1,080	1,109	1,142	1,175	7,925	14,736
	Subtotal Safe Community		6,175	3,083	3,158	11,033	7,110	3,197	3,290	37,046	63,529
Improved Mobility and Connectivity											
	CD-30	Station Area Planning Implementation	500	500	500	1,500	1,500	1,000	-	5,500	5,500
	PW-M-1	Overlay Program [5]	6,848	7,847	5,868	6,031	6,197	7,574	7,797	48,162	157,618
	PW-M-2	Minor Capital - Traffic Operations	149	170	175	180	185	191	196	1,246	10,663
CP-4	PW-M-7	Neighborhood Traffic Safety Program	330	340	350	360	370	381	392	2,523	10,652
	PW-M-20	Minor Capital - Signals and Lighting	414	386	399	410	421	433	446	2,909	5,352
CP-3	PW-R-146	Northup Way Corridor Improvements	0	-	-	-	-	-	-	0	13,701

1 - The Council budget provides for an additional funding of \$1,500,000 to project CD-44 Grand Connection Implementation for a project total 7-year CIP of \$3,500,000. This funding would allow for several key physical improvements, including raised intersection treatments along the Grand Connection route that will help establish the identity and presence of the Grand Connection.

2 - The Council budget provides for an additional funding of \$500,000, to project G-103 Eastside Rail Corridor Project for a project total 7-year CIP of \$2,500,000. This funding will advance the design of remaining key crossings and connections in the Wilburton Segment in partnership with other regional agencies.

3 - All capital investment fund changes from 11/28 Council meeting were funded through the use of the Council Contingency, with \$1,500,000 total contingency remaining over the 7-year CIP.

4 - The Council budget creates a new project, G-109 Affordable Housing Contingency, with a project total 7-year CIP of \$3,500,000. This funding will be held until further direction of Council.

5 - This file corrects a \$13,000 math error, changing the beginning fund balance for 2017 to \$1,698,000.

Note: Totals may not foot due to rounding.

** Includes Adopted Ordinance #6312, which impacts PW-R-164 and PW-R-172.

2017-2023 General CIP Adopted Budget
Cash Flow Modeling
(Expressed in 000s)

			2017 Adopted**	2018 Adopted	2019 Adopted	2020 Adopted	2021 Adopted	2022 Adopted	2023 Adopted	Total Adopted Budget 2017-2023	Adopted Total Project Cost through 2023
Council Priority #	CIP Plan #	Project Title									
	Improved Mobility and Connectivity Continued....										
CP-3	PW-R-156	ITS Master Plan Implementation Program	414	427	440	453	465	479	493	3,171	4,146
CP-6	PW-R-159	East Link Analysis and Development	1,176	1,013	1,047	1,031	1,047	413	426	6,153	18,922
	PW-R-189	TOD, Station Area and Land Use Planning	411	359	161	165	169	124	128	1,517	2,690
CP-3	PW-R-160	NE 4th Street Extension - 116th to 120th Ave NE	-	-	-	-	-	-	-	-	35,842
CP-3	PW-R-162	NE 6th Street Extension	-	-	-	-	-	-	-	-	1,100
CP-3	PW-R-164	120th Ave NE Stage 2 - NE 8th St to NE 12th St	8,824	-	-	-	-	-	-	8,824	45,395
CP-3	PW-R-166	124th Ave NE - NE Spring Boulevard to Ichigo Way (18th St)	8,698	4,306	-	-	-	-	-	13,004	28,287
CP-3	PW-R-168	120th Ave NE (Stage 3) NE 12th St to NE 16th St	6,609	-	-	-	-	-	-	6,609	25,524
CP-3	PW-R-186	120th Ave NE Stage 4 Design - NE 16th St to Northup Way	500	-	-	-	-	-	-	500	1,000
CP-3	PW-R-169	124th Ave NE - NE 12th to NE Spring Boulevard	87	-	-	-	-	-	-	87	3,365
CP-3	PW-R-170	130th Ave NE - Bel-Red Rd to NE 20th St	1,036	-	-	-	-	-	-	1,036	2,789
CP-3	PW-R-172	NE Spring Blvd (Zone 1) - 116th to 120th Avenues NE	14,001	800	1,828	6,785	-	-	-	23,414	31,593
	PW-R-187	Traffic Signal Controllers and Temporary Bus Stop	-	-	-	-	-	-	-	-	455
	PW-R-188	Franchise Utility Relocation	143	-	-	-	-	-	-	143	570
CP-3	PW-R-173	NE Spring Boulevard (Zone2) - 120th to 124th Aves N	0	-	-	-	-	-	-	-	3,401
CP-3	PW-R-174	NE Spring Boulevard - 130th to 132nd Ave NE	600	-	-	830	2,170	-	-	3,600	4,897
CP-3	PW-R-177	Eastgate Subarea Plan Implementation	-	-	-	-	-	-	-	-	500
CP-3	PW-R-182	Downtown Transportation Plan/NE 6th Street Station Access	700	450	600	2,000	1,200	1,200	1,300	7,450	8,700
	PW-R-46	Traffic Safety Improvements	182	114	117	120	124	127	131	915	4,249
CP-4	PW-W/B-56	Pedestrian and Bicycle Access Improvements	440	453	467	480	493	508	523	3,364	11,600
CP-4	PW-W/B-76	Neighborhood Sidewalks	1,099	1,131	1,167	1,200	1,232	1,269	1,306	8,404	14,181
	PW-W/B-78	Mountains to Sound Greenway Trail	407	496	-	-	-	-	-	903	3,449
	PW-R-183	West Lake Sammamish Parkway, Phase 2	-	500	1,500	2,000	4,000	-	-	8,000	8,000
CP-3	PW-R-184	Bellevue Way SE HOV Lane - 112th Ave SE 'Y' to I-90	-	1,170	-	-	-	-	-	1,170	4,400
CP-4	PW-R-185	Newport Way Improvements - Somerset Blvd to 150th Ave	2,923	3,000	-	-	-	-	-	5,923	8,123
CP-3	PW-R-191	124th Avenue NE/Ichigo Way (NE 18th St) to Northup Way	1,840	-	-	-	-	-	-	1,840	2,560
CP-5	PW-R-192	124th Avenue NE at SR 520	-	250	-	-	-	-	-	250	250
CP-3	PW-R-193	BelRed Corridor Local Street Network	432	-	-	-	-	-	-	432	432
	PW-R-194	West Lake Sammamish Parkway Phase 3	-	-	-	-	-	-	1,000	1,000	1,000
CP-3	PW-R-190	124th Avenue NE – NE 8th to NE 12th Street	100	-	-	-	-	-	-	100	919
	Subtotal Improved Mobility and Connectivity		58,862	23,712	14,619	23,545	19,573	13,699	14,138	168,148	481,824
	Responsive Government										
	G-59	JDE System Upgrade and Enhancements	315	308	300	50	50	50	50	1,123	15,750
	G-94	Enterprise Application Replacement Reserve	800	800	800	1,000	1,000	1,000	1,000	6,400	6,900
	G-01	COB Fuel System Replacement	250	125	350	-	-	-	-	725	995
CP-21	G-04	Hearing Assistance for Public Spaces	-	120	120	-	-	-	-	240	480
	G-106	Interlocal Council Contingency	296	292	297	224	10	-	-	1,118	1,118
	G-111	Long-Range Property & Facilities Plan	280	-	-	-	-	-	-	280	280
	PW-M-15	Wetland Monitoring	32	51	52	54	55	57	53	354	495
	Subtotal Responsive Government		1,973	1,696	1,919	1,328	1,115	1,107	1,103	10,241	26,019

Note: Totals may not foot due to rounding.
** Includes Adopted Ordinance #6312, which impacts PW-R-164 and PW-R-172.

2017-2023 General CIP Adopted Budget
Cash Flow Modeling
(Expressed in 000s)

		2017 Adopted**	2018 Adopted	2019 Adopted	2020 Adopted	2021 Adopted	2022 Adopted	2023 Adopted	Total Adopted Budget 2017-2023	Adopted Total Project Cost through 2023		
Council Priority #	CIP Plan #	Project Title										
	Quality Neighborhoods and Innovative, Vibrant, & Caring Community											
	CD-11	Public Art Program		350	350	350	350	350	350	2,450	7,956	
CP-12	CD-22	Enhanced Right of Way and Urban Boulevards (ERUB)		500	500	500	500	500	500	3,500	6,399	
	CD-41	Civic Center Plan		-	350	200	-	-	-	550	550	
	NEP-2	NEP-2.0 Neighborhood Enhancement Program		725	725	725	725	725	725	5,075	6,525	
	NIS-2	Neighborhood Partnerships		80	80	80	80	80	80	560	1,687	
	P-AD-27	Park Planning & Design		400	300	300	300	300	300	2,200	8,557	
	P-AD-79	King County Parks Levy		414	414	414	-	-	-	1,242	5,584	
	P-AD-82	Park & Open Space Acquisition (Levy)		0	350	1,275	1,275	1,275	1,500	7,175	13,382	
	P-AD-83	Bellevue Airfield Park Development (Levy)		95	-	-	-	-	-	95	1,520	
	P-AD-95	Surrey Downs Park Development (Levy)		-	2,114	5,074	-	-	-	7,188	8,029	
CP-9	P-AD-87	Downtown Park Development (Levy)		(0)	-	-	-	-	-	-	12,000	
CP-9	P-AD-92	Meydenbauer Bay Phase 1 Park Development		2,472	7,050	-	-	-	-	9,522	17,222	
	P-AD-94	Inspiration Playground at Downtown Park		-	-	-	-	-	-	-	4,075	
	P-AD-96	Mercer Slough East Link Mitigation		-	-	200	1,300	640	-	2,140	2,340	
	P-AD-98	Burrows Cabin Relocation		-	-	-	-	-	-	-	150	
	P-R-02	Enterprise Facility Improvements		300	300	300	300	350	350	350	2,250	13,219
	P-R-11	Parks Renovation & Refurbishment Plan		4,740	4,860	4,975	5,408	5,548	6,024	6,513	38,069	91,590
	PW-W/B-49	Pedestrian Facilities Compliance Program		104	107	110	114	117	120	124	796	2,478
CP-9	P-AD-100	Gateway/NE Entry at Downtown Park		-	3,000					3,000	3,000	
	Subtotal Quality Neighborhoods and Innovative, Vibrant, & Caring Community			10,179	20,500	14,503	10,352	9,885	9,949	10,442	85,811	206,263
Carry Forward Projects (Approved Prior with Current Period Carry Forward)												
	CD-19	Advancing the Vision of the Pedestrian Corridor										739
	CD-21	Eastgate subarea										283
	NEP-1	NEP-1										20,967
	G-57	Enterprise Content Management - Capital										1,569
	G-84	Relocation of Courts from Surrey Downs to Bellefield Office Park										4,704
	G-86	City Hall East Garage Redevelopment										8,267
	G-02	Public Records Reconfiguration										8
	G-88	Joint City and Tax Portal										275
	P-AD-99	Partnership Projects										3,575
	P-AD-88	Bridle Trails Neighborhood Park (Levy)										2,555
	P-AD-85	Bellevue Botanical Garden - 2008 Parks Levy										11,402
	P-AD-89	Nature Trail Expansion - 2008 Parks Levy										2,619
	P-AD-90	New Youth Theatre - 2008 Parks Levy										9,700
	P-AD-86	Hidden Valley (Levy)										5,155
	PW-I-92	Lakemont Blvd and Cougar Mnt Way Improvements										1,360
	PW-R-155	Traffic Computer System Upgrade										5,693
	PW-R-175	NE Spring Blvd & 136th Pl NE-132nd Ave to NE 20th S										-
	PW-R-176	Downtown Transportation Plan Implementation										800
	PW-R-181	East Link MOU Commitments										54,355
	PW-R-165	Downtown Transportation Plan Update										350
	PW-R-161	120th Ave. NE (Stage 1) - NE 4th to NE 8th										8,676
	PW-W/B-82	SE 16th Street - 148th Avenue SE to 156th										160
	PW-R-180	Annexation Area Transportation Capital										1,068
	Subtotal Carry Forward Projects											144,282

Note: Totals may not foot due to rounding.
** Includes Adopted Ordinance #6312, which impacts PW-R-164 and PW-R-172.

2017-2023 General CIP Adopted Budget
Project Specific Revenue

Revenues specific to projects are listed below in CIP Plan order. Project specific revenues transfers fees from other funds, grant revenues, private contributions, sales of assets, and rent or lease revenue.

2017-2023 General Capital Investment Program (CIP) - Project Specific Revenue											Total 2017-2023 Adopted Project Specific Revenue 2017-2023
CIP Plan #	Project Title	Revenue Category	Revenue Source	2017 Adopted Budget	2018 Adopted Budget	2019 Adopted Budget	2020 Adopted Budget	2021 Adopted Budget	2022 Adopted Budget	2023 Adopted Budget	
G-01	COB Fuel System Replacement	OTI	OTI-DSD/STRM/SWR/WTR	55,780	55,780	55,780	-	-			167,340
P-AD-79	King County Parks Levy	Interlocal	King County Special Levy	414,000	414,000	414,000	-	-			1,242,000
P-R-02	Enterprise Facility Improvements	OTI	OTI/Fd 1430 Park Enterprise	300,000	300,000	300,000	300,000	350,000	350,000	350,000	2,250,000
P-R-11	Parks Renovation & Refurbishment Plan	Rents and Leases	Telecom Facility Lease	30,000	30,000	30,000	30,000	30,000	30,000	30,000	210,000
P-R-11	Parks Renovation & Refurbishment Plan	Private Contribution	Seattle U. Contribution to Bannerwood	25,411	26,047	26,698	27,365	28,049	28,751	29,469	191,790
PS-16	Fire Facility Maintenance	Interlocal	I/G Fire Protection - Points Community Reimbursement	70,737	99,447	99,447	99,447	99,447	175,000	175,000	818,525
PW-M-1	Overlay Program	Federal Grant	Federal Preservation Grant - Richards Rd & Lk Hills	1,327,250	-	-	-	-			1,327,250
PW-M-1	Overlay Program	State Funding	Annexation Sales Tax	-	2,160,000	-	-	-			2,160,000
PW-M-20	Minor Capital - Signals and Lighting	OTI	OTI - 1640 Transfer - COB Light Reimbursement	173,000	173,000	173,000	52,000	-			571,000
PW-R-146	Northup Way Corridor Improvements	Grant	Connecting Washington Pedestrian and Bicycle Safety	199	-	-	-	-			199
PW-R-164	120th Ave NE Stage 2 - NE 8th St to NE 12th St	Private Contribution	Franchise Utility (Multiple)	1,281,287	-	-	-	-			1,281,287
PW-R-164	120th Ave NE Stage 2 - NE 8th St to NE 12th St	Sale of Fixed Assets	Remnant Land Sale	3,455,000	-	-	-	-			3,455,000
PW-R-166	124th Ave NE - NE Spring Boulevard to Ichigo Way (18th St)	Interlocal	Sound Transit	1,518,400	2,325,240	-	-	-			3,843,640
PW-R-166	124th Ave NE - NE Spring Boulevard to Ichigo Way (18th St)	Private Contribution	Franchise Utility	-	150,000	-	-	-			150,000
PW-R-166	124th Ave NE - NE Spring Boulevard to Ichigo Way (18th St)	OTI	Transfer from COB Water Utility	-	200,000	-	-	-			200,000
PW-R-168	120th Ave NE (Stage 3) NE 12th St to NE 16th St	Interlocal	Sound Transit	3,627,741	-	-	-	-			3,627,741
PW-R-168	120th Ave NE (Stage 3) NE 12th St to NE 16th St	Federal Grant	Federal STP Grant	1,056,086	-	-	-	-			1,056,086
PW-R-168	120th Ave NE (Stage 3) NE 12th St to NE 16th St	Grant	State TIB Grant	1,925,000	-	-	-	-			1,925,000
PW-R-172	NE Spring Blvd (Zone 1) - 116th to 120th Avenues NE	OTI	Transfer from COB Water Utility	600,000	-	-	300,000	-			900,000
PW-R-172	NE Spring Blvd (Zone 1) - 116th to 120th Avenues NE	Grant	Federal STP Grant	-	-	1,500,000	3,917,500	-			5,417,500
PW-R-188	Franchise Utility Relocation	Interlocal	Sound Transit	142,500	-	-	-	-			142,500
PW-W/B-78	Mountains to Sound Greenway Trail	Federal Grant	CMAQ Grant	-	394,000	-	-	-			394,000
Total Project Specific Revenue				\$ 16,002,391	\$ 6,327,514	\$ 2,598,925	\$ 4,726,312	\$ 507,496	\$ 583,751	\$ 584,469	\$ 31,330,858



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CIP Budget by Outcome

Bellevue's Capital Investment Program (CIP) Plan presents a schedule of major public facility improvements and investments for implementation within a seven-year period.

A. Budgeting for Outcomes Approach

The 2017-2023 CIP employs the Budget for Outcomes approach titled Budget One. The CIP investments strive to deliver outcomes that are important to our community.

In total, the 7-year CIP Plan is \$705 million, of which \$485 million is allocated for the General CIP and \$221 million for the Utility CIP.

Total CIP by Outcome and Project Type

Outcome	2017-2023 General CIP (\$000s)			
	Ongoing Programs	Discrete Projects	Debt and Contingency	Total
Economic Growth and Competitiveness	\$ -	\$ 15,326	\$ -	\$ 15,326
Improved Mobility and Connectivity	53,232	114,916	-	168,148
Quality Neighborhoods and Innovative, Vibrant & Caring Community	41,115	44,697	-	85,812
Responsive Government	354	9,886	-	10,240
Safe Community	21,846	15,200	-	37,046
Debt Service	-	-	168,294	168,294
General CIP Total	\$ 116,546	\$200,026	\$ 168,294	\$484,866

Outcome	2017-2023 Utility CIP (\$000s)			
	Ongoing Programs	Discrete Projects	Debt and Contingency	Total
Healthy & Sustainable Environment	\$ 162,915	\$ 57,649	\$ -	\$ 220,564
Utility CIP Total*	\$ 162,915	\$ 57,649	\$ -	\$ 220,564

Total CIP	\$ 279,461	\$257,675	\$ 168,294	\$ 705,430
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*Utility CIP Total does not include reserves

The next section describes each of the six outcome areas, along with Debt Service, in the 2017-2023 Capital Investment Program, and also highlights some of the more significant capital projects in each outcome.

Debt Service

Investments in this area cover the debt service requirements for the City's debt obligations issued for capital investments, for example bonds issued for City Hall, Supplemental CIP and Mobility & Infrastructure Initiative.

Economic Growth and Competitiveness

Economic Growth and Competitiveness investments are intended to plan for growth that will add value to the quality of the City and create a competitive business environment that supports entrepreneurs and creates jobs. Capital investments over the next seven years will focus on:

- Leveraging strategic opportunities to promote economic development throughout the City through Partnership Projects and the creation of a Competitiveness and Collaboration project.

CIP Budget by Outcome

Safe Community

Safe Community investments focused on maintaining a safe place to live, work and play. Capital investments over the next seven years will focus on:

- Major renovation and maintenance for public safety facilities, pedestrian and traffic safety related needs.
- Providing funding for the most critical needs in the Fire Facility Master Plan:
 - Rebuilding Fire Station Five
 - Purchasing property for a new downtown fire station

Improved Mobility and Connectivity

Improved Mobility and Connectivity investments focused on existing and future infrastructure, traffic flow, built environment and travel options. Capital investments over the next seven years will focus on:

- Maintaining the City's investment in existing infrastructure through road, signal, lighting and operations maintenance; and continued funding for pedestrian access improvements.
- Providing increased capacity and mobility in Bellevue's transportation system through:
 - Capacity projects that support current and planned growth in the Bel-Red area, including 120th Avenue NE, 124th Avenue NE etc.
 - Fully funds Spring Boulevard Zone 1 and other Spring District related projects.
 - Continued funding for neighborhood sidewalks and traffic calming projects.
- Continues implementation of the East Link MOU, Bellevue Way HOV, and Newport Way Improvements.

Responsive Government

Responsive Government investments are intended to foster stewardship of financial and property interest and ensure deployment of programs that are necessary to deliver the highest priority services. Capital investments over the next seven years will focus on:

- Implementing and renovating some of the City's major technology systems, such as the Enterprise Asset Management System (Maximo), JDE Financial System and the city-wide Point of Sale System (POS).

Quality Neighborhoods and Innovative, Vibrant and Caring Community

Quality Neighborhoods investments create a "sense of community" by maintaining neighborhoods that support families and provide convenient access to day-to-day activities, while Innovative, Vibrant and Caring Community investments promote community engagement and foster diversity and creativity in City provided services. Capital investments over the next seven years will focus on:

- Continuing the Neighborhood Partnerships program (NIS-2).

CIP Budget by Outcome

- Focuses on Neighborhood specific improvements through the Neighborhood Enhancement Program 2.0 (NEP-2).
- Continuing implementation of the 2008 voter-approved Parks & Open Space Levy by:
 - Acquiring and beginning development of parks and open space areas, including Bellevue Airfield Park and Surrey Downs Park.
- Major renovation and refurbishment of Park facilities.
- Continues Phase 1 of Meydenbauer Bay Park.
- Continuing the City's investment in supporting Bellevue's public art program.

Healthy and Sustainable Environment

Healthy and Sustainable Environment investments focused on preserving nature spaces and providing a healthy environment, which supports healthy living for current and future generations. Capital investments over the next seven years will focus on:

- Restoring, enhancing and renovating degraded natural areas within Bellevue's 2600 acre Parks & Open Space system.
- Renewing and replacing aging infrastructure
- Adding system capacity to support anticipated growth
- Preserving the natural environment
- Customer service enhancements

The following section provides further discussion of the projects programmed in the 2017-2023 CIP related to the 2008 voter approved Parks and Natural Areas Levy.

B. Parks and Natural Areas Levy

In November 2008, 67% of the voters approved a property tax levy to enhance and maintain Bellevue's Parks and Open Space system. The capital levy provides \$3.4M per year over a twenty-year period from 2009 through 2028. The maintenance portion of the levy provides \$660,000 in ongoing funding and does not have a time limitation. Projects funded per the election ordinance and the recommended funding mix are summarized in the table on the following page.

CIP Budget by Outcome

2008 Parks and Natural Areas Levy Proposed Capital Projects

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

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

Note: The chart displays the 2008 Levy project list and project cost according to the 2008 ballot measure. The funding mix and total project costs are subject to change as projects are developed and constructed.

Other key points of the levy:

- The ballot measure did not include specific timing of project completion; therefore, the 20-year capital levy included a project inflation factor of 5.5% 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 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.

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

- Completed projects through 2016 include:
 - Sports field Improvements at Newport Hills, Wilburton, and Hidden Valley,
 - Lewis Creek Picnic Area,
 - Trail Improvements focusing on Coal Creek,
 - Bellevue Botanical Garden Visitors Center and Ravine Garden,
 - Bellevue Youth Theatre at Crossroads Park, and
 - Bridle Trails Neighborhood Park.
- 2017-2023 CIP projects include:
 - Completing the circle and northeast entry improvements at Downtown Park,
 - Surrey Downs park development,
 - Airfield Park design and permitting, and

CIP Budget by Outcome

- Property Acquisition funds for the next seven years.
- Post 2023 Commitments: Includes future development of Airfield Park and a Neighborhood Park along Lake Sammamish, plus ongoing property acquisitions through 2028.

2017-2023 Adopted Budget Parks Levy Package

Project	2017-2023 Adopted Budget (\$000)	Total Project Cost through 2023 (\$000)
P-AD-82 Park & Open Space Acquisition	\$ 7,175	\$ 13,382
Development Projects:		
P-AD-83 Bellevue Airfield Park Development	\$ 95	\$ 1,520
P-AD-95 Surrey Downs Park Development	7,188	8,029
P-AD-87 Downtown Park Development	-	12,000
P-AD-100 Gateway NE Entry Downtown Park	3,000	3,000
TOTAL	\$ 17,458	\$ 37,931

The following section provides a summary of estimated future M&O costs for some of the more significant CIP projects included in the 2017-2023 CIP Plan.

C. Estimated Future Maintenance & Operating (M&O) Costs

For some of the larger projects design and amenities are still being determined, therefore estimated future M&O costs are currently unavailable. In addition, the CIP includes ongoing programmatic projects that construct capital improvements which may have impacts on the operating budget not listed here. Estimated future M&O costs for these engagements are determined through the design phase of each individual project.

The tables on the next page highlights estimated impacts on the City's operating budget from the ongoing maintenance of some large capital projects. These are preliminary estimates and are subject to change as projects are completed.

CIP Budget by Outcome

Capital Project Maintenance and Operation Estimates

CIP Plan No.	Project Name	Anticipated Completion Date	Estimated Impact of Capital Investments on Operating Budget
P-AD-92	Meydenbauer Bay Phase 1 Park Development	2018	\$ 300,000
PW-R-146	Northup Way Corridor Improvements	2017	\$ 130,000
PW-R-160	NE 4th St Extension-116th to 120th Ave NE	2017	\$ 40,000
PW-R-164	120th Ave NE Stage 2-NE 700 Block to NE 12th St	2017	\$ 40,000
PW-R-166	124th Ave NE-Spring Blvd to Ichigo Way (NE 18th)	2018	\$ 50,000
PW-R-168	120th Ave NE Stage 3-NE 12th St to NE 16th St	2017	\$ 50,000
PW-R-169	124th Ave NE-NE 12th St to NE Spring Blvd	2017	\$ 50,000
PW-R-170	130th Ave NE-BelRed Road to NE 20th St	2017	\$ 50,000
PW-R-172	NE Spring Blvd (Zone 1)-116th to 120th Avenue NE	2020	\$ 75,000
PW-R-173	NE Spring Blvd (Zone 1)-120th to 124th Avenue NE	2017	\$ 75,000
PW-R-174	NE Spring Blvd-130th to 132nd Ave NE	2017	\$ 50,000
*Total \$			910,000

CIP Plan No.	Project Name	Anticipated Completion Date	Estimated Impact of 2008 Parks Levy Capital Investments (Funded by Levy LID Lift)
P-AD-87	Downtown Park Development	2017	\$ 185,000
P-AD-94	Inspiration Playground	2017	\$ 139,000
P-AD-95	Surrey Downs Park Development	2019	\$ 200,000
*Total \$			524,000

***Total** - This represents the anticipated yearly impact of the projects on the operating budget once they are completed. The estimated impact of each project takes effect the year after the anticipated completion date for that project.

The following pages provide a list of the 2017-2023 funded capital projects organized by Outcome.



2017-2023 Capital Investment Program Plan

Debt Service

Investments in this area cover the debt service requirements for the City's debt obligations issued for capital investments, for example bonds issued for City Hall, Supplemental CIP and Mobility & Infrastructure Initiative. Since this CIP Plan is balanced through an appropriate and strategic use of long-term and short-term debt, the following pages contain information on both these means of capital investment funding.

Note: In adopting the 2017-2023 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.



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2017-2023 Adopted CIP: Debt

Funded CIP Projects

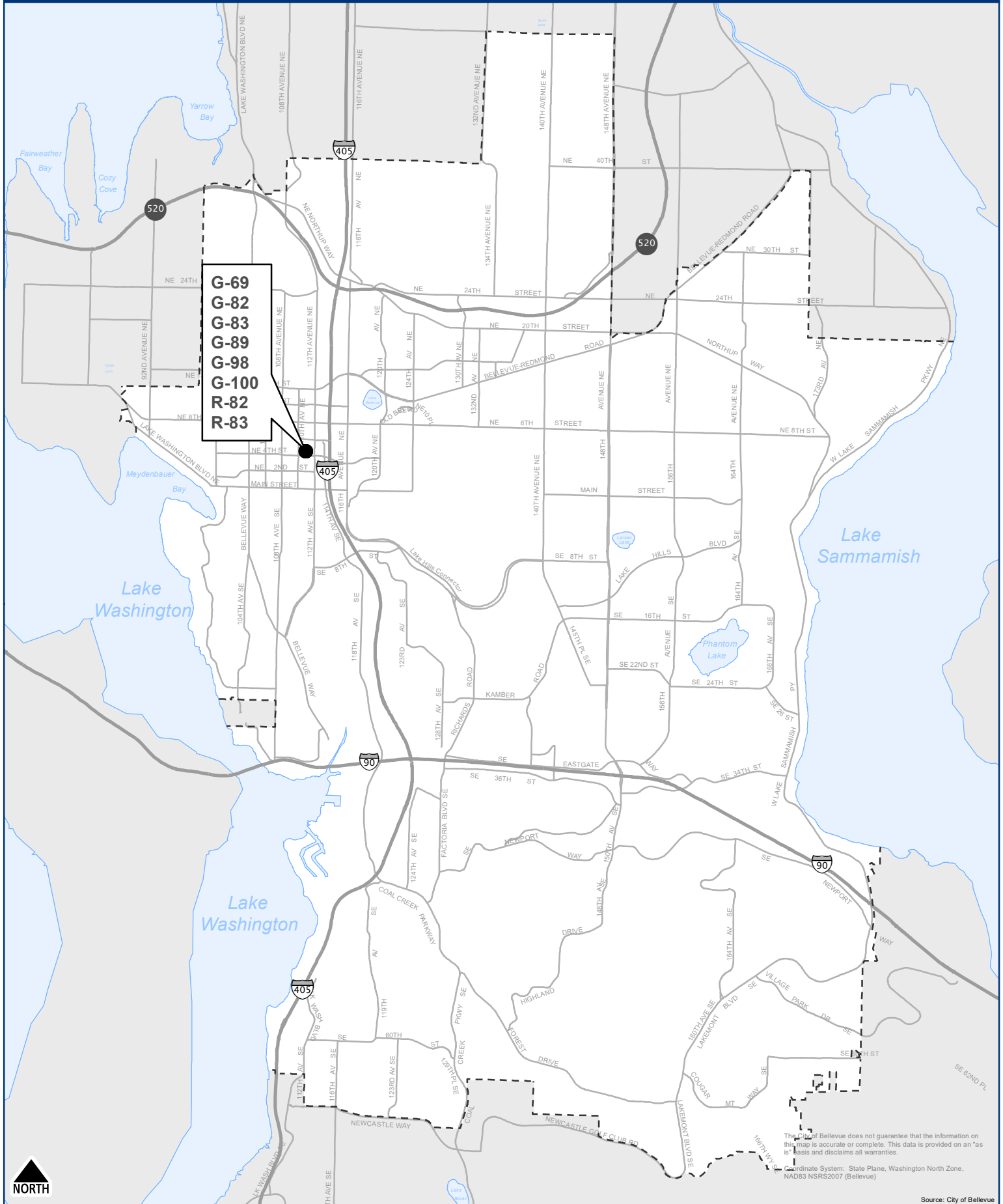
CIP Plan Number	Project Title	\$ in 000s	
		2017-2023 Project Cost	Total Estimated Cost
G-69	Supplemental CIP Debt Funding	6,951	15,895
G-82	City Hall Debt Service	45,877	85,625
G-83	M&I LTGO Bond Debt Service	6,048	11,233
G-89	2013 LTGO Bond Debt Service	33,846	51,532
G-98	Cash Flow Borrowing Payback	31,862	31,862
G-100	2015 20 Year LTGO Bond Debt Service	43,422	49,626
PW-R-82	Public Works Trust Fund Loan - Principal	279	1,630
PW-R-83	Public Works Trust Fund Loan - Interest	10	124
	Total Debt Service	168,294	247,528



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Debt Service CIP Projects 2017 - 2023

2017 - 2028 City of Bellevue Budget



The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided on an "as is" basis and disclaims all warranties.
Coordinate System: State Plane, Washington North Zone, NAD83 NSRS2007 (Bellevue)

Source: City of Bellevue



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G-69 Supplemental CIP Debt Funding

Category: **Debt Service**
 Department: **Finance**

Status: **Approved Prior**
 Location: **City Hall**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
15,895,438	8,944,838	1,057,350	985,250	978,750	986,000	981,250	980,000	982,000

Description and Scope

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

Rationale

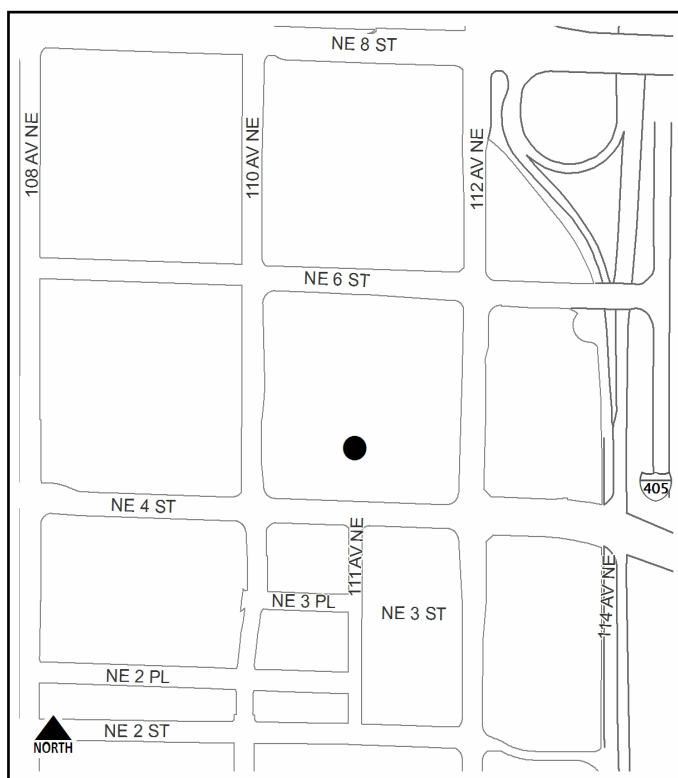
The City Council authorized the issuance of the 2008 Limited Tax General Obligation (LTGO) Bonds for \$14.3 million for the purpose of financing Council adopted Supplemental CIP projects and the 2015 LTGO Refunding Bonds issued for \$7.9 million in April, 2015. The City has a contractual obligation to its bondholders for repayment of the principal borrowed with interest. The full faith and credit of the City is pledged for the levy of taxes and prompt payment of principal and interest.

Environmental Impacts

No environmental impacts for this project.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2008 - 2023	15,895,438

Total Budgetary Cost Estimate: 15,895,438

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	15,870,512
Miscellaneous Revenue	24,926

Total Programmed Funding: 15,895,438
Future Funding Requirements:

Comments

G-82 City Hall Debt Service

Category: **Debt Service**
 Department: **Finance**

Status: **Approved Prior**
 Location: **City Hall**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
85,625,373	39,748,233	6,562,620	6,554,420	6,560,370	6,549,520	6,546,070	6,552,120	6,552,020

Description and Scope

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

Rationale

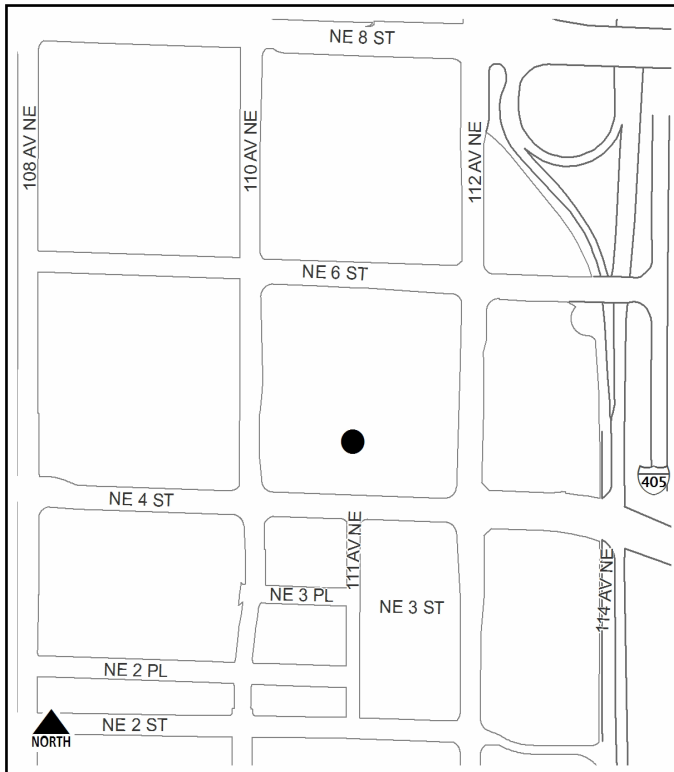
The City Council authorized the issuance of the initial 2004 and 2006 LTGO Bonds issued for \$108.8 million, the 2012 LTGO Refunding Bonds issued for \$55.9 million, 2012B LTGO Refunding Bonds issued for \$43.2 million and the 2015 LTGO Refunding Bonds Proposal for \$3.3 million refunding the 2006 New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

Environmental Impacts

No environmental impacts for this project.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2011 - 2023	85,625,373

Total Budgetary Cost Estimate: 85,625,373

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	85,625,373

Total Programmed Funding: 85,625,373
Future Funding Requirements:

Comments

G-83 M&I LTGO Bond Debt Service

Category: **Debt Service**
 Department: **Finance**

Status: **Approved Prior**
 Location: **City Hall**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
11,232,768	5,184,768	864,950	865,150	864,550	863,150	865,400	862,000	862,800

Description and Scope

This project provides funding for annual principal and interest payments made by the City for a \$12 million Limited Tax General Obligation (LTGO) Bond issued for the Mobility & Infrastructure Initiative (M&I) to fund high priority projects in the short term funding strategy for the M&I.

Rationale

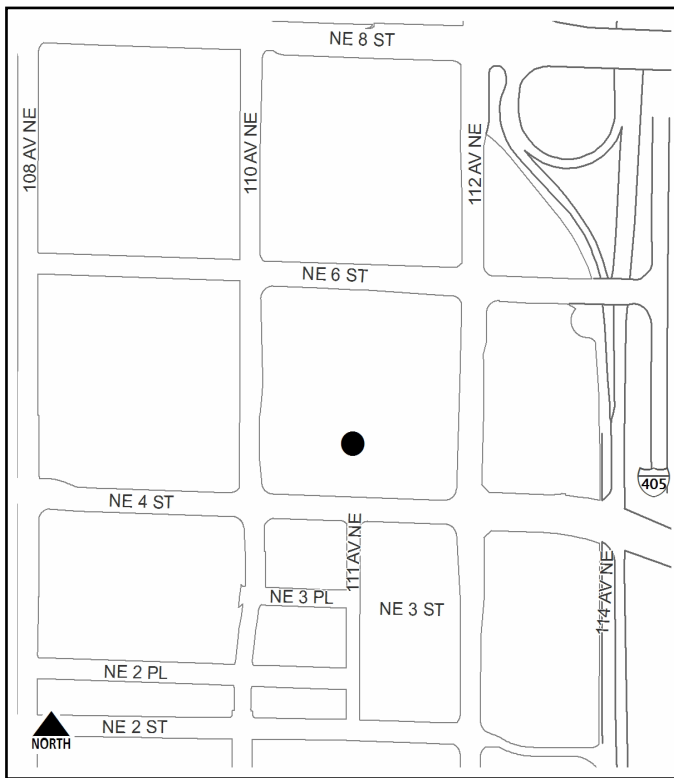
The City Council approved the short term funding strategy for the M&I, which includes as part of the funding strategy the issuance of \$12 million in LTGO bonds. The City has a contractual obligation to its bondholders for repayment of the principal borrowed with interest. The full faith and credit of the City is pledged for the levy of taxes and prompt payment of principal and interest.

Environmental Impacts

No environmental impacts for this project.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2011 - 2030	11,232,768

Total Budgetary Cost Estimate: 11,232,768

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	11,232,768

Total Programmed Funding: 11,232,768
Future Funding Requirements:

Comments

G-89 2013 LTGO Bond Debt Service

Category: **Debt Service**
 Department: **Finance**

Status: **Approved Prior**
 Location: **City Hall**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
51,532,433	17,686,433	4,834,250	4,837,000	4,833,750	4,834,500	4,833,750	4,836,250	4,836,500

Description and Scope

This project provides funding for annual principal and interest payments made by the City for the \$62.6 million LTGO Bonds issued in 2013 for the purpose of financing the construction, improving and equipping a portion of the City's CIP which includes streets, sidewalks and other capital improvements.

Rationale

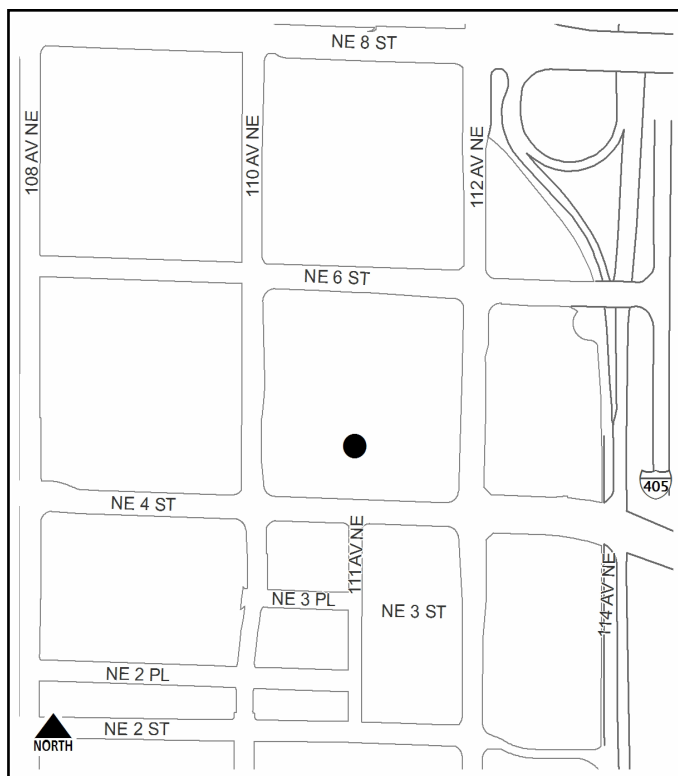
This proposal provides annual debt service funding for the 2013 LTGO Bonds issued to finance a portion of the City Council adopted projects under the amended 2015-2021 CIP including Sound Transit's light rail (Eastlink MOU Commitments) related projects and NE 4th Street extension and the 120th Avenue Northeast improvements. The City has a contractual obligation to its bondholders for repayment of the principal borrowed with interest. The full faith and credit of the City is pledged for the levy of taxes and prompt payment of principal and interest.

Environmental Impacts

No environmental impacts for this project.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2013 - 2032	51,532,433

Total Budgetary Cost Estimate: 51,532,433

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	51,532,433

Total Programmed Funding: 51,532,433
Future Funding Requirements:

Comments

G-98 Cash Flow Borrowing Payback

Category: **Debt Service**
 Department: **Finance**

Status: **New**
 Location: **City Hall**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
31,861,921	-	-	-	4,659,384	-	1,481,000	12,582,000	13,139,537

Description and Scope

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

Rationale

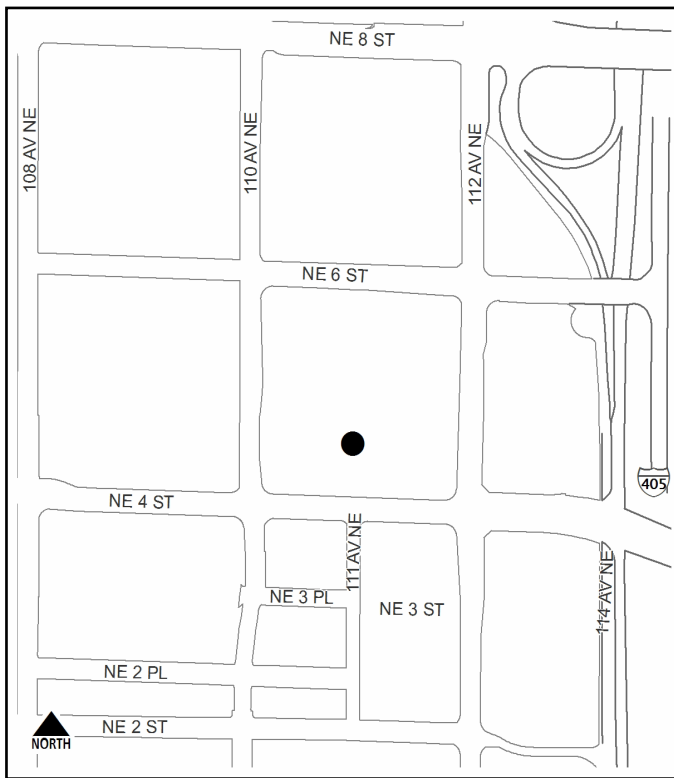
When annual revenue receipts available for capital expenditures are expected to be less than scheduled project expenditures, interim financing will be needed to offset temporary revenue shortfalls. This project facilitates administrative control over borrowing costs. Short-term borrowing will enable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

Environmental Impacts

No environmental impacts for this project.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2019 - 2023	31,861,921

Total Budgetary Cost Estimate: 31,861,921

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	31,861,921

Total Programmed Funding: 31,861,921
Future Funding Requirements:

Comments

G-100 2015 20 Year LTGO Bond Debt Service

Category: **Debt Service**
 Department: **Finance**

Status: **Approved Prior**
 Location: **City Hall**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
49,625,746	6,204,246	6,201,250	6,201,750	6,205,000	6,205,500	6,203,000	6,202,250	6,202,750

Description and Scope

This project provides funding for annual principal and interest payments made by the City for the \$79.1 million LTGO Bonds issued in 2015 for the purpose of financing the construction, improving and equipping a portion of the City's CIP which includes streets, sidewalks, parks and other capital improvements.

Rationale

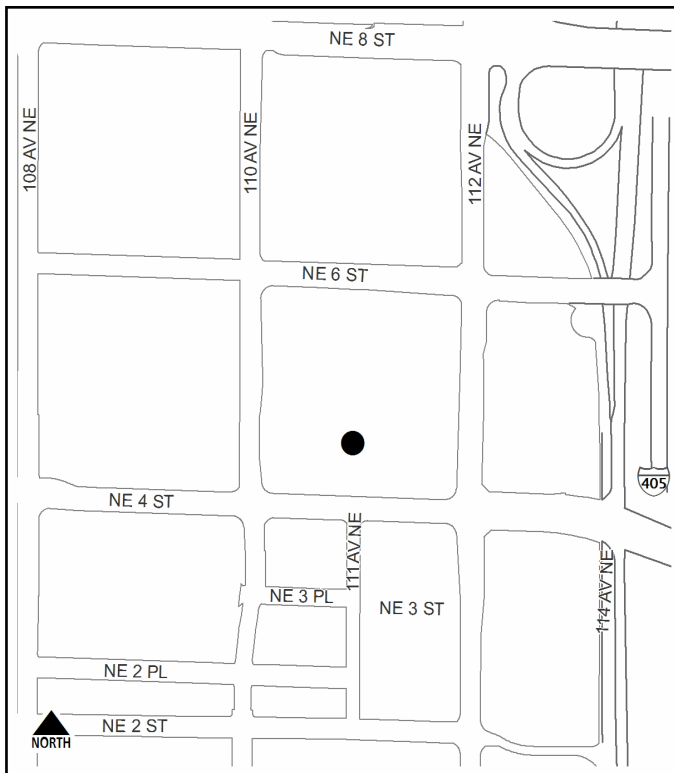
This proposal provides annual debt service funding for the 2015 LTGO Bonds issued to finance the City Council adopted projects under the amended 2015-2021 CIP including, but not limited to, Sound Transit's light rail (East Link MOU Commitments) related projects, NE Spring Boulevard (Zone 1), the 120th Avenue Northeast improvements and Meydenbauer Bay Park. The City has a contractual obligation to its bondholders for repayment of the principal borrowed with interest. The full faith and credit of the City is pledged for the levy of taxes and prompt payment of principal and interest.

Environmental Impacts

No environmental impacts for this project.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2015 - 2023	49,625,746

Total Budgetary Cost Estimate: 49,625,746

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	33,853,746
Impact Fees	15,772,000

Total Programmed Funding: 49,625,746
Future Funding Requirements:

Comments

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

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

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
1,630,471	1,351,563	39,844	39,844	39,844	39,844	39,844	39,844	39,844

Description and Scope

This project is non-capital in nature. The costs represent the annual principal payments made by the City for any Public Works Trust Fund (PWTF) loans. Currently there is one active loan: \$750,000 received in 2006 for the construction of PW-W/B-69 - NE 24th Street - Northrup Way to 130th Avenue NE, the loan repayment is 20 years, ending in 2026, and the interest rate is one half of one percent. Interest payments on the loan are made through a separate CIP, PW-R-83.

Rationale

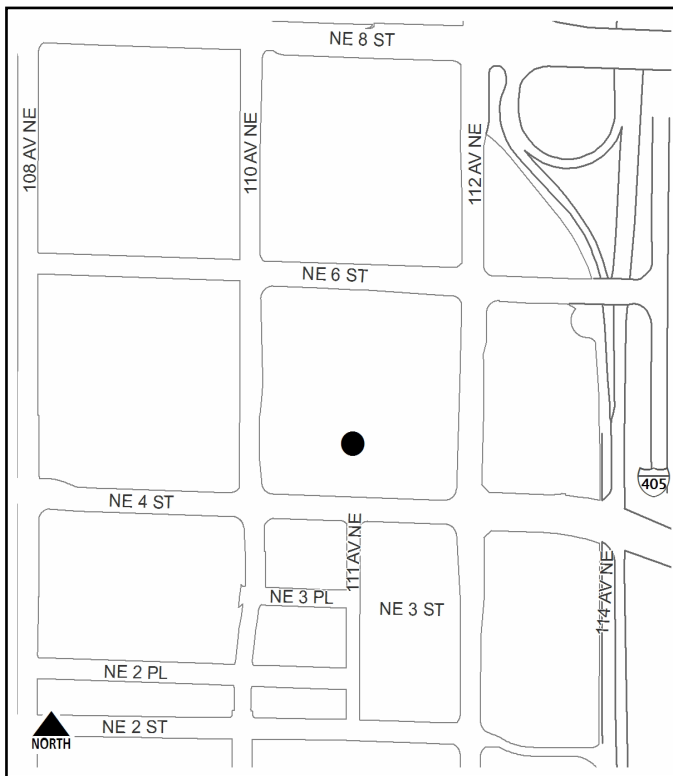
The Public Works Trust Fund loan is a low-interest loan granted through the State of Washington Department of Community Development that allows high-priority projects to be completed earlier in the plan than would be available if General CIP Revenues were used.

Environmental Impacts

There are no environmental impacts associated with this project.

Operating Budget Impacts

This project will have no impacts on operating revenues and/or expenditures.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	Ongoing	1,630,471

Total Budgetary Cost Estimate: 1,630,471

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	1,247,004
Real Estate Excise Tax	239,064
Transportation Funding	144,403

Total Programmed Funding: 1,630,471
Future Funding Requirements:

Comments

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

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

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
123,629	113,866	1,992	1,793	1,594	1,395	1,195	997	797

Description and Scope

This project is non-capital in nature. The costs represent the annual interest payments made by the City for any Public Works Trust Fund (PWTF) loans. Currently there is one active loan: \$750,000 loan received in 2006 for the construction of PW-W/B-69 - NE 24th Street - 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. Principal payments are made through a separate CIP, PW-R-82.

Rationale

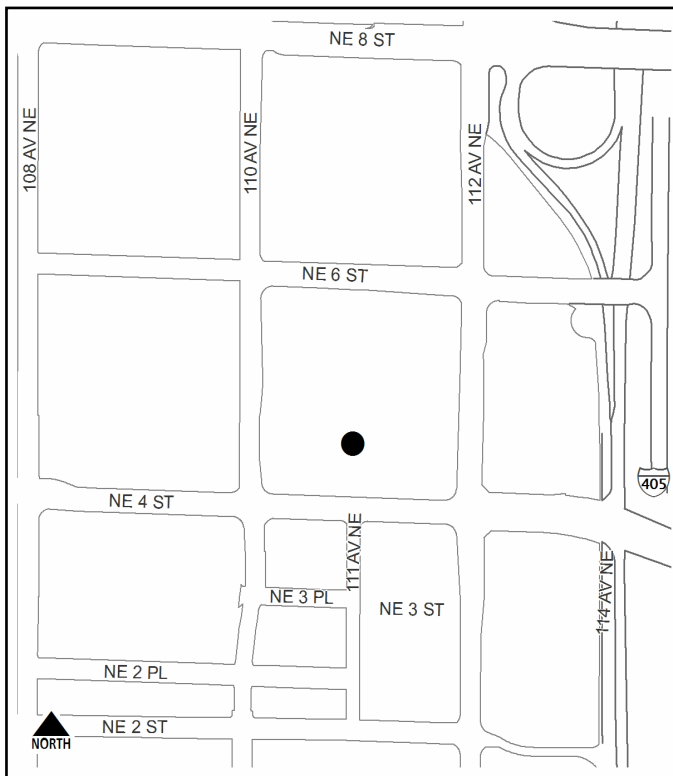
The Public Works Trust Fund loan is a low-interest loan granted through the State of Washington Department of Community Development that allows high-priority projects to be completed earlier in the plan than would be possible if General CIP Revenues were used.

Environmental Impacts

There are no environmental impacts associated with this project.

Operating Budget Impacts

This project will have no impacts on operating revenues and/or expenditures.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	Ongoing	123,629

Total Budgetary Cost Estimate: 123,629

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	123,629

Total Programmed Funding: 123,629
Future Funding Requirements:

Comments

2017-2023 Adopted CIP: Debt**Combined, Completed Projects**

		(\$000s)
CIP Plan Number	Project Name	Total Estimated Cost
G-92	New Short-term Debt Service (Interfund Loan)	15,145
	Total	15,145



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2017-2023 Capital Investment Program Plan

Economic Growth & Competitiveness

The Economic Growth & Competitiveness project category makes use of public/private partnerships, interdepartmental collaborations, and CIP funds to achieve projects which implement the City's vision. The category seeks opportunities to acquire land which could be instrumental to this purpose; makes use of City property and public rights-of-way; and plans and develops projects which may require innovative and coordinated approaches. Economic Growth & Competitiveness projects require multi-departmental effort and they achieve development objectives (often multiple objectives) identified in the Comprehensive Plan or other City policy documents. Separate public or private funding may be sought for portions of these projects.

The Economic Growth & Competitiveness outcome also integrates a public arts program to link the City's investments in public art to other public facility development opportunities. Projects which demonstrate both partnership and seizing opportunities to accomplish City goals include teaming with private developers on placement of public art in the downtown, gateway and neighborhood identity projects throughout the City, and ongoing work to increase open space opportunities in urban districts.

Economic Growth & Competitiveness projects are also designed to contribute to the economic health of Bellevue. The projects aim to achieve growth in retail, housing capacity, or business activity in the City and contribute to other City goals. Many of the Economic Development projects within this outcome involve interdepartmental collaborations, or public/private partnerships.

Typically, projects in this category are precipitated by private development activity which offers an opportunity for appropriate City involvement, or where the City's participation becomes a key ingredient in accomplishing a public purpose. Projects present quantifiable economic benefits through increased tax revenues to the City, business receipts, or operating surplus.

Note: In adopting the 2017-2023 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.



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2017-2023 Adopted CIP: Economic Growth & Competiveness

Funded CIP Projects

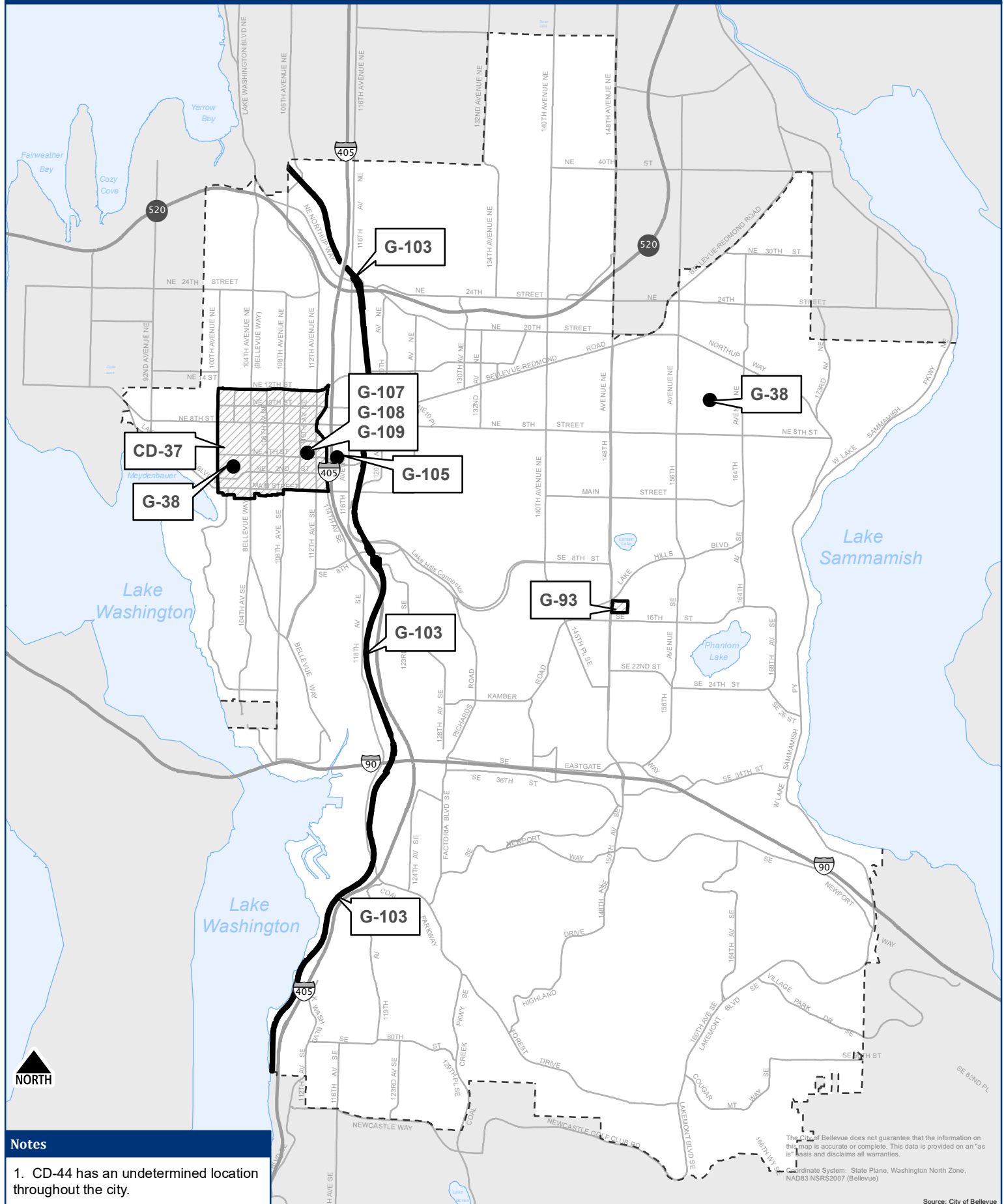
CIP Plan Number	Project Title	\$ in 000s	
		2017-2023 Project Cost	Total Estimated Cost
CD-37	Downtown Community/Livability	4,153	4,153
CD-44	Grand Connection - Early Implementation	3,500	3,500
G-38	Expanded Community Connectivity	1,297	1,497
G-93	Community Network Connectivity	500	650
G-103	Eastside Rail Corridor Project	500	2,500
G-105	Competitiveness and Collaboration	296	796
G-107	Council Contingency	1,500	1,500
G-108	Supplemental Housing Trust Fund Investment	80	80
G-109	Affordable Housing Contingency	3,500	3,500
	Total Economic Growth & Competiveness	15,326	18,176



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Economic Growth & Competitiveness CIP Projects 2017 - 2023

2017 - 2018 City of Bellevue Budget





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CD-37 Downtown Community/LivabilityCategory: **Econ Growth & Competitiveness** Status: **New**Department: **PCD** Location: **Downtown Subarea****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
4,152,500	-	649,500	799,500	649,500	500,000	500,000	500,000	554,000

Description and Scope

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

Comprehensive Downtown Parking Study: In recognition of a number of parking issues that came before the Downtown Livability CAC, the committee recommended in late 2014 that the City conduct a comprehensive Downtown parking study. Parking issues are multi-faceted, and steeped in consideration of factors such as development economics, the competitive environment, customer convenience and loyalty, and travel behavior. Moreover, there are major differences in approaches to parking for different purposes—commuter, residential, and retail/visitor parking; as well as differences in managing the public and private supply. Parking policy can be quite controversial, and affects virtually every type of Downtown stakeholder: developers, tenants, employees, residents, and visitors. A comprehensive Downtown parking study would require an estimated \$400,000 budget over 18-24 months, targeted for 2017-18. Council would approve a scope and guiding principles prior to project initiation.

Downtown Medians Implementation: Recent City planning efforts have highlighted the need to improve the appearance and experience of streetscapes in Downtown. Guided by the Downtown Livability Initiative, the Downtown Transportation Plan and other planning documents prepared by the City, Bellevue is looking to enhance the aesthetics of the Downtown streetscapes, increase tree canopy, look for opportunities to reduce impervious surfaces, and improve the experience of pedestrians, bicyclists and drivers by installing medians where appropriate. Medians can have a dramatic impact within the Downtown by reinforcing the vision of Bellevue as a “City in a Park”, adding interest to the streetscape, supporting traffic calming goals, providing pedestrian refuges at street crossings, supporting key pedestrian routes, and serving as entry features into Downtown and each of its distinct neighborhoods. Medians can also provide operational benefits by enforcing turn restrictions and supporting access management to improve multi-modal operational safety. A 2015 study identified 60 opportunities for medians along Downtown streets, including 22 priority locations. In-house design work will be conducted during the implementation phase to determine project cost at each location. As site conditions vary, costs per location will be different. This proposal asks for \$500,000 per year, for a total of \$3.5 million between 2017-2023. It is estimated this would deliver on average 1.5 new medians per year. Design staffing for this proposal is included in 130.33NA. Staffing will be right-sized based upon the Capital Investment Plan adopted by the City Council. On-going maintenance of the medians would be covered by proposal 100.10NA (Street Trees, Landscaping & Vegetation Management Program).

Downtown Sustainability Features: The Downtown Livability Initiative laid the foundation for transforming downtown Bellevue into a sustainable thriving downtown through changes to the land use code. However, more opportunities exist to enhance the sustainability and livability of downtown through improved urban design and additional sustainability features, such as through improved frontage design to allow for increased tree canopy, improved streetscape design for enhanced walkability/bikeability, along with expanded recycling infrastructure and electric vehicle infrastructure. A portion of this overall work will include a study to identify opportunities to further enhance the livability of Downtown through future capital projects, partnerships, design guidelines, and incentives, which will ultimately increase the “percent of downtown residents who say their neighborhood is a good or excellent place to live” and the “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.” The study will also include a plan for the expansion of the electric vehicle charging station network, which will support Council’s goal of creating a community that is visionary. The proposed Downtown Sustainability Features study would cost \$75,000 in 2017 and a fund to allow for the replacement and expansion of the electric vehicle charging station network, would cost \$155,000 between 2017-2023.

Open Space/Through-Block Wayfinding: There are a number of existing Downtown publicly accessible open spaces and pedestrian connections through superblocks that are in need of wayfinding. These amenities are key assets for Downtown residents, workers and visitors, but are oftentimes “hidden” because of lack of wayfinding. Staff proposes to implement this signage program over the first three years of the CIP at a cost of \$7,500 per year (total of \$22,500 between 2017-2019).

Rationale

This proposal includes focused implementation of Downtown projects that will:

- Create a path for improving Downtown parking through collaboration and strategic investment following a comprehensive study. The \$400,000 being requested in the estimated amount for this work, provided Council will determine the precise scope prior to project initiation.
- Enhance the aesthetics of Downtown streetscapes, increase tree canopy, and opportunities to reduce impervious surfaces, and improve the experience of pedestrians, bicyclists and drivers by installing medians where appropriate. The \$500,000 per year over the course of the CIP will provide funding to implement high priority median locations within Downtown.
- Enhance the sustainability of Downtown by identifying opportunities for improved design and infrastructure, to enhance the tree canopy, recycling, and walkability/bikeability (in collaboration with the Downtown Transportation Plan).
- Provide improved Downtown wayfinding for publicly accessible open spaces and pedestrian connections through superblocks. The \$22,500 being requested will provide capital dollars to retrofit and enhance existing open spaces and connections to work as a system with newer development.

FY2017-2023 Capital Investment Program

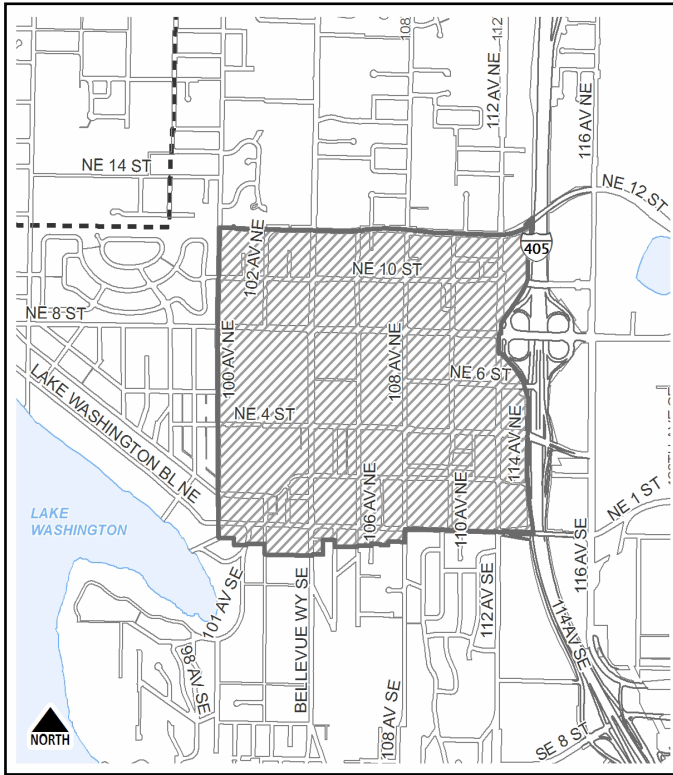
Environmental Impacts

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

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2023	4,152,500

Total Budgetary Cost Estimate: 4,152,500

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	4,152,500

Total Programmed Funding: 4,152,500
Future Funding Requirements:

Comments

CD-44 Grand Connection Early ImplementationCategory: **Econ Growth & Competitiveness** Status: **New**Department: **PCD** Location: **Downtown core-Old Bellevue-Civic Center District****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
3,500,000	-	500,000	1,000,000	1,000,000	500,000	500,000	-	-

Description and Scope

The project includes two complementary planning efforts – establishing a high level vision for the Grand Connection and the re-visioning of the Wilburton Commercial Area. The scope of the Grand Connection is to create a signature element that is both memorable and serves as a unique urban experience while establishing connectivity to Downtown and the Wilburton Commercial area. The entire route will function as a place, situated along a route through Bellevue's core commercial district that attracts people, businesses, and tourists. As part of the high level visioning process, the selected consultant will establish an identity for the route; the signature element that will be the pedestrian span across I-405. The process will also identify small scale easy to implement solutions that will allow for "claiming of the corridor." Art will be a key element along the Grand Connection and will serve as an essential element and amenity to establishing a sense of place. As a long-range project, the early and easy wins will be essential in advancing the vision of the project. These early wins will consist of early implementation strategies that will create the identity of the route and be the initial improvements that will begin advancing the vision. The visioning phase is well underway, including partnering with the Bellevue Arts Museum to host the Grand Connection charrette in April 2016. Staff is now engaging with the Grand Connection consultant team led by Balmori Associates. The second phase of the project, the Wilburton Land Use and Urban Design analysis, will seek to revision the area based on its context and the multi-modal improvements being made in the area. Several road improvements, the Eastside Rail Corridor, East Link light rail, and Grand Connection will all intersect within the Wilburton Commercial area, establishing it as a vital commercial business node in Bellevue's and region's transportation network. Additionally, the area will have new connections to the adjacent high growth areas of Downtown and BelRed. The re-visioning will seek to define the unique niche that will satisfy an unmet commercial and residential demand in Bellevue and the region, while complementing rather than competing with Downtown and BelRed.

Rationale

Establishing the identity of the route will be essential to building momentum that will provide support to the larger improvements that would be made in the future, including the connection across I-405. Furthermore, this work would improve the quality of life and livability for residents and users of the route, creating new opportunities for social engagement, commercial activity, and vibrancy within the Bellevue core. The original scope identified early wins as essential to demonstrate that the project could create change early in the process despite being a long range project. These early wins could also work to advance the original goals of the Pedestrian Corridor, while creating new opportunities for public space.

The funds would be allocated to the recommended and identified changes proposed from the design consultant, as well as ideas derived from the Grand Connection visioning charrette. In addition to creating early physical changes that advance the vision of the Grand Connection, these changes will serve as a demonstration to stakeholders and the public that the City is committed to the project in the near and long term.

The funds allocated would also pursue additional refinement to the original high level visioning. This would allow the City to better assess the full cost of the project as well as detail some of the high level visioning elements as deemed necessary based upon priority of implementation. This would be a necessary and logical step in advancing the vision of the entire project from the visioning stage to implementation.

Environmental Impacts

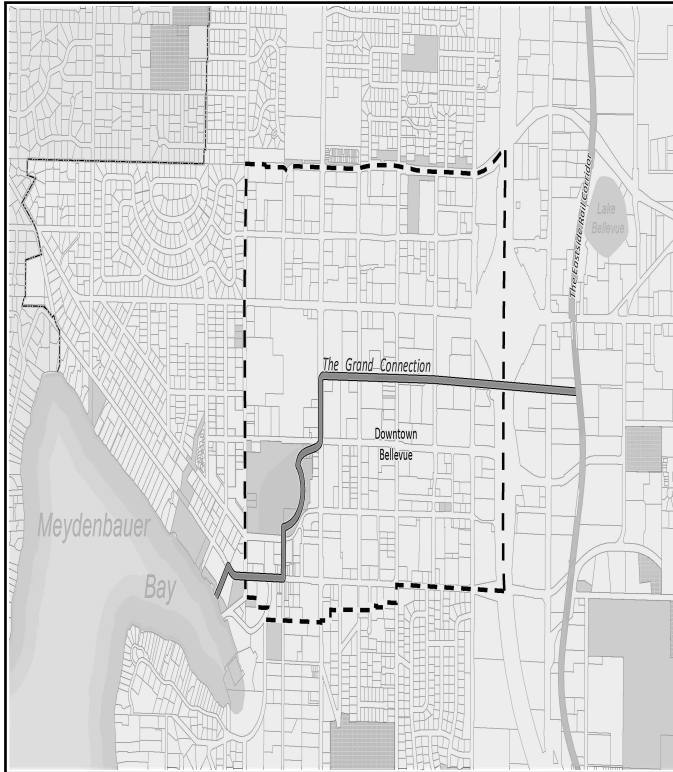
The environmental impacts of the project are to be studied in a joint Environmental Impact Statement that would be part of the Wilburton Land Use and Urban Design analysis.

Operating Budget Impacts

This program will have no impact on operating expenditures.

FY2017-2023 Capital Investment Program

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2023	3,500,000

Total Budgetary Cost Estimate: 3,500,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	3,500,000

Total Programmed Funding: 3,500,000
Future Funding Requirements:

Comments

G-38 Expanded Community ConnectivityCategory: **Econ Growth & Competitiveness** Status: **Approved Prior**Department: **Information Technology**Location: **Various locations throughout the City of Bellevue****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
1,497,000	200,000	259,000	188,000	200,000	200,000	250,000	100,000	100,000

Description and Scope

This proposal funds the expansion of public Wi-Fi throughout Bellevue. The Expanded Community Connectivity project directly responds to Council's priority on high-speed data options for a Smart City. In the 2015-16 budget, Council approved developing the Expanded Wi-Fi Plan, and this proposal reflects the phased implementation of that plan over multiple years. In addition to supporting the Smart City Strategy, this proposal supports the strategic areas in Council's 20-year vision for Economic Development, High Quality Built and Natural Environment, Great Places You Want to Be, and Achieving Human Potential.

Rationale

Access to the internet, and the information and services it enables, is essential for the economic growth, job creation, education attainment, and better quality of life for Bellevue citizens. While most of the Bellevue population has access broadband internet access, the Community Broadband Assessment conducted in December 2015 shows that 10% of the population does not have easy access to the internet, with this 'digital divide' most pronounced along income and age demographics. Expanding public Wi-Fi in more locations throughout the City is a way to provide a connectivity safety net for students and low-income older adults.

The Expanded Wi-Fi Plan specifically recommends expanding Bellevue's existing Wi-Fi service in low-income housing in partnership with King County Housing Authority to serve students and older adults; in select business corridors with small businesses to support economic development; in parks, community centers and sports fields to enhance community gathering places, and select locations to create mobile hotspots for the City's mobile workforce. Potential locations were assessed with the goal of leveraging existing infrastructure, such as City-owned street light poles and fiber and conduit infrastructure. Fully deploying Wi-Fi on available infrastructure would cost around \$7M, but could result in Wi-Fi areas that may not be as well used, such as on arterials with few businesses close enough to light poles to benefit from Wi-Fi service.

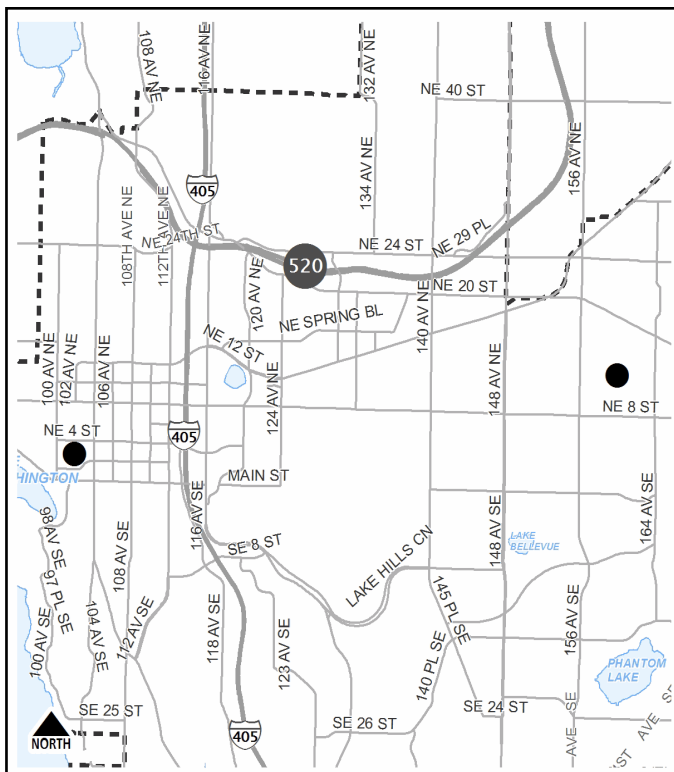
The targeted, cost-efficient approach for expanding Wi-Fi in this proposal focuses instead on people's needs for Wi-Fi. Collaboration was pursued with Bellevue School District to better understand its one-to-one laptop program for all middle and high school students, King County Housing Authority for low-income housing in Bellevue, Planning and Community Development Department for demographics analysis, Parks and Community Services for community facing programs, Economic Development for business needs, and the Diversity Team for equity issues. The Community Broadband Assessment also asked residents questions about Wi-Fi, and three key areas for expansion were identified by survey respondents, and these areas are included in this proposal.

Environmental Impacts

None

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2015 - 2023	1,497,000

Total Budgetary Cost Estimate: 1,497,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	1,497,000

Total Programmed Funding: 1,497,000
Future Funding Requirements:

G-93 Community Network ConnectivityCategory: **Econ Growth & Competitiveness** Status: **Approved Prior**Department: **Information Technology**Location: **Various locations throughout the City of Bellevue****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
650,000	150,000	50,000	50,000	50,000	50,000	100,000	100,000	100,000

Description and Scope

The Community Network Connectivity proposal will fund enhancements and minor extensions to the City network which can then be leased to private providers to meet immediate needs and facilitate private expansion, such as upgrading vaults, connections boxes, etc. This CIP proposal funds situations in which limited capital is needed to upgrade or extend existing facilities or CIP projects to meet those needs as identified. Remaining funds, if any, will be used to begin replacement funding for City fiber and network assets.

The Community Network Connectivity proposal supports the Council priority and Economic Development Plan priority to develop the Smart City strategy to include high speed data options to support businesses and residents. This proposal secures sufficient funding dedicated to: Provide additional capital to maintain and address gaps and bottlenecks in the existing City fiber network, Modestly fund replacement for the fiber network used to connect City facilities, the Intelligent Transportation System and street light system. Make minor enhancements to existing fiber and wireless City networks as needed to support Council's priority on Smart City.

Rationale

Infrastructure such as the fiber network, fiber optics, conduits, cabinets and junction boxes have always been critical to the continuing economic vitality of our community. The City of Bellevue has begun installation of these assets over 10 years ago with no established replacement funding. Fiber assets typically have a 30 year life, and this proposal establishes the strategic replacement funding structure intent to keep the assets in good enough condition to support community demand.

The City of Bellevue has over 80 miles of fiber and conduit installed throughout the city, including supporting infrastructure, such as vaults, junction boxes and splice cases. This extensive and robust infrastructure provides a foundation for future Smart City systems and enables major facilities like the Global Innovation Exchange to locate in Bellevue.

Allocating adequate funds in the multi-year Community Network Connectivity proposal for replacement needs is fiscally prudent and in keeping with other replacement practices. Collecting equipment replacement reserve is a best practice per the Government Finance Officers Association (GFOA) Asset Maintenance and Replacement Best Practice (2009, 2011 EDCP) that recommends local governments establish a system for assessing assets and planning for replacement needs.

This proposal will fund maintenance, enhancements, and minor extensions to fill identified gaps to the City's fiber infrastructure as partnership opportunities arise. Available capacity can be leased to private service providers (Verizon Wireless and Wave Broadband are two examples) to meet needs and facilitate public-private partnerships to improve connectivity services for the community. This is a coordination and collaboration role that the City plays with private property owners and service providers. The Community Network Connectivity proposal can also fund situations in which limited capital is needed to upgrade or extend existing facilities in conjunction with other CIP projects. Funds will also be used to support on-going maintenance and replacement of fiber network assets. The City has been partnering with key institutional partners, such as the Bellevue School District, Overlake Hospital and University of Washington, for fiber and conduit access to select locations, to improve overall community services. This CIP proposal provides modest funds that can be used to support these efforts through nominal upgrades and extensions to existing City infrastructure.

Environmental Impacts

None

Operating Budget Impacts

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

G-103 Eastside Rail Corridor ProjectCategory: **Econ Growth & Competitiveness** Status: **Approved Prior**Department: **City Manager's Office**Location: **Eastside Rail Corridor (City Limits)****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
2,500,000	2,000,000	250,000	250,000	-	-	-	-	-

Description and Scope

This project provides placeholder funding to be programed later but could include the development of conceptual design, other amenities (such as plantings or gravel pathways) or purchases along the Eastside Rail Corridor. The final programming of these funds will be addressed by Council. This project will assist in informing City coordination with King County Parks in developing and advancing design options for a trail that address the needs of the multiple agencies with ownership or other secured interest in using the corridor (including Sound Transit, PSE and King County Parks) while also meeting the needs and interests of the Bellevue community. For 2017 and 2018, the adopted budget provides \$500,000 in funding that the City Council directed to advance the design of key crossings and connections in the Wilburton Segment in partnership with other regional agencies.

Rationale

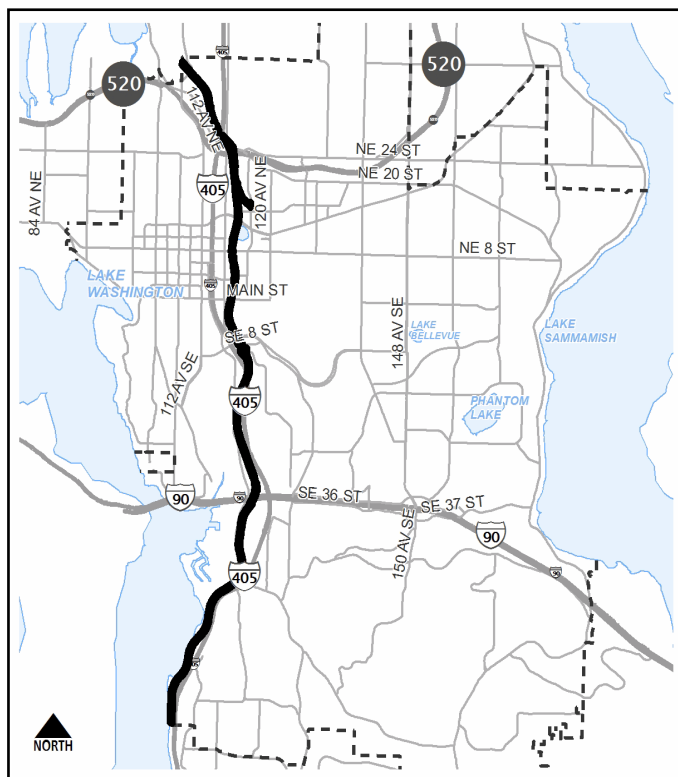
This project assists in assuring that the city's interests are considered by King County and others in the planning for a regional trail on the Eastside Rail Corridor alignment. The corridor through Bellevue is owned by King County and Sound Transit and crosses multiple city streets and passes through commercial areas and neighborhoods.

Environmental Impacts

A project specific environmental review, consistent with federal requirements, will be made during the project design phase.

Operating Budget Impacts

Operating costs will be determined on an as needed basis.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2015 - 2023	2,500,000

Total Budgetary Cost Estimate: 2,500,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	2,500,000

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

Comments

G-105 Competitiveness and Collaboration

Category: **Econ Growth & Competitiveness** Status: **Approved Prior**
 Department: **PCD** Location: **Citywide**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
796,000	500,000	50,000	50,000	50,000	146,000	-	-	-

Description and Scope

City Council established the Competitiveness and Collaboration CIP project to support the Office of Economic Development. The project will allow the Office to meet its mission to develop and implement sustainable programs that advance job creation and investment, develop human capital, and spur innovation and entrepreneurship in order to build a foundation for prosperity in the community.

Rationale

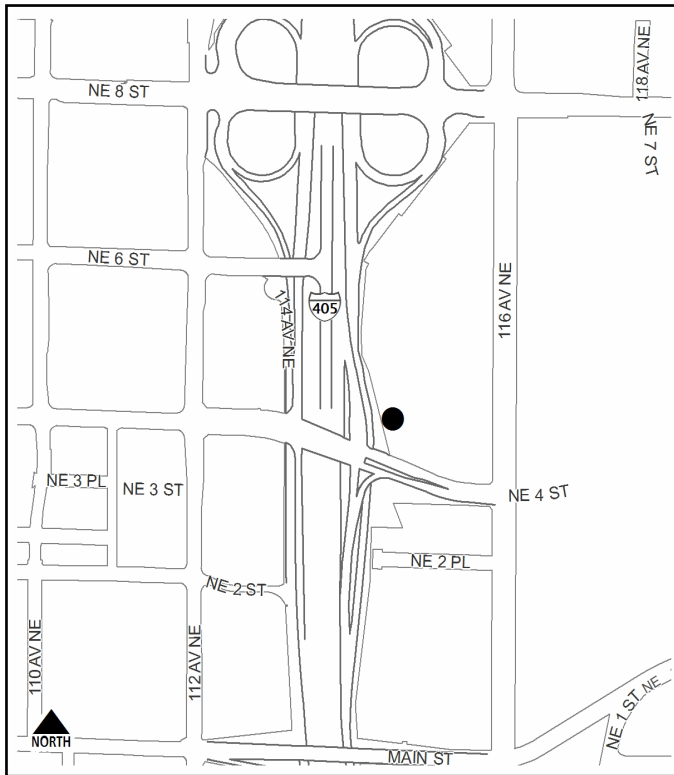
This CIP project will be used to support the City's work to provide accessible and inclusive spaces for startups and aspiring entrepreneurs in our community. During the 2015-2016 budget, the OED partnered with the private organization, Impact Hub, to manage the co-working facility at the City-owned Lincoln Center. Due to East Link construction the current facility will be demolished in early 2017. The requested funding will facilitate the relocation of the co-working space to the south building at Lincoln Center that will not be impacted by Eastlink Construction. The co-working space will continue to be managed by Impact Hub and will also include space for the Startup 425 Entrepreneur Center, a partnership with the City of Kirkland and OneRedmond, to provide startup business services.

Environmental Impacts

N/A

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map**Schedule of Activities**

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

Total Budgetary Cost Estimate: 796,000

Means of Financing

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

Total Programmed Funding: 796,000
Future Funding Requirements:

Comments

G-107 Council ContingencyCategory: **Econ Growth & Competitiveness** Status: **New**Department: **Finance** Location: **Citywide****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
1,500,000	-	250,000	250,000	-	-	-	500,000	500,000

Description and Scope

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

Rationale

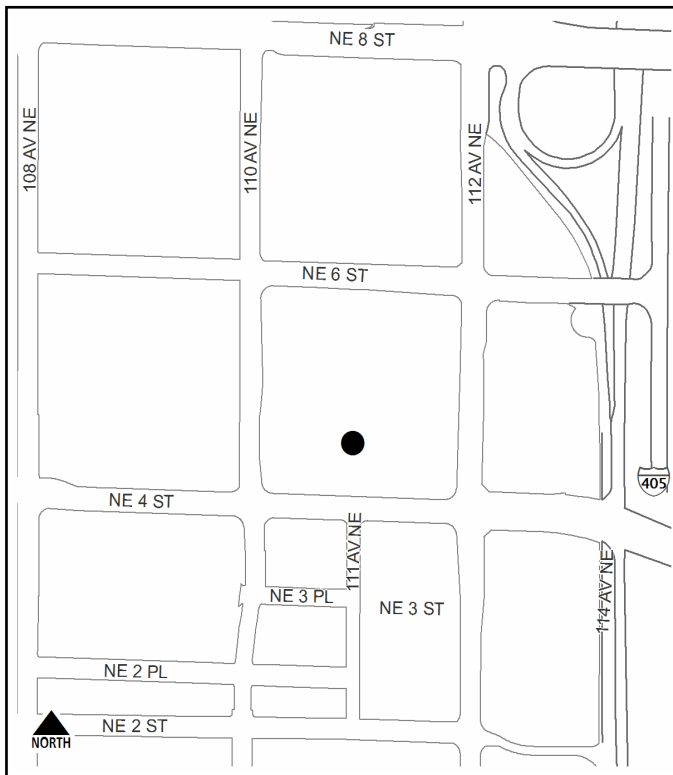
N/A

Environmental Impacts

Environmental Impacts will be determined when funds are programmed.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2017 - 2023	1,500,000

Total Budgetary Cost Estimate: 1,500,000**Means of Financing**

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

Total Programmed Funding: 1,500,000
Future Funding Requirements:**Comments**

G-108 Supplemental Housing Trust Fund Investment

Category: **Econ Growth & Competitiveness** Status: **New**
 Department: **PCD** Location: **City Hall**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
80,000	-	40,000	40,000	-	-	-	-	-

Description and Scope

Contributions to the Housing Trust Fund from the General CIP in 2017-2018 can be used at the discretion of council for any affordable housing project. It has been the City's practice that Trust Fund expenditures are administered through ARCH, but in recent times the Housing Trust Fund has also been used for urgent affordable housing needs such as Highland Village. All uses are subject to Council direction.

Rationale

N/A

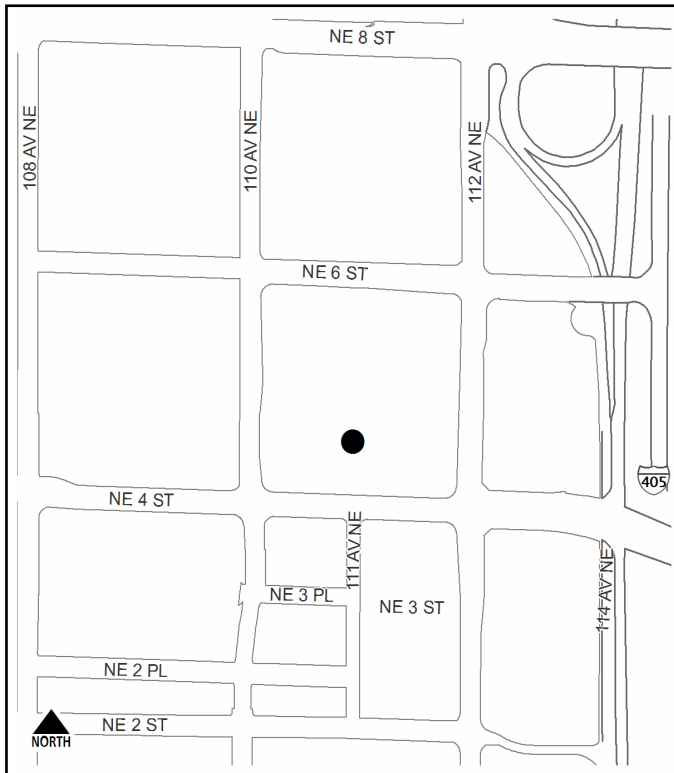
Environmental Impacts

N/A

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2018	80,000

Total Budgetary Cost Estimate: 80,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	80,000

Total Programmed Funding: 80,000
Future Funding Requirements:

Comments

G-109 Affordable Housing ContingencyCategory: **Econ Growth & Competitiveness** Status: **New**Department: **PCD** Location: **City Hall****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
3,500,000	-	500,000	500,000	500,000	500,000	500,000	500,000	500,000

Description and Scope

This CIP project provides funding to be held in contingency until further direction from the City Council.

Rationale

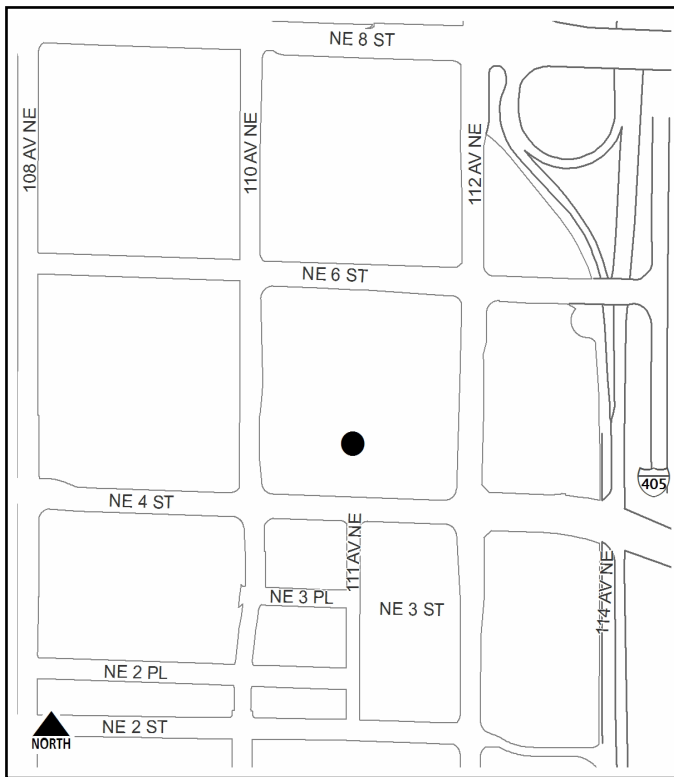
This project provides supplementation appropriation for affordable housing purposes. It is intended to provide resources to supplement the Affordable Housing Strategy. This budget will be reviewed by Council in Spring 2017 and Council will determine more specific use of funds.

Environmental Impacts

N/A

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2017 - 2023	3,500,000

Total Budgetary Cost Estimate: 3,500,000**Means of Financing**

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	3,500,000

Total Programmed Funding: 3,500,000
Future Funding Requirements:**Comments**

2017-2023 Adopted CIP: Economic Growth and Competiveness**Combined, Completed Projects**

		(\$000s)
CIP Plan Number	Project Name	Total Estimated Cost
P-AD-99	Partnership Projects	3,575
	Total	3,575



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2017-2023 Capital Investment Program Plan

Safe Community

The Safe Community outcome contains projects that maintain existing infrastructure and support the efforts of Bellevue's emergency personnel to respond to both the emergency and daily needs of Bellevue's citizens and those who work here in the daytime.

Projects funded in the 2017-2023 are public safety facility and major transportation systems related and preserve our capital investment in existing structures, address mandated safety issues, reduce City liability, and provide a working environment for delivery of 24-hour emergency response. Facility projects include major repairs and renovations at the 10 public safety facilities and necessary remodels of fire stations as well as funding for the purchase of property for a new downtown fire station. Also included is funding to advance the Fire Facility Master Plan.

Note: In adopting the 2017-2023 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.



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2017-2023 Adopted CIP: Safe Community

Funded CIP Projects

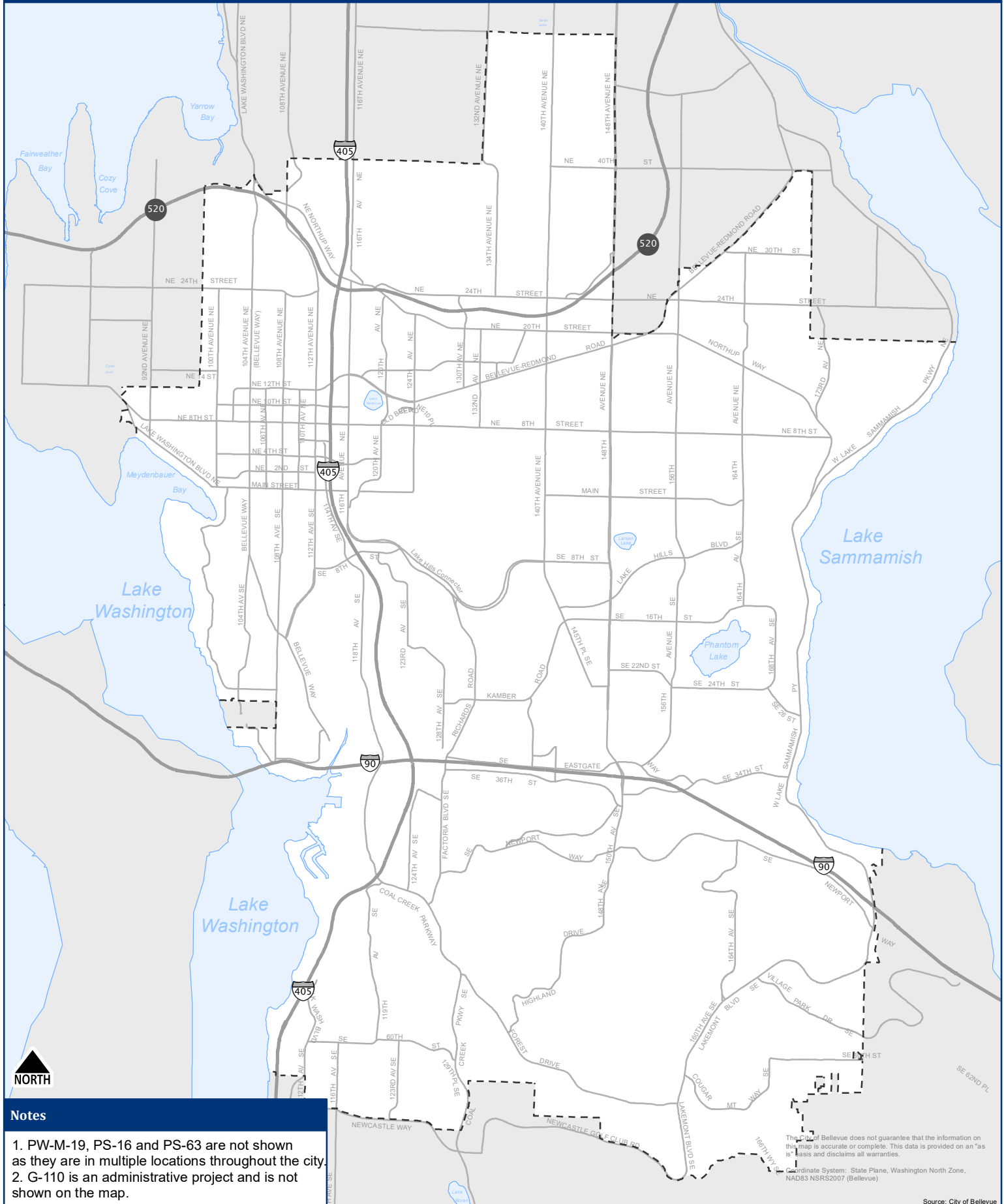
CIP Plan Number	Project Title	\$ in 000s	
		2017-2023 Project Cost	Total Estimated Cost
G-110	Citywide Security Improvements	350	350
PS-16	Fire Facility Maintenance	13,921	26,343
PS-63	Fire Facility Master Plan	14,850	22,100
PW-M-19	Major Maintenance Program	7,925	14,736
	Total Safe Community	37,046	63,529



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Safe Community CIP Projects 2017 - 2023

2017 - 2018 City of Bellevue Budget





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G-110 Citywide Security Improvements

Category: **Safe Community**
 Department: **Civic Services**

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
350,000	-	150,000	100,000	100,000	-	-	-	-

Description and Scope

Perform site security audits of approximately 22 City facilities and strategically add or upgrade security monitoring devices/methods, access controls, policies and practices based on recommendations of consultant's final audit report and City Security Team prioritization. Proposal will provide funding to systematically phase in the most critical improvements over the next three years.

Rationale

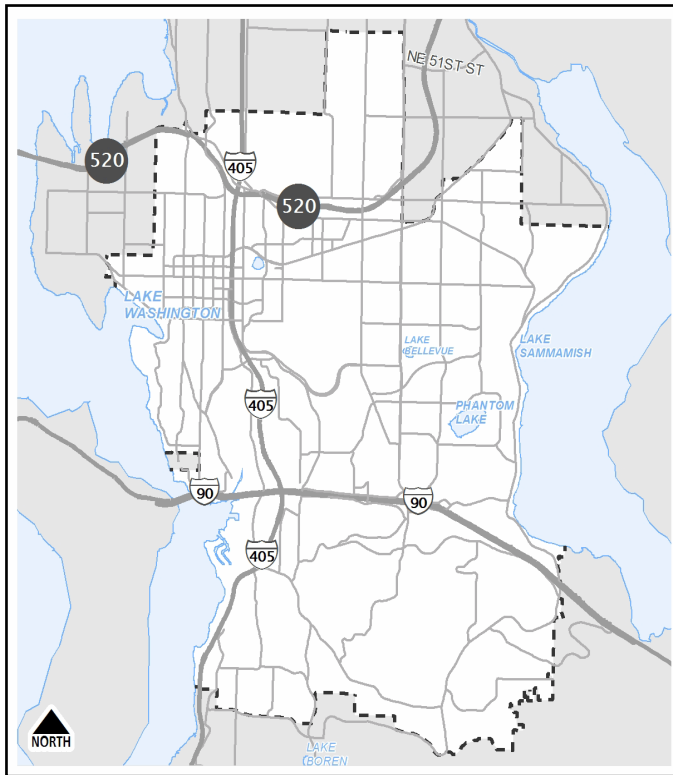
Increased threats to civic and public spaces in the current world climate warrants an updated review of security policies, procedures and practices to ensure vulnerabilities are regularly re-assessed and mitigated in a preemptive manner to ensure the continued safety of employees and the general public at City facilities. Security measures for City Hall have not been vigorously reviewed or amended since the original building design in 2005 and most outlying facilities have had little or no security related evaluations completed at all. Rising national incidents of random shootings and the ever-present threat of international and domestic terrorism has increased the importance of reinforcing this facet of our operations to minimize our exposure potential through due diligence.

Environmental Impacts

N/A

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2017 - 2019	350,000

Total Budgetary Cost Estimate: 350,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	350,000

Total Programmed Funding: 350,000
Future Funding Requirements:

Comments

PS-16 Fire Facility Maintenance

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

Status: **Ongoing**
 Location **9 Fire Stations and Public Safety Training Center**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
26,343,297	12,422,297	1,824,000	1,965,000	2,008,000	1,953,000	2,001,000	2,055,000	2,115,000

Description and Scope

This project provides funds for major repairs, renovation, and/or upgrades required at all Fire Stations and the Public Safety Training Center which are not otherwise of sufficient magnitude to warrant a separate capital investment project. The Fire Department has 10 facilities to maintain with unique and special conditions required to operate these facilities 24 hours a day. Proactive planning and management of facility maintenance and renovation will avoid last minute fixes, extend the life of the facilities, and keep them in the condition expected by the community. In order to continue to provide critical services to the community, fire facilities are required to operate continuously during earthquakes, power outages, and other emergency events.

Rationale

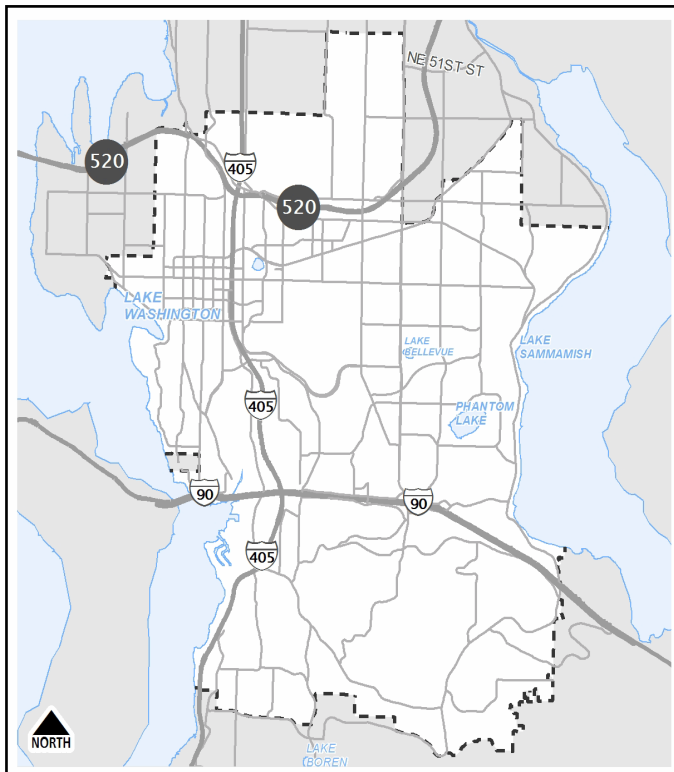
This project addresses needed improvements and safety issues in all fire stations and the public safety training center. The project has been established in response to the high priority the City has placed on maintaining current facilities in a safe and responsible manner, and providing for the most effective and efficient use of the facilities. The repairs and improvements accomplished through this project will maintain and enhance the condition of City facilities, increase firefighter safety and preserve the City's capital investment in its buildings.

Environmental Impacts

Renovation and refurbishment projects are generally exempt from the State Environmental Protection Act (SEPA). The Fire Department works with Civic Services and project engineers to minimize any environmental impacts and when possible seeks facility improvements that reduce the impact of our facilities on the environment. For example, the gas burn props installed over the past two years in the Training Center Burn Tower, have eliminated the need to burn wood pallets for live fire training, and the installation of new exhaust systems filter the exhaust rather than release it to the outside environment.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	Ongoing	26,343,297

Total Budgetary Cost Estimate: 26,343,297

Means of Financing

Funding Source	Amount
Charges for Services	1,477
General Taxes & LTGO Bond Proceeds	23,172,445
Intergovernmental Contributions	2,762,362
Miscellaneous Revenue	227,007
Operating Transfers In	137,140
Private Contributions	16,115
Sale of Fixed Assets	26,751

Total Programmed Funding: 26,343,297

Future Funding Requirements:

Comments

PS-63 Fire Facility Master Plan

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

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
22,100,000	7,250,000	2,850,000	-	-	8,000,000	4,000,000	-	-

Description and Scope

In 2013, the Bellevue City Council authorized the development of a Fire Facility Master Plan to meet the changing emergency response needs of our community. The consultant study analyzed population, fire risk, service demand, emergency response performance, firefighter health & safety, operations, training requirements and functional space needs at nine fire stations and the Public Safety Training Center. Due to fiscal constraints, this proposal seeks to fund only the most critical needs identified in the study. The two most critical needs identified in the study include:

1. Rebuilding Fire Station Five (\$12M); and,
2. Purchasing property for a new downtown fire station (\$10M).

A funding plan will need to be developed in the future to address the remaining projects identified in the master plan including identifying additional funds to complete the expansion of the training center.

Rationale

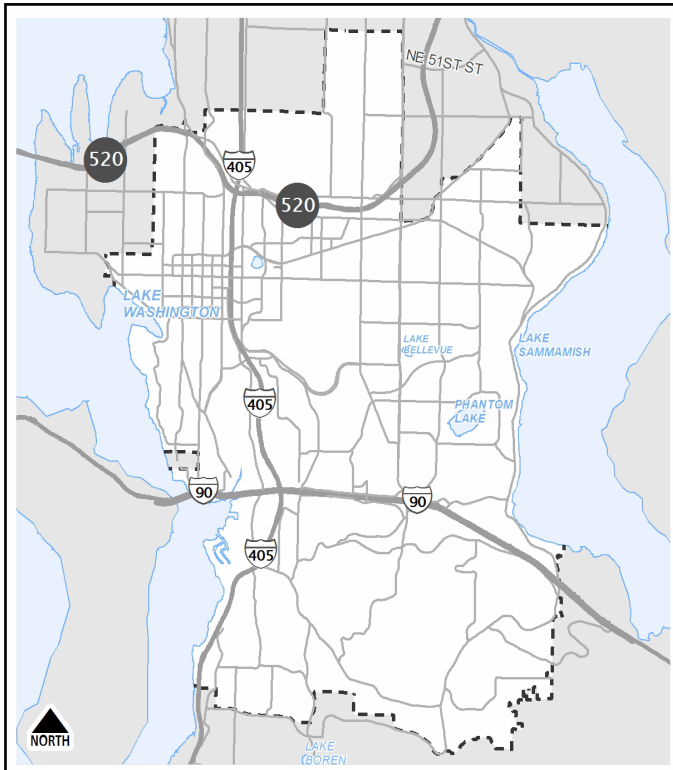
Maintaining our emergency response capabilities and providing adequate training facilities for firefighters is directly related to the Key Community Indicator described as a community that is prepared for and responds to emergencies.

Environmental Impacts

New Fire Department facilities will be designed to promote environmental stewardship through increased efficiencies and/or the purchase of environmentally recommended products.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2015 - 2023	22,100,000

Total Budgetary Cost Estimate: 22,100,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	22,100,000

Total Programmed Funding: 22,100,000
Future Funding Requirements:

Comments

PW-M-19 Major Maintenance Program

Category: **Safe Community**
 Department: **Transportation**

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
14,736,006	6,810,951	1,351,055	1,018,000	1,050,000	1,080,000	1,109,000	1,142,000	1,175,000

Description and Scope

This program will inventory and prioritize needs for maintenance, rehabilitation, reconstruction, or replacement of significant transportation systems components and other transportation related right-of-way appurtenances. The program will address high priority maintenance needs including, but not limited to, the repair, rehabilitation, or replacement of roadways, walkways, trails, retaining walls, rockeries, guardrail, pedestrian safety railing, and City-owned fences. The program may also conduct street lighting or traffic signal system repairs or replacements.

Rationale

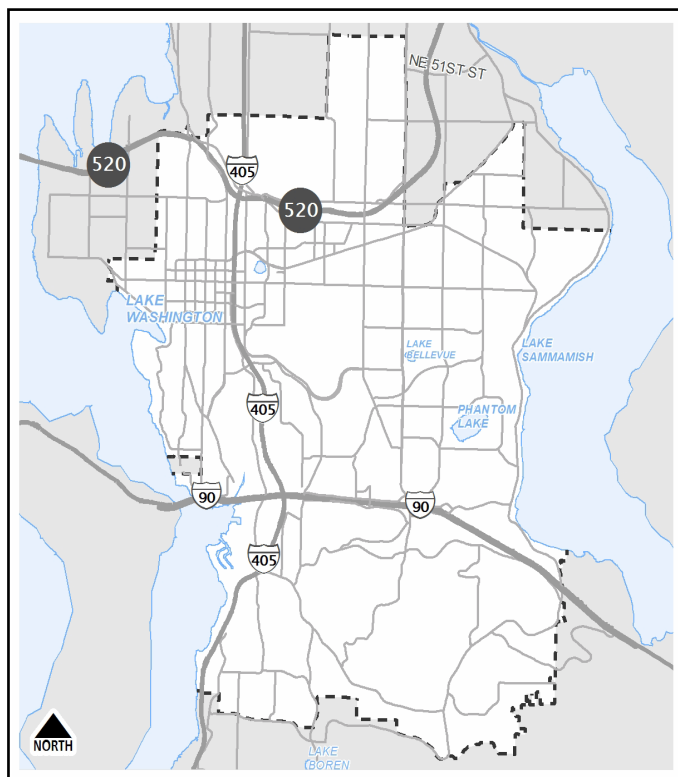
This program provides funds for major maintenance improvements that will preserve and extend the life of previous transportation investments throughout the City. The program provides necessary capital resources to address a wide range of maintenance related needs that exceed the financial capacity of 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 an as needed basis.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	Ongoing	14,736,006

Total Budgetary Cost Estimate: 14,736,006

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	2,040,095
Miscellaneous Revenue	4,333
Real Estate Excise Tax	12,691,578

Total Programmed Funding: 14,736,006
Future Funding Requirements:

Comments

2017-2023 Adopted CIP: Safe Community

Combined, Completed Projects

CIP Plan Number	Project Name	(\$000s)
		Total Estimated Cost
NONE		
	Total	-



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2017-2023 Capital Investment Program Plan

Improved Mobility and Connectivity

Projects in the Improved Mobility and Connectivity outcome include a variety of street improvements to address safety, capacity, access, and mobility needs for various modes of travel. Capacity projects are needed to relieve high congestion locations and/or to help the City continue to meet its adopted roadway level-of-service standards. These projects range from widening of existing roads to the addition of turn lanes and signals, to the construction of entirely new roadway sections. Other projects will improve separation between motorized vehicle, pedestrian and bicycle traffic flow, perform planning, design, or feasibility studies, and provide street lighting, landscaping or other amenities.

Roadway projects from the Transportation Facilities Plan (TFP) serve as the primary source of candidate projects considered for the latest update of the Capital Investment Program (CIP) Plan. TFP roadway projects selected for inclusion in the CIP rank high in a prioritization system based strongly on transportation system goals and policies identified in the Comprehensive Plan. The ranking system gives significant weight to both a project's ability to address safety issues and its likelihood of leveraging outside funding sources. Level-of-service benefits are strongly considered as well as a project's benefits to transit service and mode split goal achievement. Finally, a project's regional significance as indicated by its inclusion in a regional transportation plan, a specific interlocal agreement, or impact to a regional facility is factored into the prioritization process.

Projects listed herein comply with the goals and policies of the City's Comprehensive Plan and with applicable state and federal standards. Implementation of these projects will help to provide a safer roadway system while improving mobility in Bellevue.

Note: In adopting the 2017-2023 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.



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2017-2023 Adopted CIP: Improved Mobility and Connectivity

Funded CIP Projects

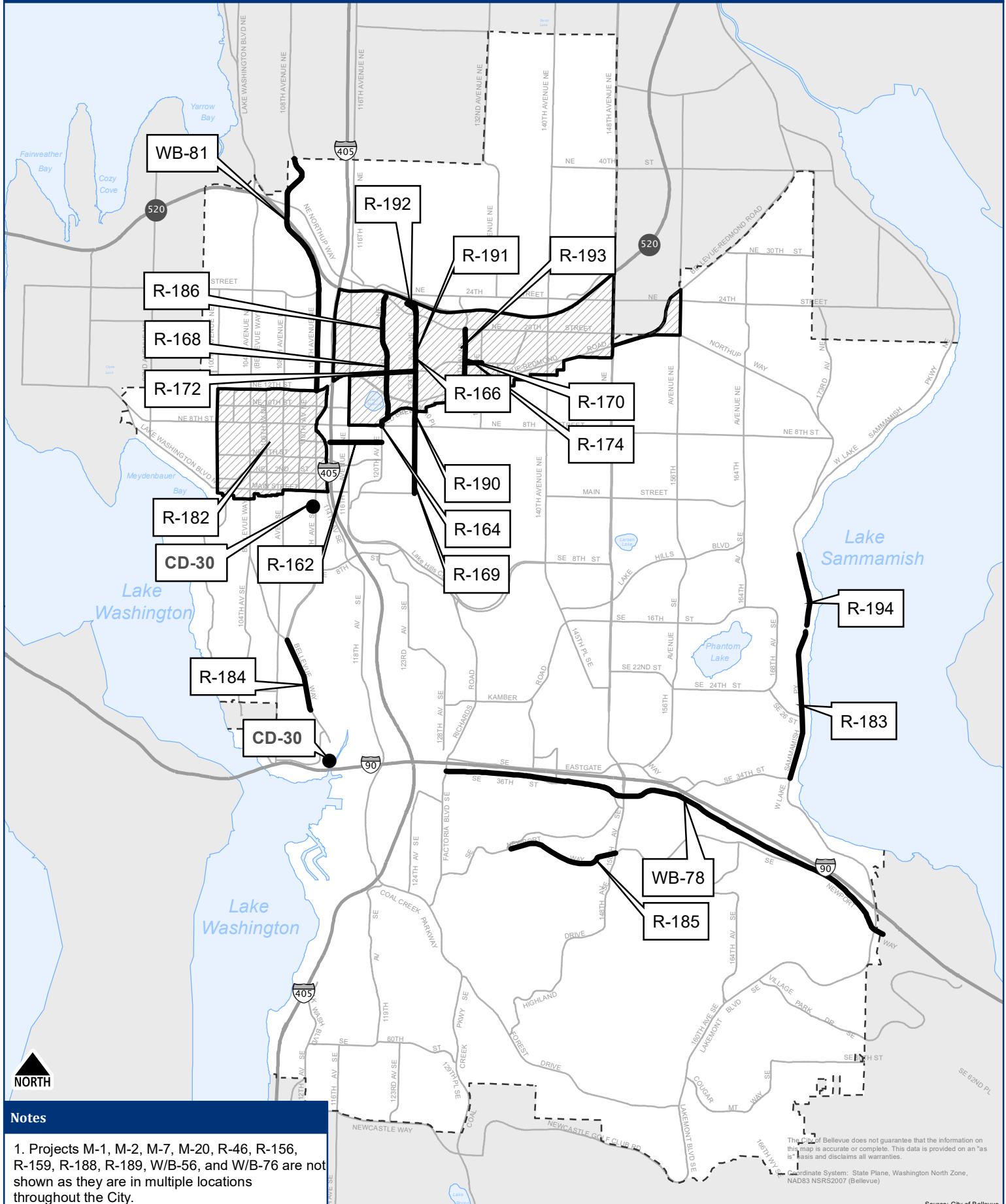
CIP Plan Number	Project Title	\$ in 000s	
		2017-2023 Project Cost	Total Estimated Cost
CD-30	Station Area Planning Implementation	5,500	5,500
PW-M-1	Overlay Program	48,162	157,618
PW-M-2	Minor Capital - Traffic Operations	1,246	10,663
PW-M-7	Neighborhood Traffic Safety Program	2,523	10,652
PW-M-20	Minor Capital - Signals and Lighting	2,909	5,352
PW-R-156	ITS Master Plan Implementation Program	3,171	4,146
PW-R-159	East Link Analysis and Development	6,153	18,922
PW-R-164	120th Ave NE Stage 2 - NE 8th St to NE 12th St	8,824	45,395
PW-R-166	124th Ave NE - NE Spring Boulevard to Ichigo Way (18th St)	13,004	28,287
PW-R-168	120th Ave NE (Stage 3) NE 12th St to NE 16th St	6,609	25,524
PW-R-169	124th Ave NE - NE 12th to NE Spring Boulevard	87	3,365
PW-R-170	130th Ave NE - Bel-Red Rd to NE 20th St	1,036	2,789
PW-R-172	NE Spring Blvd (Zone 1) - 116th to 120th Avenues NE	23,414	31,593
PW-R-174	NE Spring Boulevard - 130th to 132nd Ave NE	3,600	4,897
PW-R-182	Downtown Transportation Plan/NE 6th Street Station Access	7,450	8,700
PW-R-183	West Lake Sammamish Parkway, Phase 2	8,000	8,000
PW-R-184	Bellevue Way SE HOV Lane - 112th Ave SE 'Y' to I-90	1,170	4,400
PW-R-185	Newport Way Improvements - Somerset Blvd to 150th Ave	5,923	8,123
PW-R-186	120th Ave NE Stage 4 Design - NE 16th St to Northup Way	500	1,000
PW-R-188	Franchise Utility Relocation	143	570
PW-R-189	TOD, Station Area and Land Use Planning	1,517	2,690
PW-R-190	124th Avenue NE – NE 8th to NE 12th Street	100	919
PW-R-191	124th Avenue NE/Ichigo Way (NE 18th St) to Northup Way	1,840	2,560
PW-R-192	124th Avenue NE at SR 520	250	250
PW-R-193	BelRed Corridor Local Street Network	432	432
PW-R-194	West Lake Sammamish Parkway Phase 3	1,000	1,000
PW-R-46	Traffic Safety Improvements	915	4,249
PW-W/B-56	Pedestrian and Bicycle Access Improvements	3,364	11,600
PW-W/B-76	Neighborhood Sidewalks	8,404	14,181
PW-W/B-78	Mountains to Sound Greenway Trail	903	3,449
Total Improved Mobility and Connectivity		168,148	426,826



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Improved Mobility and Connectivity CIP Projects 2017 - 2023

2017 - 2018 City of Bellevue Budget





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CD-30 Station Area Planning ImplementationCategory: **Improved Mobility/Connectivity** Status: **New**Department: **PCD**Location **South Bellevue and East Main light rail stations****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
5,500,000	-	500,000	500,000	500,000	1,500,000	1,500,000	1,000,000	-

Description and Scope

South Bellevue Station Area Plan Report was approved by City Council in January 2016. Approved implementation strategies include:

*Design and construction of walkways (e.g. sidewalks, pavement markings) and wayfinding on designated routes to the station:

--106th Ave SE, --SE 34th, --113th Ave SE, --SE 28th, --SE 30th, --112th Ave SE

*Improved pedestrian lighting for safety along designated walk routes and on stairs;

*Feasibility study and possible construction of a pedestrian overpass at 112th Ave SE and Bellevue Way;

*Study to recommend traffic flow improvements at the 2 neighborhood entrances off Bellevue Way; and

*Design and construct enhanced art, landscaping and other aesthetic treatments on the west side of Bellevue Way between I-90 and the "Y."

East Main Station Area Plan Report has been drafted by the Citizen Advisory Committee and scheduled for City Council approval fall 2016.

Recommended implementation strategies include:

*Design and construction of walkways, bike lanes/routes and wayfinding on designated routes to the station:

--Main St off-street path from Bellevue Way to 116th --Lake Hills Connector off-street path

--114th Ave SE bike lanes --SE 8th St from 114th to east of I-405

--SE 8th St off-street path from 112th to 114th --SE 16th St from Bellevue Way to 108th

--110th Ave NE from Main St to NE 2nd St --110th Ave SE from Main to SE 1st St

--109th Ave SE, 111th Ave SE --SE 2nd St, SE 4th St and SE 6th St

--SE 10th St from 108th Ave SE to Bellevue High School

*Improved pedestrian lighting for safety along designated walk routes;

*Feasibility study and possible construction of a pedestrian overpass at Surrey Downs Park and 112th Ave SE;

*Design and construct enhanced sidewalks, planting strips, art, trees and other landscaping and amenities to reinforce an attractive pedestrian environment along Main Street and 112th Ave SE; and

*Pedestrian and bicycle safety improvements on Main Street between Bellevue Way and 116th Ave SE.

Rationale

Light Rail Best Practices identified station area planning and early implementation of capital investments as actions that could be taken by cities to "reduce costs and minimize disruption." Implementing these capital investments during light rail construction may reduce some costs and it will limit disruption to the same time period and ensure improved access and connectivity is in place when light rail service begins in 2023. Delaying the city's capital investments in these projects will prolong an already lengthy (i.e. 7-year) period of construction and impede the ability of people to connect to the South Bellevue and East Main light rail stations until these projects are in place.

Environmental Impacts

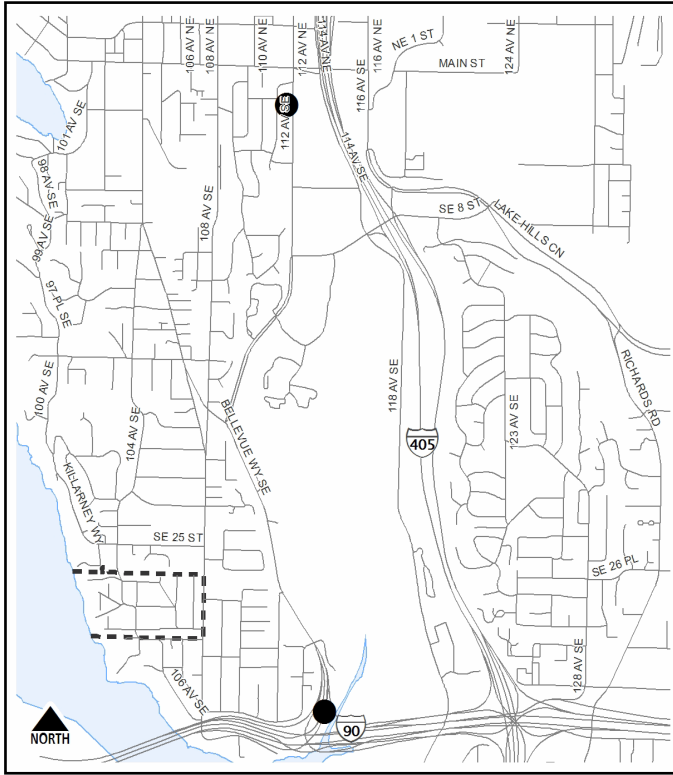
Most projects will occur in existing public right-of-way. Environmental review will be conducted as determined on a project specific basis.

Operating Budget Impacts

This program will have no impact on operating expenditures.

FY2017-2023 Capital Investment Program

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2023	5,500,000
Total Budgetary Cost Estimate:		5,500,000
Means of Financing		
Funding Source		Amount
General Taxes & LTGO Bond Proceeds		5,500,000
Total Programmed Funding:		5,500,000
Future Funding Requirements:		

Comments

PW-M-1 Overlay Program

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
157,618,009	109,456,009	6,848,000	7,847,000	5,868,000	6,031,000	6,197,000	7,574,000	7,797,000

Description and Scope

This program provides major street maintenance including street overlays, pavement rehabilitation, curb, gutter, and sidewalk or walkway rehabilitation, bridge condition inventory and maintenance and appropriate Americans with Disabilities Act (ADA) retrofit work.

Rationale

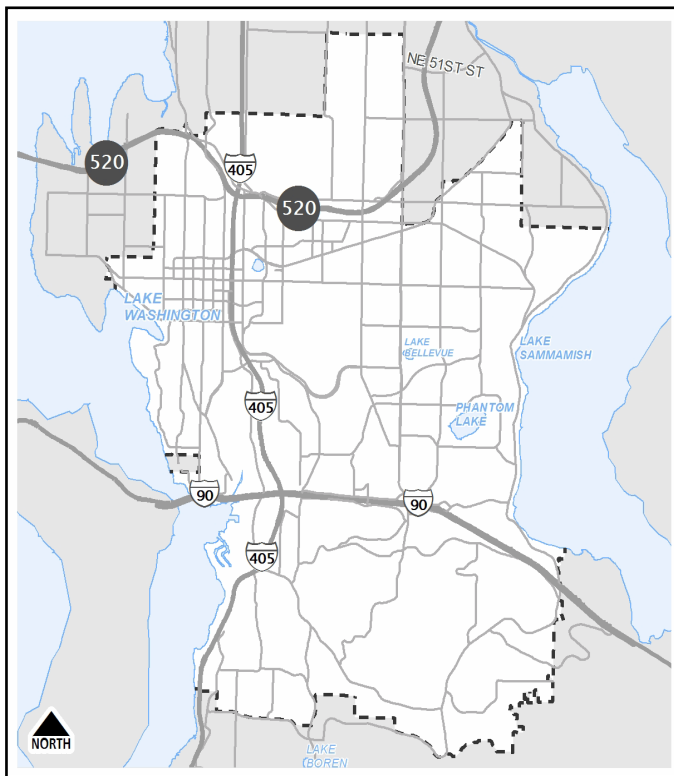
Investment in roadway and walkway maintenance contributes to smooth traffic circulation and reduces the long-term cost of major reconstruction by extending the life of Bellevue's transportation system and preserving the City's investment in existing facilities. The project also funds Federal Highway Administration mandated bridge inspection, inventory and minor maintenance activities.

Environmental Impacts

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

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	Ongoing	157,618,009

Total Budgetary Cost Estimate: 157,618,009

Means of Financing

Funding Source	Amount
Charges for Services	5,656
Contributions from Other City Funds	1,013,000
Developer Contributions	645,505
Federal Grants	4,716,672
General Taxes & LTGO Bond Proceeds	20,964,753
Intergovernmental Contributions	750,529
Local Improvement District	101,971
Private Contributions	63,405
Real Estate Excise Tax	124,128,902
Transportation Funding	5,227,616

Total Programmed Funding: 157,618,009

Future Funding Requirements:

Comments

Funding increase of \$1,000,000 (+inflation) beginning in 2022 to address degradation of residential streets pavement conditions.

PW-M-2 Minor Capital - Traffic Operations

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
10,663,441	9,417,526	148,915	170,000	175,000	180,000	185,000	191,000	196,000

Description and Scope

This program funds minor capital transportation improvements throughout the City to address traffic operation issues and concerns. This program helps fill a need in the City to address projects that are important to safety and mobility but are too small to complete as individual Capital Investment Program (CIP) projects. Typical projects include new crosswalk installations, sign upgrades, channelization improvements, access management improvements, new bike lanes, bicycle route signing, and sidewalk and new curb ramp installations. This program also implements pilot projects using new, innovative traffic control devices and evaluates their effectiveness. This program often provides matching funds to grant funded projects to improve pedestrian and bicycle mobility while observing ADA requirements.

Rationale

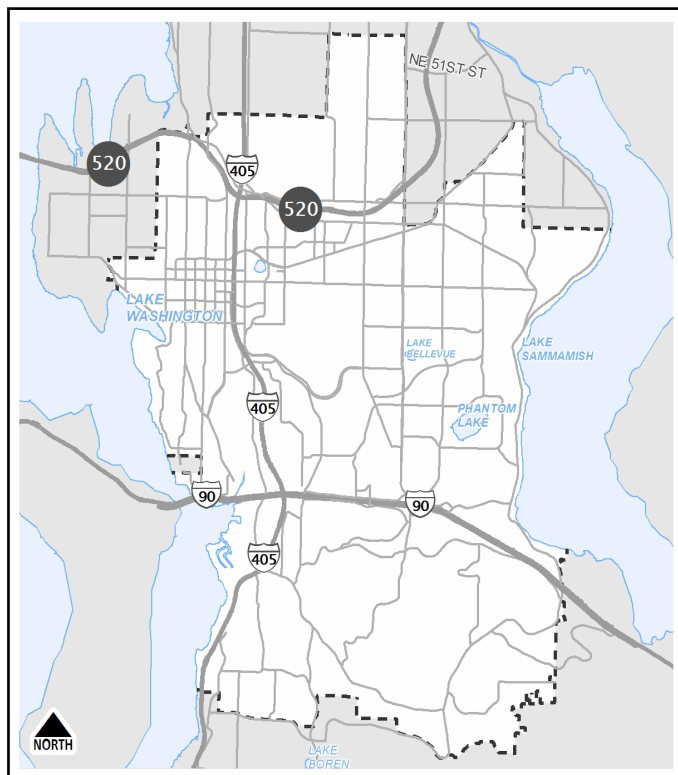
This program provides funds for traffic operation improvement projects that are beyond the scope of the operating budget but too small for individual CIP projects. The program allows the City to respond on an ongoing and timely basis to citizen projects and safety related requests, unfunded mandates, changes to standards, partnership opportunities with other capital or private development projects, and other emergent needs. Annually, this program can complete 5-7 standalone projects that directly address safety, mobility and connectivity in Bellevue. This includes support of the crosswalk improvement program. In 2015, this program was able to help construct six crosswalks on the priority crosswalk list. The needs for crosswalk improvements in Bellevue far exceed the budget available through small on-going CIP proposals, but this program consistently helps address some of the most critical locations. This program has also been leveraged to support grant applications through providing matching money.

Environmental Impacts

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

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	Ongoing	10,663,441

Total Budgetary Cost Estimate: 10,663,441

Means of Financing

Funding Source	Amount
Charges for Services	2,390
Contributions from Other City Funds	10,290
Developer Contributions	47,821
Federal Grants	781,990
General Taxes & LTGO Bond Proceeds	2,875,573
Interlocal Contributions	73,279
Miscellaneous Revenue	3,721,790
Real Estate Excise Tax	1,370,006
State Grants	730,191
Transportation Funding	1,050,111

Total Programmed Funding: 10,663,441
Future Funding Requirements:

Comments

PW-M-7 Neighborhood Traffic Safety Program

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
10,652,276	8,129,271	330,005	340,000	350,000	360,000	370,000	381,000	392,000

Description and Scope

This program funds minor capital improvements for neighborhood traffic calming/safety projects throughout the City. These projects may include the use of physical measures such as speed humps, raised crosswalks, traffic circles, medians and/or curb extensions, in an effort to reduce vehicle speeds, non-local traffic and to improve walking and bicycling safety and school zone improvements such as flashing 20 MPH school zone signs.

Rationale

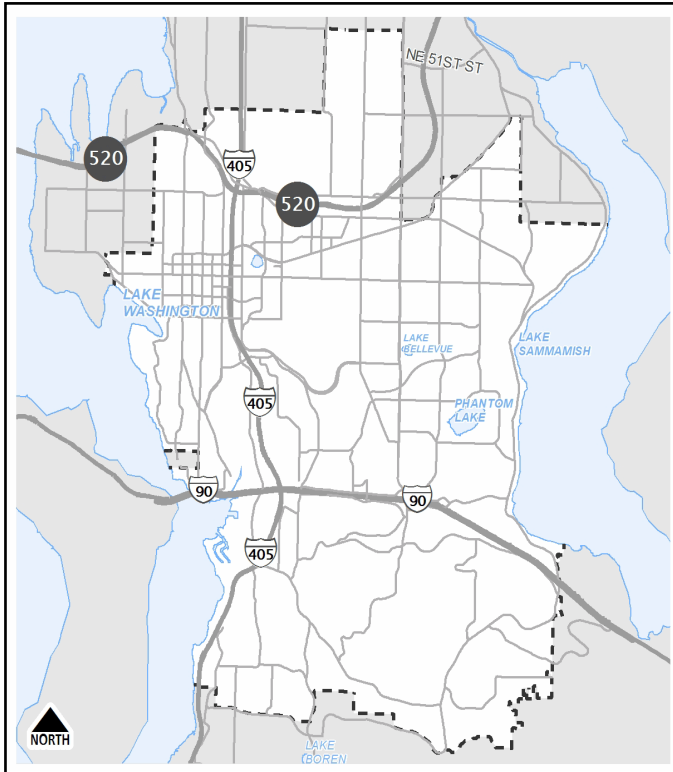
The primary benefits of this investment are improved safety and protection of quality of life for neighborhoods. As traffic congestion increases on arterials, the potential for cut-through traffic and higher speeds on neighborhood streets increases. This program focuses on mitigating these impacts through the development of neighborhood traffic calming/safety plans to divert and/or slow traffic, improve non-motorized safety, enhance school zone safety and protect neighborhood quality of life.

Environmental Impacts

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

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	Ongoing	10,652,276

Total Budgetary Cost Estimate: 10,652,276

Means of Financing

Funding Source	Amount
Charges for Services	1,307
Federal Grants	345,348
General Taxes & LTGO Bond Proceeds	4,197,614
Miscellaneous Revenue	159,795
Private Contributions	20,000
Real Estate Excise Tax	4,562,926
State Grants	48,970
Transportation Funding	1,316,316

Total Programmed Funding: 10,652,276
Future Funding Requirements:

Comments

PW-M-20 Minor Capital - Signals and Lighting

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
5,351,921	2,442,791	414,130	386,000	399,000	410,000	421,000	433,000	446,000

Description and Scope

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

Rationale

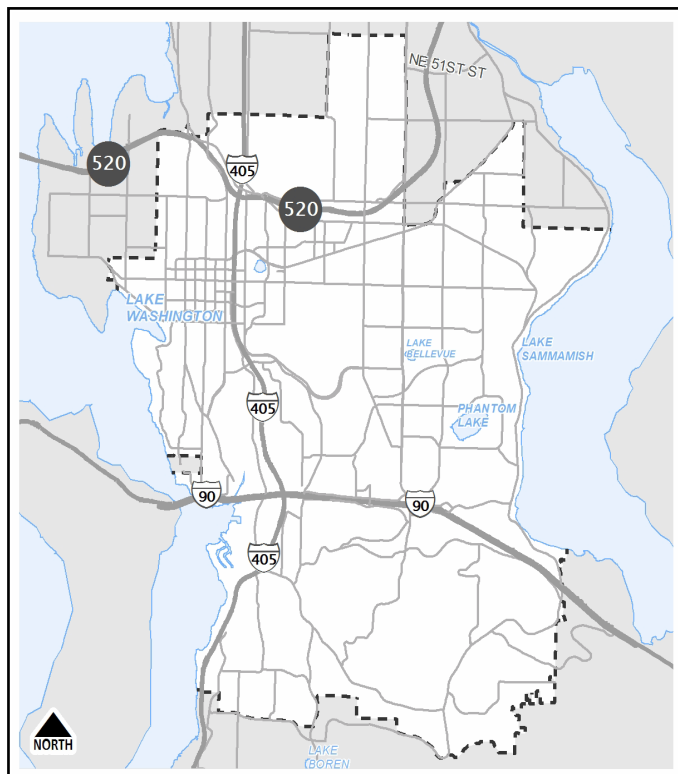
This program provides funds for traffic signal and street lighting improvement projects that are beyond the scope of the operating budget but too small for individual CIP projects. The program allows the City to respond on a timely basis to citizen projects and safety related requests; address unfunded mandates and changes to standards; support partnership opportunities with other capital or private development projects; and address other emergent needs. Projects under this program, such as the LED street lighting conversion and Emergency Vehicle Preemption upgrade to GPS support the Council's priority toward making Bellevue a "Smart City", as well as Environmental Stewardship and ITS efforts.

Environmental Impacts

This program funds projects that are primarily safety oriented and implemented on previously improved rights of way, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis. Environmental improvements are anticipated through the reduction in energy consumption realized through the deployment of LED street lighting.

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	Ongoing	5,351,921

Total Budgetary Cost Estimate: 5,351,921

Means of Financing

Funding Source	Amount
Contributions from Other City Funds	571,000
Federal Grants	265,732
General Taxes & LTGO Bond Proceeds	1,666,604
Private Contributions	238,916
Real Estate Excise Tax	2,603,628
Transportation Funding	6,041

Total Programmed Funding: 5,351,921

Future Funding Requirements:

Comments

2017-2023 Update: Annual funding increase of \$150,000 (+inflation) beginning in 2017 for upgrading existing city owned street lights from incandescent to LED; and upgrade to GPS technology to the existing Opticom signal preemption system.

PW-R-156 ITS Master Plan Implementation Program

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
4,146,002	975,000	414,002	427,000	440,000	453,000	465,000	479,000	493,000

Description and Scope

This program will systematically implement the recommendations of the City's Intelligent Transportation System (ITS) Master Plan completed in 2005 and provide the funding need to update the plan in 2017. The plan update will be a catalyst toward providing the direction needed to support many of the emerging technologies in the transportation industry such as Connected Vehicles, Smart Cities and Autonomous Vehicles. ITS projects will be selected to provide cost effective measures to reduce traffic congestion, improve safety, and increase the availability of real time traffic information to users of the transportation system. Possible projects include, but are not limited to, additional traffic cameras for motorist information and investigation of collisions; flood location monitoring; real-time traveler information enhancements; installation of dynamic message signs at key locations; variable lane controls that adjust to changing traffic conditions; WiFi system expansion; roadway weather stations; parking management; emergency vehicle preempt upgrades; and street light monitoring systems. This program also includes community safety technologies such as stationary radar signs that have proven effective at reducing vehicle speeds and addressing citizen concerns.

Rationale

This program is a key strategy in transitioning from a transportation system focused on the drive alone trip, to one that focuses on actively managing the transportation system to systematically improve traffic capacity, enhance and promote multi-modal transportation and safety, effectively address emergency management and events, promote neighborhood safety, and providing improved motorist information for better transportation decision making by users. ITS projects provide cost-effective solutions to help reduce traffic congestion and increase the capacity of the transportation system through efficiency gains and the provision of an alternative to costly roadway and intersection expansion projects. With the completion of the SCAT adaptive signal control system deployment, this program is crucial for funding on-going expenditures for support, system maintenance and software licensing.

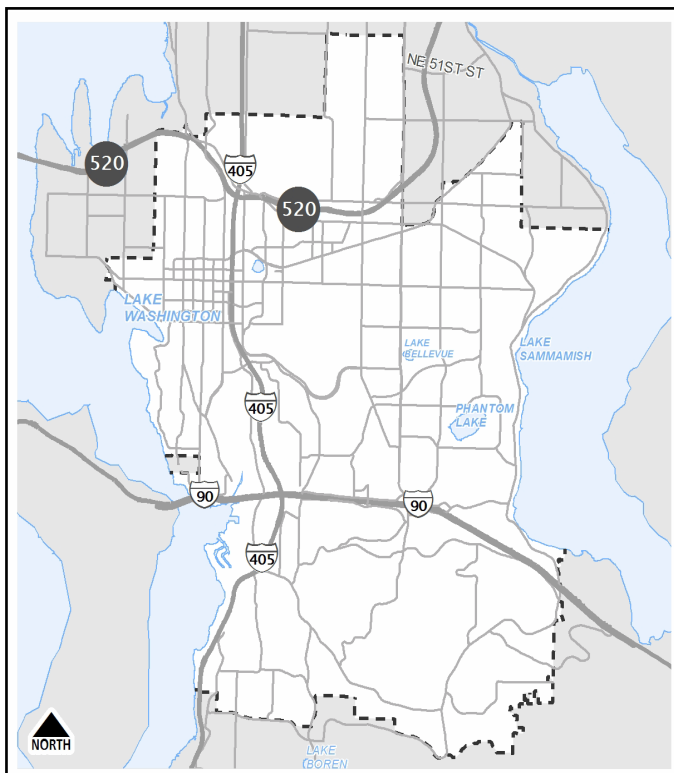
Environmental Impacts

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

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2013 - 2023	4,146,002

Total Budgetary Cost Estimate: 4,146,002

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	489,224
Real Estate Excise Tax	3,656,778

Total Programmed Funding: 4,146,002
Future Funding Requirements:

Comments

PW-R-159 East Link Analysis and Development

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
18,921,695	12,769,128	1,176,123	1,013,167	1,046,740	1,030,537	1,047,000	413,000	426,000

Description and Scope

Utilize in-house and consultant resources to participate with Sound Transit and other potential project partners to advance the design and construction of the East Link light rail project. Work tasks will include, but are not limited to, activities that relate to the East Link project, including City-sponsored projects and programs. Key tasks include traffic analysis including operational simulation; identification and evaluation of potential funding sources and associated financial analyses; specialized environmental analyses; engineering support relating to alignments, track profiles, stations, and city roadway-light rail interface; design issues; construction management; community and stakeholder outreach; intergovernmental relations and agreements; and other tasks necessary for the City to fully engage in and influence the East Link project.

Rationale

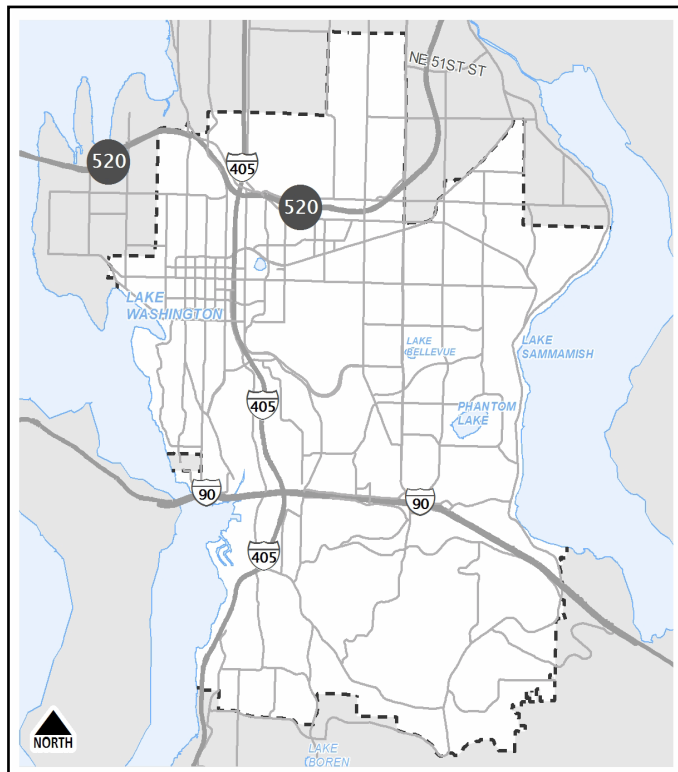
East Link is a Sound Transit-funded light rail project that will connect Bellevue with Seattle and with the Overlake area of Redmond by 2023. The \$2.8+ billion project will be routed through south Bellevue, downtown Bellevue, and the BelRed corridor with six stations. The City and Sound Transit (ST) have executed a Memorandum of Understanding (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 BelRed Operations and Maintenance Satellite Facility (OMSF). In addition to the CDP, both parties will establish a Collaborative Construction Program to advance the project through construction. Construction commence in early 2016. 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. The Bellevue City Council has indicated its desire to adhere to the lessons learned from the Light Rail Best Practices Project to ensure that the system is "done right the first time" and is an asset to the community. The City is therefore investing resources in the East Link project to ensure issues are analyzed adequately and decisions are fully informed.

Environmental Impacts

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

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2009 - 2023	18,921,695

Total Budgetary Cost Estimate: 18,921,695

Means of Financing

Funding Source	Amount
Contributions from Other City Funds	60,000
General Taxes & LTGO Bond Proceeds	18,637,694
Intergovernmental Contributions	150,001
Miscellaneous Revenue	74,000

Total Programmed Funding: 18,921,695
Future Funding Requirements:

Comments

PW-R-164 120th Ave NE Stage 2 - NE 700 Block to NE 12th StCategory: **Improved Mobility/Connectivity**Status: **Approved Prior**Department: **Transportation**Location: **120th Ave NE from NE 700 Block to NE 12th St****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
45,394,759	36,571,069	8,823,690	-	-	-	-	-	-

Description and Scope

This project will extend, realign and widen 120th Ave NE from NE 700 Block to south of NE 12th Street. The project includes all intersection and signal improvements at NE 8th St and a new signalized intersection at Lake Bellevue Drive/Old BelRed Road. 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. The project will be designed and constructed to reflect Wilburton/BelRed urban design criteria. The project includes new utility infrastructure including a joint utility trench (JUT) to accommodate future underground utilities. The project will also be coordinated with private development in the vicinity and with development of the 120th Ave NE Improvements projects south of NE 8th St (Stage 1; CIP Plan No. PW-R-161) and from NE 12th Street to the north (Stage 3, CIP Plan No. PW-R-168).

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 Boulevard (NE 15th/16th St) multi-modal corridor have been associated and advanced as part of the Mobility and Infrastructure Initiative (M&I) of 2009. The package of projects was formed to address recent growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design and implementation with the Sound Transit East Link light rail project.

Environmental Impacts

Consistent with state and federal environmental requirements, this project obtained SEPA and NEPA environmental approval and obtained the required City 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 \$40,000 will be required to fund these costs adjusted for inflation annually.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2010 - 2017	45,394,759

Total Budgetary Cost Estimate: 45,394,759

Means of Financing

Funding Source	Amount
Federal Grants	3,232,775
General Taxes & LTGO Bond Proceeds	20,286,840
Miscellaneous Revenue	22,440
Private Contributions	1,861,287
Real Estate Excise Tax	2,978,820
Sale of Fixed Assets	3,455,000
State Grants	3,000,000
Transportation Funding	1,190,217
Transportation Impact Fees	9,367,380

Total Programmed Funding: 45,394,759
Future Funding Requirements:

Comments

PW-R-166 124th Ave NE - Spring Blvd to Ichigo Way (NE 18th)Category: **Improved Mobility/Connectivity**Status: **Approved Prior**Department: **Transportation**Location **124th Ave NE – NE Spring Blvd to Ichigo Way****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
28,287,235	15,283,124	8,698,111	4,306,000	-	-	-	-	-

Description and Scope

This project will widen and raise the profile for 124th Avenue NE from NE Spring Boulevard to Ichigo Way (NE 18th Street) in coordination with the undercrossing of the Sound Transit (ST) East Link light rail line in this vicinity. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane, install curb, gutter and sidewalk on the eastside for the entire corridor and on the west side from NE Spring Boulevard to NE 16th Street, planter strips, a bridge structure, retaining walls, illumination, landscaping, irrigation, storm drainage, water quality treatment, and install a new signal at NE 16th Street. The project will reflect BelRed urban design criteria and include new and/or relocation of utility infrastructure. Implementation will be coordinated with private development in the vicinity and the development of 124th Ave NE-NE 12th St to NE Spring Blvd (PW-R-169) and the NE Spring Blvd improvements to the west of the 124th Ave NE corridor (Zones 1 & 2; PW-R-172 & 173). This budget is intended to fully fund the City's share of all phases of the roadway and ST's share of design and construction of the project scope. Prior to 2015, this project advanced the design of the 124th Ave NE corridor between Ichigo Way (NE 18th St) and Northup Way to the 90% level. Future implementation of this segment may occur in phases or include interim facilities dependent upon funding availability and coordination with other BelRed area capital investments or private developments.

Rationale

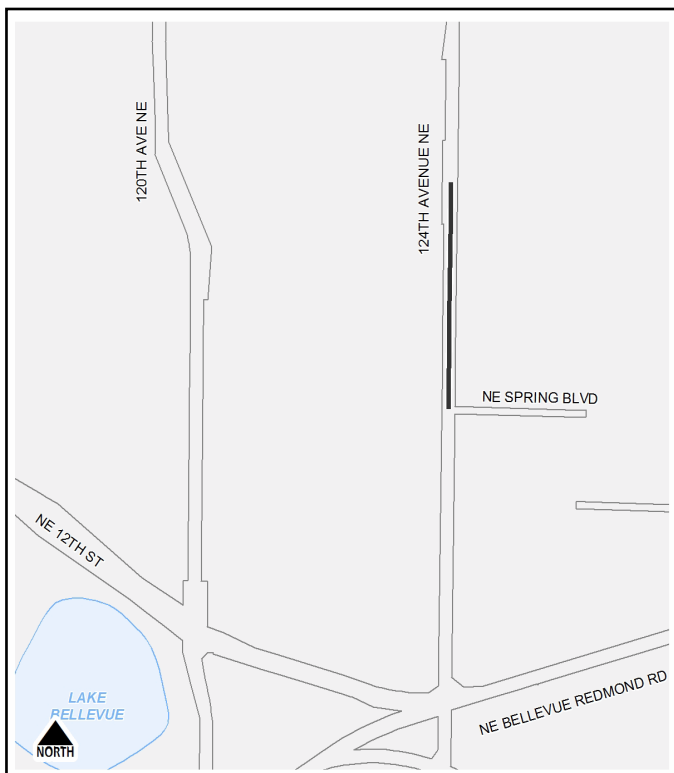
This project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new BelRed transit-oriented -development nodes, and the larger city and region. In coordination with the extension of NE 4th St., a widened and realigned 120th Ave 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 Mobility and Infrastructure Initiative (M&I) of 2009. 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 Ave NE corridor between NE 8th Street and Northup Way. A citywide programmatic environmental review including this project was conducted as part of the citywide 2013-2024 Transportation Facilities Plan (TFP) update. Programmatic impact and mitigation documentation is included in the TFP Final Environmental Impact Statement (July 2013).

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2011 - 2018	28,287,235

Total Budgetary Cost Estimate: 28,287,235

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	13,552,770
Intergovernmental Contributions	3,843,640
Private Contributions	5,997,256
Transportation Funding	50,000
Transportation Impact Fees	4,843,569

Total Programmed Funding: 28,287,235
Future Funding Requirements:

PW-R-168 120th Ave NE (Stage 3) NE 12th St to NE 16th StCategory: **Improved Mobility/Connectivity**Status: **Approved Prior**Department: **Transportation**Location: **120th Ave NE from NE 12th St. to NE 16th St.****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
25,523,665	18,914,838	6,608,827	-	-	-	-	-	-

Description and Scope

This project will widen and raise the profile for 120th Avenue NE from NE 12th Street to NE 16th Street in coordination with the undercrossing of the Sound Transit (ST) East Link light rail line in this vicinity. This corridor segment includes all intersection improvements at NE 12th 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 include bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment. Between NE 14th and NE 16th Streets, the project will include a bridge structure to accommodate the undercrossing of the East Link light rail line project in this vicinity. The project will be designed and constructed to reflect BelRed urban design criteria and include new and/or relocation of utility infrastructure. The project implementation will also be coordinated with private development in the vicinity and the development of 120th Ave NE Improvements – NE 8th to NE 12th Streets (Stage 2; CIP Plan No. PW-R-164) and the NE Spring Blvd improvements to the west and east of the 120th Ave NE corridor (Zones 1 and 2; CIP Plan Nos. PW-R-172 and 173). As defined in the 2015 amended umbrella MOU between ST and the City, the project budget is intended to fully fund both the City's and ST's share of costs to fully implement the project scope described above. Prior to 2015, this CIP project also advanced the design of the 120th Avenue NE corridor between NE 16th Street and Northup Way to the 60% level.

Rationale

The 120th Avenue NE project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new BelRed transit-oriented-development nodes, and the larger city and region. This project in coordination with the extension of NE 4th Street, a widened and improved 124th Avenue NE corridor, the planned NE 6th Street extension, and the new NE Spring Boulevard 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 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 \$50,000 will be required to fund these costs adjusted for inflation annually.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2013 - 2017	25,523,665

Total Budgetary Cost Estimate: 25,523,665

Means of Financing

Funding Source	Amount
Federal Grants	4,390,000
General Taxes & LTGO Bond Proceeds	1,733,469
Private Contributions	10,836,000
State Grants	4,850,000
Transportation Impact Fees	3,714,196

Total Programmed Funding: 25,523,665
Future Funding Requirements:

Comments

PW-R-169 124th Ave NE - NE 12th Street to NE Spring BoulevardCategory: **Improved Mobility/Connectivity** Status: **Approved Prior**Department: **Transportation**Location **124th Ave NE between NE 12th St & NE Spring Blvd****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
3,364,685	3,278,131	86,554	-	-	-	-	-	-

Description and Scope

This project advances the design of 124th Ave NE from NE 12th St (BelRed 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; and illumination, landscaping, irrigation, storm drainage and water quality treatment, intersection, 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 implementation of 124th Ave NE Improvements – NE Spring Blvd to Ichigo Way (CIP Plan PW-R-166). Prior to 2016, this project also completed conceptual design of non-motorized improvements between NE 8th and NE 12th Streets. This project designed and completed mitigation measures south of 8th Street to protect residential communities from potential traffic impacts of BelRed growth and the major roadway projects in the vicinity.

Rationale

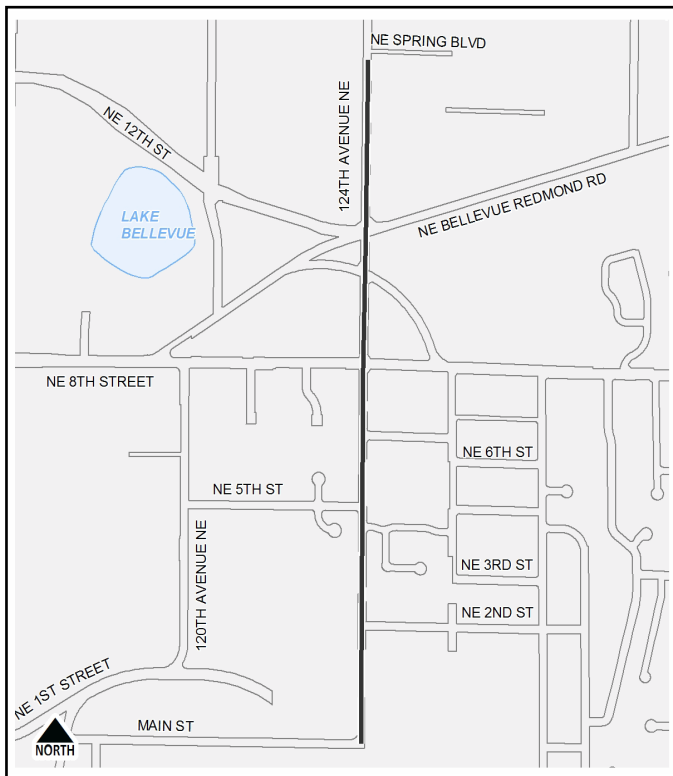
The 124th Ave NE project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles between Downtown Bellevue, Wilburton, the new BelRed transit-oriented-development nodes, and the larger city and region. This project in coordination with the extension of NE 4th St., a widened and realigned 120th Ave NE corridor, the new NE Spring Blvd multi-modal corridor are associated and advanced as part of the Mobility and Infrastructure Initiative of 2009 (M&I). The M&I was formed to address growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design and implementation with the Sound Transit East Link project.

Environmental Impacts

A SEPA determination of non-significance was issued for the implementation of the streetscape improvements between Main and NE 8th Streets. In association with the 124th Ave NE Improvements - NE Spring Blvd to Ichigo Way (CIP Plan PW-R-166) and consistent with state and federal environmental requirements, this project obtained SEPA and NEPA environmental approvals for the remainder of the 124th Ave NE corridor between NE 8th St and Northup Way.

Operating Budget Impacts

Operating costs will increase due to added street lighting/signal (electricity) and the maintenance of the roadway and landscaping, pending final design and future funding allocated to construct the improvements. Operating costs are estimated at \$50,000.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2013 - 2017	3,364,685

Total Budgetary Cost Estimate: 3,364,685

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	2,920,554
Real Estate Excise Tax	108,273
Transportation Funding	335,858

Total Programmed Funding: 3,364,685
Future Funding Requirements:

Comments

PW-R-170 130th Ave NE - BelRed Rd to NE 20th StCategory: **Improved Mobility/Connectivity**Status: **Approved Prior**Department: **Transportation**Location **130th Avenue NE – BelRed Road to NE 20th Street****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
2,788,916	1,753,353	1,035,563	-	-	-	-	-	-

Description and Scope

This project will initiate the design and provide property acquisition funding for the redevelopment of 130th Avenue NE between BelRed Road and NE 20th Street. The segment north of the planned intersection with NE 16th Street will include a retail focused/pedestrian-oriented design with a two-lane cross-section, bike lanes, and on-street parking. The segment south of the NE 16th Street intersection will transition from the retail street design to the north to a three lane section. Along both segments, the project will design new or redeveloped curb, gutter and sidewalk on both sides of the street, future intersection improvements including turn lanes, potential mid-block crossings, illumination, landscaping, irrigation, storm drainage, water quality treatment, and other underground utilities. The project will be designed in coordination with the Sound Transit East Link light rail line project crossing 130th Avenue NE at the NE 16th Street alignment and the planned light rail station and park & ride facility between 130th and 132nd Avenues NE. The project will be designed to reflect BelRed urban design criteria and will also be coordinated with private development in the vicinity and the development of NE 16th Street - 130th to 132nd Avenues NE (CIP Plan No. PW-R-174).

Rationale

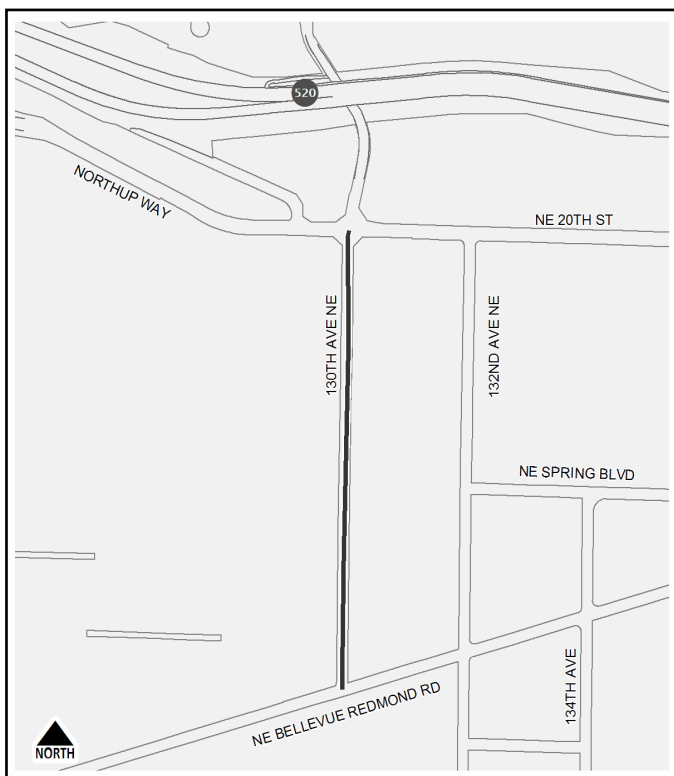
The 130th Avenue NE project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between the new BelRed transit-oriented-development nodes and the larger city and 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 Boulevard, 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

A project specific environmental determination, consistent with federal requirements, will be made during the project design phase.

Operating Budget Impacts

Operating costs will increase due to added street lighting/signal (electricity) and the maintenance of the roadway and landscaping, pending final design and future funding allocated to construct the improvements. Operating costs are estimated at \$50,000

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2013 - 2017	2,788,916

Total Budgetary Cost Estimate: 2,788,916

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	1,500,000
Miscellaneous Revenue	131,000
Transportation Funding	1,157,916

Total Programmed Funding: 2,788,916
Future Funding Requirements:

Comments

PW-R-172 NE Spring Blvd (Zone 1) - 116th to 120th Avenues NECategory: **Improved Mobility/Connectivity** Status: **Approved Prior**Department: **Transportation**Location **NE Spring Blvd (Zone 1) 116th to 120th Avenues NE****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
31,592,740	8,178,489	14,001,251	800,000	1,828,000	6,785,000	-	-	-

Description and Scope

This project will complete the design and construct a new multi-modal arterial street connection between NE 12th Street/116th Avenue NE and 120th Avenue NE. NE 12th Street will be widened between 116th Avenue NE and the new street connection west of the Eastside Rail Corridor. The planned roadway cross-section for the new arterial street between NE 12th Street and 120th Avenue NE will include two travel lanes in each direction with turn pockets, along with new traffic signals at the NE 12th Street and at 120th Avenue NE intersections. This project will also incorporate other work elements including modifications to the existing NE 12th Street/116th Avenue NE intersection, a separated multi-purpose path along the north side and a sidewalk on the south side, landscaping and irrigation, illumination, storm drainage improvements and water quality treatment, and other underground utilities. The project will be designed and constructed in coordination with Sound Transit so that it may cross over the East Link light rail alignment and Eastside Rail Corridor. The project will be designed to reflect BelRed urban design criteria and will also be coordinated with private development in the vicinity and the development of NE Spring Boulevard - 120th to 124th Avenues NE (Zone 2; CIP Plan No. PW-R-173) and 120th Avenue NE Improvements – NE 12th Street to NE 16th Street (Stage 3; CIP Plan No. PW-R-168). The current project budget is intended to fully fund all phases of the project. The construction phase of the project may be implemented in stages.

Rationale

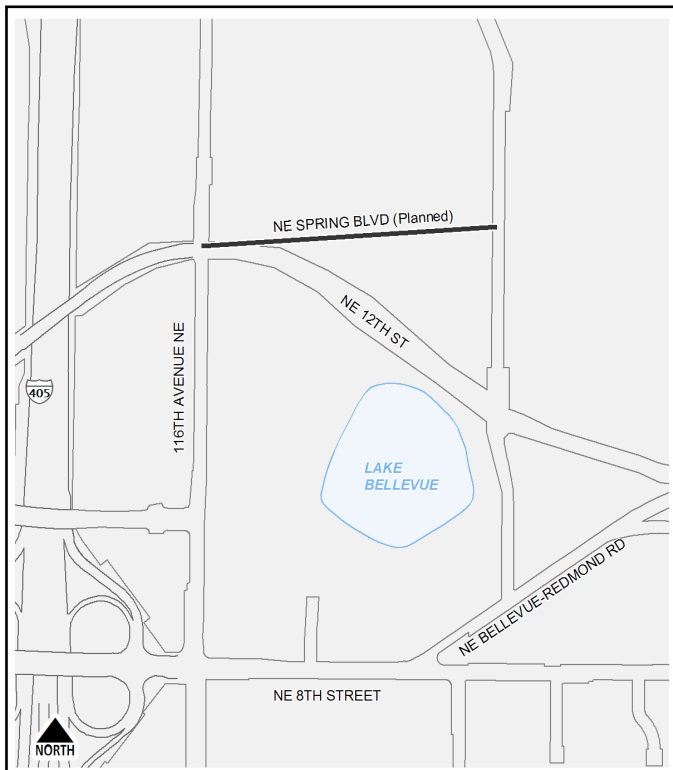
The NE Spring Boulevard project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new BelRed transit-oriented-development nodes, and the larger city and region. This project in coordination with the extension of NE 4th Street, a widened and realigned 120th Avenue NE corridor, the planned NE 6th Street extension, and a widened and improved 124th Avenue NE corridor have been associated and advanced as part of the Mobility and Infrastructure Initiative (M&I) of 2009. The package of M&I projects was formed to address recent growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design and implementation with the Sound Transit East Link light rail project.

Environmental Impacts

In association with the NE Spring Boulevard Zone 2 project (CIP Plan No. PW-R-173), a corridor specific environmental determination consistent with state (SEPA) and federal requirements (NEPA) has been made in conjunction with the final design of both projects.

Operating Budget Impacts

Operating costs will increase due to added street lighting/signal (electricity) and the maintenance of the roadway and landscaping. An estimated \$75,000 will be required to fund these costs adjusted for inflation annually.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2013 - 2019	31,592,740

Total Budgetary Cost Estimate: 31,592,740

Means of Financing

Funding Source	Amount
Federal Grants	7,217,500
General Taxes & LTGO Bond Proceeds	5,458,500
Intergovernmental Contributions	1,133,000
Private Contributions	900,000
Transportation Funding	6,354,240
Transportation Impact Fees	10,529,500

Total Programmed Funding: 31,592,740
Future Funding Requirements:

Comments

PW-R-174 NE Spring Boulevard - 130th to 132nd Ave NECategory: **Improved Mobility/Connectivity**Status: **Approved Prior**Department: **Transportation**Location: **NE Spring Blvd – 130th to 132nd Avenues NE****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
4,896,963	1,296,962	600,001	-	-	830,000	2,170,000	-	-

Description and Scope

This project will complete the design of the full roadway cross-section and construct transportation system improvements on the westbound lane of a new arterial roadway connection between 130th Avenue NE and 132nd Avenue NE. The project includes traffic signals at the 130th Avenue NE and 132nd Avenue NE that will integrate traffic, pedestrian, and bicycle movements with the Sound Transit East Link Light Rail Transit (LRT) project. The roadway cross-section will include single travel lanes outside the LRT alignment, sidewalks and bicycle facilities, illumination, landscaping and irrigation, storm drainage and water quality treatment, and other underground utilities. The project will be designed and constructed in coordination with Sound Transit and possible transit-oriented development to the immediate north. The 130th Avenue NE LRT station will be located between the westbound and eastbound roadway lanes. The project will be designed to reflect BelRed urban design criteria and will also be coordinated with potential future private development in the vicinity, and designs for 130th Avenue NE – BelRed Road to NE 20th Street (CIP Plan No. PW-R-170) and NE Spring Boulevard – 132nd Avenue NE to NE 20th Street project (CIP Plan No. PW-R-175). Prior to 2015, this project advanced preliminary design of an eastbound lane and other roadway improvements to the south of the planned 130th Avenue NE LRT station.

Rationale

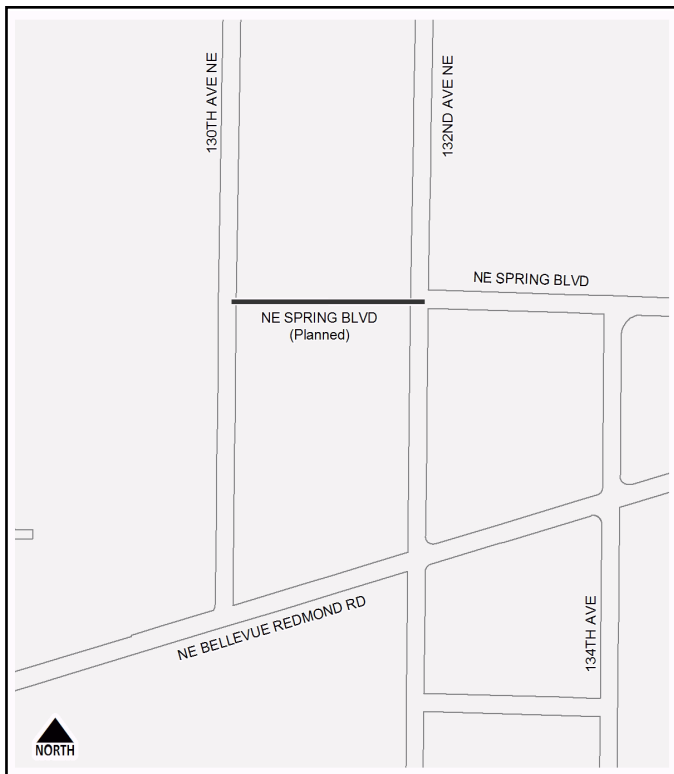
The NE Spring Boulevard project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between the new BelRed transit-oriented-development nodes and the larger city and region. This project, in coordination with the Sound Transit East Link Light Rail project, the planned light rail station between 130th and 132nd Avenues NE, the planned improvements to 130th Avenue NE and extension and improvements to 134th 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

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

Operating Budget Impacts

Operating costs will increase due to added street lighting/signal (electricity) and the maintenance of the roadway and landscaping, pending final design and future funding allocated to construct the improvements. Operating costs are estimated at \$50,000.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2013 - 2021	4,896,963

Total Budgetary Cost Estimate: 4,896,963

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	900,000
Miscellaneous Revenue	185,000
Transportation Funding	211,962
Transportation Impact Fees	3,600,001

Total Programmed Funding: 4,896,963

Future Funding Requirements:

Comments

PW-R-182 Downtown Transportation Plan/NE 6th Street Station Access

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
8,700,000	1,250,000	700,000	450,000	600,000	2,000,000	1,200,000	1,200,000	1,300,000

Description and Scope

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

Rationale

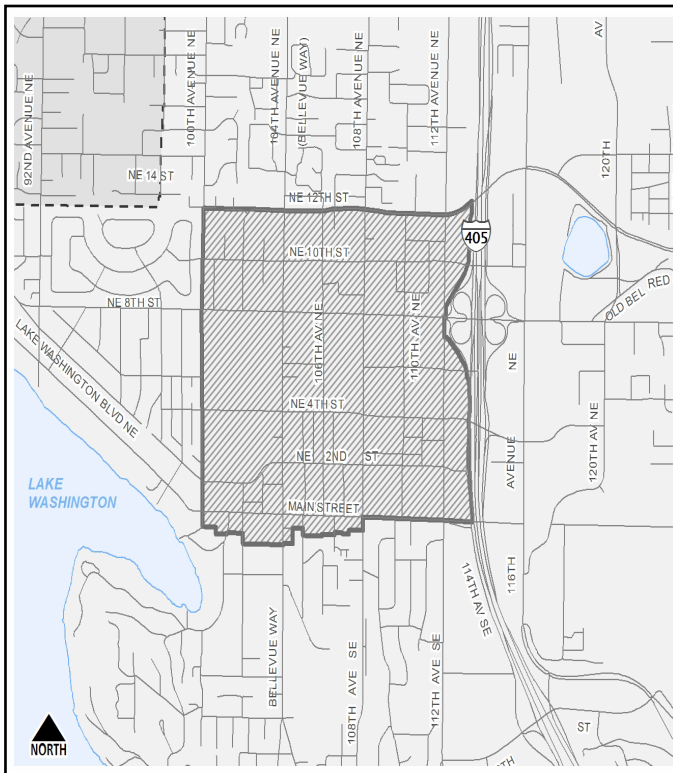
Significant growth in the number of people who live and work in Downtown will increase the number of daily trips for all purposes – for many of these trips people will choose to walk, bicycle and ride transit because these are easy ways to get around. Against this backdrop of growth, the average number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

Environmental Impacts

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

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2015 - 2023	8,700,000

Total Budgetary Cost Estimate: 8,700,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	8,558,129
Private Contributions	114,910
Real Estate Excise Tax	26,961

Total Programmed Funding: 8,700,000
Future Funding Requirements:

Comments

PW-R-183 West Lake Sammamish Parkway, Phase 2Category: **Improved Mobility/Connectivity**Status: **Approved Prior**Department: **Transportation**Location **West Lake Samm Pkwy - SE 34th to SE 1700 block****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
8,000,000	-	-	500,000	1,500,000	2,000,000	4,000,000	-	-

Description and Scope

This project will conduct a design alternatives analysis in coordination with the community and other stakeholders, complete design, and includes a placeholder for construction of the second phase of the West Lake Sammamish Parkway corridor improvements, potentially between SE 34th St and approximately the SE 1700 block of the parkway. The design analysis process will confirm phase 2 termini and consider variations to the original scope and/or project implementation methods with the intent of developing less costly alternatives while maintaining the original project objectives.

Due to the length and cost of needed improvements to the overall corridor (5.5 miles), a public engagement process was conducted to develop a scope, pre-design and construction phasing plans for the full corridor. This work and the full implementation of the first phase, completed in 2013, was funded by CIP Plan No. PW-R-141. The ultimate corridor improvement project is intended to provide a consistent 4' shoulder on the east side, a 10.5' northbound vehicle travel lane, a 10' wide southbound vehicle travel lane, a primarily 10' wide multi-purpose trail, and a 2' or 5' wide landscape buffer where space is available. Pedestrian crossings were identified for SE 26th St, Northup Way, NE 24th St, and 5 other locations along the parkway. A signal may be installed at SE 34th St. The project will also make storm drainage, water quality and fish passage improvements as needed throughout the corridor.

Rationale

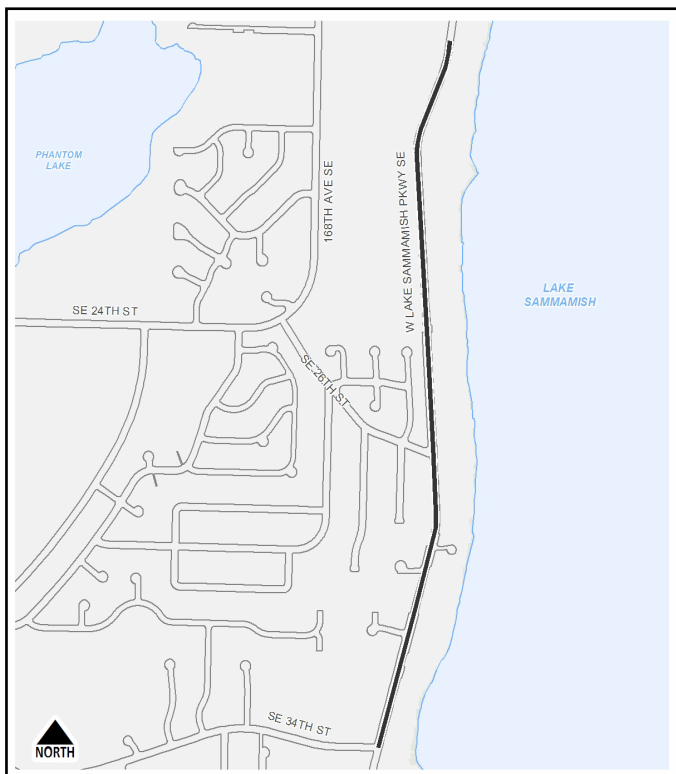
This project began with the work completed in a joint (Bellevue, Redmond, King County) West Lake Sammamish Parkway Study completed in 1996. Growing traffic volumes and Bellevue's annexation of the long, southern segment of this road provided the impetus for reevaluating the roadway and potential improvements. A new analysis of possible treatments to the Parkway between I-90 and the north Bellevue / Redmond city limits was completed in 2005. The analysis included extensive community outreach and facilitation of public involvement in the development of a preferred conceptual design. Alternatives were developed and analyzed with consideration given to traffic engineering principles, intersection treatments, traffic management, pedestrian and bicycle facilities, private property access, parking, storm drainage and water quality, environmental issues, and existing topographic features such as steep slopes and maintaining native vegetation. The 2009 City of Bellevue Pedestrian and Bicycle Transportation Plan Update identifies improvements to this corridor as a high priority.

Environmental Impacts

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

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2018 - 2021	8,000,000

Total Budgetary Cost Estimate: 8,000,000

Means of Financing

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

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

Comments

PW-R-184 Bellevue Way SE HOV Lane - 112th Ave SE 'Y' to I-90Category: **Improved Mobility/Connectivity**Status: **Approved Prior**Department: **Transportation**Location **Bellevue Way SE HOV Lane-112th Ave SE 'Y' to I-90****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
4,400,000	3,230,000	-	1,170,000	-	-	-	-	-

Description and Scope

This project will develop the design and the environmental documentation needed to construct an inside High Occupancy Vehicle (HOV) lane and an outside sidewalk or shoulder on southbound Bellevue Way SE between the "Y" intersection of 112th Avenue SE and Bellevue Way on the north and the main entrance to the South Bellevue Park & Ride on the south end. The HOV lane segment between the South Bellevue Park & Ride and I-90 will be built by Sound Transit as part of the East Link project. The improvements may extend to all legs of affected intersections to accommodate or optimize the function of the HOV lane.

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. Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other capital investments in the area.

Rationale

Bellevue Way SE is a high volume arterial roadway handling over 34,000 vehicles during the average weekday. Southbound PM peak volumes often exceed 2,300 vehicles per hour causing significant congestion for those trying to reach I-90 or the Enatai area. Long traffic backups cause delay in service for buses trying to reach the South Bellevue Park & Ride and points beyond. Implementation of this new HOV lane improves multi-modal access to the South Bellevue Park and Ride and to I-90 helping alleviate overall traffic congestion in that area. It will provide significant benefit to those who use transit, carpool, or vanpool.

Environmental Impacts

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

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2015 - 2018	4,400,000

Total Budgetary Cost Estimate: 4,400,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	3,230,000
Transportation Impact Fees	1,170,000

Total Programmed Funding: 4,400,000
Future Funding Requirements:

Comments

PW-R-185 Newport Way Improvements - Somerset Blvd-150th AveCategory: **Improved Mobility/Connectivity**Status: **Approved Prior**Department: **Transportation**Location **Newport Way - Somerset Blvd to 150th Ave SE****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
8,122,929	2,200,000	2,922,929	3,000,000	-	-	-	-	-

Description and Scope

This project budget will conduct a design alternatives analysis in coordination with the community, complete design, and includes a placeholder for construction of the identified roadway and non-motorized improvements to SE Newport Way between Somerset Boulevard and 150th Avenue SE. Specific improvements may include sidewalks on at least one side, pedestrian crossing facilities, if feasible bike lanes on both sides, turn lanes where necessary, and other potential roadway amenities including illumination, landscaping, irrigation, storm drainage and water quality treatments.

Rationale

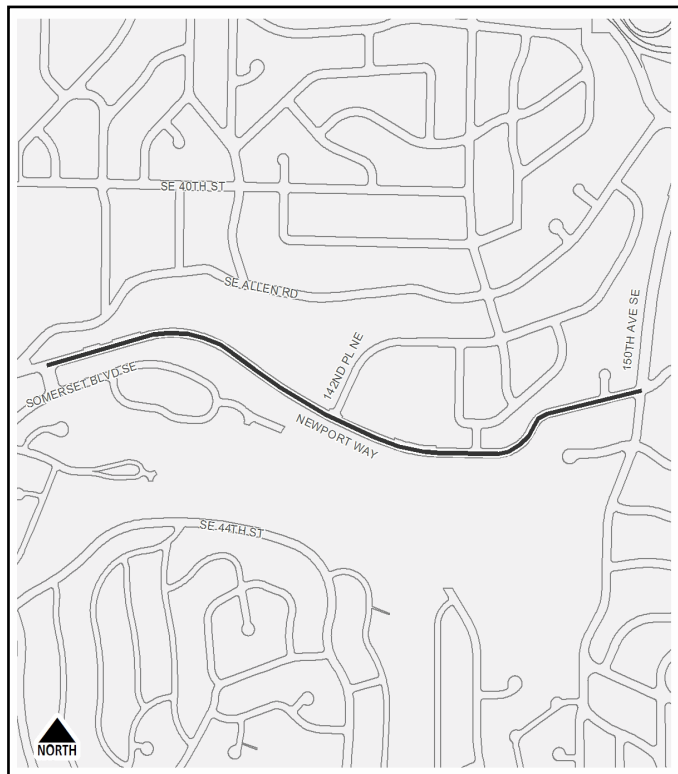
This section of SE Newport Way is within the area recently annexed into the City from King County. The corridor carries approximately 7,000 vehicles during the average weekday. There are currently very limited pedestrian or bicycle facilities requiring users to navigate very narrow shoulders to walk 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 will be made in conjunction with the final design for this project.

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2015 - 2018	8,122,929

Total Budgetary Cost Estimate: 8,122,929

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	8,122,929

Total Programmed Funding: 8,122,929
Future Funding Requirements:

Comments

PW-R-186 120th Avenue NE Stage 4, NE 16th St to Northup WayCategory: **Improved Mobility/Connectivity**Status: **Approved Prior**Department: **Transportation**Location: **120th Ave NE - NE 16th Street to Northup Way****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
1,000,000	500,000	500,000	-	-	-	-	-	-

Description and Scope

This project will develop preliminary design, cost estimates, and update the previously completed environmental documentation needed to evaluate the feasibility and impacts of the widening and realignment of 120th Avenue NE between NE 16th Street and Northup Way. The project will evaluate how the roadway vertical and horizontal realignment may accommodate the planned Sound Transit Operations and Maintenance Satellite Facility (OMSF) and potential Transit Oriented Development on the west side of the roadway corridor. The project will also include evaluation of the NE 16th Street intersection, both sides of 120th Avenue NE, with particular focus on the west side (the south end of the planned OMSF); evaluate the approach alignment and the feasibility of potential extension of NE 16th Street west to 116th Avenue NE.

Rationale

This project builds upon the previously completed 60% design 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). The 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 and will obtain the required City, state and federal permits prior to construction.

Operating Budget Impacts

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

Project Map**Schedule of Activities**

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

Total Budgetary Cost Estimate: 1,000,000

Means of Financing

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

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

Comments

PW-R-188 Franchise Utility RelocationCategory: **Improved Mobility/Connectivity**Status: **Approved Prior**Department: **Transportation**Location **Bellevue Wy SE-S Bellevue P&R to 112th Ave SE 'Y'****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
570,000	427,500	142,500	-	-	-	-	-	-

Description and Scope

This project provides for the City's cost share (40%) for the relocation and undergrounding of franchise utilities along Bellevue Way SE extending from the South Bellevue Park & Ride to the vicinity of the 112th Avenue SE 'Y', which is required for the Sound Transit (ST) East Link project. As defined in the 2015 amended umbrella Memorandum of Understanding (MOU) between ST and the City, ST will reimburse the City for the actual costs incurred.

Rationale

Implementing the 2015 amended umbrella Memorandum of Understanding (MOU) between Sound Transit and the City. The City to enter into a Schedule 74 Construction Agreement with PSE to facilitate undergrounding of PSE facilities. Sound Transit to perform certain work related to undergrounding of PSE facilities and to reimburse the City for all costs associated with the Schedule 74 Construction Agreement with PSE.

Environmental Impacts

An Environmental Impact Statement was prepared for the overall ST East Link Project. This utility relocation work was covered within the scope of the environmental review completed for the larger 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	2017 - 2017	570,000

Total Budgetary Cost Estimate: 570,000

Means of Financing

Funding Source	Amount
Intergovernmental Contributions	570,000

Total Programmed Funding: 570,000
Future Funding Requirements:

Comments

PW-R-189 TOD, Station Area, and Land Use Planning

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
2,689,919	1,172,550	411,369	359,000	161,000	165,000	169,000	124,000	128,000

Description and Scope

Utilize in-house and consultant resources to complete plans for the South Bellevue and East Main station areas. Work tasks for South Bellevue will include finalizing the report for City Council action and any additional follow-up from Council related to finalizing the plan. Work tasks for East Main include but are not limited to activities that relate to technical support for the citizen advisory committee (CAC); community and stakeholder outreach; developing and analyzing alternative redevelopment scenarios; traffic analyses; environmental analyses; public engagement; and City Council action and associated staff follow-up.

Implementation of transit-oriented development (TOD) at the two BelRed stations requires in-house and consultant resources to complete agreements with Sound Transit, including transfer of property ownership; coordination with Sound Transit and other agencies, organizations and potential developers on plans for TOD; technical analyses (e.g. market, transportation, environmental); and public engagement.

Rationale

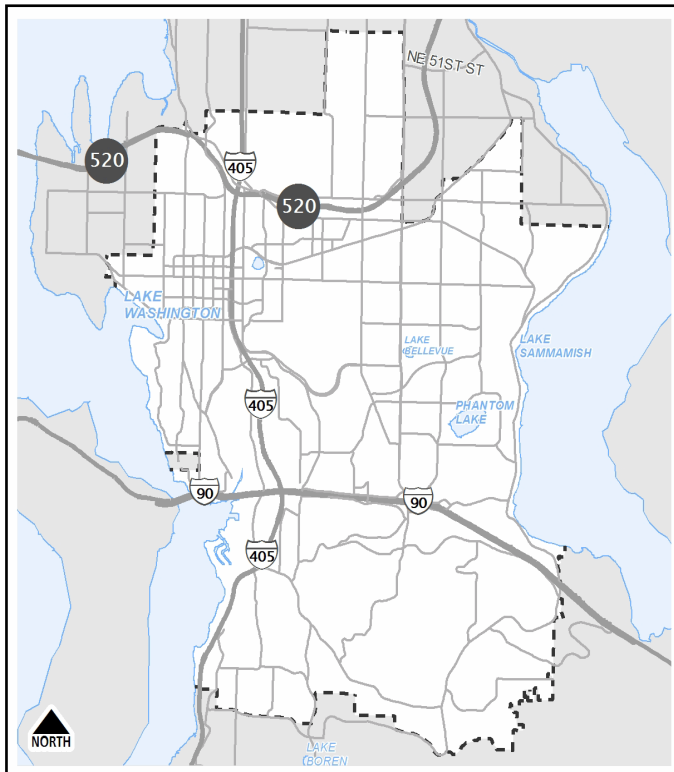
Station area planning and TOD around most of the future Bellevue light rail stations is a priority in the Comprehensive Plan and was a key action identified in the Bellevue Light Rail Best Practices Report. This will wrap up the major work of the station area planning program. Additional planning for areas around future light rail stations will be integrated with other related planning efforts (i.e. Wilburton study, BelRed look-back). The TOD program will focus on achieving TOD at sites around the OMSF and 130th stations that will be developed at or about the same time as East Link becomes operational. TOD is important to achieve the goals of the Comprehensive Plan around future light rail stations and to optimize the investment in East Link and other local infrastructure.

Environmental Impacts

SEPA, including related technical analyses, will be done as needed for individual station area plans and TOD projects.

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	2015 - 2023	2,689,919

Total Budgetary Cost Estimate: 2,689,919

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	2,437,919
Miscellaneous Revenue	252,000

Total Programmed Funding: 2,689,919
Future Funding Requirements:

Comments

PW-R-190 124th Avenue NE – NE 8th to NE 12th StreetCategory: **Improved Mobility/Connectivity**Status: **Approved Prior**Department: **Transportation**Location **124th Avenue NE – NE 8th Street to NE 12th Street****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
919,000	819,000	100,000	-	-	-	-	-	-

Description and Scope

This project advances the design, property acquisition and construction of non-motorized improvements on 124th Ave NE from NE 8th Street to NE 12th St (BelRed Rd). This project will construct a separated multipurpose pathway on both sides; and illumination, landscaping, irrigation, storm drainage and water quality treatment. 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 implementation of 124th Ave NE Improvements – NE Spring Blvd to NE 18th St (CIP Plan PW-R-166) and NE 12th Street to Spring Blvd. (CIP Plan PW-R-169). This project completes design of non-motorized improvements on 124th Ave NE between NE 8th and NE 12th Streets. This portion of 124th Ave NE will add a multipurpose pathway on both sides of 124th Ave SE, landscaping, illumination, and utility improvements.

Rationale

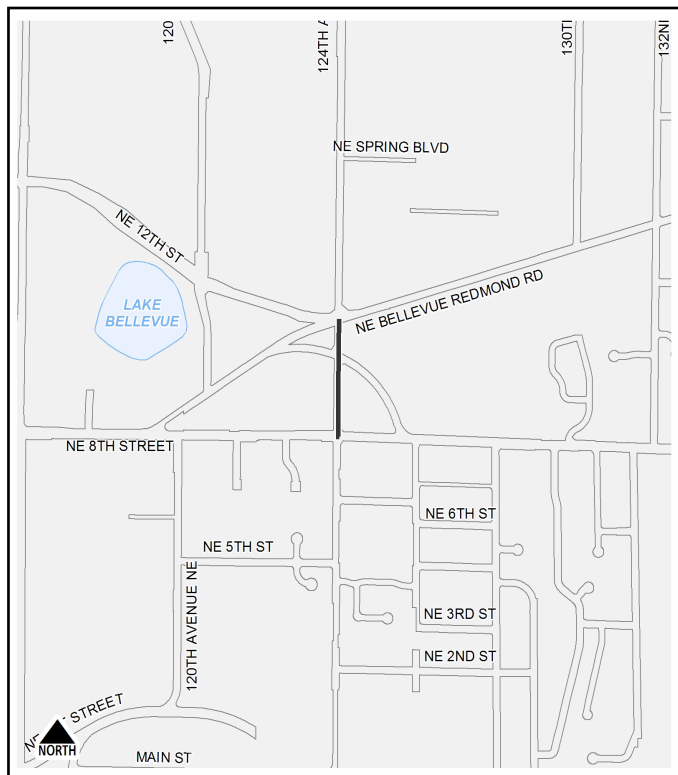
The 124th Ave NE project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new BelRed transit-oriented-development nodes, and the larger city and region. This project in coordination with the extension of NE 4th St., a widened and realigned 120th Ave 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 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 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 Ave NE corridor between NE 8th Street and Northup Way. A citywide programmatic environmental review including this project was conducted as part of the citywide 2013-2024 Transportation Facilities Plan update. Programmatic impact and mitigation documentation is included in the 2013-2024 TFP Final Environmental Impact Statement, published in July 2013.

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2016 - 2017	919,000

Total Budgetary Cost Estimate: 919,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	919,000

Total Programmed Funding: 919,000
Future Funding Requirements:

Comments

PW-R-191 124th Avenue NE/Ichigo Way (NE 18th St) to Northup WayCategory: **Improved Mobility/Connectivity**Status: **Approved Prior**Department: **Transportation**Location **124th Avenue NE – Ichigo Way to Northup Way****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
2,560,000	720,000	1,840,000	-	-	-	-	-	-

Description and Scope

This project provides design funding for improvements to 124th Avenue NE between Ichigo Way (NE 18th Street) and Northup Way, which will include travel lanes, turn lanes, street lighting, traffic signals, sidewalk facilities, culvert replacement, wetland and critical area mitigation, landscaping, underground utilities, urban design treatments, and provisions for gateways. This project also provides funding to finish design for a multipurpose pathway on the west side between NE 16th Street and Ichigo Way and replaces existing City of Seattle transmission towers with mono-tube towers. The project will also support evaluating environmental and open-space enhancements/trail connections along the West Tributary regional detention facilities.

Rationale

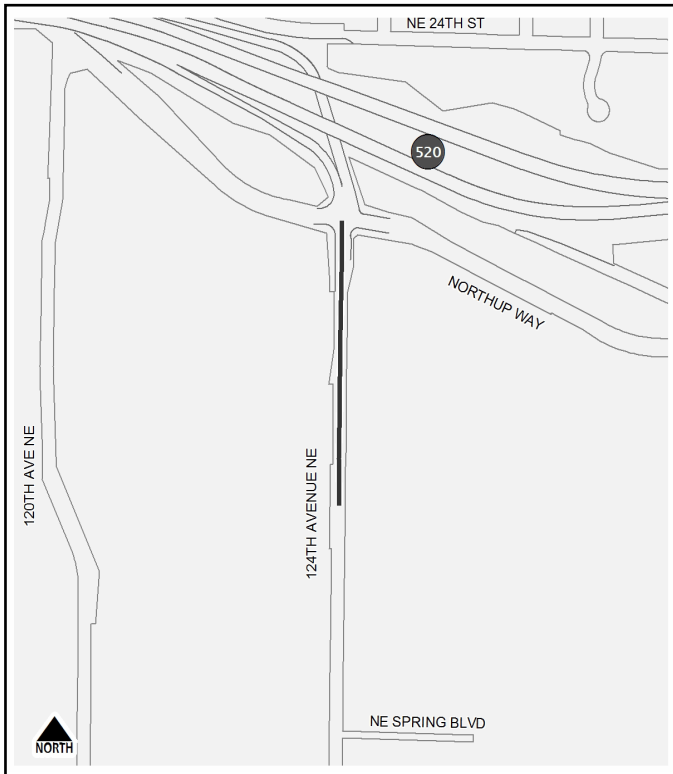
The 124th Avenue NE project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new BelRed transit-oriented-development nodes, and the larger city and region. This project in coordination with the extension of NE 4th Street, a widened and realigned 120th Avenue NE corridor, the planned NE 6th Street extension, and the new NE 15th/16th Street multi-modal corridor have been associated and advanced as part of the Mobility and Infrastructure Initiative (M&I) of 2009. The package of projects was formed to address recent growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design, implementation, and appropriate cost sharing with the Sound Transit East Link light rail project. Ultimately, the scope of improvements will increase roadway capacity by adding north/south travel lanes to address the projected 2,100 vehicle p.m. peak trips, further reducing delay and congestion to the south and east. The improvements reflect the approximate 3,000,000 to 4,000,000 square feet of new office development and 1,000 multi-family dwelling units within a 36 acre area identified as the "Spring District" and improve access to/from SR 520.

Environmental Impacts

A project specific environmental determination, consistent with federal requirements, has been completed. A citywide programmatic environmental review including this project was conducted as part of the Transportation Facilities Plan update.

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2016 - 2017	2,560,000

Total Budgetary Cost Estimate: 2,560,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	2,560,000

Total Programmed Funding: 2,560,000
Future Funding Requirements:

Comments

PW-R-192 124th Avenue NE at SR 520Category: **Improved Mobility/Connectivity**Status: **New**Department: **Transportation**Location: **SR-520 and 124th Avenue NE****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
250,000	-	-	250,000	-	-	-	-	-

Description and Scope

This project will allow the city to coordinate with WSDOT on the planning, design, environmental and potential implementation of interchange improvements at SR-520 and 124th Avenue NE.

Rationale

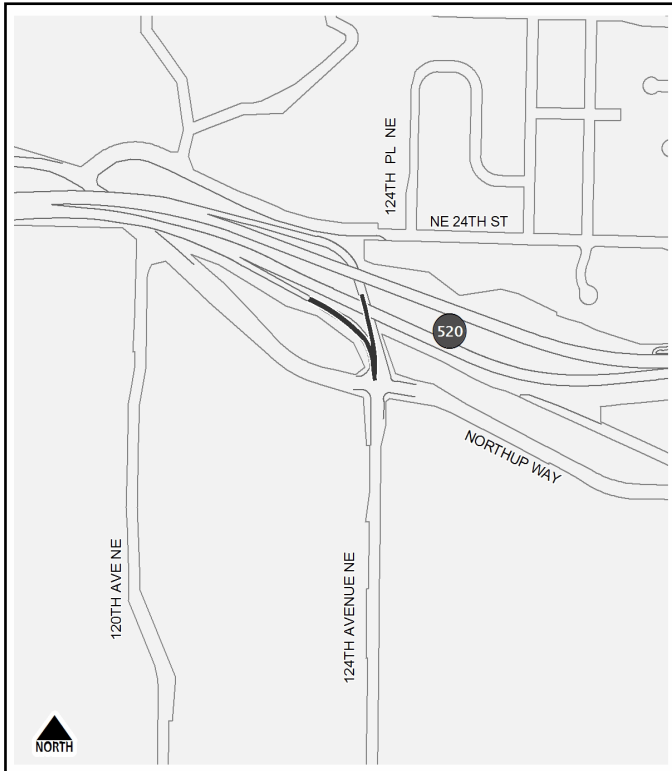
Although WSDOT funding (\$40.9 million) isn't programmed until 2018, it is a city council desire that this funding be advanced to the extent possible to support anticipated development in the BelRed area. Project funding to coordinate with or advance early implementation is needed.

Environmental Impacts

Project-specific environmental work is being performed by WSDOT

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2018 - 2018	250,000

Total Budgetary Cost Estimate: 250,000

Means of Financing

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

Total Programmed Funding: 250,000
Future Funding Requirements:

Comments

PW-R-193 BelRed Corridor Local Street Network

Category: **Improved Mobility/Connectivity** Status: **New**
 Department: **Transportation** Location: **BelRed subarea**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
432,000	-	432,000	-	-	-	-	-	-

Description and Scope

This project will fund the additional planning and preliminary engineering necessary so that the precise street and right of way needs and locations can be documented and communicated for each BelRed Corridor parcel or group of parcels at the time of development. The BelRed Subarea Plan and the Land Use Code identify an idealized small block size of 300 feet on each face which may be adjusted for factors including current parcel configurations, existing streets, and natural features such as streams, topography, and other geographic elements. The identification of a preferred street network will also consider detailed attributes such as the location of existing or necessary utilities, curb cuts, and property access easements. The project will also include an alignment study for extending 143rd Ave NE from its terminus north of BelRed Rd to the existing signal at 143rd and NE 20th St, as well as layout of a new turn lane and signal at NE 20th Place and BelRed Road. The extension road is anticipated to be a 25 mph, two lane roadway with bicycle accommodation, planters, and sidewalks on both sides. Turn lanes will be included at the traffic signals, and possibly midblock if warranted.

Rationale

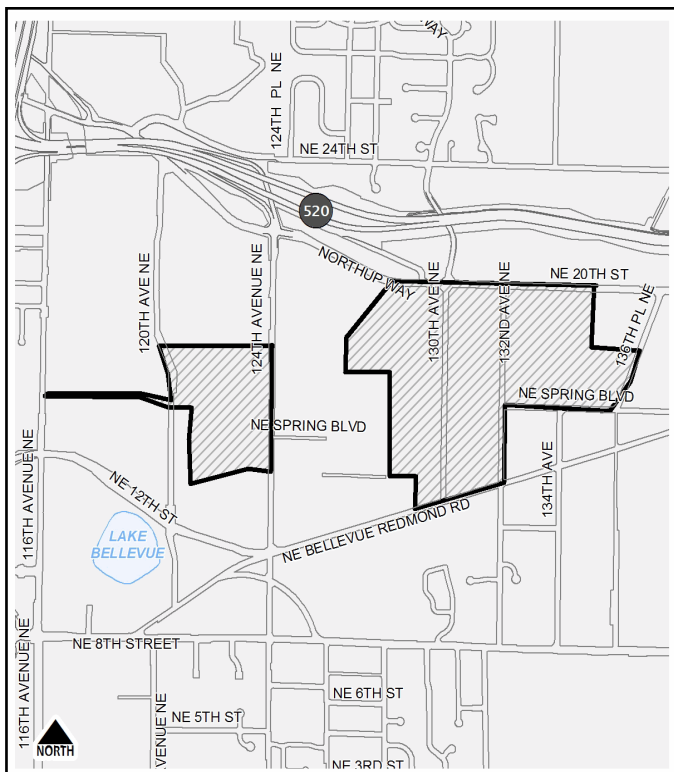
The BelRed Plan requires the progressive development of a network of new local streets to unlock development potential and to create walkable, attractive neighborhoods. During the BelRed Planning process the Planning Commission reviewed a potential new street grid, this resulted in a planned street network adopted into the BelRed Subarea Plan and zoning code that requires new development to contribute toward build out of the local street network. However, while the plan for new local streets considered a number of 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. There are currently no public roadways connecting BelRed Rd and NE 20th St for the ½ mile stretch between 140th Ave NE and 148th Ave NE. The installation of a signal and turn lane at BelRed/NE 20th Place, and extension of the existing roadway that currently ends near the Highland Center through the Ross Plaza site to connect to the existing traffic signal at NE 20th St and 143rd would address this lack of connectivity concern. Benefits would include better connectivity between two major arterials in the Overlake area (BelRed Rd and NE 20th St), which would result in better circulation, less vehicle miles traveled, better business access, and better pedestrian and bicycle access and connections. The proposed extension of 143rd has interdepartmental support due to its benefits, has been established as a TFP project (TFP-264), and is anticipated to be included in the comprehensive plan as part of the BelRed look back process now underway.

Environmental Impacts

There are no environmental impacts associated with this study.

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	2017 - 2017	432,000

Total Budgetary Cost Estimate: 432,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	432,000

Total Programmed Funding: 432,000
Future Funding Requirements:

PW-R-194 West Lake Sammamish Parkway Phase 3Category: **Improved Mobility/Connectivity** Status: **New**Department: **Transportation**Location: **West Lake Sammamish Parkway TBD****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
1,000,000	-	-	-	-	-	-	-	1,000,000

Description and Scope

The project will conduct a design alternatives analysis in coordination with the community and other stakeholders, select a preferred design alternative, and develop preliminary engineering of the third phase of the West Lake Sammamish Parkway corridor improvements (of five anticipated phases.) The design analysis process will confirm phase 3 termini and consider variations to the original scope and/or project implementation methods with the intent of developing less costly alternatives while maintaining the original project objectives.

Due to the length and cost of needed improvements to the overall corridor (5.5 miles), a public engagement process was conducted to develop a scope, pre-design and construction phasing plans for the full corridor. This work and the full implementation of the first phase, completed in 2013, was funded by CIP Plan No. PW-R-141. The ultimate corridor improvement project is intended to provide a consistent 4' shoulder on the east side, a 10.5' northbound vehicle travel lane, a 10' wide southbound vehicle travel lane, a primarily 10' wide multi-purpose trail, and a 2' or 5' wide landscape buffer where space is available. Pedestrian crossings were identified for SE 26th St, Northup Way, NE 24th St, and 5 other locations along the parkway. A signal may be installed at SE 34th St. The project will also make storm drainage, water quality and fish passage improvements as warranted throughout the corridor.

Rationale

This project began with the work completed in a joint (Bellevue, Redmond, King County) West Lake Sammamish Parkway Study completed in 1996. Growing traffic volumes and Bellevue's annexation of the long, southern segment of this road provided the impetus for reevaluating the roadway and potential improvements. A new analysis of possible treatments to the Parkway between I-90 and the north Bellevue / Redmond city limits was completed in 2005. The analysis included extensive community outreach and facilitation of public involvement in the development of a preferred conceptual design. Alternatives were developed and analyzed with consideration given to traffic engineering principles, intersection treatments, traffic management, pedestrian and bicycle facilities, private property access, parking, storm drainage and water quality, environmental issues, and existing topographic features such as steep slopes and maintaining native vegetation. The City of Bellevue Pedestrian and Bicycle Transportation Plan identifies improvements to this corridor as a high priority.

Environmental Impacts

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

Operating Budget Impacts

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

Project Map**Schedule of Activities**

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

Total Budgetary Cost Estimate: 1,000,000

Means of Financing

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

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

Comments

PW-R-46 Traffic Safety Improvements

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
4,249,131	3,334,112	182,019	114,000	117,000	120,000	124,000	127,000	131,000

Description and Scope

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

Rationale

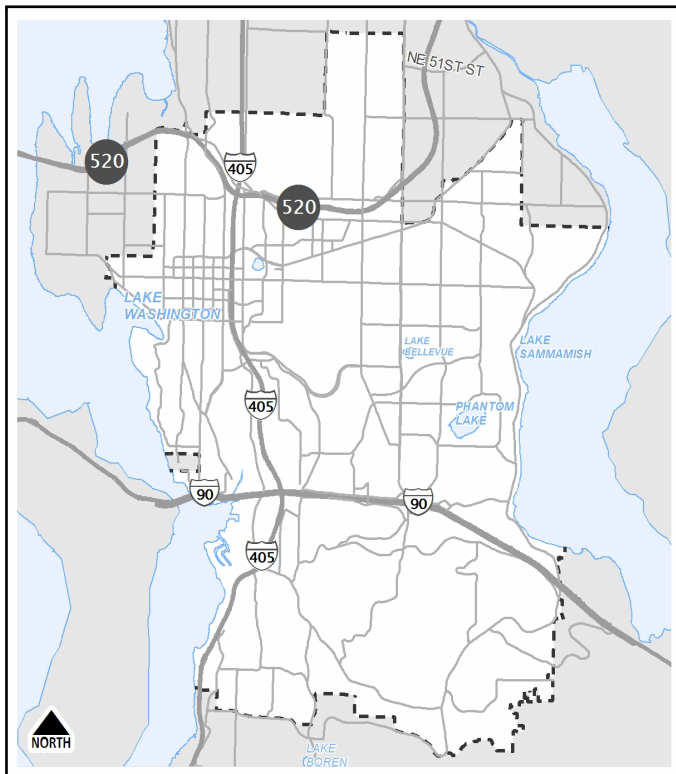
This program is the main funding source for the city's Collision Reduction Program and it serves as a catalyst in achieving Vision Zero. The Collision Reduction Program is a dedicated, proactive, and consistently applied program to reduce public collision costs to those that travel in Bellevue. Between the program's inception in 1990 and 2016, 72 individual projects have been implemented at intersections and within corridors, resulting in a public cost savings of \$3.8 million annually through 2015. This program also funds safety improvements that are not included in the Collision Reduction Program, typically at locations that exhibit high collision potential, risk, or severity, through a Vision Zero approach to creating a transportation system that is safe for all users.

Environmental Impacts

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

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	Ongoing	4,249,131

Total Budgetary Cost Estimate: 4,249,131

Means of Financing

Funding Source	Amount
Charges for Services	1,126
Contributions from Other City Funds	69,000
Developer Contributions	5,715
Federal Grants	308,074
General Taxes & LTGO Bond Proceeds	454,150
Intergovernmental Contributions	13,399
Miscellaneous Revenue	502,252
Real Estate Excise Tax	2,012,440
Transportation Funding	882,975

Total Programmed Funding: 4,249,131

Future Funding Requirements:

Comments

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

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
11,600,175	8,236,176	439,999	453,000	467,000	480,000	493,000	508,000	523,000

Description and Scope

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

Rationale

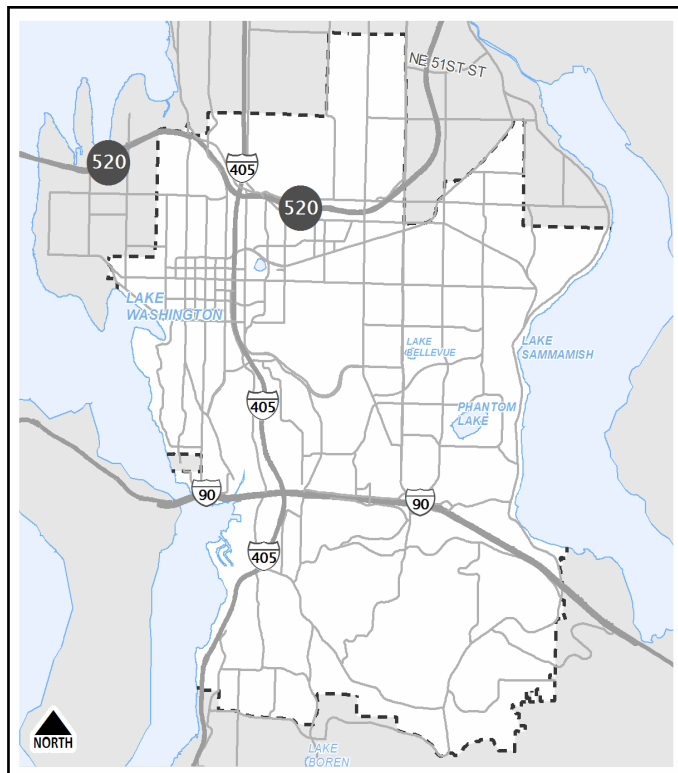
Through this program the City responds to citizen requests, emerging needs and partnering opportunities to construct small-scale non-motorized transportation projects. Program priorities – derived from policy support in the Transportation Element of the Comprehensive Plan – are to provide access and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

Environmental Impacts

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

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2000 - 2023	11,600,175

Total Budgetary Cost Estimate: 11,600,175

Means of Financing

Funding Source	Amount
Charges for Services	1,646
Developer Contributions	30,000
Federal Grants	1,025,568
General Taxes & LTGO Bond Proceeds	4,423,857
Intergovernmental Contributions	603,829
State Grants	92,092
Transportation Funding	5,423,183

Total Programmed Funding: 11,600,175
Future Funding Requirements:

Comments

PW-W/B-76 Neighborhood Sidewalks

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
14,181,144	5,777,260	1,098,884	1,131,000	1,167,000	1,200,000	1,232,000	1,269,000	1,306,000

Description and Scope

This program funds the community outreach, design, and construction of sidewalk projects in neighborhoods throughout the city. Neighborhood sidewalks are pedestrian facilities connecting neighborhood residents to neighborhood destinations including housing, parks, schools, shopping and services, employment, and the transit and school bus systems. Individual projects are selected in part based on strong and sustained community support demonstrated through other programs and public processes. Project costs, typically in the range between \$500,000 and \$2,000,000, exceed the financial capacity of ongoing minor capital programs like Pedestrian and Bicycle Access and Connections (CIP Plan No. PW-W/B-56), but the projects often do not compete well for stand-alone CIP project funding.

Rationale

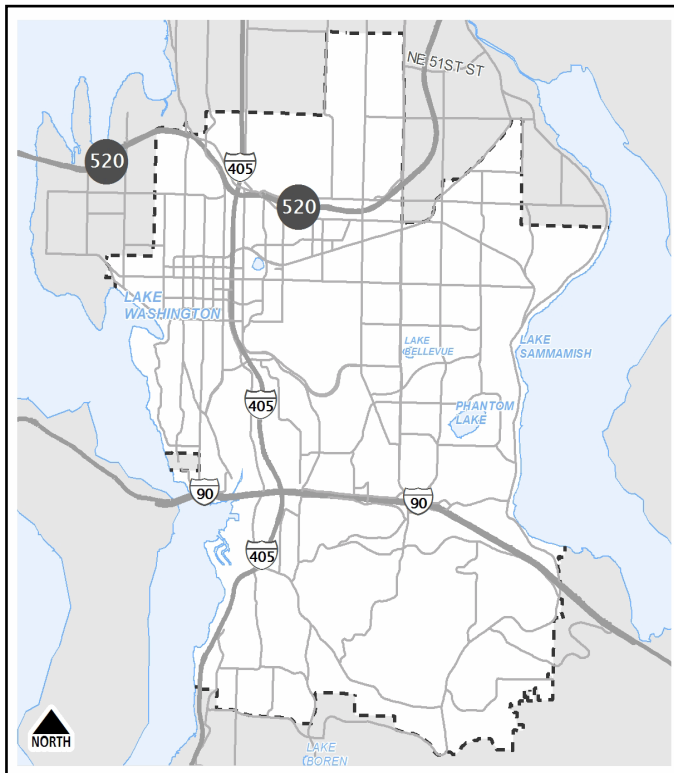
This program helps to accomplish the department's mission to provide a safe and efficient transportation system that supports livable neighborhoods and a vital economy in partnership with the community. The program is designed to respond to identified neighborhood priorities for sidewalk facilities that may not otherwise compete for citywide CIP funding. Consistent with city policy, priority is given to neighborhood sidewalk segments that address safety issues; provide access to activity centers such as schools, parks, and commercial areas; provide accessible linkages to transit and school bus systems; complete planned pedestrian and bicycle facilities; and, provide system connectivity.

Environmental Impacts

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

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	Ongoing	14,181,144

Total Budgetary Cost Estimate: 14,181,144

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	2,568,616
General Taxes & LTGO Bond Proceeds	11,612,528

Total Programmed Funding: 14,181,144
Future Funding Requirements:

Comments

PW-W/B-78 Mountains to Sound Greenway Trail

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
3,449,173	2,545,830	407,343	496,000	-	-	-	-	-

Description and Scope

This project will advance the design of priority segments of the Mountains to Sound Greenway Trail between Factoria Blvd SE and Lakemont Blvd SE. This project will continue work initiated by the Mountains to Sound Greenway Trail Design Study, completed in 2012 with funding from the Pedestrian and Bicycle Access Improvements program (CIP Plan No. PW-W/B-56). 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. The current project budget is intended to fully fund the design phase for all at-grade segments between Factoria Blvd and Lakemont Blvd, and the design of grade separated crossings of Factoria Blvd and the interchange ramps between I-405, I-90, and Factoria Blvd. Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other public capital investments or private developments along the project alignment.

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 Factoria Blvd 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. The relocation of the trail from the eastbound I-90 off-ramp is intended to address traffic safety concerns associated with the off-ramp in this location, to engage WSDOT, and to advance a permanent alternative trail alignment to address the concerns.

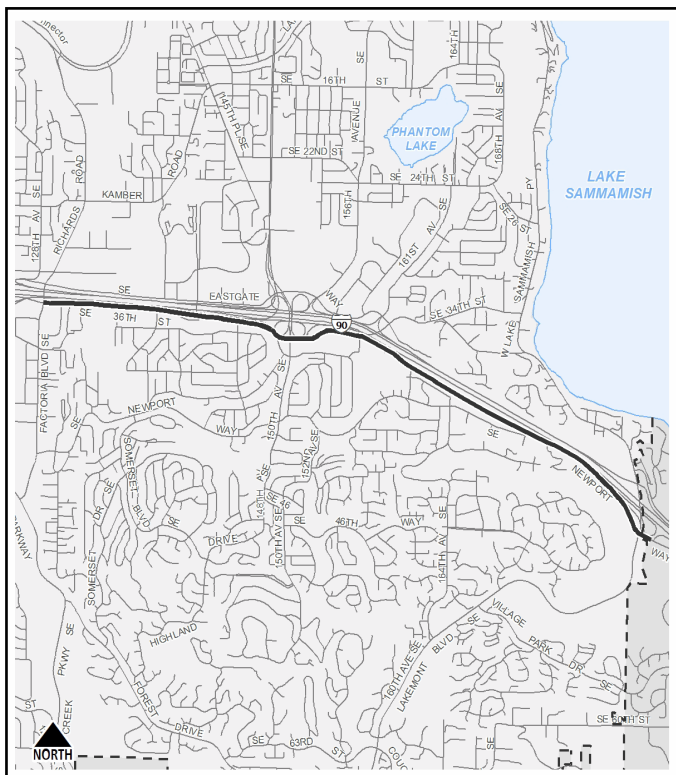
Environmental Impacts

A project specific environmental determination, consistent with state and federal requirements, will be made in conjunction with the final design for this project.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2013 - 2018	3,449,173

Total Budgetary Cost Estimate: 3,449,173

Means of Financing

Funding Source	Amount
Federal Grants	1,660,000
General Taxes & LTGO Bond Proceeds	102,000
Miscellaneous Revenue	407,343
Real Estate Excise Tax	220,104
Transportation Funding	1,059,726

Total Programmed Funding: 3,449,173
Future Funding Requirements:

Comments



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2017-2023 Adopted CIP: Improved Mobility and Connectivity

Combined, Completed Projects

CIP Plan Number	Project Name	(\$000s)
		Total Estimated Cost
PW-I-92	Lakemont Blvd and Cougar Mountain Way Improvements	1,360
PW-R-141	West Lake Sammamish-SE 34th St to	9,812
PW-R-161	120th Ave NE Stage 1	8,679
PW-R-171	134th Ave NE-NE Spring Boulevard to NE 20th St	267
PW-R-175	NE Spring Blvd & 136th Pl NE - 132nd Ave to NE 20th S	-
PW-R-176	Downtown Transportation Plan Implementation	800
PW-R-180	Annexation Area Transportation Capital	1,069
	Total	21,986



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2017-2023 Capital Investment Program Plan

Responsive Government

The Responsive Government outcome consists of projects that are considered to be of general municipal benefit. These projects include information technology projects and City facility investments.

Information technology (IT) investments implement projects that are aligned with the City's Technology Strategic plan and technology standards, encourage collaboration, and curtail uncontrolled proliferation of standalone systems.

Facility investments provide for compliance with legal mandates, improve health and/or safety, and maintain the existing infrastructure to preserve the City's large capital facility investment, improve asset utilization, and support the delivery of City services and programs

Note: In adopting the 2017-2023 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.



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2017-2023 Adopted CIP: Responsive Government

Funded CIP Projects

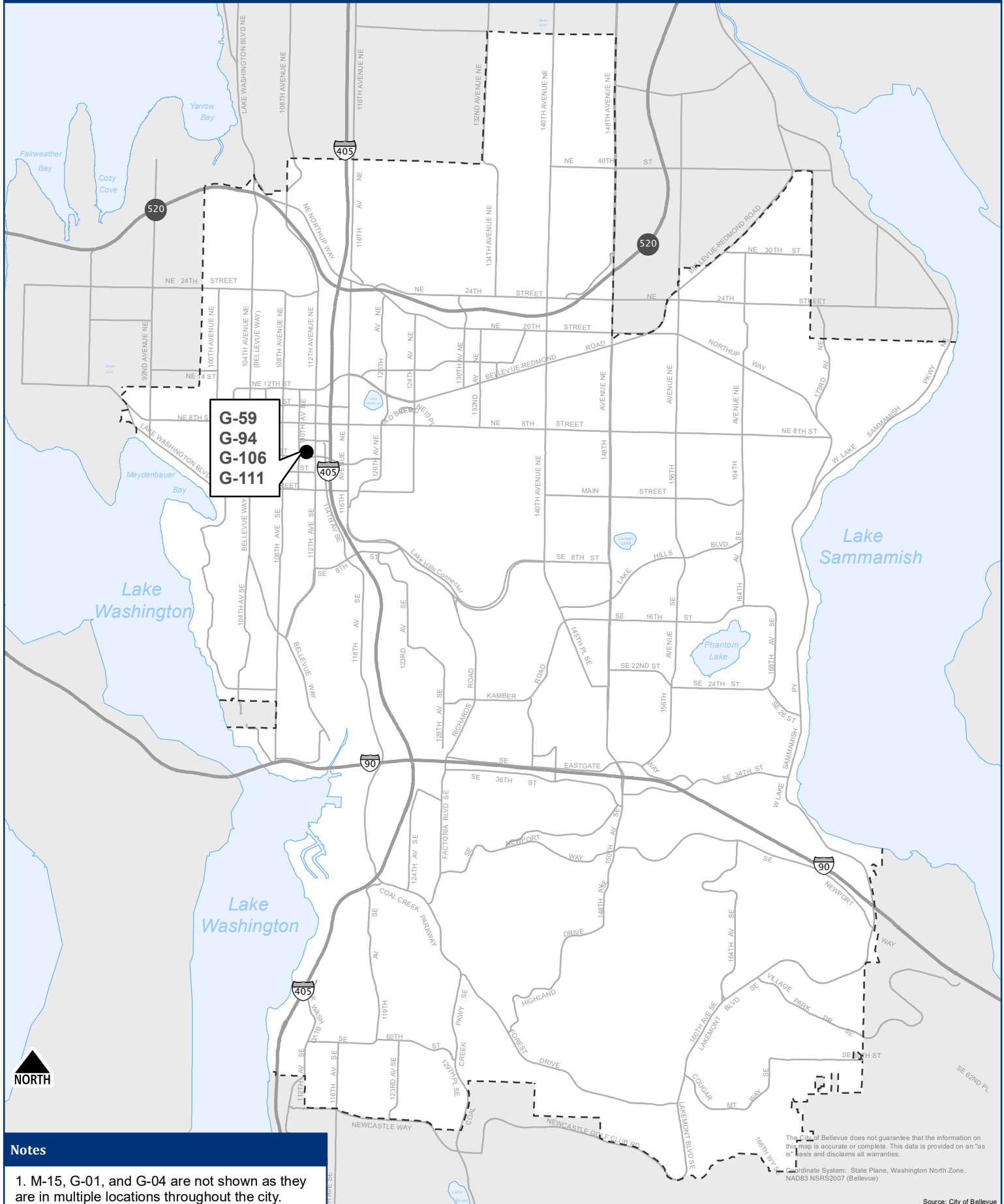
CIP Plan Number	Project Title	\$ in 000s	
		2017-2023 Project Cost	Total Estimated Cost
G-01	COB Fuel System Replacement	725	995
G-04	Hearing Accessibility for Public Spaces	240	480
G-59	JDE System Upgrade and Enhancements	1,123	15,750
G-94	Enterprise Application Replacement Reserve	6,400	6,900
G-106	Interlocal Council Contingency	1,118	1,118
G-111	Long-Range Property & Facilities Plan	280	280
PW-M-15	Wetland Monitoring	354	495
	Total Responsive Government	10,241	26,019



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Responsive Government CIP Projects 2017 - 2023

2017 - 2018 City of Bellevue Budget





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G-01 City Fuel System Replacement

Category: **Responsive Government**
 Department: **Civic Services**

Status: **Approved Prior**
 Location: **Various throughout the City.**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
995,000	270,000	250,000	125,000	350,000	-	-	-	-

Description and Scope

This project will replace 11 of the City's aging fuel pumps, fuel lines, and some metal underground storage tanks with equipment that is compatible with alternative fuels. This equipment will support the City in meeting State regulations that mandate the use of alternative fuels.

Rationale

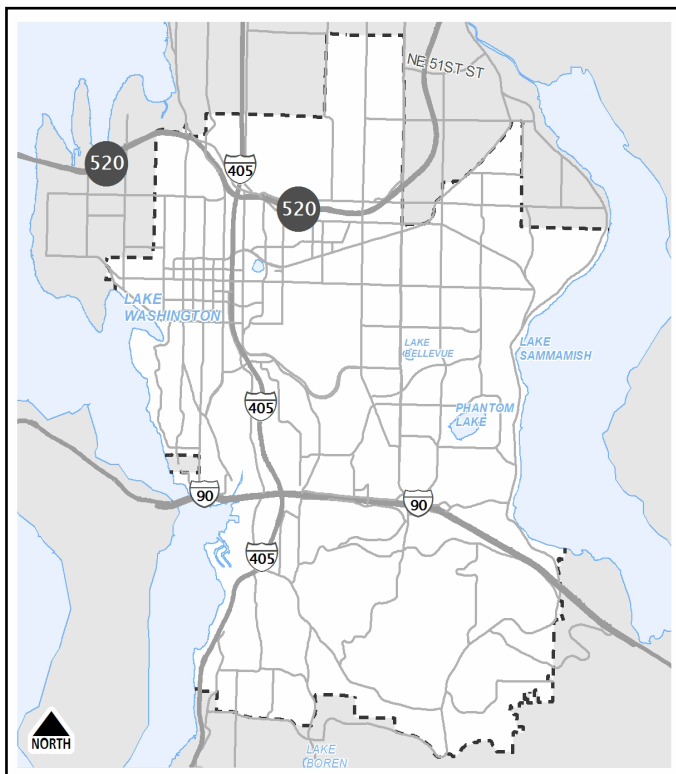
Much of this equipment was installed in the late 1980s and early 1990s using CIP projects to replace equipment that no longer met environmental regulatory requirements. These tanks support the daily operations for all departments as well as emergency operations for Police, Fire, Utilities, Parks, and Civic Services. Most of the existing equipment has reached the end of its useful life and should be replaced with equipment that meets the City's future needs. Much of this older equipment must be replaced to allow for the use of alternate fuels to meet the Green House Gas initiative and support the development of alternate fuels.

Environmental Impacts

Replacement of this equipment will reduce the potential for fuel spills or leaks from exiting tanks as well as assist in reducing our carbon footprint and meet government mandates.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2015 - 2019	995,000

Total Budgetary Cost Estimate: 995,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	641,504
Miscellaneous Revenue	123,836
Operating Transfers In	229,660

Total Programmed Funding: 995,000
Future Funding Requirements:

Comments

G-04 Hearing Accessibility for Public Spaces

Category: **Responsive Government**
 Department: **Civic Services**

Status: **Approved Prior**
 Location: **Various locations throughout the city.**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
480,000	240,000	-	120,000	120,000	-	-	-	-

Description and Scope

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

Rationale

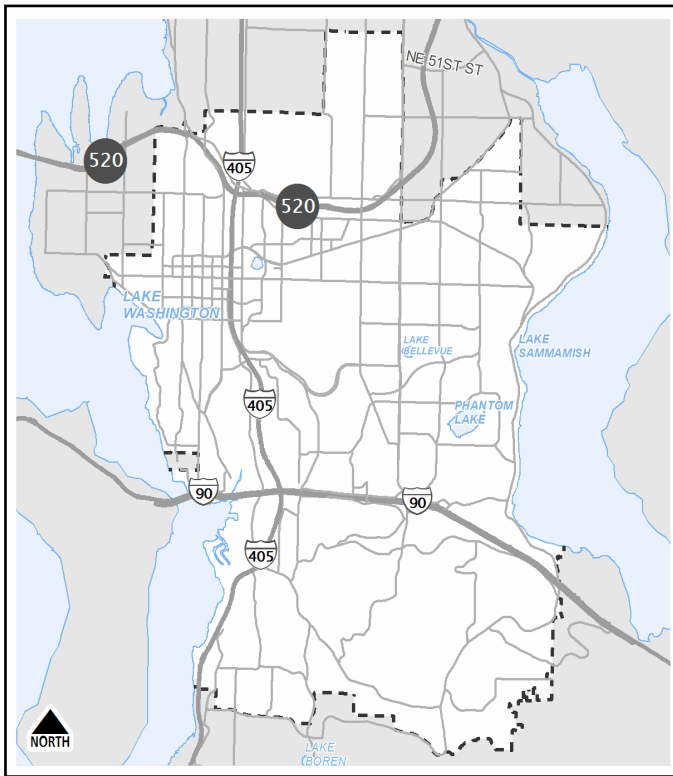
The City of Bellevue believes that providing full access for all its constituents is vital. Completing the next phase of this project will deliver hearing accessibility services and tools that residents have asked for. It also supports Bellevue's compliance with the Americans with Disabilities Act (ADA)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

Environmental Impacts

N/A

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map**Schedule of Activities**

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

Total Budgetary Cost Estimate: 480,000

Means of Financing

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

Total Programmed Funding: 480,000
Future Funding Requirements:

Comments

G-59 JDE System Upgrades and Enhancements

Category: **Responsive Government**
 Department: **Finance**

Status: **Approved Prior**
 Location **City Hall**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
15,750,349	14,626,949	315,000	308,400	300,000	50,000	50,000	50,000	50,000

Description and Scope

This project (G-59) originally provided for the replacement of the City's financial and human resource systems with the JD Edwards ERP system. The current CIP introduces funding to upgrade and enhance the City's Financial ERP system. This upgrade will extend its life to 2019, maintain full vendor (Oracle) support in compliance with tax laws and leverage new functionality. Planned enhancements take advantage of new functionality, previously included in the original project scope but delayed due to software and process limitations. The availability of funding for enhancements is frequently necessary to achieve efficiencies identified during process improvement efforts.

This project includes funding to complete system work requests for PRAXIS, the B&O Tax and Business License system. These requests have accumulated since the system was released in 2013 due to inadequate funding. The backlog will be completed with this investment and updated to keep pace with tax changes.

This project equips Accounting and Budgets with a tool to better enable financial and budget reporting to the public. The tool will help simplify the organization and assembly of hundreds of pages of documentation into high quality reports.

Finally, this project includes a full suite, talent management system with tools in demand by new entrants into the workforce. Remaining competitive by following industry best practices in a high demand market involves offering the workforce these essential tools to leverage their potential.

Rationale

A stable and accurate Finance and Human Resources System provides information required for financial planning, financial management and enabling the workforce to achieve their potential. This system equips the organization with the technology to perform financial management and conduct financial operations in a timely, consistent, and predictable manner. It disburses over 35,000 paychecks and 30,000 vendor payments and collects ~14% of the City's revenue annually. With investment in improved Human Resources talent management components, we will have a system better aligned with the needs of a changing workforce. Without a system to manage thousands of financial and personnel transactions, we would be severely challenged to control risk and liability, provide accountability for financial operations and enable personnel to deliver effective results.

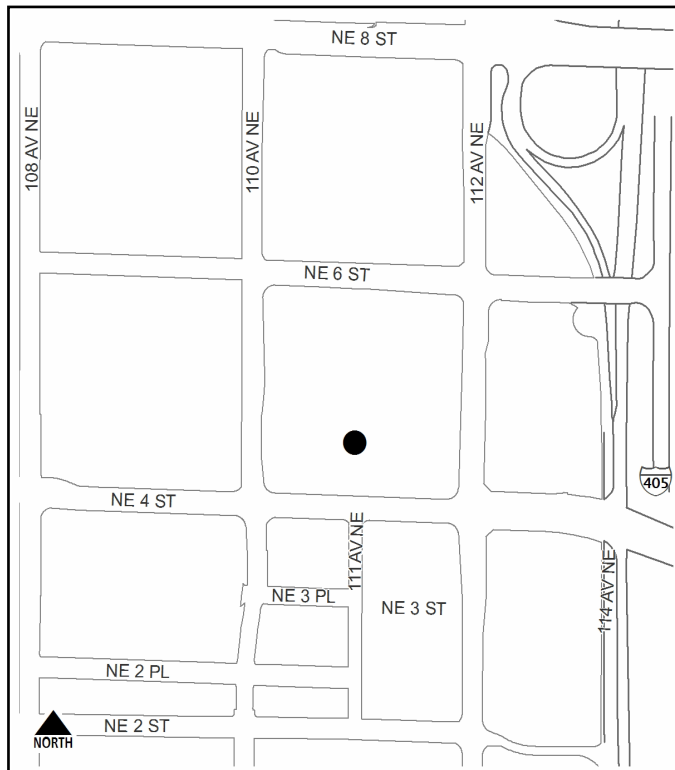
Environmental Impacts

N/A

Operating Budget Impacts

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

Project Map



Schedule of Activities

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

Total Budgetary Cost Estimate: 15,750,349

Means of Financing

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

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

Comments

G-94 Enterprise Application Replacement Reserve

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

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
6,900,000	500,000	800,000	800,000	800,000	1,000,000	1,000,000	1,000,000	1,000,000

Description and Scope

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

Rationale

The Enterprise Application Reserve (EAR) fund was established for eventually replacing enterprise systems, including JDE (around \$5M for initial purchase and install in 2006), Maximo (over \$1.5M), POS (over \$330K), city website (over \$350K) and others. These enterprise applications, funded through the CIP and phased in over the past 10 years, have no established replacement funding, unlike some departmental line of business applications and most IT equipment. All departments use these applications for critical functions, such as payroll, procurement, accounting, credit card payments, asset management, work order tracking, and much more. The goal is to reasonably build up funding over time so that these major systems can be replaced when a strategic business shift is merited or at their end-of-life without creating undue fiscal stress on departmental operating budgets. This proposal supports the City Council Vision of High Performance Government and the budget outcome for Responsive Government, specifically the factor of 'stewardship of public trust'. By allocating funds in this multi-year capital plan, the City reduces the downstream risk of designating large one-time funds for replacement of major business applications. An asset lifecycle management best practice is followed in planning for replacement and determining the long-term financial impact to ensure adequate fiscal resources to maintain investments and replace as necessary. The replacement cost may differ from initial implementation costs resulting in a gap, but this reasonable approach of saving for replacement can mitigate the size of additional funding request if needed. Setting aside a nominal replacement amount each year is fiscally prudent and in keeping with other replacement practices per Government Finance Officers Association (GFOA) Asset Maintenance and Replacement best practices (2010). The EAR fund positively influences the City's AAA bond rating (Standard & Poor's and Moody's, March 2015) that recognizes the city's careful oversight and fiscal stewardship on behalf of the public.

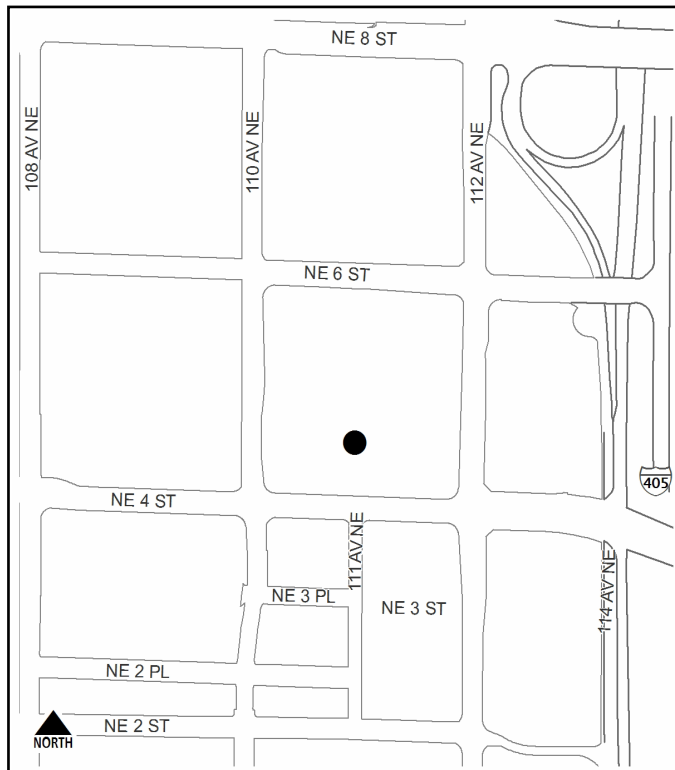
Environmental Impacts

None

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	6,900,000

Total Budgetary Cost Estimate: 6,900,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	6,837,392
Miscellaneous Revenue	62,608

Total Programmed Funding: 6,900,000
Future Funding Requirements:

Comments

G-106 Interlocal Council Contingency

Category: **Responsive Government**
 Department: **City Manager's Office**

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
1,118,469	-	295,775	291,574	297,479	223,641	10,000	-	-

Description and Scope

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

Rationale

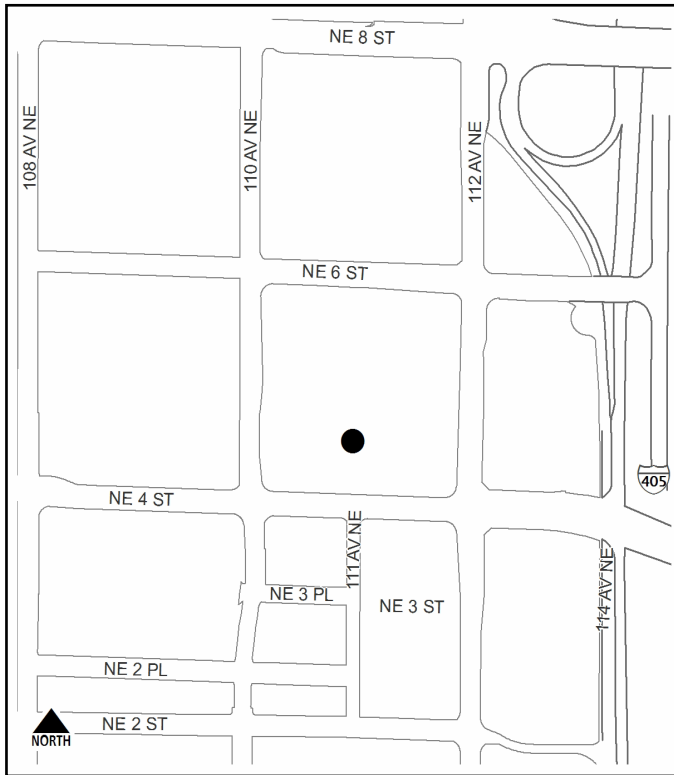
N/A

Environmental Impacts

Environmental impacts will be determined when funds are programmed.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2016 - 2021	1,118,469

Total Budgetary Cost Estimate: 1,118,469

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	1,118,469

Total Programmed Funding: 1,118,469
Future Funding Requirements:

Comments

G-111 Long-Range Property & Facilities Plan

Category: **Responsive Government**
 Department: **Civic Services**

Status: **New**
 Location: **Facilities and properties citywide.**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
280,000	-	280,000	-	-	-	-	-	-

Description and Scope

An integrated property and facility plan would achieve several objectives: Comprehensive assessment of short-and long-term City needs; plan to optimize beneficial use of current City properties; strategies to align acquisitions and development for multiple benefits where possible, thus reducing City expenditures; plan for strategic property surplus and sale opportunities; recommendations on software to better manage information about City properties and facilities; financial strategies for property acquisitions and facility development; and potential partnerships for shared facilities.

Rationale

The City lacks a comprehensive property and facility plan. The demand on our current facilities continues to grow and several are at or rapidly approaching maximum capacity (e.g., City Hall, BSC, Eastgate Yard). Others are in need of replacement, expansion, and/or relocation (e.g., Parks Resource Management, Fire Stations 4 and 6, and Fire Training Center). Some are underutilized (e.g., Lincoln Center and BSC lower lot). Additional property and facilities are needed for various community needs (e.g., additional maintenance yard, additional community center). At the same time, property values are increasing and City financial resources continue to be limited. Some departments have generated plans specific to their own needs, but there are gaps, leading to reactive decisions instead of proactive and strategic citywide planning.

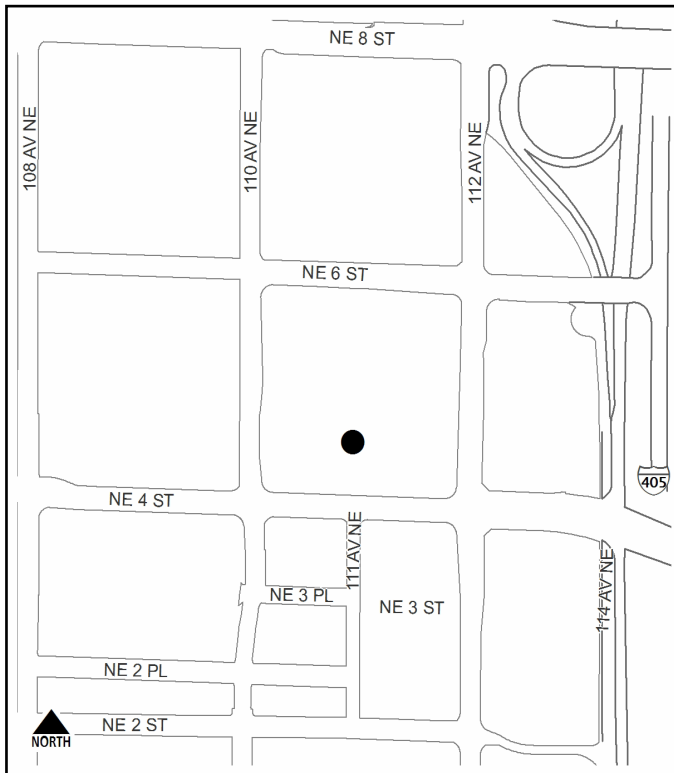
Environmental Impacts

N/A

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2017	280,000

Total Budgetary Cost Estimate: 280,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	280,000

Total Programmed Funding: 280,000
Future Funding Requirements:

Comments

PW-M-15 Wetland Monitoring

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

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
495,239	141,000	32,239	51,000	52,000	54,000	55,000	57,000	53,000

Description and Scope

Perform ongoing wetland monitoring and maintenance activities required by the local, state or federal permits issued for the implementation of completed transportation improvement projects. Current funding is for the 120th Avenue NE (Stage 3) project (PW-R-168) and the 124th Avenue NE - NE Spring Boulevard to Ichigo Way project (PW-R-166).

Rationale

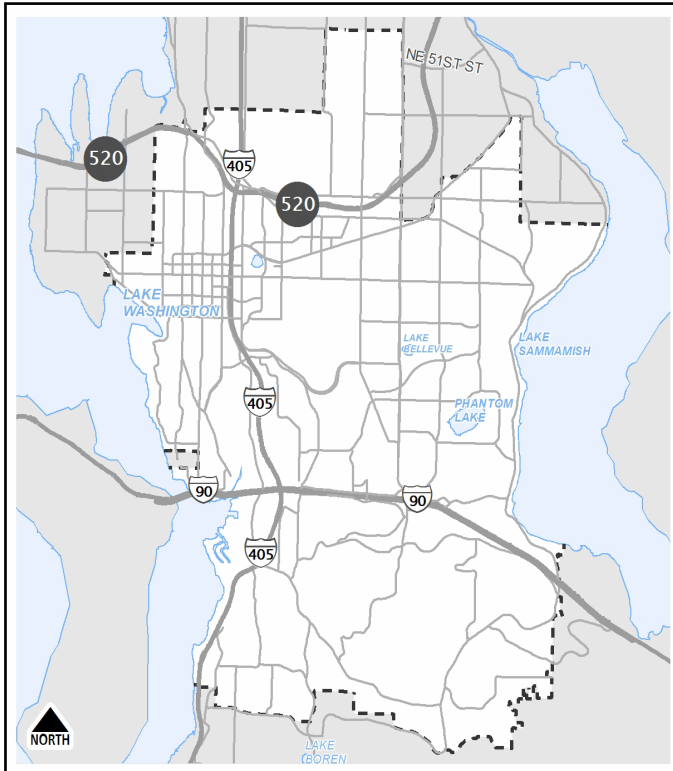
This program will allow specific transportation improvement projects to be closed when complete.

Environmental Impacts

Work performed under this program is required by the environmental determinations and/or permit conditions issued for specific transportation improvement projects.

Operating Budget Impacts

This program has no known impacts to operating revenues and/or expenditures

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2005 - 2026	495,239

Total Budgetary Cost Estimate: 495,239

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	469,352
Miscellaneous Revenue	10,887
Real Estate Excise Tax	15,000

Total Programmed Funding: 495,239
Future Funding Requirements:

Comments



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2017-2023 Adopted CIP: Responsive Government

Combined, Completed Projects

CIP Plan Number	Project Name	(\$000s)
		Total Estimated Cost
G-84	Relocation of Courts from Surrey Downs to Alternate Site	4,704
G-86	City Hall East Garage Redevelopment	8,267
G-88	Joint City and Tax Portal	275
	Total	13,246



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2017-2023 Capital Investment Program Plan

Quality Neighborhoods and Innovative, Vibrant & Caring Community

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

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

Surveys of Bellevue citizens conducted annually show that the vast majority of residents (94%) rate their neighborhood as a Good or Excellent place to live. Citizens also strongly agree that their neighborhoods are safe and provide convenient access to day-to-day activities. There is, however, only average citizen agreement that Bellevue provides welcoming and supportive communities that care about residents.

Note: In adopting the 2017-2023 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.



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2017-2023 Adopted CIP: Quality Neighborhoods and Innovative, Vibrant, & Caring Community

Funded CIP Projects

CIP Plan Number	Project Title	\$ in 000s	
		2017-2023 Project Cost	Total Estimated Cost
CD-11	Public Art Program	2,450	7,956
CD-22	Enhanced Right of Way and Urban Boulevards (ERUB)	3,500	6,399
CD-41	Civic Center Plan	550	550
NEP-2	NEP-2.0 Neighborhood Enhancement Program	5,075	6,525
NIS-2	Neighborhood Partnerships	560	1,687
P-AD-27	Park Planning & Design	2,200	8,557
P-AD-79	King County Parks Levy	1,242	5,584
P-AD-82	Park & Open Space Acquisition (Levy)	7,175	13,382
P-AD-83	Bellevue Airfield Park Development (Levy)	95	1,520
P-AD-92	Meydenbauer Bay Phase 1 Park Development	9,522	17,222
P-AD-95	Surrey Downs Park Development (Levy)	7,188	8,029
P-AD-96	Mercer Slough East Link Mitigation	2,140	2,340
P-AD-100	Gateway/NE Entry at Downtown Park	3,000	3,000
P-R-02	Enterprise Facility Improvements	2,250	13,219
P-R-11	Parks Renovation & Refurbishment Plan	38,069	91,590
PW-W/B-49	Pedestrian Facilities Compliance Program	796	2,478
Total Quality Neighborhoods and Innovative, Vibrant, & Caring Community		85,811	190,038

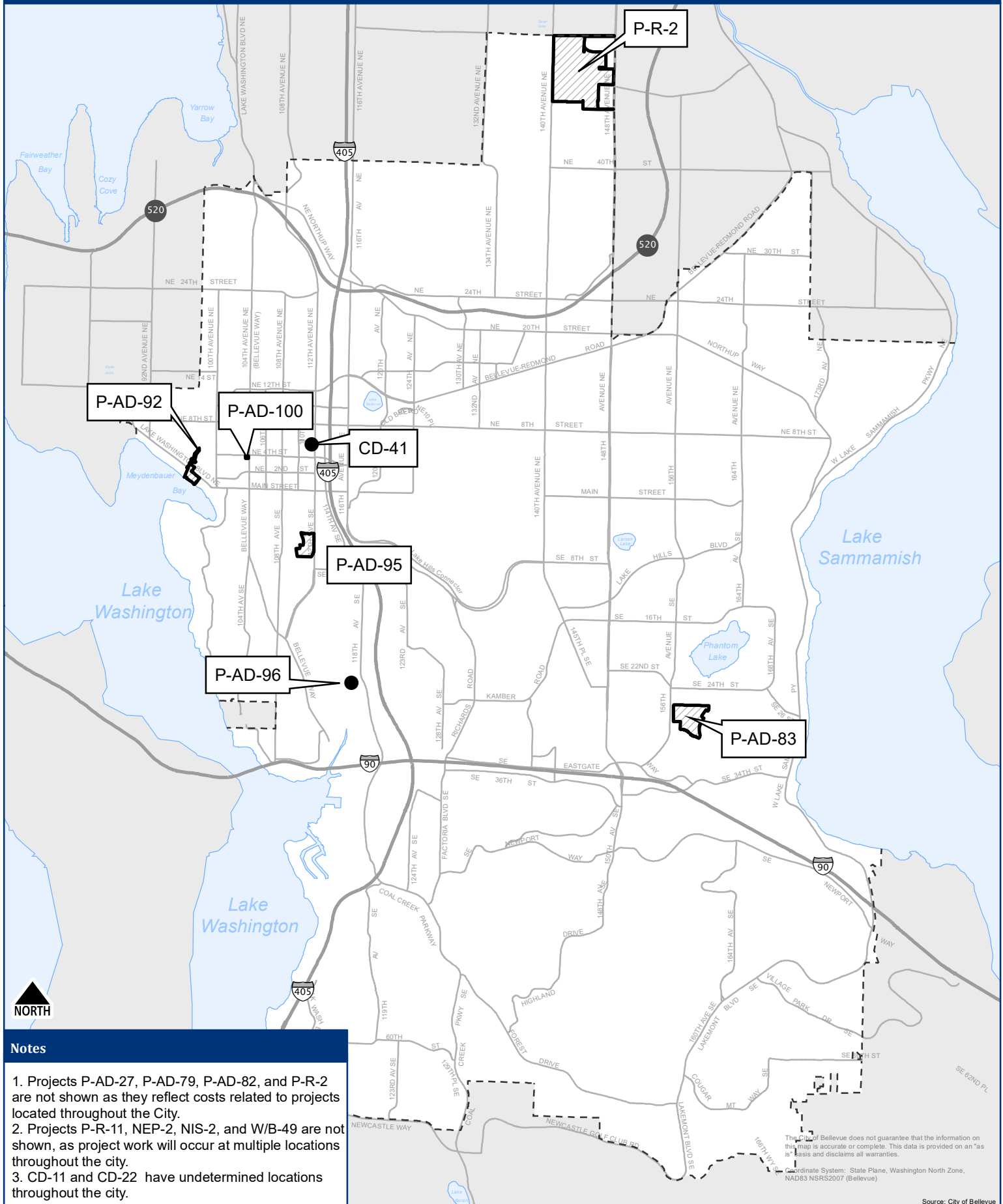


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Quality Neighborhoods and Innovative, Vibrant & Caring Communities

CIP Projects 2017 - 2023

2017 - 2018 City of Bellevue Budget





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CD-11 Public Art Program

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

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
7,955,875	5,505,870	350,005	350,000	350,000	350,000	350,000	350,000	350,000

Description and Scope

Between 2017 and 2018 the scope of the Public Art Program will advance its reputation as a creative and innovative community and ensure the public realm is a leading source of pride for citizens by:

- ~ Maintaining 64 permanent public artworks in the Public Art Collection
- ~ Adding 9 new permanent outdoor artworks and 1 new permanent indoor artworks to the Collection
- ~ Acquiring at least 2 new portable artworks for display inside City buildings
- ~ Activating 6 neighborhood areas with new public art investments
- ~ Mounting 1 new Bellwether Exhibition that will showcase the vision of the Grand Connection
- ~ Launching a new Street Arts initiative that offers "tactical" art solutions in the right-of-way by 2017
- ~ Launching a new Portable Art Collection and acquire at least two new artworks to rotate through City buildings by 2018

Between 2019 and 2023 the scope of the Public Art Program is planned to include:

- ~ Maintaining over 70 permanent public artworks in the Public Art Collection
- ~ Adding 11 new permanent outdoor artworks and 3 new permanent indoor artworks to the Collection
- ~ Acquiring at least 4 new portable artworks for display inside City buildings
- ~ Activating 9 neighborhood areas with new public art investments
- ~ Mounting 2 new Bellwether Exhibition that will showcase the vision of the Grand Connection
- ~ Continuing Street Arts throughout Bellevue

Rationale

Public Art Program funds implement the City's commitment to investment in art. Public art investments are linked to park improvements, public buildings, transportation projects and neighborhood sites to integrate visual art into the everyday life of Bellevue citizens. The community will obtain permanent and temporary art works with this funding and participate in their development. These artworks will contribute aesthetically and culturally to the community's quality of life by being accessible, in public ownership, representative of various styles, periods, or materials, and/or relating to the life of the community.

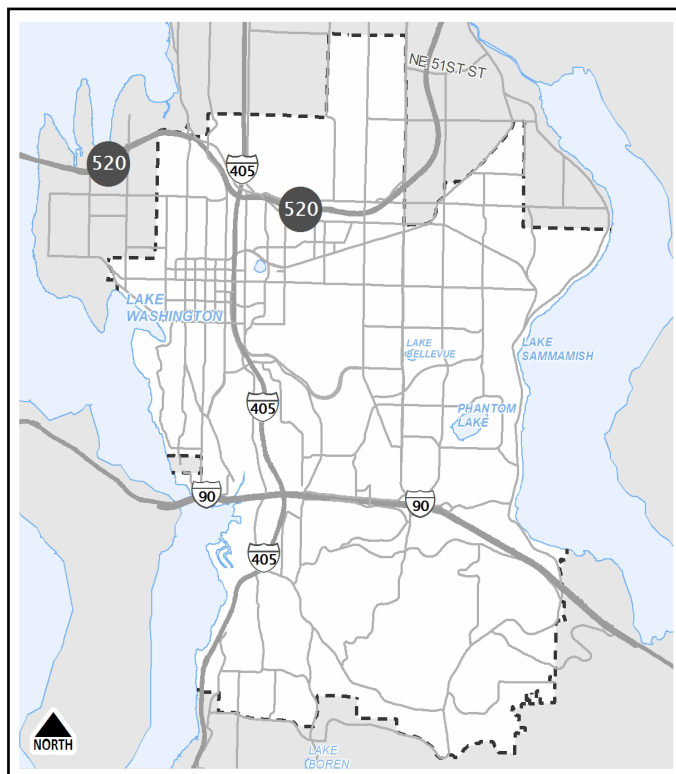
Environmental Impacts

Reviewed on a per project basis.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2000 - 2023	7,955,875

Total Budgetary Cost Estimate: 7,955,875

Means of Financing

Funding Source	Amount
Charges for Services	31,834
Contributions from Other City Funds	427,509
General Taxes & LTGO Bond Proceeds	7,071,826
Judgements/Settlements	600
Miscellaneous Revenue	420,495
Operating Transfers In	2,005
Private Contributions	1,606

Total Programmed Funding: 7,955,875
Future Funding Requirements:

Comments

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

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

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
6,399,180	2,899,180	500,000	500,000	500,000	500,000	500,000	500,000	500,000

Description and Scope

This proposal funds enhancements to the public Rights-of-Way that help to create a cohesive yet distinct system of greenways and boulevards that provide multiple benefits and functions for our community. Funding is for consultant expertise in the fields of urban design, landscape architecture, and for implementation and installation. The ERUB program improves the character, function, and value of community streetscapes while lowering maintenance costs and liabilities. The program collaborates among departments and with the community to achieve enhancements that are consistent with City Council's vision. Work will include restoring inadequate or failed roadside vegetation with suitable landscaping, replacing hazardous trees and noxious weeds to improve appearance, environmental performance and user safety, improving the overall experience of the city and supporting neighborhood character by incorporating enhanced design features that improve the overall appearance and promote multimodal use throughout Bellevue. Examples of possible design elements and features include: greenways that support connectivity and multimodal use, innovative designs that increase on-site runoff infiltration, planting street trees and designing sidewalks that limit potential risk hazards and reduce long term costs, enhanced landscaping, special lighting and sidewalk design, urban design elements, and public art.

Rationale

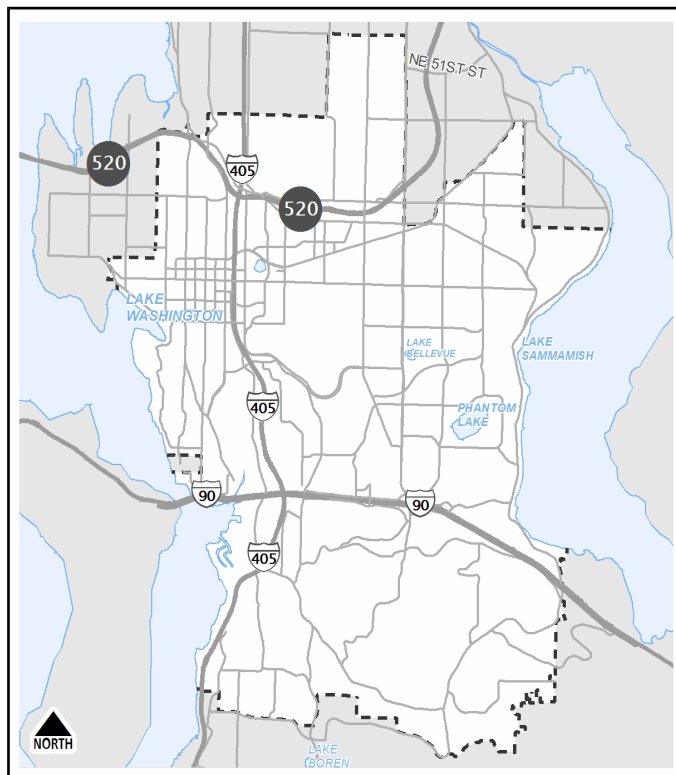
This will work to enhance the city's largest asset, Rights-of-Way and boulevards, through collaborative long term and short term cost saving measures. Maintenance and enhancements to streetscapes, as Bellevue's most used public space, is critical in shaping the experience of residents and workers, and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

Environmental Impacts

Environmental impacts will be determined on a project by project basis.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2008 - 2023	6,399,180

Total Budgetary Cost Estimate: 6,399,180

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	5,791,177
Miscellaneous Revenue	608,003

Total Programmed Funding: 6,399,180
Future Funding Requirements:

Comments

CD-41 Civic Center Plan

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

Status: **New**
 Location: **Area-110th Ave. NE and 112th Ave NE, and NE 4th**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
550,000	-	-	350,000	200,000	-	-	-	-

Description and Scope

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

- Development scenarios for the Metro site, including civic uses and public/private partnership/transit-oriented development options
- Development scenarios for the Convention Center expansion site, including optimal ways to serve the center's expansion needs
- Integration of open space, including possible expansion of City Hall Plaza, the Pedestrian Corridor, and Grand Connection
- Pedestrian and bicycle circulation through the study area, with connections to the Downtown Transit Center and light rail station
- Vehicular access and parking for new uses
- High level cost estimates
- A preferred master plan plan that integrates all the above elements
- Funding and implementation guidance

While the master plan effort is not expected to be underway until 2018, some early decisions will be needed earlier, specifically with regard to pedestrian connections between the Downtown light rail station and Meydenbauer Center, and the western launch point for connecting the Grand Connection across I-405. These early decisions may be made through other, complementary work programs already underway. Given the importance of this district to the city center and the Grand Connection, public engagement will be a key component of this initiative. In order to accomplish the project, the proposed CIP budget includes \$400,000 in consulting services, plus support for one LTE to manage the project over a two-year planning period of 2018-19.

Rationale

This project implements Council priority #12, and directly responds to the elements called out by the Council for a plan integrating City Hall, the former Metro property, Convention Center expansion, and the transit center.

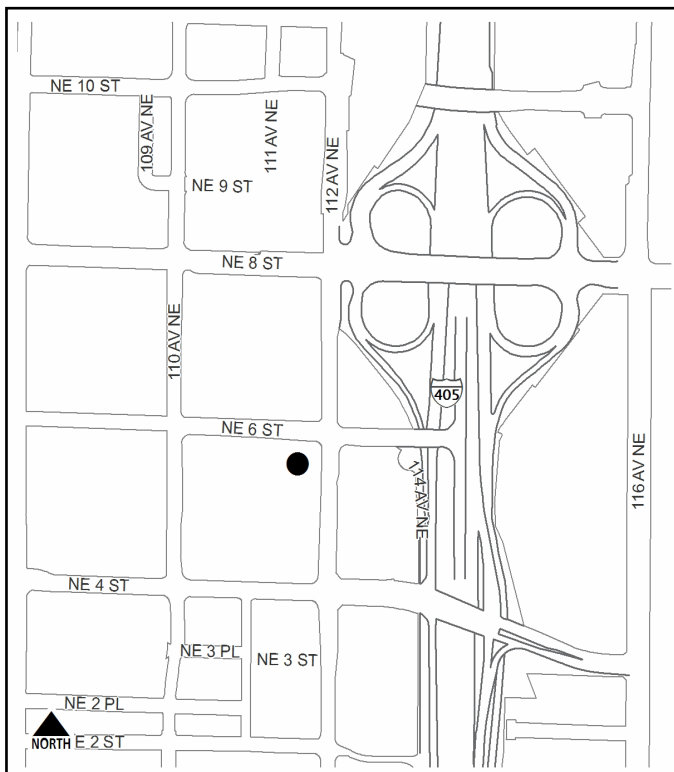
The Council did not identify a specific time for completion, but given that all their priorities fall into a near-term action agenda, it is appropriate to program this initiative into the new CIP, while taking into account critical path timing issues. The ideal project timing is 2018-19, following completion of the Grand Connection visioning and a long-range City facility plan, and in advance of Sound Transit's release of the Metro site from construction staging.

Environmental Impacts

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

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2017 - 2023	550,000

Total Budgetary Cost Estimate: 550,000

Means of Financing

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

Total Programmed Funding: 550,000
Future Funding Requirements:

NEP-2 Neighborhood Enhancement Program

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

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
6,525,000	1,450,000	725,000	725,000	725,000	725,000	725,000	725,000	725,000

Description and Scope

NEP will provide a process and strategy for executing community-driven projects in neighborhoods. An allocation of \$725,000 per-year, from 2017 to 2023 (\$5.075M total), will cover project costs and program management.

NEP will continue its 7-year rotation cycle through the 14 NEP Neighborhood Areas, reaching West Lake Sammamish and Northeast Bellevue in 2017; Bridle Trails and Northwest Bellevue in 2018; Downtown/BelRed and Lake Hills in 2019; Crossroads and Wilburton in 2020; West Bellevue and Woodridge in 2021; and Newport and Somerset in 2022.

Rationale

NEP would ensure that projects meet critical needs, provide maximum public benefit and align with city planning efforts. NEP would provide a method for funding smaller-scale, physical improvements that would not compete successfully for funding in the larger CIP, while offering citizens a voice in deciding how City funding is spent in their neighborhood.

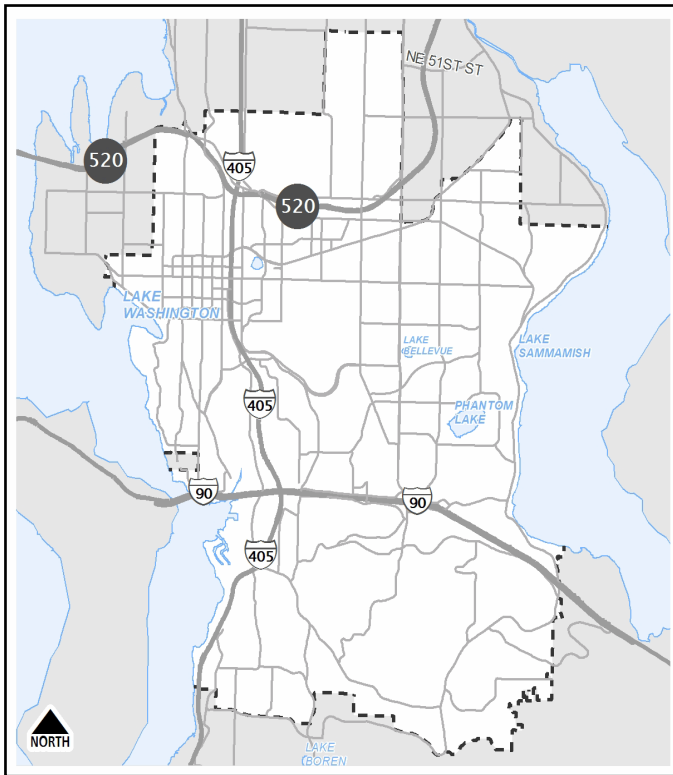
Environmental Impacts

Environmental impacts will be determined on a project by project basis.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2015 - 2023	6,525,000

Total Budgetary Cost Estimate: 6,525,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	6,525,000

Total Programmed Funding: 6,525,000
Future Funding Requirements:

Comments

NIS-2 Neighborhood Partnerships

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

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
1,687,218	1,127,213	80,005	80,000	80,000	80,000	80,000	80,000	80,000

Description and Scope

The Neighborhood Partnership program is a program focusing on small capital improvements, educational and community-building activities to improve the quality and appearance of neighborhoods throughout Bellevue. Neighborhood Partnerships provides funding for Neighborhood Match projects, including such capital improvements as community landscaping, neighborhood entry treatments, enhancements for public gathering spaces, and projects that result in improvement of overall community livability, appearance and sense of community. Partnership projects and events will be designed to strengthen community pride, stimulate private investment and restore neighborhood vitality. The City's primary role will be as a catalyst, engaging in activities which both demonstrate and encourage a resurgence of confidence in the quality and appeal of Bellevue neighborhoods.

Rationale

Council has set a high priority on neighborhood services. Neighborhood Partnerships addresses the needs of neighborhoods seeking to maintain their quality appearance and character in partnership with the City, its residents and community organizations. Major goals and outcomes include: Increased private investment in the neighborhood, with the City acting as a catalyst; reinforcement of neighborhood image; enhancement of neighborhood character and identity; cultivation of neighborhood public gathering spaces; resolution of problems related to aging; continued emphasis on coordination of work already being done by City departments; stronger relationships with neighborhoods; continued development of citizen participation and leadership at the neighborhood level.

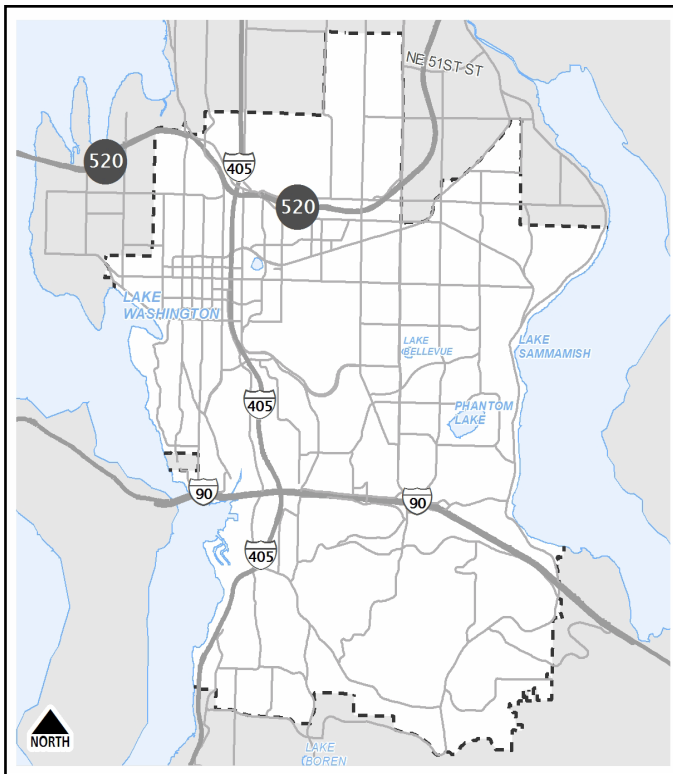
Environmental Impacts

Environmental impacts will be determined on a project by project basis.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map



Schedule of Activities

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

Total Budgetary Cost Estimate: 1,687,218

Means of Financing

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

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

Comments

P-AD-27 Park Planning & Design

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
8,557,471	6,357,464	400,007	300,000	300,000	300,000	300,000	300,000	300,000

Description and Scope

Through this project the Parks and Community Services Department coordinates planning, design and technical work for ongoing park planning efforts, supports multi-departmental planning initiatives, explores potential partnership opportunities, and studies the feasibility of future park acquisition and development projects. Ongoing initiatives include the Inspiration Playground/Rotary partnership, Bannerwood/Seattle University partnership, Hidden Valley/Little League partnership, study of light rail impacts, Bel-Red park research and the Ashwood Park Master Plan update. Past work has included feasibility studies, public surveys and updates to existing long-range plans such as the Parks and Open Space System Plan.

Rationale

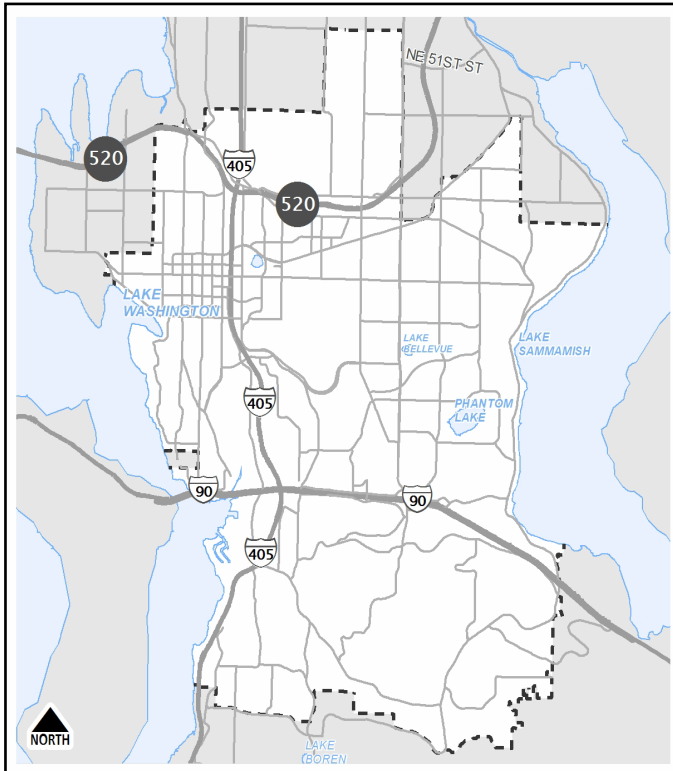
The park master planning process creates a plan that guides the future development of a park site. This public planning process responds to the present and future needs of the community and site opportunities and constraints in developing a park site in a strategic, systematic manner. Over time, changes in site conditions and user needs, and the aging of park facilities, necessitate the need to update or prepare new master plans for existing park sites. In some cases, master plans may address issues of liability or safety, pedestrian and vehicular access, and/or changes in adjacent land uses.

Environmental Impacts

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

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	Ongoing	8,557,471

Total Budgetary Cost Estimate: 8,557,471

Means of Financing

Funding Source	Amount
Charges for Services	988
Contributions from Other City Funds	50,000
General Taxes & LTGO Bond Proceeds	500,346
Miscellaneous Revenue	1,589
Private Contributions	312,440
Real Estate Excise Tax	6,557,032
Rents and Leases	3,589
Sale of Fixed Assets	1,130,537
Utility Rates/Fees	950

Total Programmed Funding: 8,557,471
Future Funding Requirements:

Comments

P-AD-79 King County Parks Levy

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
5,583,581	4,341,580	414,001	414,000	414,000	-	-	-	-

Description and Scope

This project provides funds to supplement the acquisition, development and renovation of parks, open space and trails that meet the purpose of the 2013 voter-approved Levy and Parks Property Tax Levy Agreement with King County. In 2013 the citizens of King County extended a tax increase to expand parks and recreation opportunities countywide that was originally passed in 2007. A portion of those funds are distributed to cities to assist with the acquisition, development and renovation of parks, open space and trails. Bellevue will continue to receive funds through 2019 in accordance with the terms of an Agreement between the City and King County. In the previous 6-year levy passed by the voters in 2008, the City used King County funds to supplement City funds to purchase property in the Richards Valley, South Bellevue and Coal Creek Greenways, assisted with a regional trails planning effort, and funded key trail development in the Coal Creek Natural Area. We expect to continue to use these funds to supplement Citywide park acquisition and development opportunities throughout the life of the levy.

Rationale

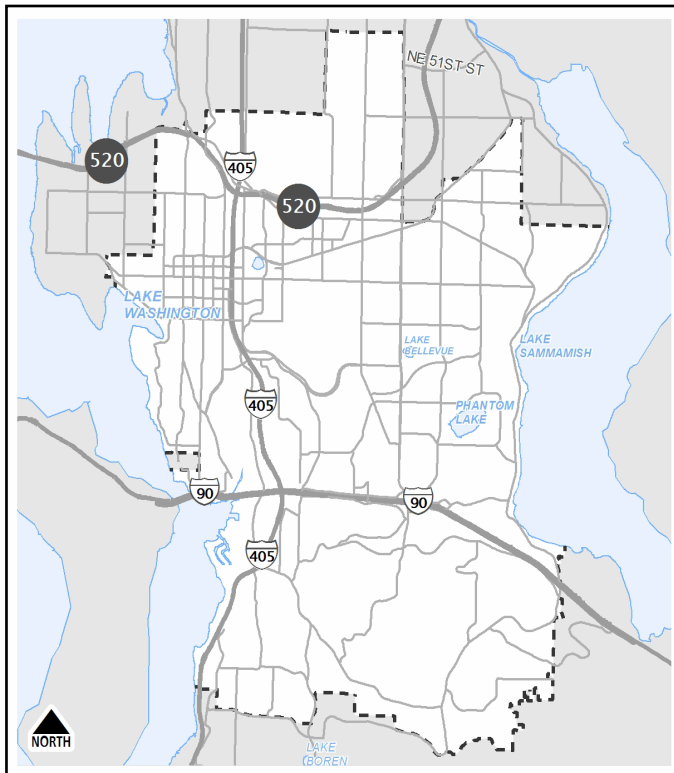
Projects may include acquisitions and development that meets the purpose of the Parks Property Tax Levy Agreement and allocated from the voter-approved King County parks levy approved in 2013. The actual funding allocation is based upon population and assessed values.

Environmental Impacts

Land acquisition is exempt from the requirements of the State Environment Protection Act (SEPA). The environmental impacts of development projects will be assessed on a case-by-case basis.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2009 - 2019	5,583,581

Total Budgetary Cost Estimate: 5,583,581

Means of Financing

Funding Source	Amount
Intergovernmental Contributions	5,262,362
Miscellaneous Revenue	3,629
Operating Transfers In	317,590

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

Comments

P-AD-82 Park & Open Space Acquisition (Levy)

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
13,381,803	6,206,802	1	350,000	1,275,000	1,275,000	1,275,000	1,500,000	1,500,000

Description and Scope

This project provides the resources to acquire park and open space property throughout the City. An "Acquisition Opportunity Fund" was identified in the 2008 Park Levy to dedicate resources to obtain land that complements the existing park system, to increase public access to the waterfront, preserve open space, protect water quality, increase trail connectivity and create opportunities for new neighborhood parks. The City has identified needs throughout Bellevue to provide additional parks and open space. Specific acquisition targets include the Eastgate neighborhood, BNSF and Lake-to-Lake Trail connections, downtown Bellevue, the Bel-Red Corridor, along Lake Sammamish, and in support of the Grand Connection. We are also exploring the extension of the long-term agreement with WSDOT for the continued use of portions of Enatai Beach Park.

Rationale

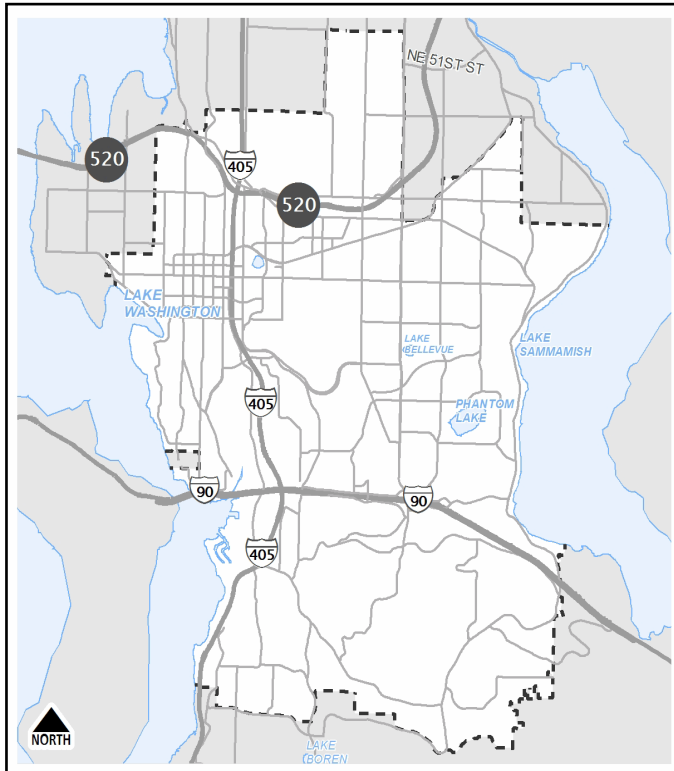
Available open space is disappearing as land in Bellevue is developed for other uses. Where increases in population are occurring due to development or redevelopment, there is increased demand for additional parkland. It is incumbent upon the City to identify and satisfy this demand before available parkland disappears. This project is of highest priority to meet the needs identified in the adopted 2016 Parks and Open Space System Plan. It will enable the City to react to opportunities that require immediate action and will help to ensure that adequate open space will be available to meet growing demands for both active and passive recreation.

Environmental Impacts

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

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2011 - 2023	13,381,803

Total Budgetary Cost Estimate: 13,381,803

Means of Financing

Funding Source	Amount
2008 Parks Levy - Property Tax	9,103,798
Intergovernmental Contributions	3,600,604
Rents and Leases	595,000
State Grants	82,401

Total Programmed Funding: 13,381,803
Future Funding Requirements:

Comments

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

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

Status: **Approved Prior**
 Location: **160th Ave SE & SE 30th PI**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
1,519,654	1,424,583	95,071	-	-	-	-	-	-

Description and Scope

At full build-out, the Park Master Plan includes two lighted, synthetic turf soccer/lacrosse fields, three Little League baseball/softball fields, picnic shelters, children's play areas, restrooms, parking, walking paths, interactive water features and trail connections. Approximately two-thirds of the park will remain in its natural wooded condition to provide passive recreational opportunities, trails and buffers to the adjacent neighborhood. The remainder will be constructed over a former landfill. Initial site development will include landfill and storm water management improvements to ensure public safety and responsible environmental stewardship. Park components for phase 1 development will be determined during project design. Environmental Best Management Practices and low impact development strategies will be used in the design and construction.

Rationale

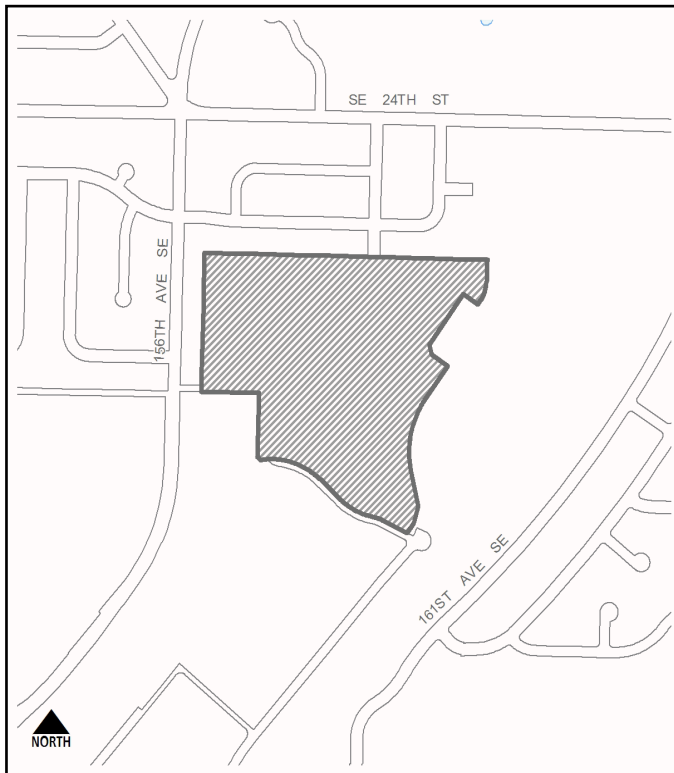
The Bellevue Airfield Park property is the last undeveloped large tract of land in Bellevue. Approximately one-third of the 27-acre site was operated as a municipal landfill from 1951 to 1964 and an airfield until 1983. It is currently a vacant, grass field rife with utility system easements, an aging landfill gas migration system, ground water monitoring wells, storm water systems, and a major sewer line. The remaining site is predominantly natural wooded area with a storm water collection system. This project will lead toward the conversion of this site from a potential public liability into a highly useable, state-of-the-art environmental and recreational asset.

Environmental Impacts

Environmental review will be conducted in conjunction with development of the plans.

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2011 - 2017	1,519,654

Total Budgetary Cost Estimate: 1,519,654

Means of Financing

Funding Source	Amount
2008 Parks Levy - Property Tax	1,264,654
Real Estate Excise Tax	255,000

Total Programmed Funding: 1,519,654
Future Funding Requirements:

Comments

P-AD-92 Meydenbauer Bay Phase 1 Park Development

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

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
17,222,001	7,700,464	2,471,537	7,050,000	-	-	-	-	-

Description and Scope

This project funds design, permitting and construction of Phase 1 improvements to Meydenbauer Bay Park mainly west of 99th Avenue. The project will extend the existing Meydenbauer Beach Park to the east along the waterfront. The scope of work includes stream daylighting, beach expansion with bathhouse, shoreline restoration, canoe and kayak launch, a pedestrian promenade, pathways, playground equipment, retaining walls, landscaping, parking overlook, a pedestrian pier and Whaling Building improvements to allow for public use.

Rationale

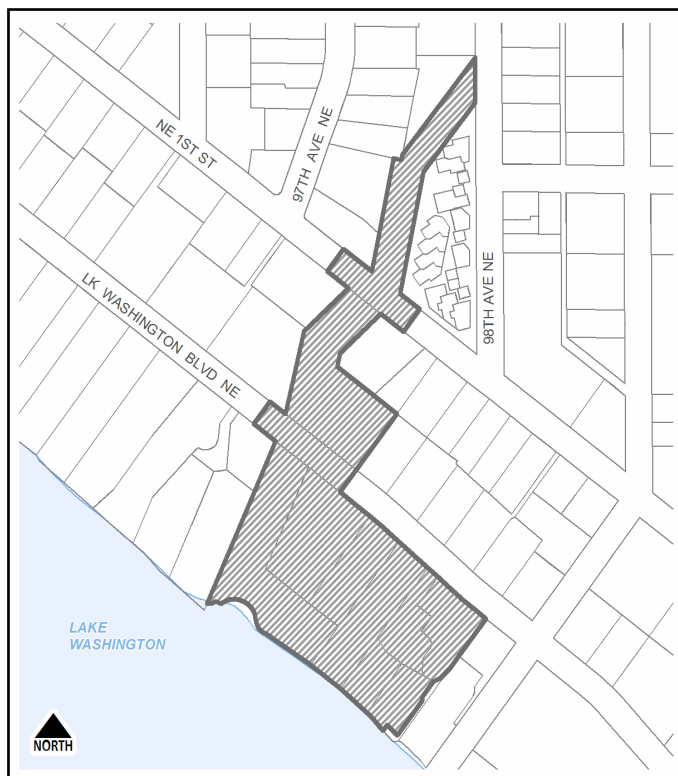
The community has consistently identified public access to the waterfront as a top priority, and connecting Downtown to the waterfront has been a longtime vision of the City. The adopted Meydenbauer Bay Park and Land Use Plan is the result of a comprehensive public outreach process that included neighbors, businesses and citizen groups. This ten acre, quarter-mile waterfront park will improve waterfront access and recreation opportunities for the entire community, celebrate history by preserving historic waterfront buildings, restore ecological functions and water quality, and strengthen the visual, cultural and physical connections of the downtown to Lake Washington.

Environmental Impacts

Environmental review is expected to be complete in 2016 in conjunction with project design.

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2013 - 2018	17,222,001

Total Budgetary Cost Estimate: 17,222,001

Means of Financing

Funding Source	Amount
Federal Grants	2,950,000
General Taxes & LTGO Bond Proceeds	293,589
Miscellaneous Revenue	3,907,914
Real Estate Excise Tax	9,070,498
State Grants	1,000,000

Total Programmed Funding: 17,222,001
Future Funding Requirements:

Comments

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

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

Status: **Approved Prior**
 Location: **SE 9th St & 112th Ave SE**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
8,029,408	841,408	-	2,114,000	5,074,000	-	-	-	-

Description and Scope

This scope of work will be consistent with the updated Master Plan. The park will include large open grass areas, trails, playground equipment areas, a multi-use sports court, restroom, picnic shelters, landscaping, a viewing overlook and a series of retaining walls along the 112th Avenue park frontage. Per the MOU, Sound Transit has provided \$412,000 to fund the design and construction of a new entry drive and parking lot required because of the light rail alignment. Project timing assumes that construction would start in 2018. Timing is dependant on light rail construction progress.

Rationale

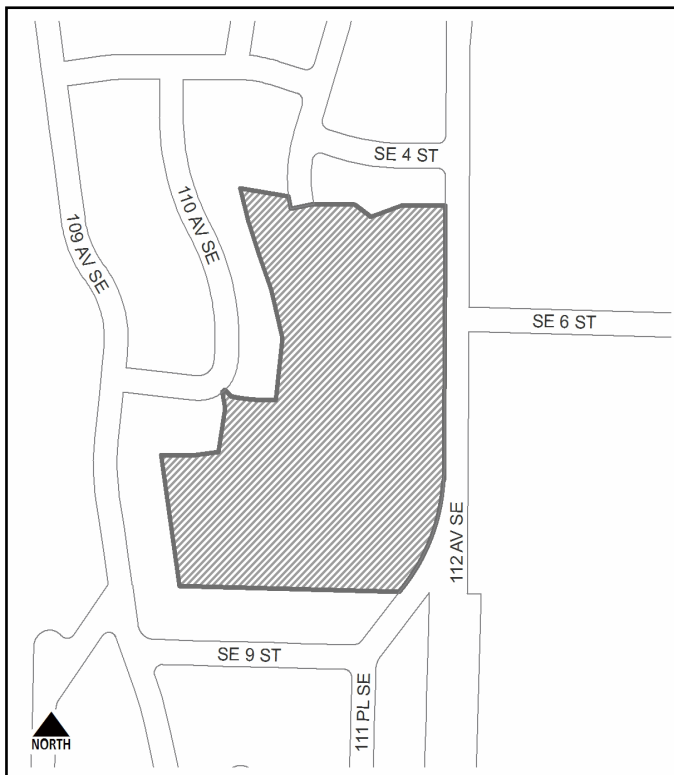
The City has maintained a portion of this former elementary school site as a neighborhood park since 1986 under an agreement with King County, who purchased the property from the Bellevue School District for use as a District Court. The City acquired the site from King County in 2005 as a public park. The redevelopment of Surrey Downs Park was part of the 2008 voter-approved Parks Levy. In 2013, the City approved the light rail alignment that will run adjacent to this site, and in 2014, approved a new location for the District Court functions. The park master plan was updated to reflect the impacts of the light rail alignment.

Environmental Impacts

An environmental determination will be made during project design.

Operating Budget Impacts

Annual M&O costs (funded by levy lid lift) estimated at \$200K/year beginning in 2019.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2015 - 2019	8,029,408

Total Budgetary Cost Estimate: 8,029,408

Means of Financing

Funding Source	Amount
2008 Parks Levy - Property Tax	6,063,408
Real Estate Excise Tax	1,966,000

Total Programmed Funding: 8,029,408
Future Funding Requirements:

Comments

P-AD-96 Mercer Slough East Link Mitigation

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
2,340,000	200,000	-	-	200,000	1,300,000	640,000	-	-

Description and Scope

The scope of work includes the design and construction of trails, trail connections, including boardwalks, and the construction of the farmstand building to replace the existing structure that will no longer be accessible to the public. Interim trail work may occur in 2016 or '17 prior to light rail construction, though most work will take place following light rail construction (design in 2019, construction in 2020).

Rationale

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

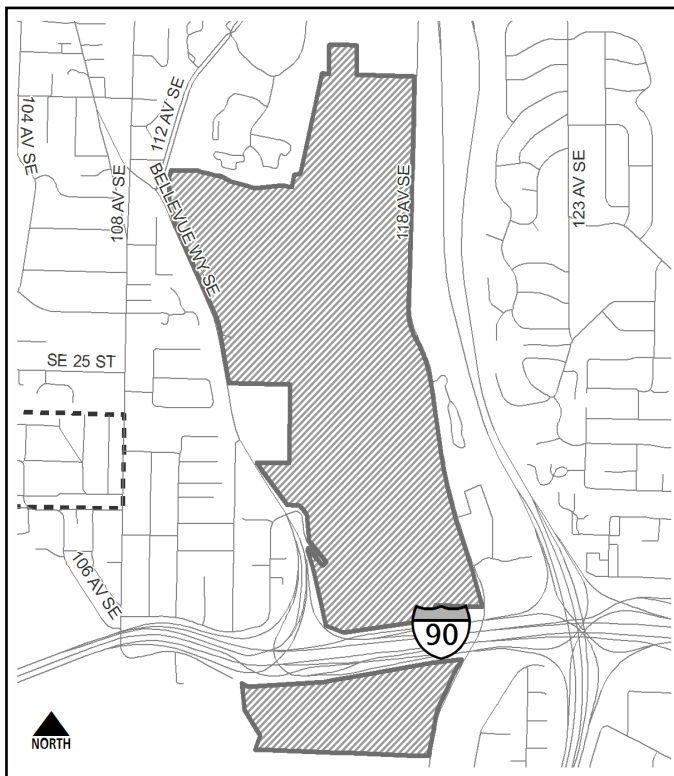
Environmental Impacts

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

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2015 - 2021	2,340,000

Total Budgetary Cost Estimate: 2,340,000

Means of Financing

Funding Source	Amount
Intergovernmental Contributions	2,340,000

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

Comments

P-AD-100 Gateway NE Entry at Downtown Park

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

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
3,000,000	-	-	3,000,000	-	-	-	-	-

Description and Scope

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

Rationale

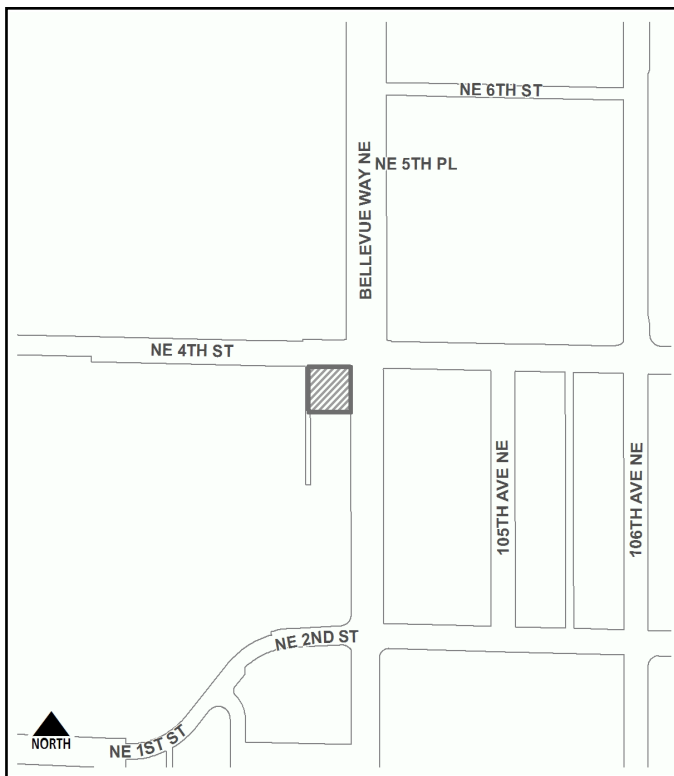
Development goals for this portion of the Downtown Park have been recognized in Bellevue's Comprehensive Plan, Parks & Open Space System Plan, Downtown Subarea Plan and more recently in the vision of the Grand Connection. These goals, combined with a citizen-driven master planning process, established a framework that allowed the Downtown Park to evolve into one of the most recognized parks in Bellevue. It has become a central gathering place for special events and has emerged as a key factor in establishing the identity of downtown Bellevue. The park creates an important open space for downtown workers and residents, and plays a pivotal role in making downtown an appealing place to live, work and play. Development of this phase will provide the visual and functional connection to downtown Bellevue.

Environmental Impacts

Environmental review will take place during project design.

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2017 - 2018	3,000,000

Total Budgetary Cost Estimate: 3,000,000

Means of Financing

Funding Source	Amount
2008 Parks Levy - Property Tax	3,000,000

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

Comments

P-R-02 Enterprise Facility Improvements

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
13,218,877	10,968,875	300,002	300,000	300,000	300,000	350,000	350,000	350,000

Description and Scope

This project consists of capital improvements to the Bellevue Golf Course and other Enterprise facilities. Past golf course projects have included reconstruction of tees, greens, and sand traps, cart paths, driving range lighting, hole realignment, and landscape improvements. The driving range project included a two-tiered tee structure to increase capacity and resulting revenues. Future Enterprise facility projects may include improvements to the tennis center, aquatic center, ballfields or Robinswood House.

Rationale

These improvements will limit City liability, maintain and enhance Enterprise facilities, maintain or increase annual revenue and/or reduce annual operating expenses.

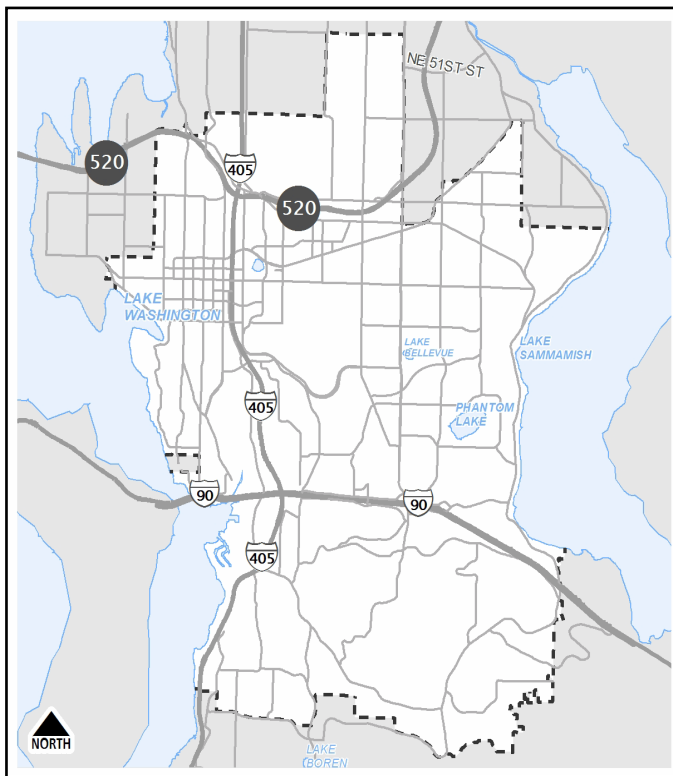
Environmental Impacts

Project-specific impacts will be reviewed during project design.

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	13,218,877

Total Budgetary Cost Estimate: 13,218,877

Means of Financing

Funding Source	Amount
Charges for Services	5,823
Contributions from Other City Funds	11,030,271
General Taxes & LTGO Bond Proceeds	1,475,730
Judgements/Settlements	146,229
Miscellaneous Revenue	374,440
Rents and Leases	186,384

Total Programmed Funding: 13,218,877
Future Funding Requirements:

Comments

P-R-11 Parks Renovation & Refurbishment Plan

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
91,590,198	53,521,617	4,739,754	4,860,007	4,975,186	5,408,365	5,548,049	6,023,751	6,513,469

Description and Scope

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

Rationale

The park and open space system is comprised of approximately 75 developed parks on over 2,700 acres of land. Park infrastructure includes 34 major buildings, 38 restroom buildings, 38 sports fields, 44 playgrounds, 64 sports courts, 17 miles of fencing and 80 miles of trails. This project addresses improvements beyond normal maintenance requirements, including safety, accessibility and code-related issues. The City has placed high priority on reducing potential liability and increasing safety and accessibility into our park system. These repairs and renovations will preserve the quality of park facilities, reduce potentially dangerous conditions, and allow the public access into park properties and facilities.

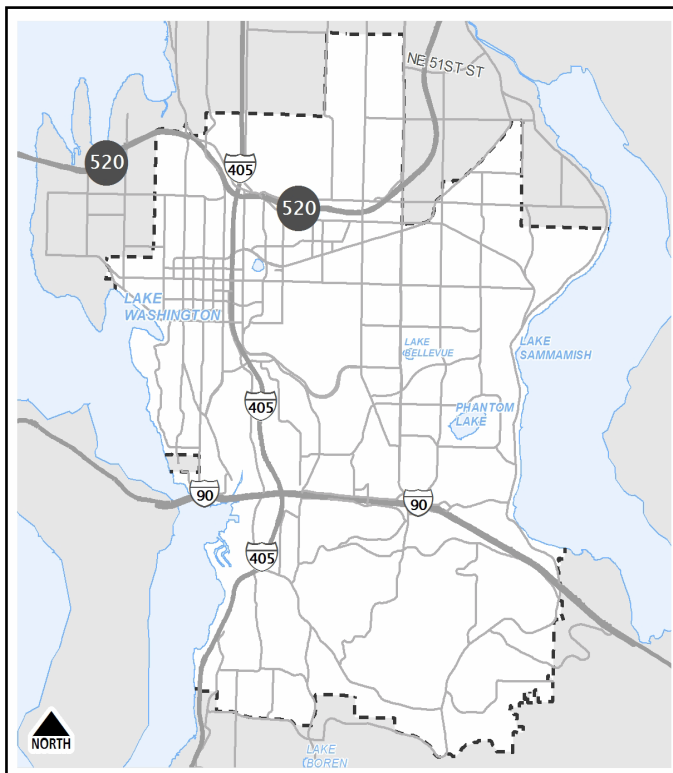
Environmental Impacts

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

Operating Budget Impacts

This program will have no impact on operating expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	91,590,198

Total Budgetary Cost Estimate: 91,590,198

Means of Financing

Funding Source	Amount
Contributions from Other City Funds	78,113
Developer Contributions	216,582
Federal Grants	1,159,851
General Taxes & LTGO Bond Proceeds	14,039,488
Intergovernmental Contributions	235,000
Miscellaneous Revenue	2,644,755
Private Contributions	162,084
Real Estate Excise Tax	71,779,588
Rents and Leases	671,918
State Grants	602,819

Total Programmed Funding: 91,590,198
Future Funding Requirements:

Comments

PW-W/B-49 Pedestrian Facilities Compliance Program

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

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

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
2,478,131	1,682,129	104,002	107,000	110,000	114,000	117,000	120,000	124,000

Description and Scope

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

Rationale

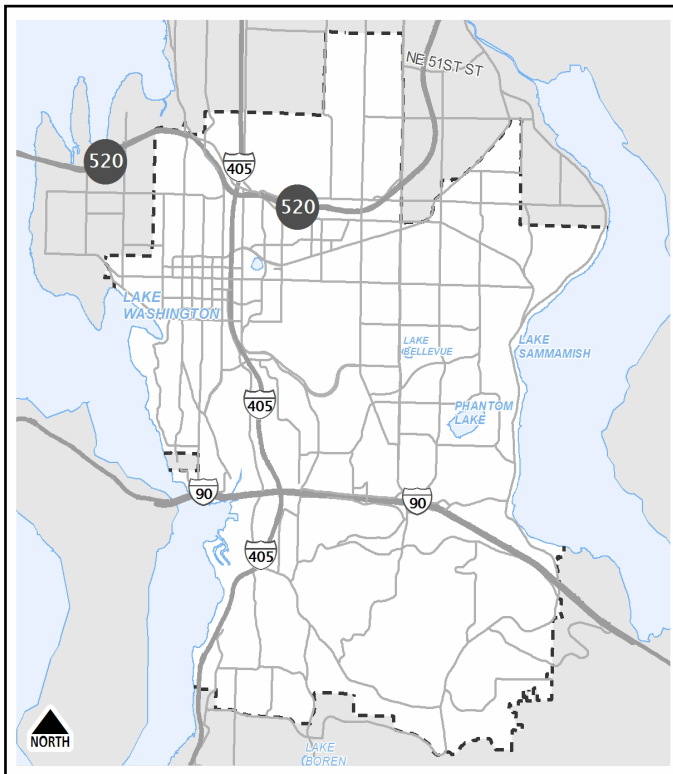
Title II of the Americans with Disabilities Act (ADA) mandates municipalities to provide programs, facilities, and services that are accessible for citizens of all abilities. This program provides a resource for mitigating barriers to accessibility identified either through citizen requests or prioritized as high priority locations within the ADA infrastructure management program (a required element of ADA compliance).

Environmental Impacts

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

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	Ongoing	2,478,131

Total Budgetary Cost Estimate: 2,478,131

Means of Financing

Funding Source	Amount
Charges for Services	309
General Taxes & LTGO Bond Proceeds	807,426
Intergovernmental Contributions	33,200
Miscellaneous Revenue	171,741
Real Estate Excise Tax	128,261
State Grants	193,715
Transportation Funding	1,143,479

Total Programmed Funding: 2,478,131
Future Funding Requirements:

Comments

2017-2023 Adopted CIP: Quality Neighborhoods and Innovative, Vibrant, & Caring Community

Combined, Completed Projects

CIP Plan Number	Project Name	(\$000s)
		Total Estimated Cost
P-AD-88	Bridle Trails Neighborhood Park (Levy)	2,555
P-AD-98	Burrows Cabin Relocation	160
	Total	2,715



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Utilities 2017-2023 Capital Investment Program

Overview

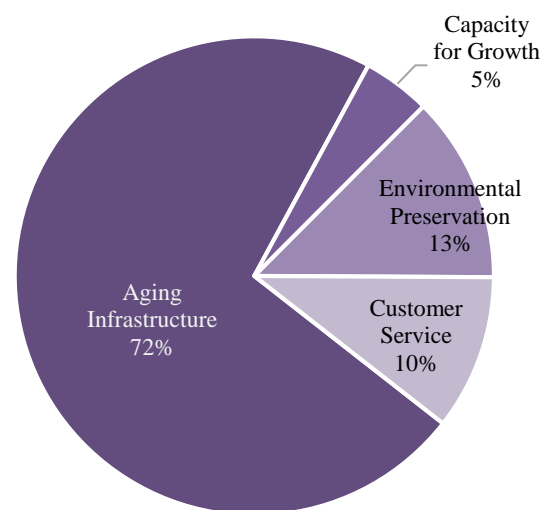
The Utilities 2017-2023 Capital Investment Program (CIP) is a plan and budget for major utility system improvements that will be implemented over a seven-year period. The Adopted Utilities CIP Plan totals \$221 million and defines investments for three utilities--Water, Wastewater, and Storm and Surface Water.

Key drivers for the 2017-2023 CIP are:

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

Utilities owns, operates, and maintains over \$3.5 billion of infrastructure assets, with over 1,500 miles of pipeline to provide drinking water, wastewater, and storm and surface water services. This infrastructure was primarily constructed from the 1940s through the 1980s, and most of the assets are well past midlife. As the infrastructure ages, it becomes less reliable and more failures occur. As a result, the cost to operate, maintain, rehabilitate, and replace the various assets increases. Over the next 75 years, approximately \$2.4 billion will be needed to renew or replace infrastructure within the three utilities. System renewal is and will continue to be the most significant driver of the Utilities CIP.

2017-2023 Utilities CIP



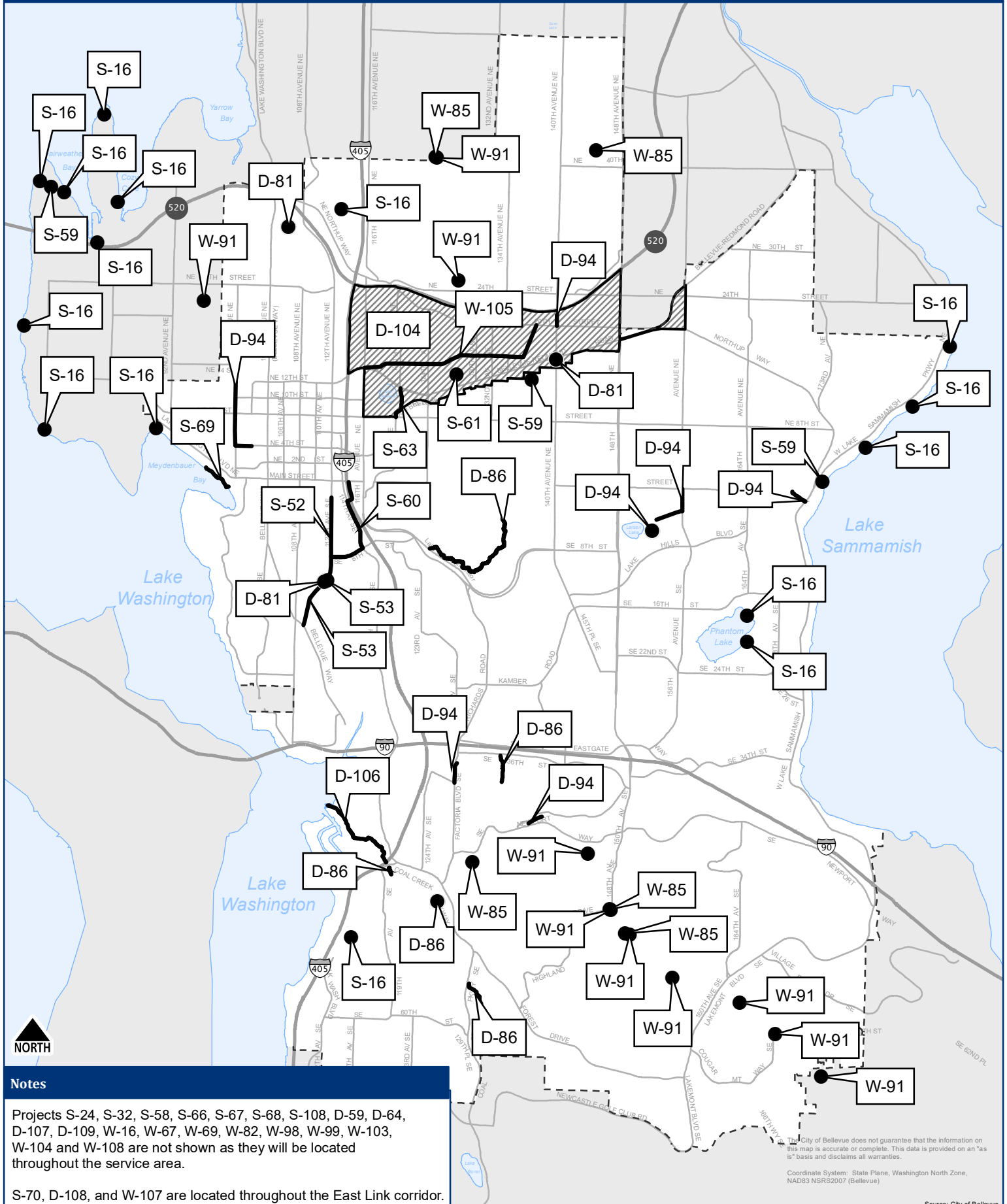
Significant projects include small diameter water main replacement, water pump station and reservoir replacement, sewer pipeline major system repairs, and storm system conveyance repairs. In addition, the Utilities CIP also addresses resiliency preparedness in the event of a major earthquake. This includes ongoing work to perform seismic upgrades to reservoirs, performing a seismic evaluation for water pipes, and evaluating the utility's emergency water supply. Other significant projects include constructing a new water inlet station, providing drinking water storage for the west operating area, and upgrading sewer capacity for the Wilburton area to address growth, protecting property by reducing surface water runoff and flooding, and restoring stream and natural habitats. The Utility CIP includes funding for the implementation of Advanced Metering Infrastructure (AMI). Currently, water meters are manually read once every two months. AMI will enable the City to provide real-time data to customers, more timely detection of water leaks, and reduced meter reading costs.



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Healthy and Sustainable Environment CIP Projects 2017 - 2023

2017 - 2020 City of Bellevue Budget





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2017-2023 Utilities CIP Project Expenditures
City of Bellevue 2017-2018 Adopted Budget

CIP Plan No.	Project Name	2016 Approp. To Date	2017 Budget	2018 Budget	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2017-2023 Total	New Total Project Budget
WATER CIP											
W-16	Small Diameter Water Main Replacement	63,175,885	10,325,000	9,542,000	9,722,000	9,916,000	10,114,000	10,317,000	10,358,000	70,294,000	133,469,885
W-67	Pressure Reducing Valve (PRV) Rehabilitation	8,456,971	545,000	400,000	281,000	541,000	424,000	433,000	441,000	3,065,000	11,521,971
W-69	Minor (Small) Water Capital Improvement Projects	5,498,619	216,000	253,000	223,000	206,000	119,000	245,000	250,000	1,512,000	7,010,619
W-82	Fire Hydrant Standardization	1,296,965	2,532	315,000	-	254,000	-	-	-	571,532	1,868,497
W-85	Reservoir Rehabilitation or Replacement	11,465,705	61,772	423,000	1,888,000	715,000	777,000	1,382,000	2,011,000	7,257,772	18,723,477
W-91	Water Pump Station Rehabilitation or Replacement	8,026,238	1,345,235	838,000	2,997,000	2,131,000	2,880,000	2,782,000	2,312,000	15,285,235	23,311,473
W-98	Replacement of Large Commercial Water Meters	2,979,308	119,855	550,000	-	573,000	584,000	596,000	608,000	3,030,855	6,010,163
W-99	Water Service Line and Saddle Replacement	2,416,932	72,568	253,000	258,000	263,000	269,000	274,000	280,000	1,669,568	4,086,500
W-103	Increase Drinking Water Storage Availability for West Op Area	779,547	342,539	641,000	654,000	-	-	-	-	1,637,539	2,417,086
W-104	New Water Inlet Station	-	637,000	2,273,000	2,319,000	-	-	-	-	5,229,000	5,229,000
W-105	Water Facilities for NE 15th Multi Modal Corridor	-	387,000	-	364,000	333,000	-	-	-	1,084,000	1,084,000
W-105-B	Water Facilities for NE 15th Multi Modal Corridor (Bank)	1,073,957	231,000	236,000	-	-	250,000	255,000	260,000	1,232,000	2,305,957
W-108	Advanced Metering Infrastructure (AMI) Implementation (Water)	-	210,000	5,644,800	10,307,500	-	-	-	-	16,162,300	16,162,300
W-109	Richards Road Inlet Supply Satation Improvements	-	500,000	-	-	-	-	-	-	500,000	500,000
W-110	NE 40th and Enatai Inlet Water Station	-	200,000	-	-	-	-	-	-	200,000	200,000
TOTAL WATER CIP		105,170,127	15,195,501	21,368,800	29,013,500	14,932,000	15,417,000	16,284,000	16,520,000	128,730,801	233,900,928
SEWER											
S-16	Sewage Pump Station Improvements	14,033,491	40,664	1,815,000	1,095,000	1,118,000	1,110,000	1,013,000	1,212,000	7,403,664	21,437,155
S-24	Sewer System Pipeline Major Repairs	21,014,785	1,890,000	1,952,000	1,991,000	2,031,000	2,072,000	2,113,000	2,155,000	14,204,000	35,218,785
S-32	Minor (Small) Sewer Capital Improvement Projects	2,364,323	102,000	110,000	112,000	115,000	117,000	119,000	122,000	797,000	3,161,323
S-58	Lake Washington Sewer Lake Line Assessment Program	1,801,400	117,555	-	-	-	-	-	-	117,555	1,918,955
S-59	Add on-site Power at Sewer Pump Station	224,981	1,013	77,000	587,000	270,000	-	-	-	935,013	1,159,994
S-60	Wilburton Sewer Capacity Upgrade	9,862,599	568,000	11,000	11,000	11,000	11,000	12,000	-	624,000	10,486,599
S-61	Midlakes Pump Station Capacity Improvements	4,069,715	301,980	-	-	-	-	-	-	301,980	4,371,695
S-66	Sewer System Pipeline Replacement	3,404,100	2,732,789	677,000	2,419,000	1,745,000	1,219,000	1,157,000	1,770,000	11,719,789	15,123,889
S-67	I&I Investigations and Flow Monitoring	470,000	256,382	230,000	223,000	96,000	-	-	-	805,382	1,275,382
S-68	Sewer Force Main Condition Assessment	522,000	236,879	20,000	-	-	-	-	-	256,879	778,879
S-69	Meydenbauer Bay Park Sewer Line Replacement	348,000	3,832,000	-	-	-	-	-	-	3,832,000	4,180,000
S-108	Advanced Metering Infrastructure (AMI) Implementation (Sewer)	-	90,000	2,419,200	4,417,500	-	-	-	-	6,926,700	6,926,700
TOTAL SEWER		58,115,394	10,169,262	7,311,200	10,855,500	5,386,000	4,529,000	4,414,000	5,259,000	47,923,962	106,039,356
STORM & SURFACE WATER											
D-59	Minor (Small) Storm Capital Improvement Projects	3,201,286	-	221,000	218,000	237,000	242,000	246,000	251,000	1,415,000	4,616,286
D-64	Strom System Conveyance Repairs and Replacement	13,921,231	1,886,000	1,373,000	1,241,000	1,330,000	1,424,000	1,524,000	1,633,000	10,411,000	24,332,231
D-81	Fish Passage Improvement Program	4,783,895	418,000	461,000	174,000	467,000	236,000	607,000	507,000	2,870,000	7,653,895
D-86	Stream Channel Modification Program	4,686,568	388,000	303,000	544,000	365,000	423,000	298,000	552,000	2,873,000	7,559,568
D-94	Flood Control Program	7,591,973	-	3,683,000	1,294,000	906,000	957,000	714,000	864,000	8,418,000	16,009,973
D-103	Replace Coal Creek Pkwy Culvert at Coal Creek	5,235,250	13,000	13,000	13,000	-	-	-	-	39,000	5,274,250
D-104	Stream Restoration for Mobility & Infrastructure Initative	-	110,000	112,000	5,000	6,000	6,000	-	-	239,000	239,000
D-104-B	Stream Restoration for Mobility & Infrastructure Initative (Bank)	8,194,188	2,231,300	2,522,167	-	-	-	-	-	4,753,467	12,947,655
D-105	Replace NE 8th St Culvert at Kelsey Creek	336,000	733,000	2,778,000	16,000	8,000	8,000	8,000	8,000	3,559,000	3,895,000
D-106	Lower Coal Creek Flood Hazard Reduction Phase I	1,366,889	2,515,000	2,475,000	2,311,000	10,000	10,000	-	-	7,321,000	8,687,889
D-107	Storm Water Video Inspection Enhancement	913,000	963,000	459,000	246,000	-	-	-	-	1,668,000	2,581,000
D-109	Storm Retrofit in Kelsey Creek	-	90,000	125,000	128,000	-	-	-	-	343,000	343,000
TOTAL STORM & SURFACE WATER		50,230,280	9,347,300	14,525,167	6,190,000	3,329,000	3,306,000	3,397,000	3,815,000	43,909,467	94,139,747
TOTAL UTILITIES CIP		213,515,801	34,712,063	43,205,167	46,059,000	23,647,000	23,252,000	24,095,000	25,594,000	220,564,230	434,080,031
Reserves are excluded from the table above.											



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2017-2023 Capital Investment Program Plan

Water

The Water Utility owns and operates 611 miles of water distribution and transmission mains, 24 reservoirs with 39.5 million gallons of storage, and 22 pump stations. Water is supplied by the Cascade Water Alliance by contractual arrangement with the City of Seattle through the Tolt and Cedar River supply systems. Bellevue's Water Utility serves all of Bellevue as well as the Points Communities and some areas of unincorporated King County.

Capital improvements for the Water Utility are generally based on Bellevue's 2016 Water System Plan. The System Plan identifies system improvements needed to continue to meet the demands of population growth and system aging, and to provide for orderly system expansion and improvements which increase system reliability, efficiency, and maintain desired levels of service.

The water system was analyzed to identify pressure, capacity, and storage needs now and for anticipated population growth. Other capital investment projects reflect the increasing resources needed to maintain a high level of service and reliability as the water system ages (infrastructure renewal and replacement).

The 2017-2023 CIP Plan recognizes that significant investments are needed to maintain aging systems and replace components that are reaching the end of their useful life. The Water System Plan also includes a number of investments that are necessary to meet system capacity and infrastructure renewal needs as a response to growth and demand in the system.



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2017-2023 Adopted CIP: Healthy and Sustainable Environment - Water

Funded CIP Projects

CIP Plan Number	Project Title	\$ in 000s	
		2017-2023 Project Cost	Total Estimated Cost
W-16	Small Diameter Water Main Replacement	70,294	133,470
W-67	Pressure Reducing Valve (PRV) Rehabilitation	3,065	11,522
W-69	Minor (Small) Water Capital Improvement Projects	1,512	7,011
W-82	Fire Hydrant Standardization	572	1,868
W-85	Reservoir Rehabilitation or Replacement	7,258	18,723
W-91	Water Pump Station Rehabilitation or Replacement	15,285	23,311
W-98	Replacement of Large Commercial Water Meters	3,031	6,010
W-99	Water Service Line and Saddle Replacement	1,670	4,087
W-103	Increase Drinking Water Storage Availability for West Op Area	1,638	2,417
W-104	New Water Inlet Station	5,229	5,229
W-105	Water Facilities for NE 15th Multi Modal Corridor	1,084	1,084
W-105-B	Water Facilities for NE 15th Multi Modal Corridor (Bank)	1,232	2,306
W-108	Advanced Metering Infrastructure (AMI) Implementation (Water)	16,162	16,162
W-109	Richards Road Inlet Supply Station Improvements	500	500
W-110	NE 40th and Enatai Inlet Water Station	200	200
Total Water CIP		128,731	233,901



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W-16 Small Diameter Water Main Replacement

Category: **Water**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Water Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
133,469,885	63,175,885	10,325,000	9,542,000	9,722,000	9,916,000	10,114,000	10,317,000	10,358,000

Description and Scope

This program focuses primarily on replacing small diameter asbestos cement (AC) pipe that has reached its useful life. A secondary benefit is increasing the emergency fireflow available to neighborhoods. This investment will ramp up water pipeline replacement to 5 miles/year by 2018, and then be adjusted with inflation to maintain the 5 miles per year replacement rate. At that rate, water pipe will need to last on average 100-125 years. Pipes are selected for replacement based on risk of failure (likelihood and consequence), failure history, and coordination with other construction, such as planned street overlays (which reduce restoration costs). Project costs include a 2.8% cost increase reflecting actual bid experience for pipe replacement.

Rationale

In the short term, this program reduces the likelihood of catastrophic system failures, unplanned service interruptions, damage claims to the city, and sharp rate increases to react to system failures rather than proactively managing the system. In the long term, timely replacement or repair of water system assets keeps customer rates as low as practical by managing the system at the least life-cycle cost while maintaining target service levels and meeting regulatory requirements.

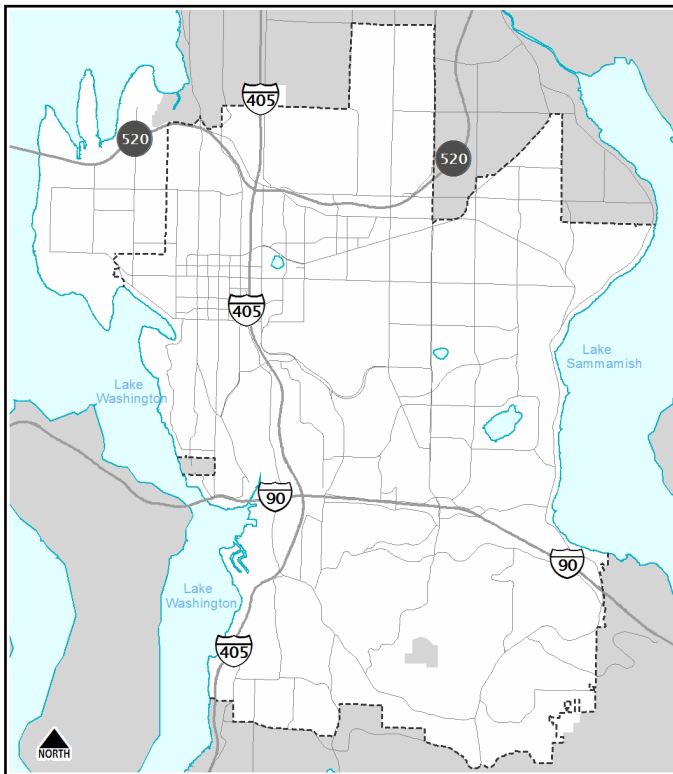
Environmental Impacts

Replacing aging water infrastructure ensures a reliable supply of safe drinking water in sufficient quantity for homes and businesses. Minimizing water system failures means reduced environmental damage such as flooding and erosion, which can damage lakes, streams, and wetlands. Timely replacement of aging water pipes and appurtenances reduces the volume of treated, potable water lost to leakage into the ground or following system breaks.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	133,469,885

Total Budgetary Cost Estimate: 133,469,885

Means of Financing

Funding Source	Amount
Utility Rates/Fees	133,469,885

Total Programmed Funding: 133,469,885
Future Funding Requirements:

Comments

W-67 Pressure Reducing Valve (PRV) Rehabilitation

Category: **Water**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Water Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
11,521,971	8,456,971	545,000	400,000	281,000	541,000	424,000	433,000	441,000

Description and Scope

This ongoing program is to rehabilitate or replace old and deteriorating pressure reducing valves (PRVs) throughout the water service area. The number of pressure reducing valves that are rehabilitated varies from year to year based on the annual program budget and the rehabilitation costs, but over the long term should average about 3 PRVs per year. Replacement criteria include service requirements, safety, maintenance history, age, and availability of replacement parts.

Rationale

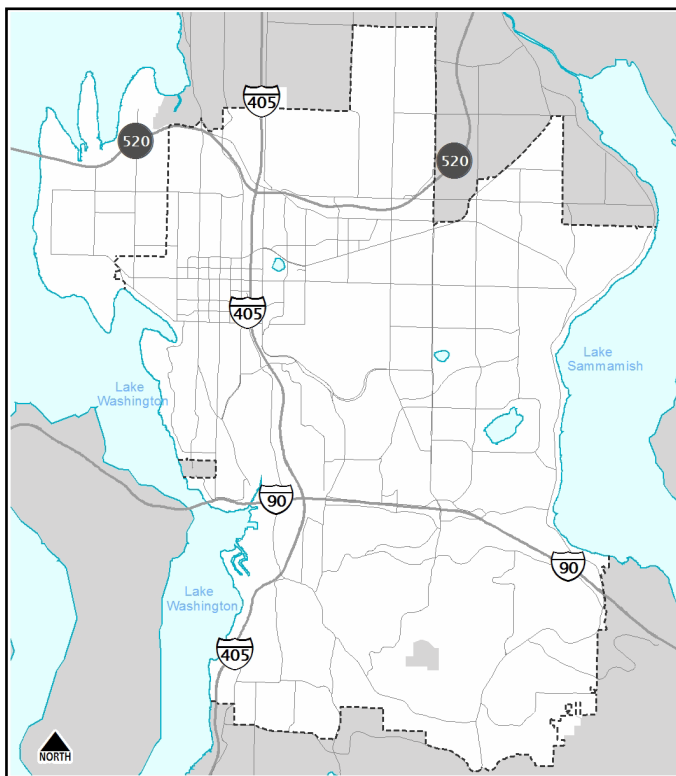
In the short term, this program reduces the likelihood of catastrophic system failures, unplanned service interruptions, damage claims to the city, and sharp rate increases to react to system failures rather than proactively managing the system. In the long term, timely replacement or repair of water system assets keeps customer rates as low as practical by managing the system at the least life-cycle cost while maintaining target service levels and meeting regulatory requirements.

Environmental Impacts

Replacing aging water infrastructure ensures a reliable supply of safe drinking water in sufficient quantity for homes and businesses. Minimizing water system failures means reduced environmental damage such as flooding and erosion, which can damage lakes, streams, and wetlands. Timely replacement of aging water pipes and appurtenances reduces the volume of treated, potable water lost to leakage into the ground or following system breaks.

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	Ongoing	11,521,971

Total Budgetary Cost Estimate: 11,521,971

Means of Financing

Funding Source	Amount
Utility Rates/Fees	11,521,971

Total Programmed Funding: 11,521,971
Future Funding Requirements:

Comments

W-69 Minor (Small) Water Capital Improvement Projects

Category: **Water**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Water Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
7,010,619	5,498,619	216,000	253,000	223,000	206,000	119,000	245,000	250,000

Description and Scope

This ongoing program pays for small improvements to Bellevue's water system to resolve deficiencies, improve efficiencies, or resolve maintenance problems, often in conjunction with other programs such as the Transportation overlay program. Projects are prioritized based on criteria including public safety/property damage, maintenance frequency, operator safety, environmental risk, reliability and efficiency gains, coordination with other city projects or development activity, and level of service impact.

Rationale

In the short term, this program reduces the likelihood of catastrophic system failures, unplanned service interruptions, damage claims to the city, and sharp rate increases to react to system failures rather than proactively managing the system. In the long term, timely replacement or repair of water system assets keeps customer rates as low as practical by managing the system at the least life-cycle cost while maintaining target service levels and meeting regulatory requirements.

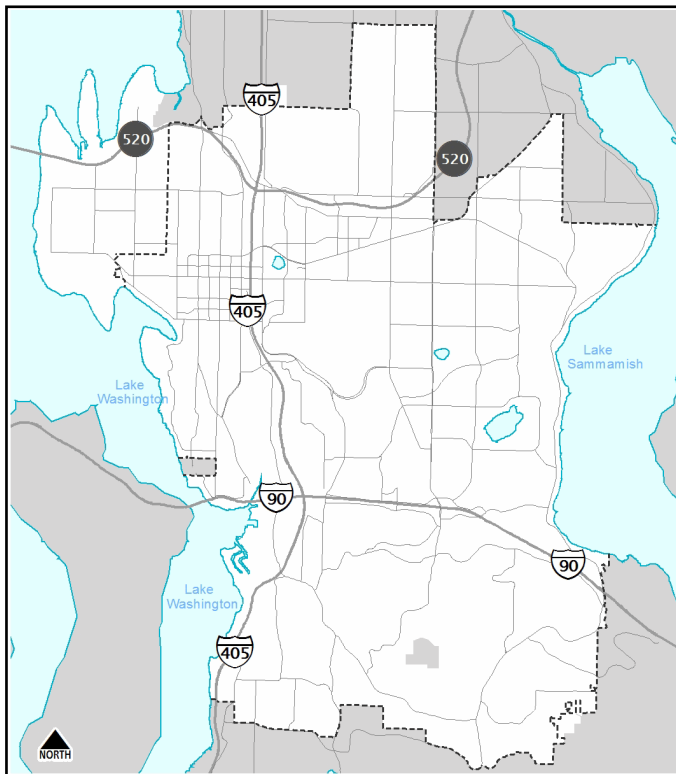
Environmental Impacts

Replacing aging water infrastructure ensures a reliable supply of safe drinking water in sufficient quantity for homes and businesses. Minimizing water system failures means reduced environmental damage such as flooding and erosion, which can damage lakes, streams, and wetlands. Timely replacement of aging water pipes and appurtenances reduces the volume of treated, potable water lost to leakage into the ground or following system breaks.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	7,010,619

Total Budgetary Cost Estimate: 7,010,619

Means of Financing

Funding Source	Amount
Utility Rates/Fees	7,010,619

Total Programmed Funding: 7,010,619
Future Funding Requirements:

Comments

W-82 Fire Hydrant Standardization

Category: **Water**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Water Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
1,868,497	1,296,965	2,532	315,000	-	254,000	-	-	-

Description and Scope

This program replaces non-standard hydrants that have outdated two-port connections, thereby improving the rate of water flow and reducing response time in the event of a fire. Twenty two two-port hydrants are still in service. Based on the proposed budget, these will all be replaced by 2019.

Rationale

In the short term, this program reduces the likelihood of catastrophic system failures, unplanned service interruptions, damage claims to the city, and sharp rate increases to react to system failures rather than proactively managing the system. In the long term, timely replacement or repair of water system assets keeps customer rates as low as practical by managing the system at the least life-cycle cost while maintaining target service levels and meeting regulatory requirements.

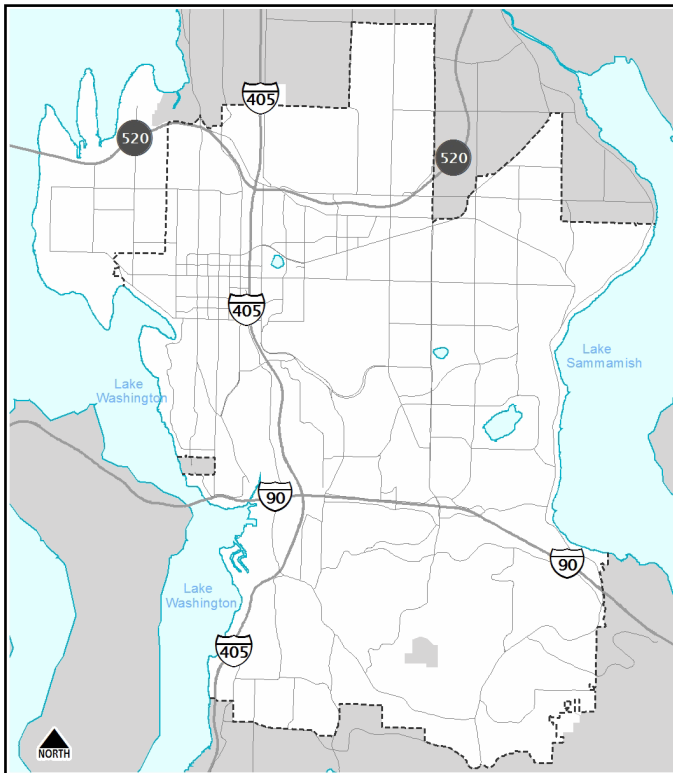
Environmental Impacts

Replacing aging water infrastructure ensures a reliable supply of safe drinking water in sufficient quantity for homes and businesses. Minimizing water system failures means reduced environmental damage such as flooding and erosion, which can damage lakes, streams, and wetlands. Timely replacement of aging water pipes and appurtenances reduces the volume of treated, potable water lost to leakage into the ground or following system breaks.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	1,868,497

Total Budgetary Cost Estimate: 1,868,497

Means of Financing

Funding Source	Amount
Utility Rates/Fees	1,868,497

Total Programmed Funding: 1,868,497
Future Funding Requirements:

Comments

W-85 Reservoir Rehabilitation or Replacement

Category: **Water**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Water Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
18,723,477	11,465,705	61,772	423,000	1,888,000	715,000	777,000	1,382,000	2,011,000

Description and Scope

This program funds retrofit or replacement of drinking water reservoirs to avoid or mitigate earthquake damage, and reservoir rehabilitation for age or use related deterioration. Bellevue operates and maintains 25 drinking water reservoirs in the system with a combined capacity of 40.6 million gallons. A 1993 reservoir study evaluated the seismic vulnerability of 21 of the reservoirs and recommended further evaluation and/or upgrade for 12 of these reservoirs. Remaining work at Horizon View #1, Somerset #1, Pikes Peak Reservoir, and Horizon View #2 reservoirs will be completed during this CIP window. A new study of the other reservoirs will determine upcoming needs and priorities for asset rehabilitation and replacement.

Rationale

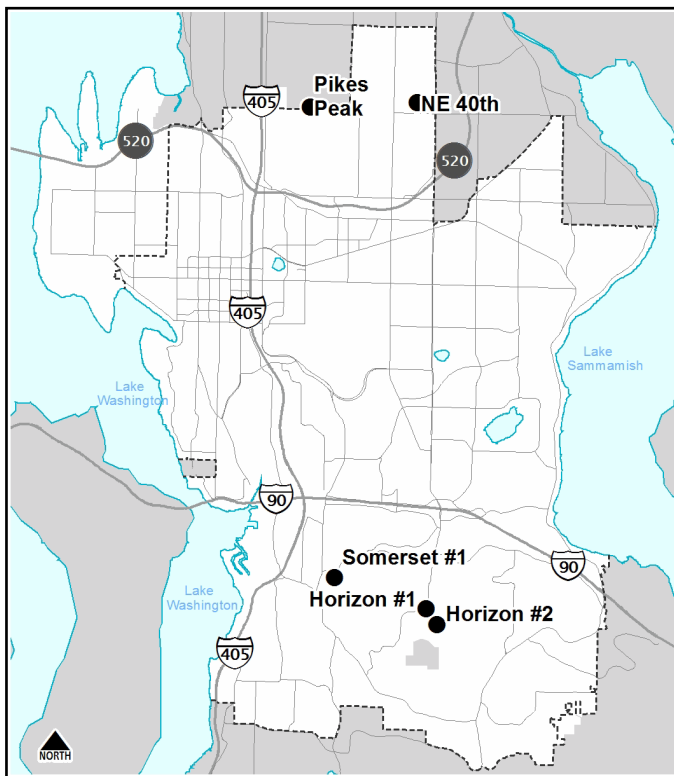
In the short term, this program reduces the likelihood of catastrophic system failures, unplanned service interruptions, damage claims to the city, and sharp rate increases to react to system failures rather than proactively managing the system. In the long term, timely replacement or repair of water system assets keeps customer rates as low as practical by managing the system at the least life-cycle cost while maintaining target service levels and meeting regulatory requirements.

Environmental Impacts

Replacing aging water infrastructure ensures a reliable supply of safe drinking water in sufficient quantity for homes and businesses. Minimizing water system failures means reduced environmental damage such as flooding and erosion, which can damage lakes, streams, and wetlands. Timely replacement of aging water pipes and appurtenances reduces the volume of treated, potable water lost to leakage into the ground or following system breaks.

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	Ongoing	18,723,477

Total Budgetary Cost Estimate: 18,723,477

Means of Financing

Funding Source	Amount
Utility Rates/Fees	18,723,477

Total Programmed Funding: 18,723,477
Future Funding Requirements:

Comments

W-91 Water Pump Station Rehabilitation or Replacement

Category: **Water**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Water Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
23,311,473	8,026,238	1,345,235	838,000	2,997,000	2,131,000	2,880,000	2,782,000	2,312,000

Description and Scope

This program was established in 2005 to rehabilitate Bellevue's twenty-one water pump stations. Based on a needs assessment of each pump station, improvements can range from basic improvements to complete reconstruction. The rehabilitation work always includes replacing the mechanical and electrical equipment, adds on-site emergency power generation as needed, and resolves structural deficiencies and life/safety issues as needed. In 2015-21 these pump stations will be rehabilitated or replaced: Horizon View #3, Horizon View #1, Cougar Mtn. #3, Pikes Peak, Cougar Mtn. #2, Clyde Hill P.S., Cougar Mtn. #1, and Horizon View #2.

Rationale

In the short term, this program reduces the likelihood of catastrophic system failures, unplanned service interruptions, damage claims to the city, and sharp rate increases to react to system failures rather than proactively managing the system. In the long term, timely replacement or repair of water system assets keeps customer rates as low as practical by managing the system at the least life-cycle cost while maintaining target service levels and meeting regulatory requirements.

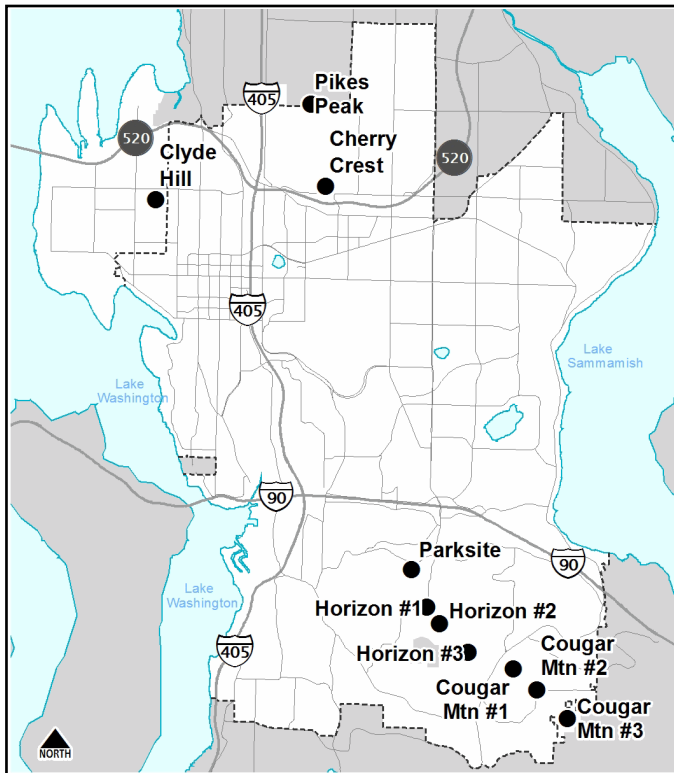
Environmental Impacts

Replacing aging water infrastructure ensures a reliable supply of safe drinking water in sufficient quantity for homes and businesses. Minimizing water system failures means reduced environmental damage such as flooding and erosion, which can damage lakes, streams, and wetlands. Timely replacement of aging water pipes and appurtenances reduces the volume of treated, potable water lost to leakage into the ground or following system breaks.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	23,311,473

Total Budgetary Cost Estimate: 23,311,473

Means of Financing

Funding Source	Amount
Utility Rates/Fees	23,311,473

Total Programmed Funding: 23,311,473
Future Funding Requirements:

Comments

W-98 Replacement of Large Commercial Water Meters

Category: **Water**
Department: **Utilities**

Status: **Ongoing**
Location: **Water Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
6,010,163	2,979,308	119,855	550,000	-	573,000	584,000	596,000	608,000

Description and Scope

This program systematically replaces older, obsolete high-volume commercial water meters (3" and larger) as they wear out. Due to their location and condition, these meters pose safety and access concerns and are generally beyond the ability of O&M crews to change out. Improved performance accuracy is a secondary benefit of the program. This ongoing program replaces approximately 4 commercial meters (and meter vaults, if required) each year.

Rationale

In the short term, this program reduces the likelihood of catastrophic system failures, unplanned service interruptions, damage claims to the city, and sharp rate increases to react to system failures rather than proactively managing the system. In the long term, timely replacement or repair of water system assets keeps customer rates as low as practical by managing the system at the least life-cycle cost while maintaining target service levels and meeting regulatory requirements.

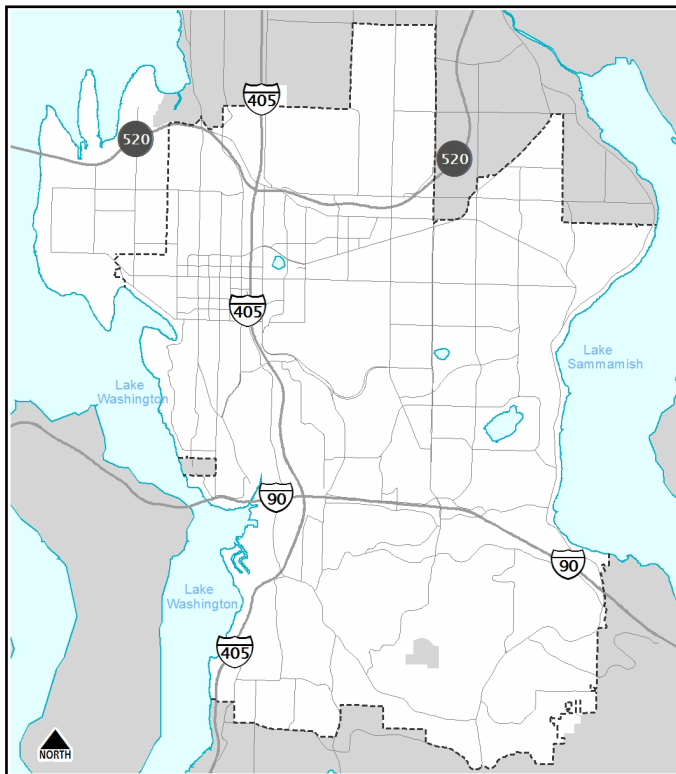
Environmental Impacts

Replacing aging water infrastructure ensures a reliable supply of safe drinking water in sufficient quantity for homes and businesses. Minimizing water system failures means reduced environmental damage such as flooding and erosion, which can damage lakes, streams, and wetlands. Timely replacement of aging water pipes and appurtenances reduces the volume of treated, potable water lost to leakage into the ground or following system breaks.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	6,010,163

Total Budgetary Cost Estimate: 6,010,163

Means of Financing

Funding Source	Amount
Utility Rates/Fees	6,010,163

Total Programmed Funding: 6,010,163
Future Funding Requirements:

Comments

W-99 Water Service Line and Saddle Replacement Program

Category: **Water**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Water Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
4,086,500	2,416,932	72,568	253,000	258,000	263,000	269,000	274,000	280,000

Description and Scope

This program replaces aging and deteriorating water service saddles (the component connecting the customer's water service line to the city-owned water line), and deteriorating water service lines (the pipes between the city's water main to the customer's water meter), most commonly in advance of planned street improvements. Annual expenditures can vary widely depending on the condition of saddles and service lines where street improvement projects are planned. Due to these uncertainties, level funding based on replacement of 100 service/saddles is proposed for each year in the CIP window, recognizing that some years will be over or under spent.

Rationale

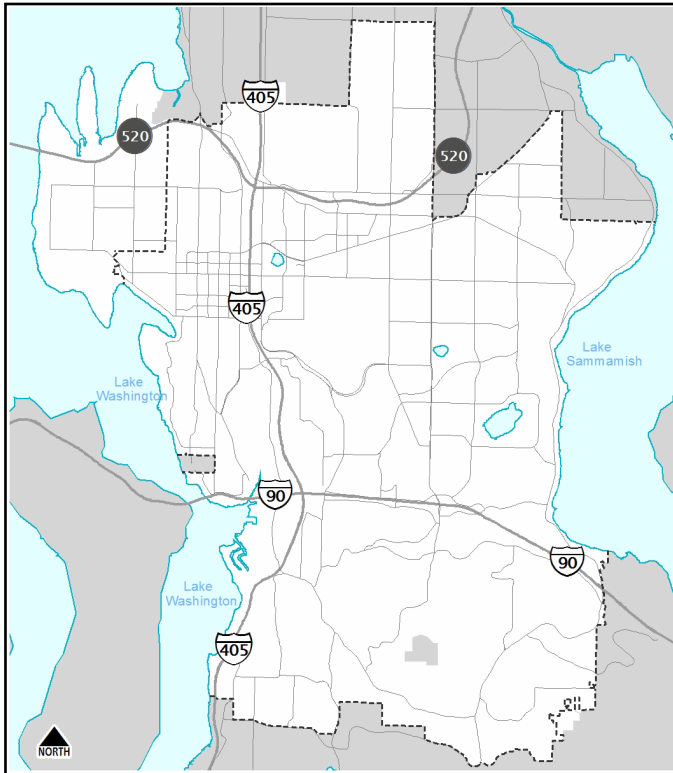
In the short term, this program reduces the likelihood of catastrophic system failures, unplanned service interruptions, damage claims to the city, and sharp rate increases to react to system failures rather than proactively managing the system. In the long term, timely replacement or repair of water system assets keeps customer rates as low as practical by managing the system at the least life-cycle cost while maintaining target service levels and meeting regulatory requirements.

Environmental Impacts

Replacing aging water infrastructure ensures a reliable supply of safe drinking water in sufficient quantity for homes and businesses. Minimizing water system failures means reduced environmental damage such as flooding and erosion, which can damage lakes, streams, and wetlands. Timely replacement of aging water pipes and appurtenances reduces the volume of treated, potable water lost to leakage into the ground or following system breaks.

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	Ongoing	4,086,500

Total Budgetary Cost Estimate: 4,086,500

Means of Financing

Funding Source	Amount
Utility Rates/Fees	4,086,500

Total Programmed Funding: 4,086,500
Future Funding Requirements:

Comments

W-103 Increase Drinking Water Storage Availability

Category: **Water**
 Department: **Utilities**

Status: **Approved and Begun**
 Location: **West Operating Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
2,417,086	779,547	342,539	641,000	654,000	-	-	-	-

Description and Scope

This project is for design and construction of facilities to increase the drinking water storage available for anticipated population growth in Downtown, Bel-Red, and Wilburton areas. System improvements will be made in this CIP window to allow transfer of surplus water stored in East Bellevue to the growth areas, assuring emergency storage is available for near-term growth. These improvements include upgrades to transmission mains in NE 8th Street and at SE 7th and 140th Ave SE, and upgrades to system Pressure Reducing Valves. The project also includes analysis of emergency well capacity to supplement regional supply in case of an outage, which may offset or reduce the need for added storage. The 2015 Water System Plan update analyzed required timing and volume as well as siting considerations for storage to meet the needs of planned growth.

Rationale

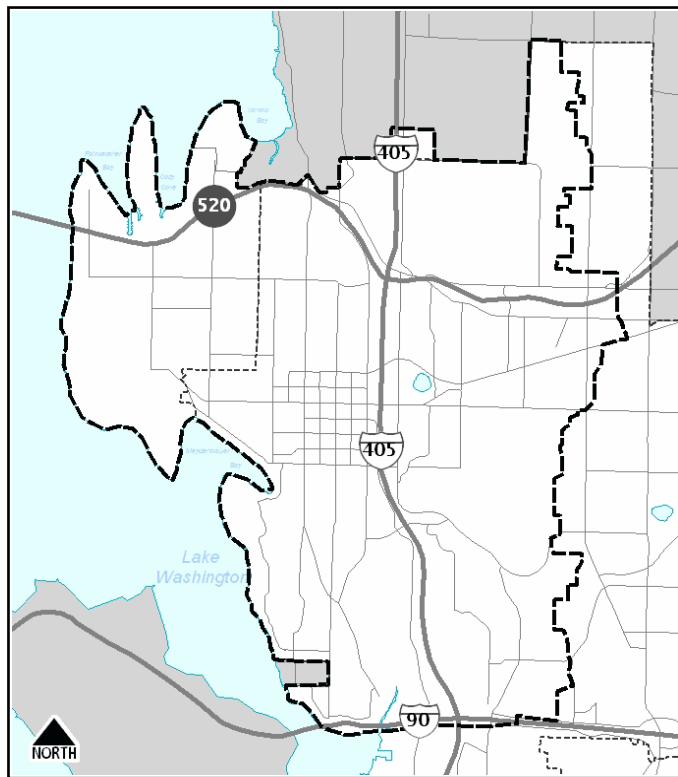
In the short term, utility capacity will be available without delaying development and redevelopment projects. In the long term, recovering the cost of projects from growth will reduce future rate increases to pay for utility system replacement.

Environmental Impacts

This project ensures a safe, reliable supply of drinking water to homes and businesses as Bellevue grows.

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2009 - 2019	2,417,086

Total Budgetary Cost Estimate: 2,417,086

Means of Financing

Funding Source	Amount
Utility Rates/Fees	2,417,086

Total Programmed Funding: 2,417,086
Future Funding Requirements:

Comments

W-104 New Water Inlet Station

Category: **Water**
 Department: **Utilities**

Status: **Approved and Begun**
 Location: **Water and Sewer Service Areas**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
5,229,000	-	637,000	2,273,000	2,319,000	-	-	-	-

Description and Scope

This project will construct a new inlet station from the regional water supply system to provide sufficient drinking water for growth in downtown, Bel-Red, and Wilburton areas. It will also improve drinking water supply reliability (redundancy) to the 200,000 people who will ultimately live and work in these areas. The transmission main improvements of W-103 will improve reliability of water supply in the near term, deferring the need to add inlet station capacity until ~2018-19.

Rationale

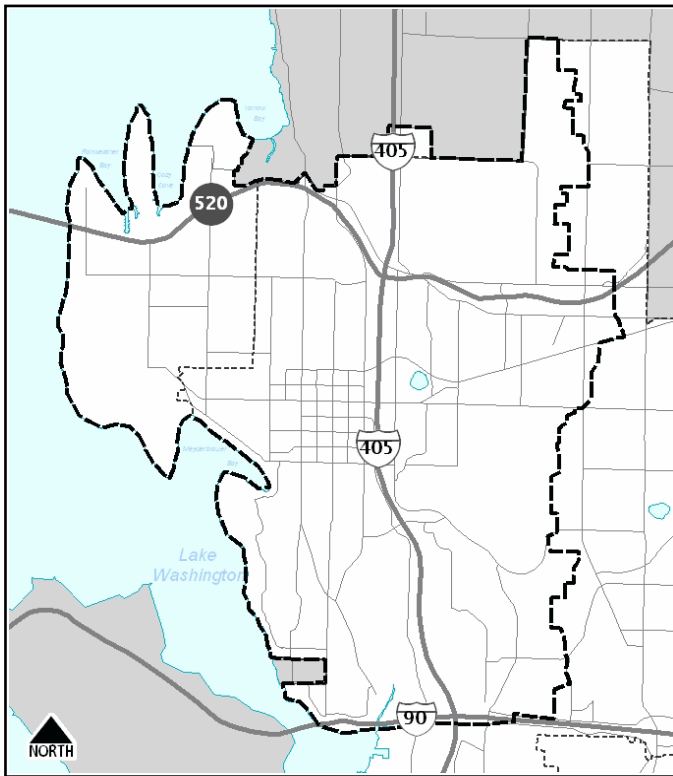
In the short term, utility capacity will be available without delaying development and redevelopment projects. In the long term, recovering the cost of projects from growth will reduce future rate increases to pay for utility system replacement.

Environmental Impacts

This project ensures a safe, reliable supply of drinking water to homes and businesses as Bellevue grows.

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2017 - 2019	5,229,000

Total Budgetary Cost Estimate: 5,229,000

Means of Financing

Funding Source	Amount
Utility Rates/Fees	5,229,000

Total Programmed Funding: 5,229,000
Future Funding Requirements:

Comments

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

Category: **Water**
 Department: **Utilities**

Status: **Approved and Begun**
 Location: **NE Spring Blvd from 116th Ave NE to 136th Pl NE**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
1,084,000	-	387,000	-	364,000	333,000	-	-	-

Description and Scope

This project provides funds for the design and construction of new water facilities concurrent with the design and construction of the NE 15th Multi-Modal corridor. The corridor will consist of a new street, bikeways, pathways, and the new East Link light rail. This project will eventually design and construct approximately 2 miles of 12 and 16 inch water main. Anticipated expenses are shown in this CIP window. Actual costs are presumed to extend well beyond 2030. The project schedule will be revised when better information is available about road improvement schedules.

Rationale

Water pipes will be needed to provide utility services to properties adjacent to the new NE Spring Blvd Multi Modal Corridor. Collaboration with the Transportation Department will occur to ensure the design is completed in coordination with the street design. This project will ensure water facilities are ready for construction when resources to build the corridor are secured. In the long term, this project will assure utilities that are foundational to eventual construction of this corridor. The utility investment associated with redevelopment of the Bel-Red Corridor will be recouped via connection charges collected from benefited properties or from Capital Recovery Charges.

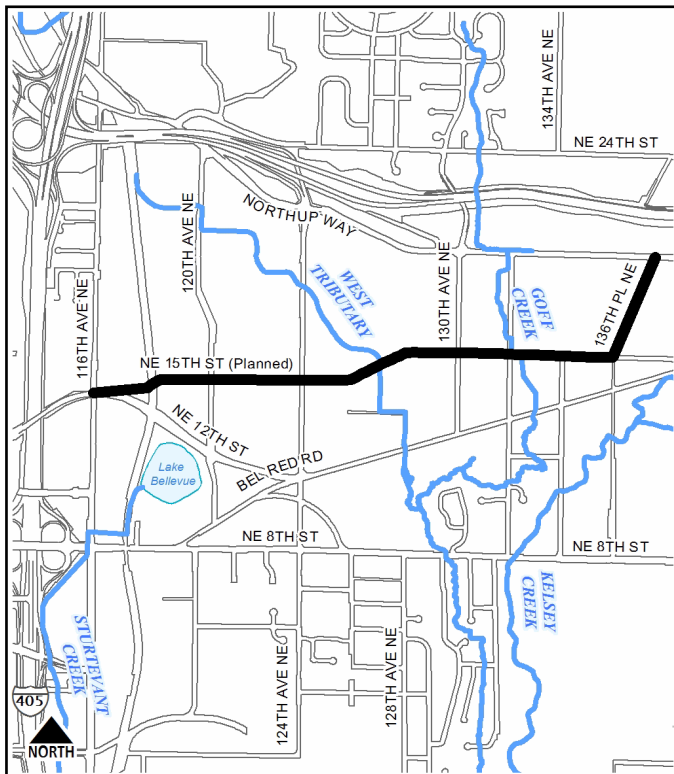
Environmental Impacts

The environmental impacts and State Environmental Protection Act (SEPA) requirements will be determined during the design process with the Transportation Department, but are expected to be minimal and incidental to construction of the corridor.

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	2016 - 2020	1,084,000

Total Budgetary Cost Estimate: 1,084,000

Means of Financing

Funding Source	Amount
Utility Rates/Fees	1,084,000

Total Programmed Funding: 1,084,000

Future Funding Requirements:

Comments

W-105-B Water Facilities: NE Spring BLVD Multi Modal Corridor (Bank)

Category: **Water**
 Department: **Utilities**

Status: **Approved and Begun**
 Location: **City Hall**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
2,305,957	1,073,957	231,000	236,000	-	-	250,000	255,000	260,000

Description and Scope

This project maintains reserve funds for project W-105, for the design and construction of new water facilities concurrent with the design and construction of the NE 15th Multi-Modal corridor.

Rationale

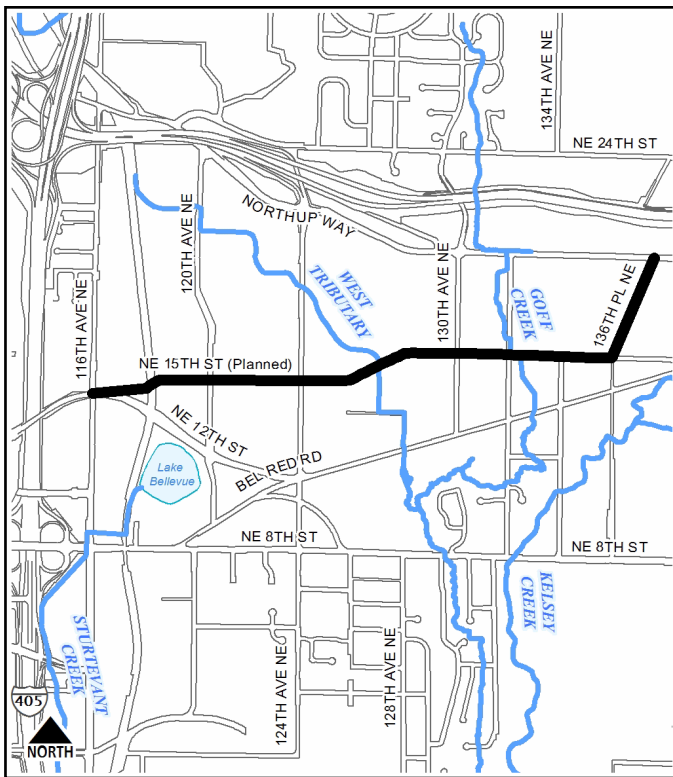
N/A

Environmental Impacts

N/A

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2013 - 2023	2,305,957

Total Budgetary Cost Estimate: 2,305,957

Means of Financing

Funding Source	Amount
Utility Rates/Fees	2,305,957

Total Programmed Funding: 2,305,957
Future Funding Requirements:

Comments

W-108 Advanced Metering Infrastructure (AMI) Implementation

Category: **Water**
 Department: **Utilities**

Status: **New**
 Location: **Water Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
16,162,300	-	210,000	5,644,800	10,307,500	-	-	-	-

Description and Scope

This proposal is for a new Utilities CIP Program. Implementation involves: Replacing almost all Utilities meters, total of 39,436 out of 40,804; Replacing half of the meter boxes, approximately 20,000 out of 40,804; Replacing the lids for the other half of the meter boxes, approximately 20,000 lids; Installing Meter Interface Units (MIU); Installing Communication equipment, 100 collectors and 25 repeaters; Implementation of an AMI Meter Data Management Software (MDMS); Systems Integration and Implementation services. This project will be funded 70% by water and 30% by sewer rates. The budget is based on a 2015 AMI feasibility study. Rapid implementation is planned to realize the maximum benefit from labor savings that will be realized by replacing the current manually-read meters, to minimize the time two systems need to be supported, and to deliver a common service level to all customers as rapidly as possible.

Rationale

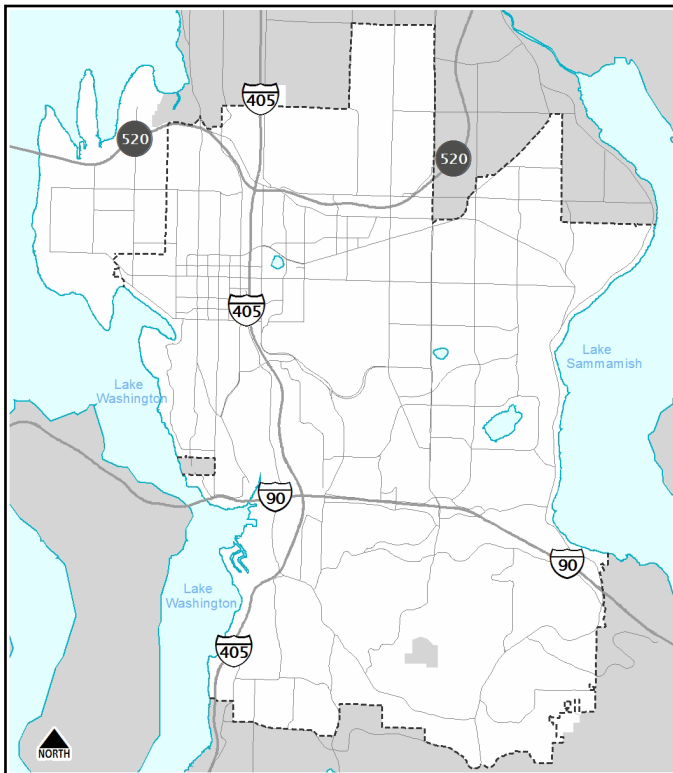
Replacement of Bellevue's water meters with AMI technology will immediately result in Financial, Social, and Environmental benefits. • Financial: Improved billing and meter accuracy, reduced labor costs for meter reading, reduced time between meter reads and bill productions, reduced capital expenditures for meter reader vehicles and inventory, reduced manual processing of data, improved system planning due to availability of local water use data for modeling. • Social: Increased responsiveness to customers, more accurate and timely billing, reduced turnaround time related to off-cycle reads, ability to manage water use data holistically, rapid leak detection and reporting, improved staff and customer alarms and notifications. • Environmental: Improved water conservation (less waste) through timely detection of leaks; improved backflow detection (potential for contamination); reduced motor vehicle emissions.

Environmental Impacts

This proposal will result in improved water conservation through prompt leakage detection (due to continuous rather than episodic meter reads) and will reduce the potential for contamination of the public water supply through detection of negative flow. It will reduce motor vehicle emissions since meters will be read remotely via computer rather than from meter reader vehicles driving through Bellevue.

Operating Budget Impacts

There will be ongoing M&O costs after completion of the project but the impact revenues and/or expenses will not be determined until vendors and equipment are selected.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2017 - 2019	16,162,300

Total Budgetary Cost Estimate: 16,162,300

Means of Financing

Funding Source	Amount
Utility Rates/Fees	16,162,300

Total Programmed Funding: 16,162,300
Future Funding Requirements:

Comments

W-109 Richards Road Inlet Supply Station

Category: **Water**
Department: **Utilities**

Status: **New**
Location: **Water Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
500,000	-	500,000	-	-	-	-	-	-

Description and Scope

Richard's Road Inlet Station is a critical facility constructed in 1975 to deliver water from Seattle's regional system to Bellevue. It supplies water directly to the RV300, WD400, WD450, WD340 water pressure zones, and is the source of water to fill the Woodridge Reservoir. The associated pressure reducing valve (PRV) reduces pressure to water that is supplied to the RV300 zone, and also controls flow to the Woodridge reservoir. This critical facility has old components that require increasingly frequent maintenance; the existing mechanical and electrical components are outdated and in need of replacement. Due to the risk and consequence of failure, station replacement is required. This project will include constructing a new inlet meter installation and pressure reducing valve station, and upgrading telemetry equipment at the site. Enhanced telemetry will record rate and volume of water that is supplied from the station, will provide pressure information both of the CESSL side and 300 zone; and will provide power to the vault for the meter, flood alarm, and intrusion. Because the existing inlet station is located on Richards Road, a very busy arterial which makes it access difficult and creates safety hazards for workers, the new station will be located on the eastern side of Richards Road, along a grassy area just east of the existing sidewalk, and the existing station will be abandoned. This project was initiated in W-69 (Minor Water CIP), however alternatives analysis resulted in the recommendation to replace the entire station rather than just internal components. The increase in scope and cost warranted the creation of a separate CIP project.

Rationale

In the short term, this project reduces the likelihood of catastrophic system failures, unplanned service interruptions, damage claims to the city, and sharp rate increases to react to system failures rather than proactively managing the system. In the long term, timely replacement or repair of water system assets keeps customer rates as low as practical by managing the system at the least life-cycle cost while maintaining target service levels and meeting regulatory requirements.

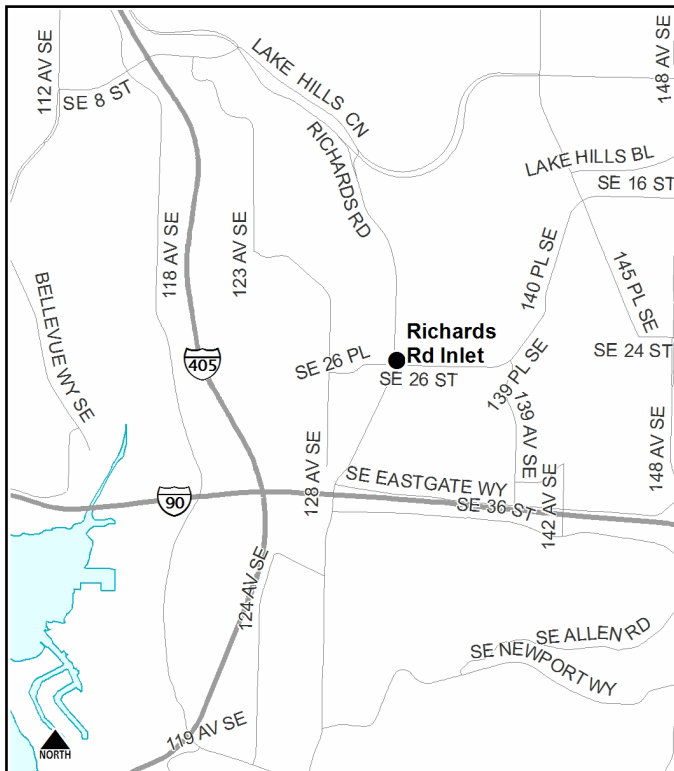
Environmental Impacts

Replacing aging water infrastructure ensures a reliable supply of safe drinking water in sufficient quantity for homes and businesses. Minimizing water system failures means reduced environmental damage such as flooding and erosion, which can damage lakes, streams, and wetlands. Timely replacement of aging water pipes and appurtenances reduces the volume of treated, potable water lost to leakage into the ground or following system breaks.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2017	500,000

Total Budgetary Cost Estimate: 500,000

Means of Financing

Funding Source	Amount
Utility Rates/Fees	500,000

Total Programmed Funding: 500,000
Future Funding Requirements:

Comments

W-110 NE 40th and Enatai Inlet Water Supply Improvement

Category: **Water**
 Department: **Utilities**

Status: **New**
 Location: **Water Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
200,000	-	200,000	-	-	-	-	-	-

Description and Scope

This project is for an alternatives analysis and predesign for improvements at the Enatai and NE 40th Water Supply Inlet stations to improve safety, reduce risk, and renew aging infrastructure. The pre-design work will inform future CIP schedule and budgets. It will allow coordination with the City of Redmond, which benefits from and shares costs for the NE 40th Inlet Supply Station. Design and construction costs are not included in proposed budget. The Water System Plan identified deficiencies including safety standards, poor HVAC controls, and deteriorating electrical components. The NE 40th Inlet meter vault has visible joint deflection; there may be perceived increased risk of a transmission main break.

Rationale

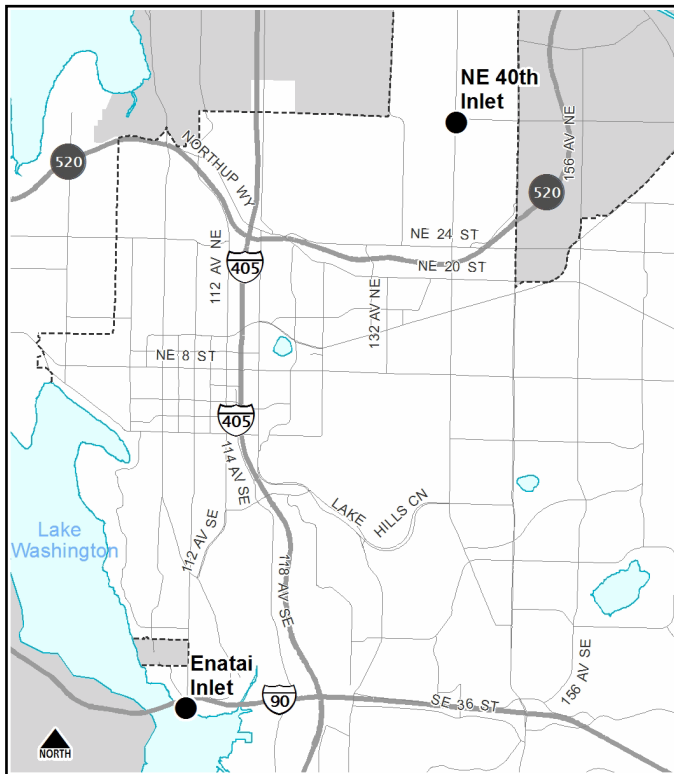
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Environmental Impacts

Replacing aging water infrastructure ensures a reliable supply of safe drinking water in sufficient quantity for homes and businesses. Minimizing water system failures means reduced environmental damage such as flooding and erosion, which can damage lakes, streams, and wetlands. Timely replacement of aging water pipes and appurtenances reduces the volume of treated, potable water lost to leakage into the ground or following system breaks.

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2017 - 2017	200,000

Total Budgetary Cost Estimate: 200,000

Means of Financing

Funding Source	Amount
Utility Rates/Fees	200,000

Total Programmed Funding: 200,000
Future Funding Requirements:

Comments



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2017-2023 Adopted CIP: Healthy and Sustainable Environment - Water**Combined, Completed Projects**

CIP Plan Number	Project Name	(\$000s)
		Total Estimated Cost
W-102	Relocate Water for WSDOT 520 Expansion	925
W-106	Water Facilities for NE 4th Extension	457
	Total	1,382



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2017-2023 Capital Investment Program Plan

Sewer

The Sewer Utility owns and operates 516 miles of sewer trunk and collector lines, 127 miles of side sewer laterals within public rights-of-way, over 13,000 manholes, and 46 pumping and flushing stations throughout its service area. All sewage is conveyed to King County METRO trunklines or pump stations, which in turn convey it to the South Treatment Plant in Renton. The Sewer Utility serves all of Bellevue as well as the Points Communities, Beaux Arts, and some areas of unincorporated King County.

Capital improvements for the Sewer Utility are generally based on the 2013 Wastewater System Plan. The Plan provides a guide for orderly system expansion to undeveloped areas and to those areas served by septic systems, and recommends improvements which increase or maintain system reliability, efficiency, and level of service. The Sewer Utility's capital improvements are consistent with the Plan's recommendations.

As part of the Wastewater System Plan's development, the sewer system was analyzed to identify potential capacity problems. Other capital investment projects reflect the increasing resource required to maintain a high level of service and reliability as the sewer system ages (infrastructure renewal and replacement), and capacity projects to meet anticipated population growth.

The 2017-2023 CIP Plan recognizes that significant investments are needed to maintain aging systems and replace components that are reaching the end of their useful life. The Plan also includes a number of investments that are necessary to meet system capacity and infrastructure renewal needs as a response to growth and demand in the system.



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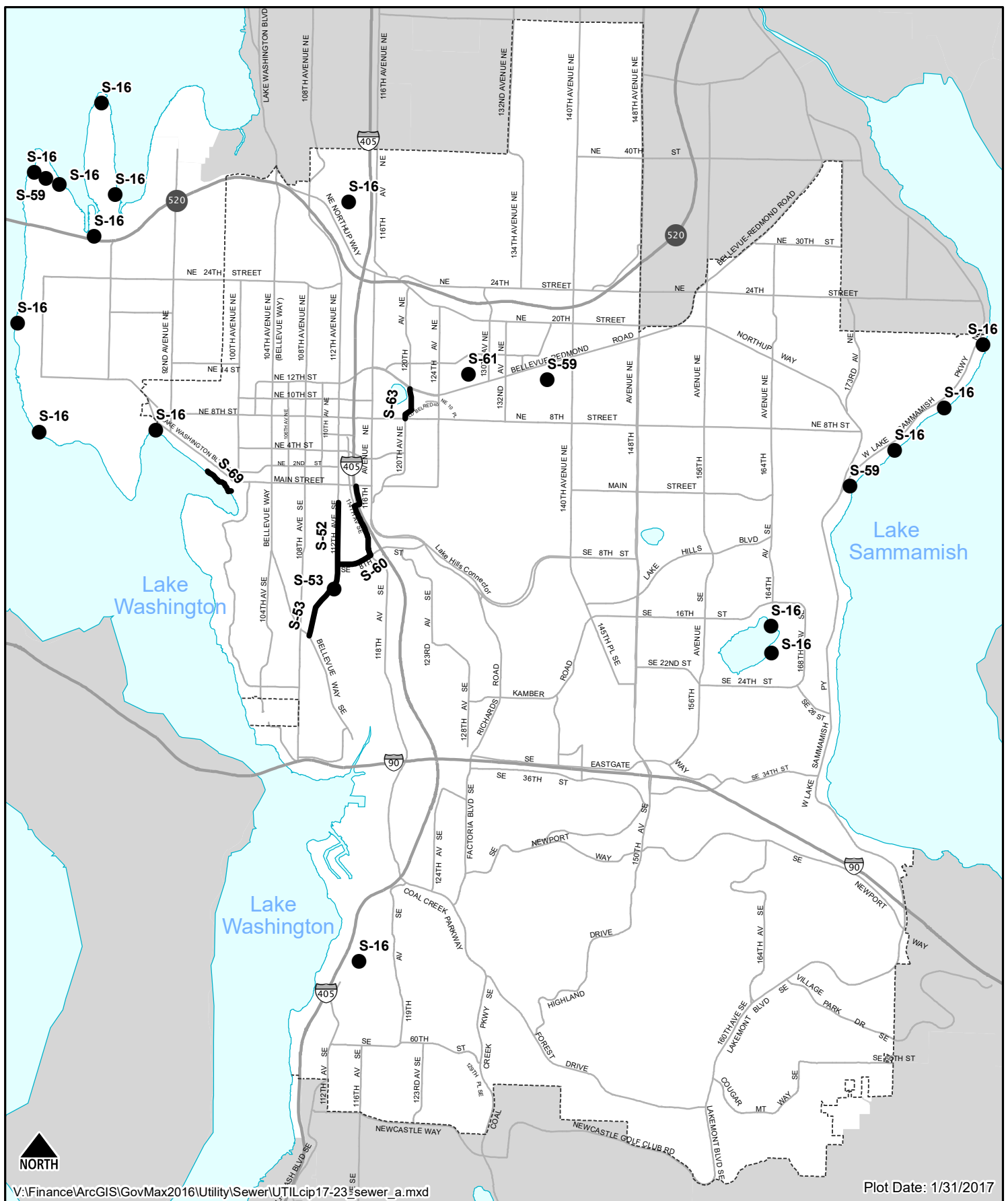
2017-2023 Adopted CIP: Healthy and Sustainable Environment - Sewer

Funded CIP Projects

CIP Plan Number	Project Title	\$ in 000s	
		2017-2023 Project Cost	Total Estimated Cost
S-16	Sewage Pump Station Improvements	7,404	21,437
S-24	Sewer System Pipeline Major Repairs	14,204	35,219
S-32	Minor (Small) Sewer Capital Improvement Projects	797	3,161
S-58	Lake Washington Sewer Lake Line Assessment Program	118	1,919
S-59	Add on-site Power at Sewer Pump Station	935	1,160
S-60	Wilburton Sewer Capacity Upgrade	624	10,487
S-61	Midlakes Pump Station Capacity Improvements	302	4,372
S-66	Sewer System Pipeline Replacement	11,720	15,124
S-67	I&I Investigations and Flow Monitoring	805	1,275
S-68	Sewer Force Main Condition Assessment	257	779
S-69	Meydenbauer Bay Park Sewer Line Replacement	3,832	4,180
S-108	Advanced Metering Infrastructure (AMI) Implementation (Sewer)	6,927	6,927
	Total Sewer CIP	47,924	106,039



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2017-2023 Sewer CIP Projects

Note: Projects S-24, S-32, S-58, S-66, S-67, S-68, and S-108 are not shown as they will be located throughout the service area. S-70 located throughout the East Link corridor.

The information on this map is a geographic representation derived from the City of Bellevue Geographic Information System. The City of Bellevue does not guarantee that the information on this map is accurate or complete. This map is provided on an "as is" basis and disclaims all warranties, express or implied, including but not limited to warranties of merchantability, fitness for a particular purpose and non-infringement. Any commercial use or sale of this map or portions thereof, is prohibited without express written authorization by the City of Bellevue. The City of Bellevue is not responsible for any damages arising from the use of information on this map. Use of this map is at user's risk. Users should verify the information before making project commitments.



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S-16 Sewer Pump Station Improvements

Category: **Sewer**
Department: **Utilities**

Status: **Ongoing**
Location: **Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
21,437,155	14,033,491	40,664	1,815,000	1,095,000	1,118,000	1,110,000	1,013,000	1,212,000

Description and Scope

This ongoing program funds rehabilitation of the 36 pump and 10 flush stations in Bellevue's wastewater system. Stations are prioritized based on the risk and consequence of failure, maintenance and operations experience, pump station age, and coordination with other projects. Stations scheduled for work in 2015-21 include: Lake Heights, Wilburton, Cedar Terrace, Lake Hills #17, Cozy Cove, Parkers, Evergreen East, Evergreen West, Fairweather, Hunt's Point, Lake Hills #6, and Lake Hills #7. Historically this program funded rehabilitation of one station per year. Two stations/year are planned beyond 2017 since the electrical and mechanical equipment in them will have reached their 25-30 year useful life. Analysis of 25 stations is currently underway to improve the forecast needs for schedule and cost, and could result in reprioritization of scheduled stations.

Rationale

Sewer infrastructure rehabilitation and replacement is based on asset criticality and business risk, per industry best practices. In the short term, this program reduces the likelihood of catastrophic system failures, damage claims, and sharp rate increases to react to failures rather than proactively managing the system. In the long term, timely replacement or repair of wastewater facilities keeps customer rates as low as practical by managing the system at the lowest life-cycle cost, while maintaining service levels and meeting regulatory requirements.

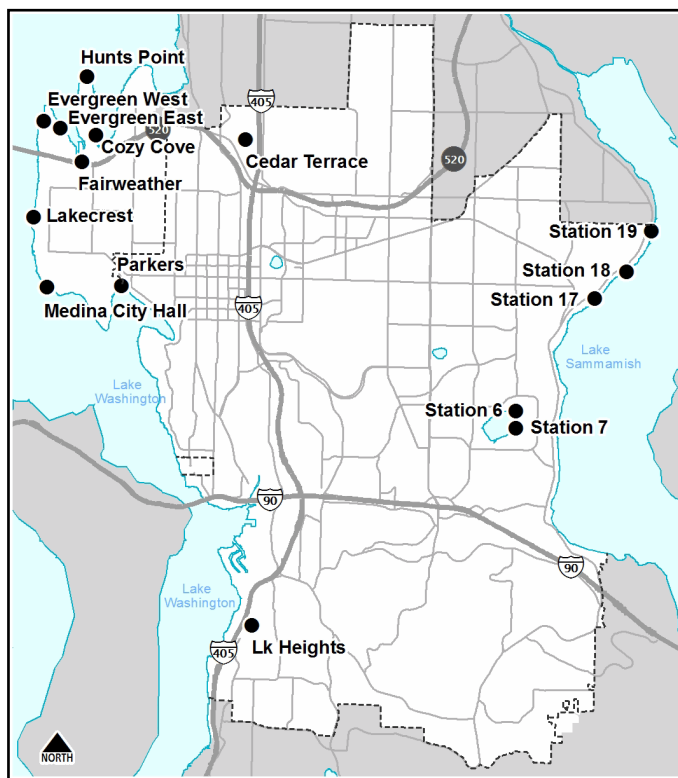
Environmental Impacts

Minimizing wastewater system failures means reduced environmental damage that results from failures, such as sewage backups and pollution to surface waters. Sewage overflows present human health and environmental hazards that threaten a community and can result in beach closures. Timely replacement or rehabilitation of aging sewer infrastructure minimizes this hazard.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	21,437,155

Total Budgetary Cost Estimate: 21,437,155

Means of Financing

Funding Source	Amount
Utility Rates/Fees	21,437,155

Total Programmed Funding: 21,437,155
Future Funding Requirements:

Comments

S-24 Sewer System Pipeline Major Repairs

Category: **Sewer**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
35,218,785	21,014,785	1,890,000	1,952,000	1,991,000	2,031,000	2,072,000	2,113,000	2,155,000

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

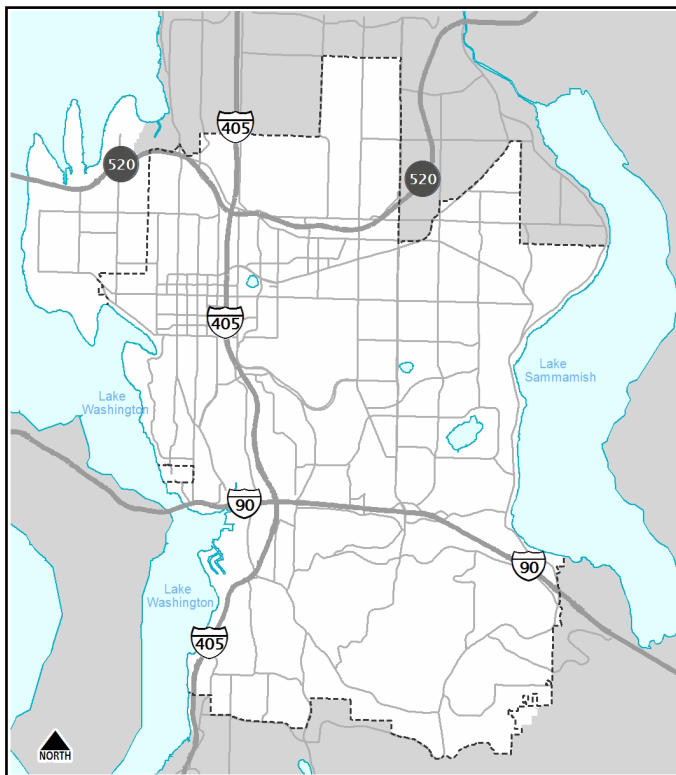
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Environmental Impacts

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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	35,218,785

Total Budgetary Cost Estimate: 35,218,785

Means of Financing

Funding Source	Amount
Utility Rates/Fees	35,218,785

Total Programmed Funding: 35,218,785
Future Funding Requirements:

Comments

S-32 Minor (Small) Sewer Capital Improvement Projects

Category: **Sewer**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
3,161,323	2,364,323	102,000	110,000	112,000	115,000	117,000	119,000	122,000

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

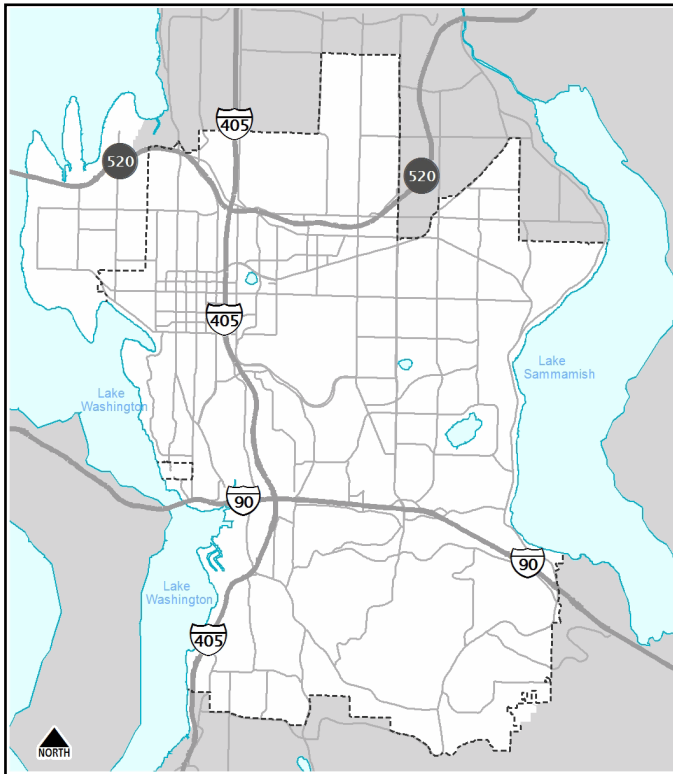
Sewer infrastructure rehabilitation and replacement is based on asset criticality and business risk, per industry best practices. In the short term, this program reduces the likelihood of catastrophic system failures, damage claims, and sharp rate increases to react to failures rather than proactively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

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Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	Ongoing	3,161,323

Total Budgetary Cost Estimate: 3,161,323

Means of Financing

Funding Source	Amount
Utility Rates/Fees	3,161,323

Total Programmed Funding: 3,161,323
Future Funding Requirements:

Comments

S-58 Lake Washington Sewer Lake Line Assessment Program

Category: **Sewer**
 Department: **Utilities**

Status: **Approved and Begun**
 Location: **Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
1,918,955	1,801,400	117,555	-	-	-	-	-	-

Description and Scope

This program is focused on assessing the 14.5 miles of sewer pipe along the Lake Washington shoreline; predicting its remaining life, and developing a strategy for its replacement. It includes condition assessment to collect pipe samples of asbestos cement and cast iron pipes in and analysis of viable alternatives for replacement of logical pipe reaches. Replacement of some of the sewer lake lines will likely be required just beyond this CIP Window. Replacement of the Meydenbauer Bay Park sewer lake line was formerly included in this project; it has been moved to its own project, S-69. Assessment of sewer lines along the Lake Sammamish shoreline is not included, since those pipes are newer and likely to last longer.

Rationale

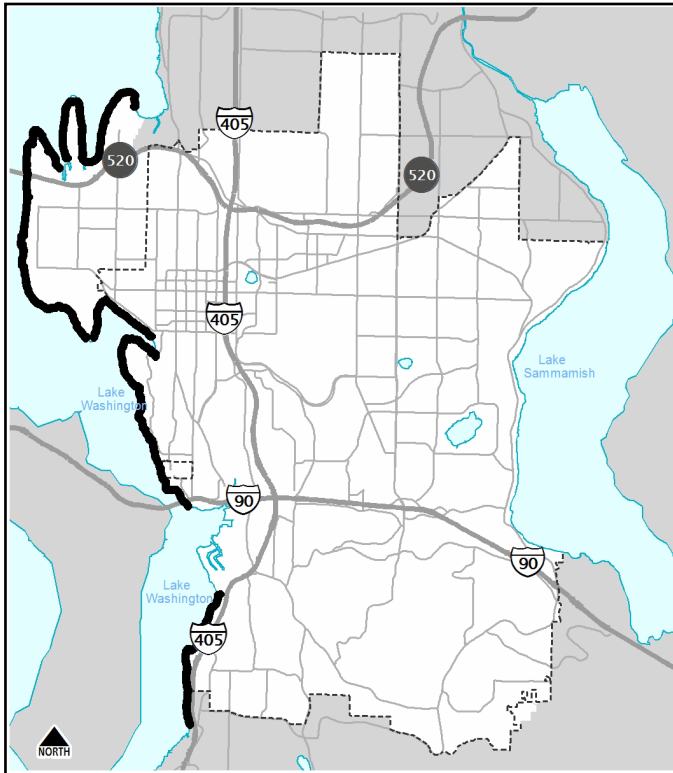
Sewer infrastructure rehabilitation and replacement is based on asset criticality and business risk, per industry best practices. In the short term, this program reduces the likelihood of catastrophic system failures, damage claims, and sharp rate increases to react to failures rather than proactively managing the system. In the long term, timely replacement or repair of wastewater facilities keeps customer rates as low as practical by managing the system at the lowest life-cycle cost, while maintaining service levels and meeting regulatory requirements.

Environmental Impacts

Minimizing wastewater system failures means reduced environmental damage that results from failures, such as sewage backups and pollution to surface waters. Sewage overflows present human health and environmental hazards that threaten a community and can result in beach closures. Timely replacement or rehabilitation of aging sewer infrastructure minimizes this hazard.

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2009 - 2017	1,918,955

Total Budgetary Cost Estimate: 1,918,955

Means of Financing

Funding Source	Amount
Utility Rates/Fees	1,918,955

Total Programmed Funding: 1,918,955
Future Funding Requirements:

Comments

S-59 Add On-site Power at Sewer Pump Stations

Category: **Sewer**
 Department: **Utilities**

Status: **Approved and Begun**
 Location: **Storm and Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
1,159,994	224,981	1,013	77,000	587,000	270,000	-	-	-

Description and Scope

This project will add on-site power generation capability at two or three high priority pumping stations which currently rely on portable generators during power outages. Specific locations would be selected based on a study evaluating the likelihood and consequence of sewage overflows, giving consideration to volume of base flow versus wet well capacity; proximity to surface water bodies; geographic distance from portable equipment.

Rationale

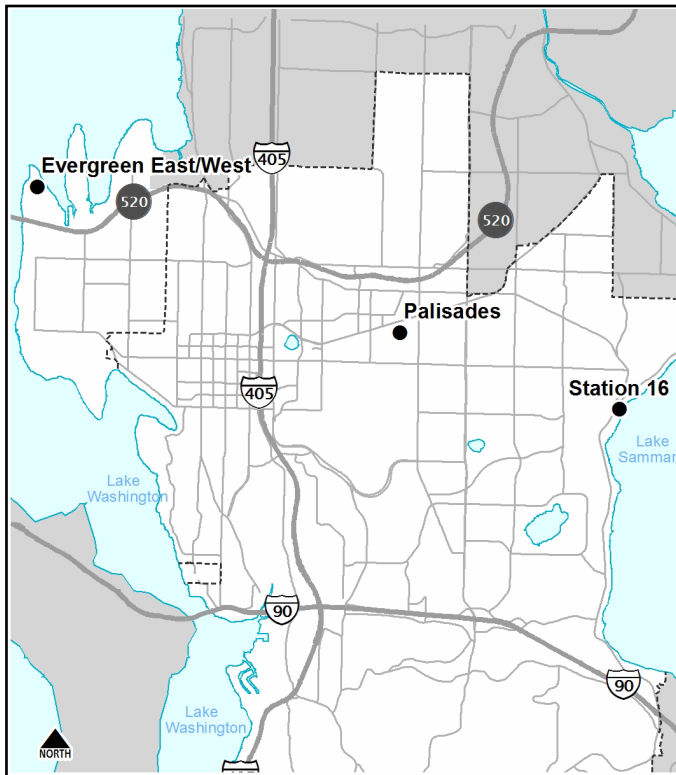
This project along with others in this proposal open salmon access to existing functional habitat, one of the quickest methods to increase salmon populations; helps stabilize streams and improve habitat consistent with Council-approved Lake Washington / Cedar / Sammamish Chinook Salmon Recovery Plan; improves water quality that limits fish viability; protects properties from flooding of structures, flooding which restricts access to residences or businesses, and street flooding that impacts primary emergency routes; restores streams for recreation and environmental health in the redeveloping Bel-Red Corridor; and reduce the potential for sewage overflow to surface water bodies.

Environmental Impacts

The long term environmental impacts of each program/project are positive in that they improve or protect stream health and habitat, or eliminate environmental damage caused by flooding. Projects may increase the potential for erosion or siltation during construction. Appropriate environmental review (SEPA) and permits (Critical Areas, Hydraulic Project Approval, US Army Corps) are required for most projects.

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2014 - 2020	1,159,994

Total Budgetary Cost Estimate: 1,159,994

Means of Financing

Funding Source	Amount
Utility Rates/Fees	1,159,994

Total Programmed Funding: 1,159,994
Future Funding Requirements:

Comments

S-60 Wilburton Sewer Capacity Upgrade

Category: **Sewer**
 Department: **Utilities**

Status: **Approved and Begun**
 Location: **Water and Sewer Service Areas**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
10,486,599	9,862,599	568,000	11,000	11,000	11,000	11,000	12,000	-

Description and Scope

This project will replace approximately 2,000 feet of 12-inch diameter pipe with larger diameter pipe to provide sufficient capacity for anticipated upstream development.

Rationale

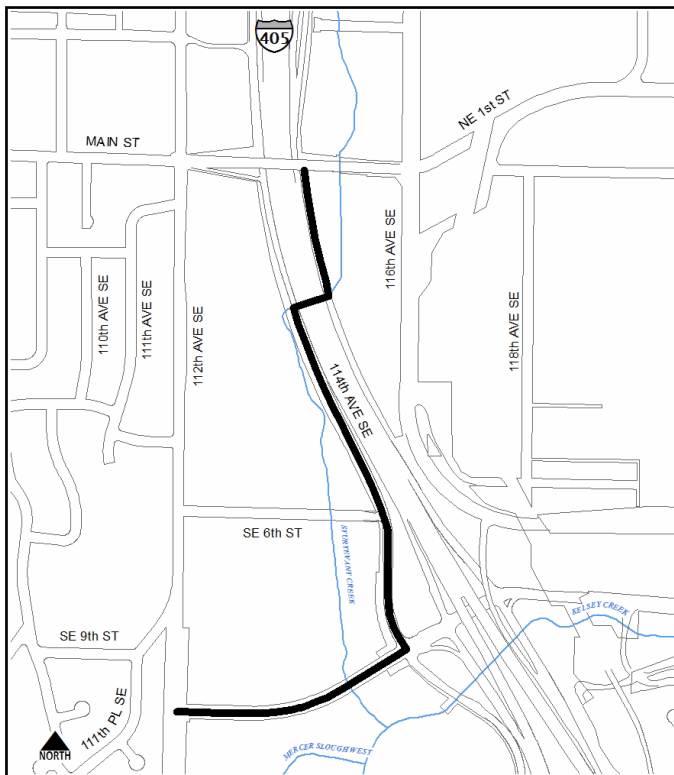
In the short term, utility capacity will be available without delaying development and redevelopment projects. In the long term, recovering the cost of projects from growth will reduce future rate increases to pay for utility system replacement.

Environmental Impacts

This project ensures safe and reliable removal of wastewater from homes and businesses as Bellevue grows.

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2009 - 2022	10,486,599

Total Budgetary Cost Estimate: 10,486,599

Means of Financing

Funding Source	Amount
Utility Rates/Fees	10,486,599

Total Programmed Funding: 10,486,599
Future Funding Requirements:

Comments

S-61 Midlakes Pump Station Capacity Improvements

Category: **Sewer**
 Department: **Utilities**

Status: **Approved and Begun**
 Location: **Midlakes Pump Station Bel-Red Road**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
4,371,695	4,069,715	301,980	-	-	-	-	-	-

Description and Scope

This project will replace the existing Midlakes sewer pump station with a larger one, to provide capacity for planned growth in the Bel-Red Corridor through 2030.

Rationale

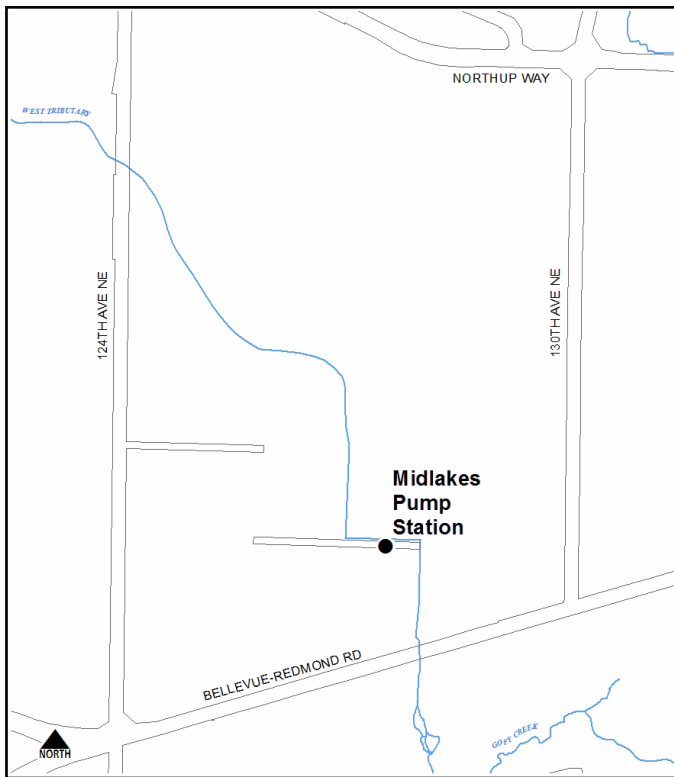
N/A

Environmental Impacts

N/A

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2013 - 2017	4,371,695

Total Budgetary Cost Estimate: 4,371,695

Means of Financing

Funding Source	Amount
Utility Rates/Fees	4,371,695

Total Programmed Funding: 4,371,695
Future Funding Requirements:

Comments

S-66 Sewer System Pipeline Replacement

Category: **Sewer**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
15,123,889	3,404,100	2,732,789	677,000	2,419,000	1,745,000	1,219,000	1,157,000	1,770,000

Description and Scope

This program replaces poor condition sewer pipe throughout the service area. The current budget is estimated to replace sewer pipe at a rate of 0.5 to 0.75 miles per year. Pipes are replaced when life cycle cost analysis indicates replacement is more economical than continuing to make point repairs. Replacement methods may include trenchless rehabilitation techniques such as cured-in-place pipe, and pipe bursting, and/or open trench replacement. This program compliments S-24, Sewer System Pipeline Repair, which repairs pipes to extend their service life. This program implements Bellevue's asset management program strategy to meet expected and required customer service levels at the lowest life cycle cost.

Rationale

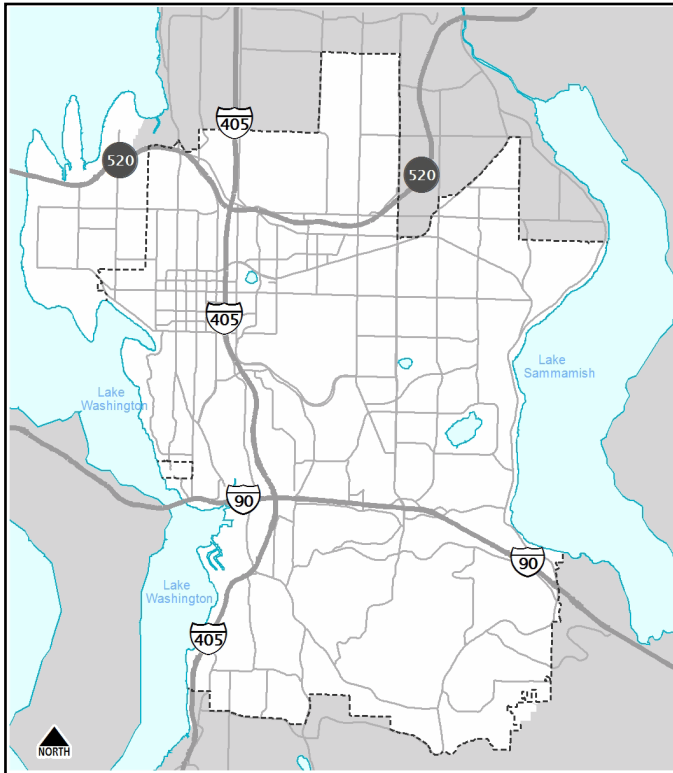
Sewer infrastructure rehabilitation and replacement is based on asset criticality and business risk, per industry best practices. In the short term, this program reduces the likelihood of catastrophic system failures, damage claims, and sharp rate increases to react to failures rather than proactively managing the system. In the long term, timely replacement or repair of wastewater facilities keeps customer rates as low as practical by managing the system at the lowest life-cycle cost, while maintaining service levels and meeting regulatory requirements.

Environmental Impacts

Minimizing wastewater system failures means reduced environmental damage that results from failures, such as sewage backups and pollution to surface waters. Sewage overflows present human health and environmental hazards that threaten a community and can result in beach closures. Timely replacement or rehabilitation of aging sewer infrastructure minimizes this hazard.

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	Ongoing	15,123,889

Total Budgetary Cost Estimate: 15,123,889

Means of Financing

Funding Source	Amount
Utility Rates/Fees	15,123,889

Total Programmed Funding: 15,123,889
Future Funding Requirements:

Comments

S-67 I&I Investigations and Flow Monitoring

Category: **Sewer**
 Department: **Utilities**

Status: **Approved and Begun**
 Location: **Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
1,275,382	470,000	256,382	230,000	223,000	96,000	-	-	-

Description and Scope

This program will investigate the source and magnitude of inflow and infiltration (I&I) of storm and groundwater into the wastewater system at locations where suspected high I&I is currently or is forecast to exceed conveyance and/or pump station capacity. The 2014 Wastewater System Plan recommends this work with a goal of identifying and removing non-sewage flow where that would reduce surcharging such that costly capacity improvements might be avoided. Flow monitoring in five sewer basins is planned for 2015 and 2016. I&I investigation of eight basins is planned, in priority order: Newport, Fairweather and Cozy Cove, Wilburton, Lake Heights, Eastgate, Somerset, and Facteria.

Rationale

Sewer infrastructure rehabilitation and replacement is based on asset criticality and business risk, per industry best practices. In the short term, this project reduces the likelihood of catastrophic system failures, damage claims, and sharp rate increases to react to failures rather than proactively managing the system. In the long term, timely replacement or repair of wastewater facilities keeps customer rates as low as practical by managing the system at the lowest life-cycle cost, while maintaining service levels and meeting regulatory requirements.

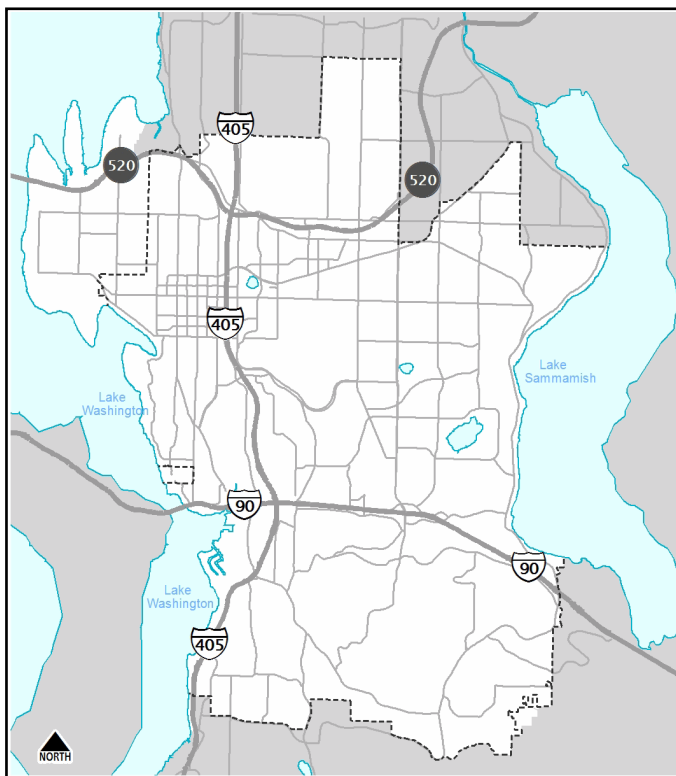
Environmental Impacts

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Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2015 - 2020	1,275,382

Total Budgetary Cost Estimate: 1,275,382

Means of Financing

Funding Source	Amount
Utility Rates/Fees	1,275,382

Total Programmed Funding: 1,275,382

Future Funding Requirements:

Comments

S-68 Sewer Force Main Condition Assessment

Category: **Sewer**
 Department: **Utilities**

Status: **Approved and Begun**
 Location: **Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
778,879	522,000	236,879	20,000	-	-	-	-	-

Description and Scope

This project will assess the structural condition of pressurized sewer mains (known as 'force mains') that are more than 30 years old, and use that information to develop a force main renewal and replacement plan. Representative pipe samples will be collected from asbestos cement (AC) force mains; specialized pipe assessment equipment will be used for cast iron force mains. Condition will be evaluated and remaining useful life estimated. Force mains comprise 5.8 miles of the 526 total miles of public sewer pipe.

Rationale

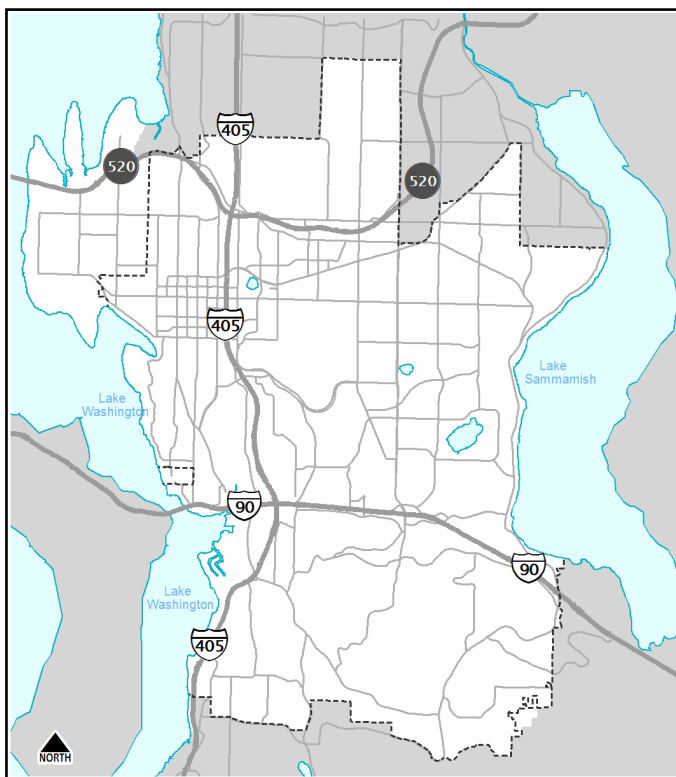
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Environmental Impacts

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Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2015 - 2018	778,879

Total Budgetary Cost Estimate: 778,879

Means of Financing

Funding Source	Amount
Utility Rates/Fees	778,879

Total Programmed Funding: 778,879
Future Funding Requirements:

Comments

S-69 Meydenbauer Bay Park Sewer Line Replacement

Category: **Sewer**
 Department: **Utilities**

Status: **Approved and Begun**
 Location: **Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
4,180,000	348,000	3,832,000	-	-	-	-	-	-

Description and Scope

This project will replace the poor condition sewer line currently under Meydenbauer Bay with a new pipe through the Meydenbauer Bay Park. This project was previously included in the scope of S-58; it has been separated for improved transparency and accountability. The project schedule has been delayed to better coordinate with Meydenbauer Bay Park development. The project cost has been revised based on improved engineering estimates.

Rationale

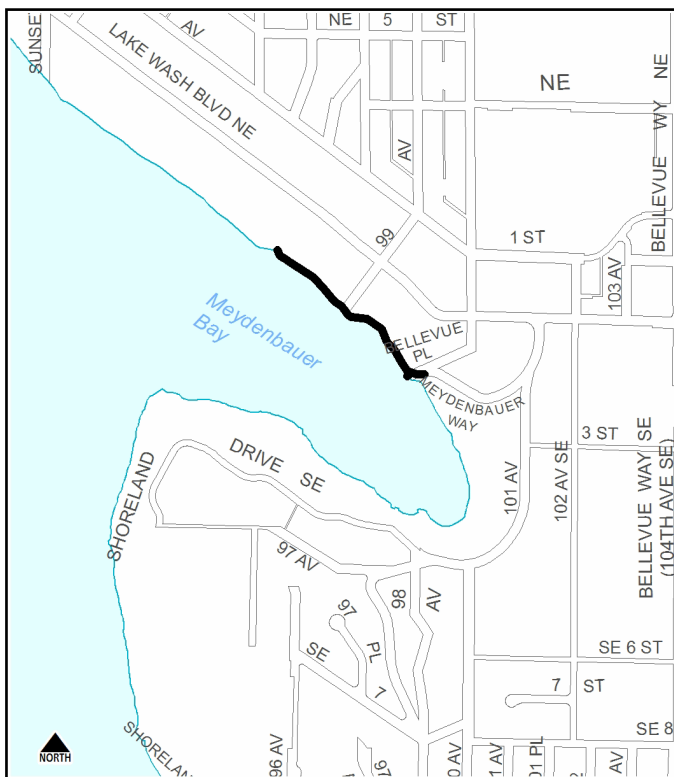
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Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2015 - 2018	4,180,000

Total Budgetary Cost Estimate: 4,180,000

Means of Financing

Funding Source	Amount
Utility Rates/Fees	4,180,000

Total Programmed Funding: 4,180,000
Future Funding Requirements:

Comments

S-108 Advanced Metering Infrastructure (AMI) Implementation

Category: **Sewer**
 Department: **Utilities**

Status: **New**
 Location: **Citywide**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
6,926,700	-	90,000	2,419,200	4,417,500	-	-	-	-

Description and Scope

This proposal is for a new Utilities CIP Program. Implementation involves: Replacing almost all Utilities meters, total of 39,436 out of 40,804; Replacing half of the meter boxes, approximately 20,000 out of 40,804; Replacing the lids for the other half of the meter boxes, approximately 20,000 lids; Installing Meter Interface Units (MIU); Installing Communication equipment, 100 collectors and 25 repeaters; Implementation of an AMI Meter Data Management Software (MDMS); Systems Integration and Implementation services. This project will be funded 70% by water and 30% by sewer rates. The budget is based on a 2015 AMI feasibility study. Rapid implementation is planned to realize the maximum benefit from labor savings that will be realized by replacing the current manually-read meters, to minimize the time two systems need to be supported, and to deliver a common service level to all customers as rapidly as possible.

Rationale

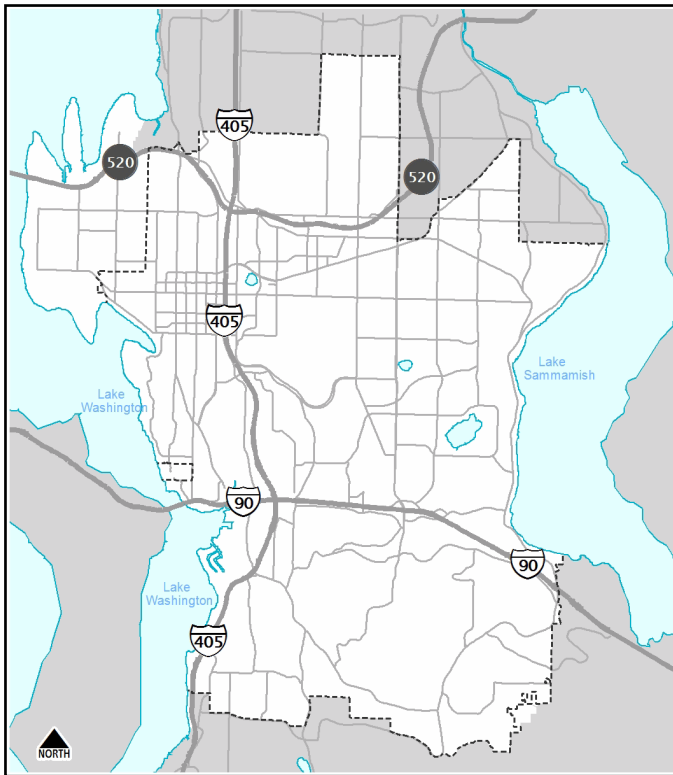
N/A

Environmental Impacts

N/A

Operating Budget Impacts

There will be ongoing M&O costs after completion of the project but the impact revenues and/or expenses will not be determined until vendors and equipment are selected.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2017 - 2019	6,926,700

Total Budgetary Cost Estimate: 6,926,700

Means of Financing

Funding Source	Amount
Utility Rates/Fees	6,926,700

Total Programmed Funding: 6,926,700
Future Funding Requirements:

Comments

2017-2023 Adopted CIP: Healthy and Sustainable Environment - Sewer**Combined, Completed Projects**

CIP Plan Number	Project Name	(\$000s)
		Total Estimated Cost
S-55	Relocate Sewer WSDOT I-405/SR 520	41
S-56	Relocate Sewer WSDOT 520 Expansion	1,047
	Total	1,087



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2017-2023 Capital Investment Program Plan

Storm & Surface Water

Bellevue's Storm & Surface Water system includes networks of streams, lakes, pipelines, storm water runoff control, and water quality facilities. Ongoing Utility objectives for the system include managing stream flows and flooding; limiting stream bank erosion; replacing undersized and/or deteriorating pipelines; reducing sedimentation and other water quality problems; and preserving or restoring aquatic wildlife habitat. Bellevue Storm & Surface Water Utility owns, operates and maintains 11 regional detention facilities, 340 neighborhood detention facilities, and monitors nearly 1,000 commercial detention facilities. Storm water is conveyed via 414 miles of pipelines, 86 miles of open ditch, and over 81 miles of open streams. The system includes over 23,000 structures such as manholes and catch basins that require regular maintenance and eventual retrofit/replacement.

The Utility's capital construction projects are implemented under the Comprehensive Drainage Plan (CDP). An update to the Comprehensive Drainage Plan is now underway. Drainage basin studies, storm events, maintenance staff, and citizen input identify additional system needs. A citywide assessment of the storm drainage system ensures that capital dollars are directed to the highest priority and most pressing needs. Updating the Capital Investment Program includes review of known system needs, evaluation of project merit and priority, and preparation of new cost estimates.

The 2017-2023 CIP Plan recognizes that significant investments are needed to maintain aging systems and replace components that are reaching the end of their useful life. The Plan includes a number of investments that are necessary to meet system capacity and infrastructure renewal needs as a response to growth and demand in the system. The plan also includes a program to restore streams in the Bel-Red Corridor as that area redevelops.



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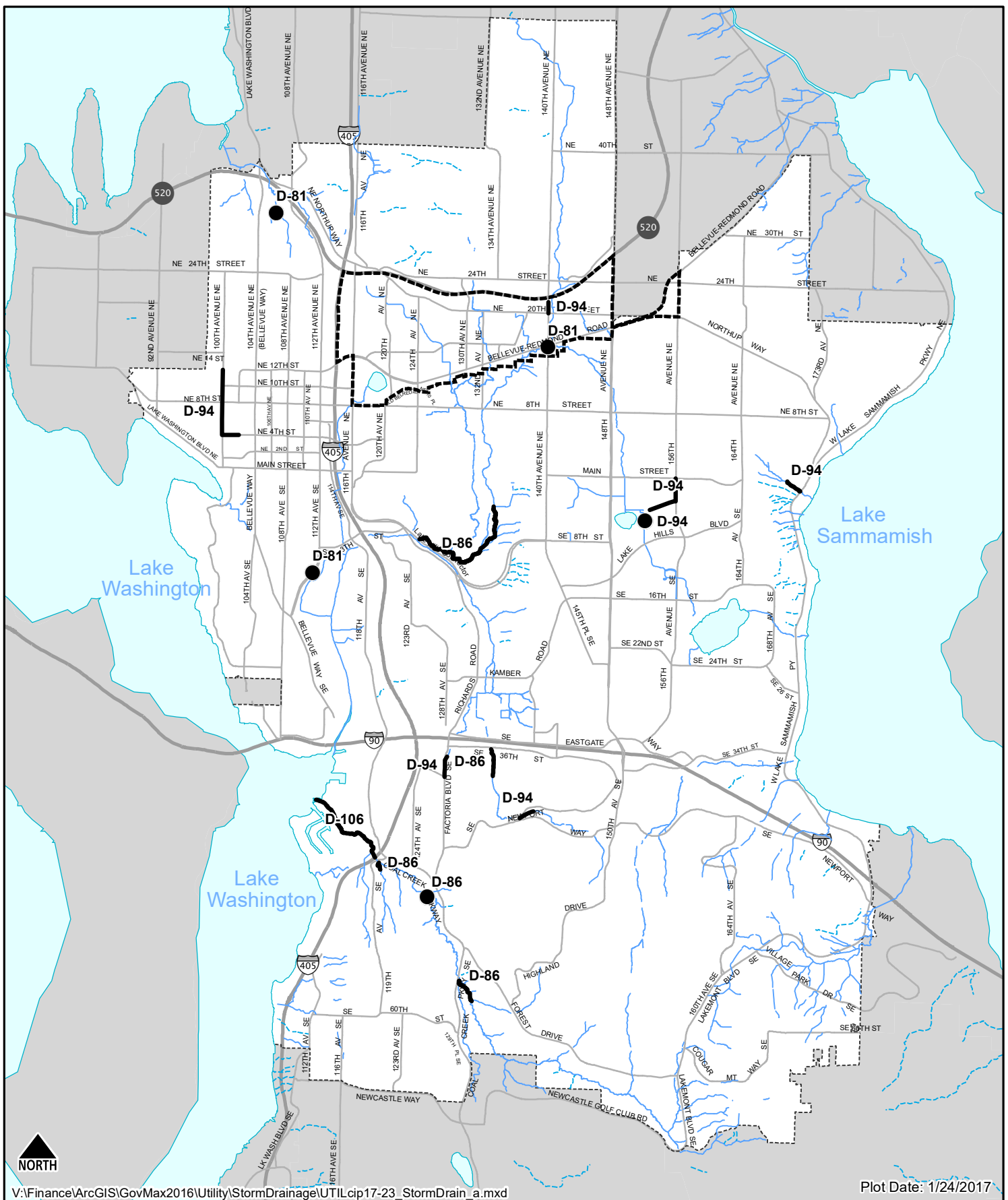
2017-2023 Adopted CIP: Healthy and Sustainable Environment - Storm & Surface Water

Funded CIP Projects

CIP Plan Number	Project Title	\$ in 000s	
		2017-2023 Project Cost	Total Estimated Cost
D-59	Minor (Small) Storm Capital Improvement Projects	1,415	4,616
D-64	Strom System Conveyance Repairs and Replacement	10,411	24,332
D-81	Fish Passage Improvement Program	2,870	7,654
D-86	Stream Channel Modification Program	2,873	7,560
D-94	Flood Control Program	8,418	16,010
D-103	Replace Coal Creek Pkwy Culvert at Coal Creek	39	5,274
D-104	Stream Restoration for Mobility & Infrastructure Initiative	239	239
D-104-B	Stream Restoration for Mobility & Infrastructure Initiative (Bank)	4,753	12,948
D-105	Replace NE 8th St Culvert at Kelsey Creek	3,559	3,895
D-106	Lower Coal Creek Flood Hazard Reduction Phase I	7,321	8,688
D-107	Storm Water Video Inspection Enhancement	1,668	2,581
D-109	Storm Retrofit in Kelsey Creek	343	343
	Total Storm & Surface Water CIP	43,909	94,140



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2017-2023

Storm Drainage CIP Projects

Note: Projects D-59, D-64, D-107, and D-109 are not shown as they will be located throughout the service area.
D-108 located throughout the East Link corridor.

The information on this map is a geographic representation derived from the City of Bellevue Geographic Information System. The City of Bellevue does not guarantee that the information on this map is accurate or complete. This map is provided on an "as is" basis and disclaims all warranties, express or implied, including but not limited to warranties of merchantability, fitness for a particular purpose and non-infringement. Any commercial use or sale of this map or portions thereof, is prohibited without express written authorization by the City of Bellevue. The City of Bellevue is not responsible for any damages arising from the use of information on this map. Use of this map is at user's risk. Users should verify the information before making project commitments.



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D-59 Minor (Small) Storm Capital Improvement Projects

Category: **Storm Drainage**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Storm Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
4,616,286	3,201,286	-	221,000	218,000	237,000	242,000	246,000	251,000

Description and Scope

This ongoing program is for minor (small) improvements to Bellevue's surface water system to resolve deficiencies, improve efficiencies, or resolve maintenance problems, often in conjunction with other Bellevue programs such as the Transportation overlay program. Examples of projects include pipeline outfall improvements at Meydenbauer Bay; small stormwater pipe extensions to resolve drainage problems; and modifications of catch basins in concert with street projects. Projects are prioritized based on criteria including public safety/property damage, maintenance frequency, flooding history, operator safety, environmental risk, coordination with other city or development activity, and level of service impact.

Rationale

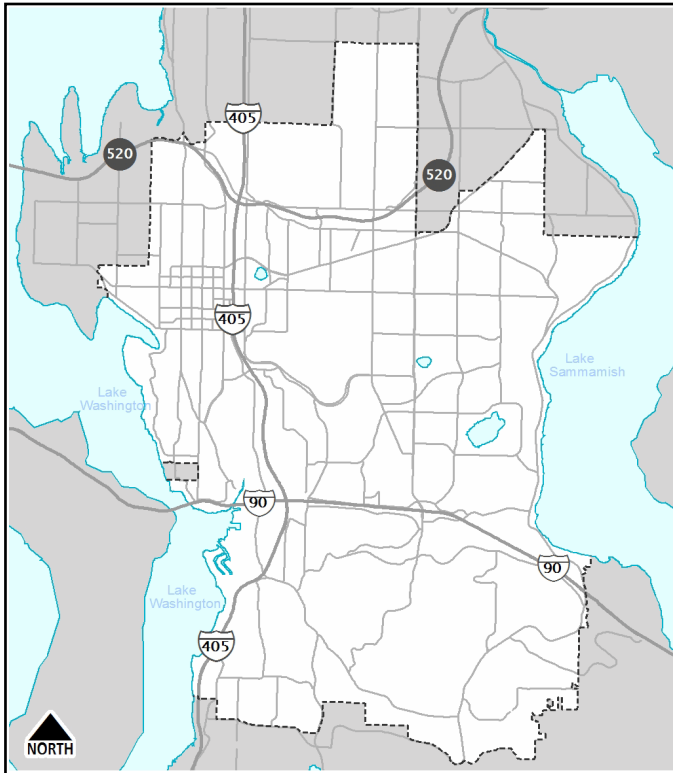
Storm infrastructure rehabilitation and replacement is based on asset criticality and business risk, per industry best practices. In the short term, this program reduces the likelihood of catastrophic system failures; traffic disruption due to failed culverts under streets; damage claims to the city; and utility rate spikes to respond to system failures rather than proactively managing the system. In the long term, timely replacement or repair of stormwater facilities keeps customer rates as low as practical by managing the system at the lowest life-cycle cost, while maintaining service levels and meeting regulatory requirements.

Environmental Impacts

A reliable stormwater system controls stormwater runoff to minimize flood and erosion damage to public and private property and the environment.

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	Ongoing	4,616,286

Total Budgetary Cost Estimate: 4,616,286

Means of Financing

Funding Source	Amount
Utility Rates/Fees	4,616,286

Total Programmed Funding: 4,616,286
Future Funding Requirements:

Comments

D-64 Storm System Conveyance Repairs and Replacement

Category: **Storm Drainage**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Storm Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
24,332,231	13,921,231	1,886,000	1,373,000	1,241,000	1,330,000	1,424,000	1,524,000	1,633,000

Description and Scope

This ongoing program repairs defective storm drainage pipelines, culverts and ditches identified in the Utility's condition assessment program or other means. Projects are prioritized based on the severity of deterioration, the risk and consequence of failure, and coordination with planned street improvement projects. As the system ages, costs are expected to increase. The Utilities' Asset Management Program is evaluating when system replacement will require significant increases to the budget.

Rationale

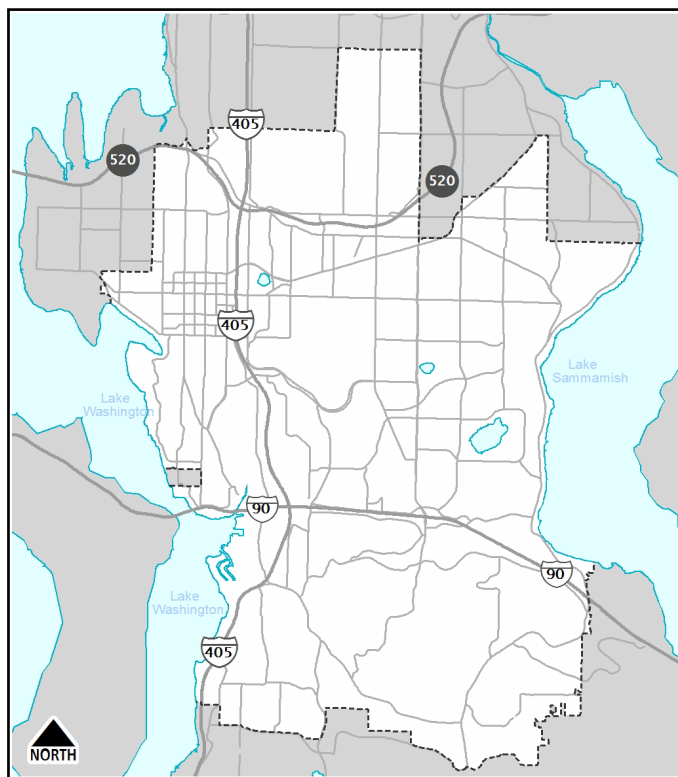
Storm infrastructure rehabilitation and replacement is based on asset criticality and business risk, per industry best practices. In the short term, this program reduces the likelihood of catastrophic system failures; traffic disruption due to failed culverts under streets; damage claims to the city; and utility rate spikes to respond to system failures rather than proactively managing the system. In the long term, timely replacement or repair of stormwater facilities keeps customer rates as low as practical by managing the system at the lowest life-cycle cost, while maintaining service levels and meeting regulatory requirements.

Environmental Impacts

A reliable stormwater system controls stormwater runoff to minimize flood and erosion damage to public and private property and the environment.

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	Ongoing	24,332,231

Total Budgetary Cost Estimate: 24,332,231

Means of Financing

Funding Source	Amount
Utility Rates/Fees	24,332,231

Total Programmed Funding: 24,332,231
Future Funding Requirements:

Comments

D-81 Fish Passage Improvement Program

Category: **Storm Drainage**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Storm and Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
7,653,895	4,783,895	418,000	461,000	174,000	467,000	236,000	607,000	507,000

Description and Scope

This ongoing program provides funding to remove fish passage barriers such as impassable culverts, debris jams, or accumulated sediment, allowing access to critical spawning and rearing habitat for salmon populations. Typical projects include culvert replacement or modification, debris removal, or installation of logs and boulders to improve access at low stream flows. Grant money is pursued to supplement Bellevue's investment whenever possible. Projects planned for this CIP window are on Kelsey Creek at 140th Ave NE; on Yarrow West Tributary; on Newport Creek; at Mercer/Alcove Creek, and on Yarrow East Tributary.

Rationale

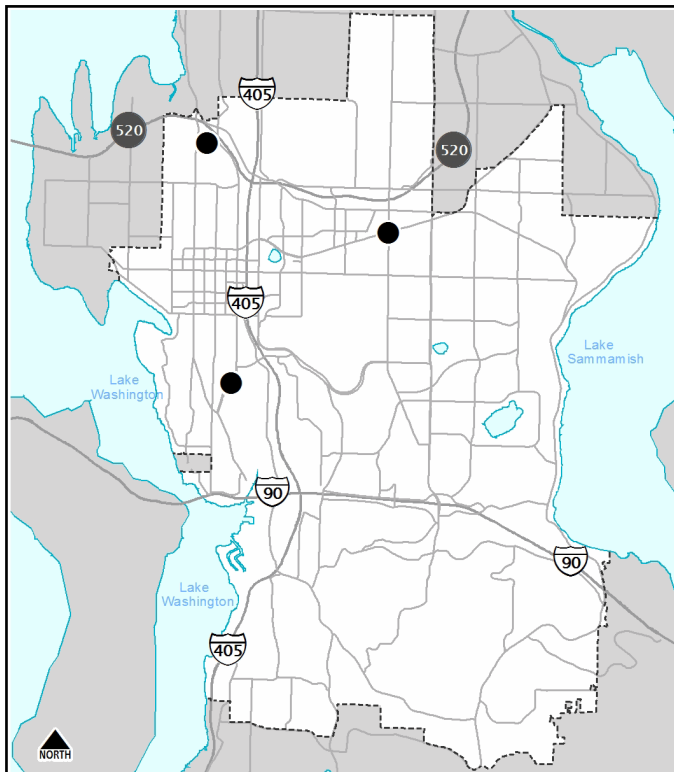
This program along with others in this proposal open salmon access to existing functional habitat, one of the quickest methods to increase salmon populations; helps stabilize streams and improve habitat consistent with Council-approved Lake Washington / Cedar / Sammamish Chinook Salmon Recovery Plan; improves water quality that limits fish viability; protects properties from flooding of structures, flooding which restricts access to residences or businesses, and street flooding that impacts primary emergency routes; restores streams for recreation and environmental health in the redeveloping Bel-Red Corridor; and reduce the potential for sewage overflow to surface water bodies.

Environmental Impacts

The long term environmental impacts of each program/project are positive in that they improve or protect stream health and habitat, or eliminate environmental damage caused by flooding. Projects may increase the potential for erosion or siltation during construction. Appropriate environmental review (SEPA) and permits (Critical Areas, Hydraulic Project Approval, US Army Corps) are required for most projects.

Operating Budget Impacts

Ongoing maintenance programs for stream projects are not currently in place. This has been identified as a future need that will be reviewed during the next CIP Plan update.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	Ongoing	7,653,895

Total Budgetary Cost Estimate: 7,653,895

Means of Financing

Funding Source	Amount
Utility Rates/Fees	7,653,895

Total Programmed Funding: 7,653,895
Future Funding Requirements:

Comments

D-86 Stream Channel Modification Program

Category: **Storm Drainage**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Storm and Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
7,559,568	4,686,568	388,000	303,000	544,000	365,000	423,000	298,000	552,000

Description and Scope

This ongoing program resolves unstable stream sections that reduce salmon spawning or rearing habitat or increase Bellevue Utilities maintenance requirements. Stream stability problems include stream sections with excessive erosion or sediment deposition. This program also improves habitat complexity by planting coniferous trees to reduce willow mono-culture or invasive weed species. Stabilizing the stream channel consists primarily of placing large woody debris and boulders in the stream channel, and re-vegetating stream banks, commonly called bioengineering. Projects planned in this CIP window include projects on Lower Kelsey Creek, at the Coal Creek Channel, and erosion control in the Sunset Creek ravine.

Rationale

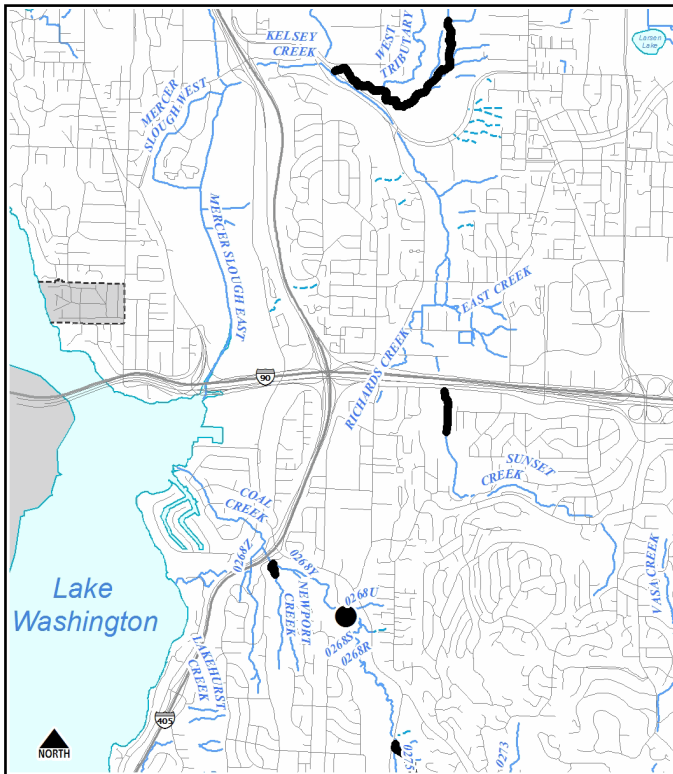
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Environmental Impacts

The long term environmental impacts of each program/project are positive in that they improve or protect stream health and habitat, or eliminate environmental damage caused by flooding. Projects may increase the potential for erosion or siltation during construction. Appropriate environmental review (SEPA) and permits (Critical Areas, Hydraulic Project Approval, US Army Corps) are required for most projects.

Operating Budget Impacts

Ongoing maintenance programs for stream projects are not currently in place. This has been identified as a future need that will be reviewed during the next CIP Plan update.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	Ongoing	7,559,568

Total Budgetary Cost Estimate: 7,559,568

Means of Financing

Funding Source	Amount
Utility Rates/Fees	7,559,568

Total Programmed Funding: 7,559,568
Future Funding Requirements:

Comments

D-94 Flood Control Program

Category: **Storm Drainage**
 Department: **Utilities**

Status: **Ongoing**
 Location: **Storm and Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
16,009,973	7,591,973	-	3,683,000	1,294,000	906,000	957,000	714,000	864,000

Description and Scope

This ongoing program constructs improvements to reduce or eliminate flooding caused by insufficient public drainage system capacity. Projects involve enlarging pipes or culverts to convey more stormwater, re-routing drainage to pipes with more capacity, adding detention or infiltration facilities, or other runoff control strategies. Candidate sites are wherever levels of service (LOS) for flood protection are not met. The following sites have projects in progress or have been identified for future improvements, and are presented in priority order. They will be prioritized for implementation with any others that become apparent as a result of storm or system analysis: 1. Valley Creek / NE 21st Flood control (in progress); 2. Post construction monitoring on Coal Creek Upper Reach; 3. Factoria Boulevard Conveyance Improvements; 4. Meydenbauer Basin / CBD Conveyance Improvements; 5. Wolverine Drive Flood Control Project; 6. North Sammamish Flood Improvements; 7. Overlake Overflow / NE 20th Street Improvements. Lower Coal Creek Sed. Pond, Sunset / SE 30th St Flood Control; 8. Sunset Creek / Garden Brook; 9. 156th Ave SE & SE 4th St. Storm Drainage Improvements; 10. Phantom / Larson Lake Channel Regrade. The SE Newport Way Culvert Replacement Project previously on this list has been deleted. King County completed repairs at the site prior to Bellevue's annexation of the area. Kelsey Creek/SE 7th Street Flood Control was also removed from the list. Field investigation suggests that enhanced maintenance at that site may result in significant improvement. If further channel or culvert work is needed, it will be considered for addition to the project list during a future CIP update.

Rationale

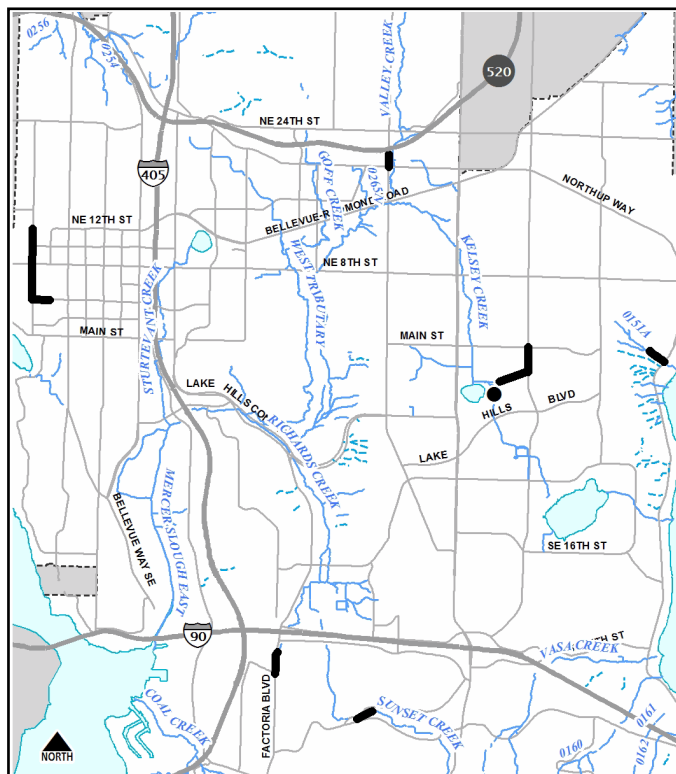
This program along with others in this proposal open salmon access to existing functional habitat, one of the quickest methods to increase salmon populations; helps stabilize streams and improve habitat consistent with Council-approved Lake Washington / Cedar / Sammamish Chinook Salmon Recovery Plan; improves water quality that limits fish viability; protects properties from flooding of structures, flooding which restricts access to residences or businesses, and street flooding that impacts primary emergency routes; restores streams for recreation and environmental health in the redeveloping Bel-Red Corridor; and reduce the potential for sewage overflow to surface water bodies.

Environmental Impacts

The long term environmental impacts of each program/project are positive in that they improve or protect stream health and habitat, or eliminate environmental damage caused by flooding. Projects may increase the potential for erosion or siltation during construction. Appropriate environmental review (SEPA) and permits (Critical Areas, Hydraulic Project Approval, US Army Corps) are required for most projects.

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	Ongoing	16,009,973

Total Budgetary Cost Estimate: 16,009,973

Means of Financing

Funding Source	Amount
Interlocal Contributions	3,600,000
Utility Rates/Fees	12,409,973

Total Programmed Funding: 16,009,973

Future Funding Requirements:

Comments

D-103 Replace Coal Creek Pkwy Culvert at Coal Creek

Category: **Storm Drainage**
 Department: **Utilities**

Status: **Approved and Begun**
 Location: **Storm Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
5,274,250	5,235,250	13,000	13,000	13,000	-	-	-	-

Description and Scope

This project replaced a 96-inch diameter, 110 foot long corrugated metal pipe built in the 1980s that carries Coal Creek beneath Coal Creek Parkway. The old culvert impeded fish passage. Remaining costs are for permit-required post-construction monitoring for ten years after project completion.

Rationale

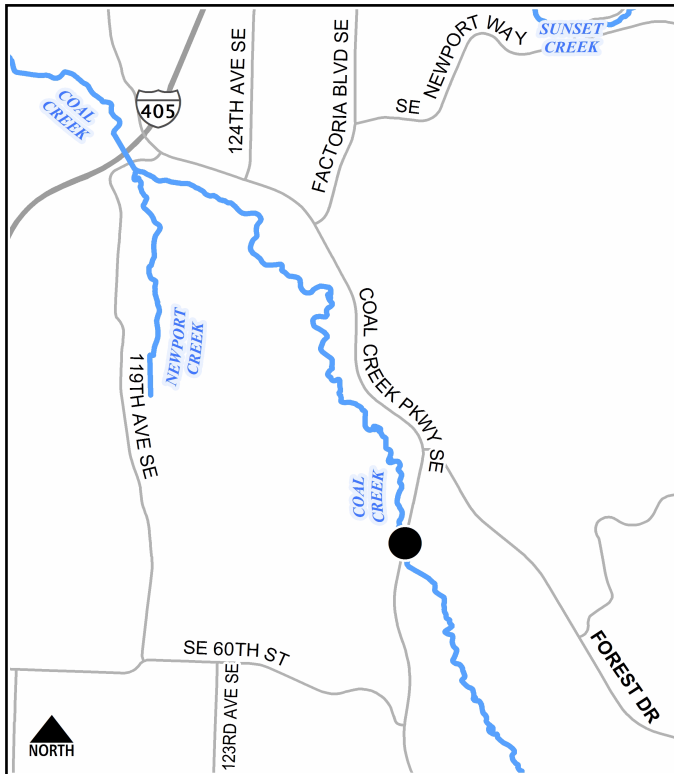
Storm infrastructure rehabilitation and replacement is based on asset criticality and business risk, per industry best practices. In the short term, this project reduces the likelihood of catastrophic system failures; traffic disruption due to failed culverts under streets; damage claims to the city; and utility rate spikes to respond to system failures rather than proactively managing the system. In the long term, timely replacement or repair of stormwater facilities keeps customer rates as low as practical by managing the system at the lowest life-cycle cost, while maintaining service levels and meeting regulatory requirements.

Environmental Impacts

A reliable stormwater system controls stormwater runoff to minimize flood and erosion damage to public and private property and the environment.

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2009 - 2019	5,274,250

Total Budgetary Cost Estimate: 5,274,250

Means of Financing

Funding Source	Amount
Utility Rates/Fees	5,274,250

Total Programmed Funding: 5,274,250
Future Funding Requirements:

Comments

D-104 Stream Restoration for Mobility & Infrastructure Initiative

Category: **Storm Drainage**
 Department: **Utilities**

Status: **New**
 Location: **Storm and Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
239,000	-	110,000	112,000	5,000	6,000	6,000	-	-

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 Bel-Red Corridor). These funds are to restore streams for recreation and environmental health through the Bel-Red corridor, and to encourage redevelopment of the area. These funds will be allocated to specific stormwater-related projects pending further Council direction. Two projects are proposed for implementation in 2014-2016: Channel Restoration pre-design studies on the West Tributary downstream of the West Trib. Regional Pond, and Native Plant Restoration at the West Tributary Regional Pond. The projects will need to be constructed to coordinate with Sound Transit wetland and stream mitigation, and 124th Phase 1 project, respectively.

Rationale

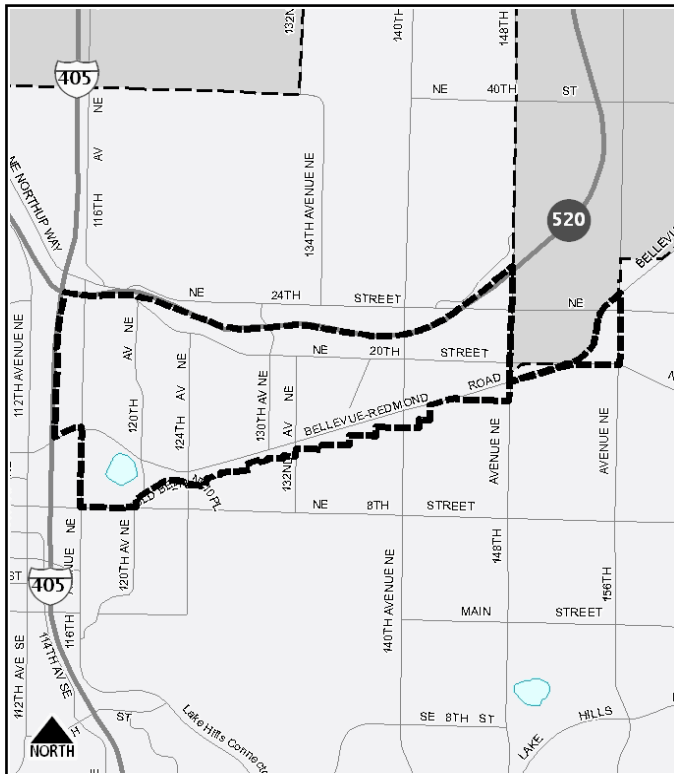
This project along with others in this proposal open salmon access to existing functional habitat, one of the quickest methods to increase salmon populations; helps stabilize streams and improve habitat consistent with Council-approved Lake Washington / Cedar / Sammamish Chinook Salmon Recovery Plan; improves water quality that limits fish viability; protects properties from flooding of structures, flooding which restricts access to residences or businesses, and street flooding that impacts primary emergency routes; restores streams for recreation and environmental health in the redeveloping Bel-Red Corridor; and reduce the potential for sewage overflow to surface water bodies.

Environmental Impacts

The long term environmental impacts of each program/project are positive in that they improve or protect stream health and habitat, or eliminate environmental damage caused by flooding. Projects may increase the potential for erosion or siltation during construction. Appropriate environmental review (SEPA) and permits (Critical Areas, Hydraulic Project Approval, US Army Corps) are required for most projects.

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2017 - 2021	239,000

Total Budgetary Cost Estimate: 239,000

Means of Financing

Funding Source	Amount
Utility Rates/Fees	239,000

Total Programmed Funding: 239,000
Future Funding Requirements:

Comments

D-104-B Stream Restoration-Mobility & Infrastructure Initiative (Bank)

Category: **Storm Drainage**
 Department: **Utilities**

Status: **Approved and Begun**
 Location: **City Hall**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
12,947,655	8,194,188	2,231,300	2,522,167	-	-	-	-	-

Description and Scope

This project maintains reserve funds for project D-104, for stormwater improvements associated with the Mobility and Infrastructure Initiative (which seeks to address high priority mobility and infrastructure needs in Downtown Bellevue and in the Bel-Red Corridor).

Rationale

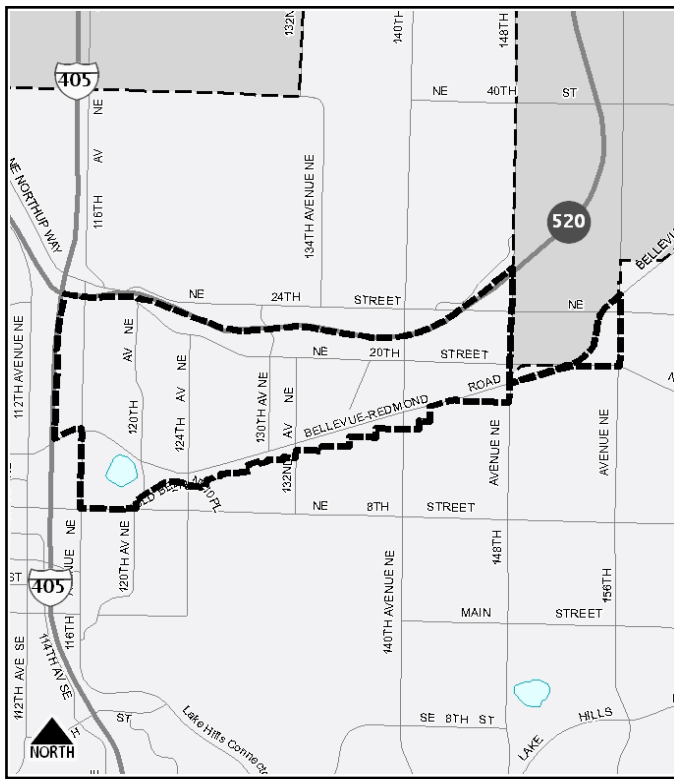
N/A

Environmental Impacts

N/A

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2009 - 2018	12,947,655

Total Budgetary Cost Estimate: 12,947,655

Means of Financing

Funding Source	Amount
Utility Rates/Fees	12,947,655

Total Programmed Funding: 12,947,655
Future Funding Requirements:

Comments

D-105 Replace NE 8th St Culvert at Kelsey Creek

Category: **Storm Drainage**
 Department: **Utilities**

Status: **Approved and Begun**
 Location: **Storm Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
3,895,000	336,000	733,000	2,778,000	16,000	8,000	8,000	8,000	8,000

Description and Scope

This project will replace the existing 10' wide by 7' tall, 110-foot long corrugated metal culvert built in the early 1980s that carries Kelsey Creek beneath NE 8th Street. To meet flood and fish passage requirements, the culvert will be replaced with a bridge which spans the creek channel, or a three-sided concrete box culvert with an approximate 15 foot span. The design will be determined by permit requirements.

Rationale

Storm infrastructure rehabilitation and replacement is based on asset criticality and business risk, per industry best practices. In the short term, this project reduces the likelihood of catastrophic system failures; traffic disruption due to failed culverts under streets; damage claims to the city; and utility rate spikes to respond to system failures rather than proactively managing the system. In the long term, timely replacement or repair of stormwater facilities keeps customer rates as low as practical by managing the system at the lowest life-cycle cost, while maintaining service levels and meeting regulatory requirements.

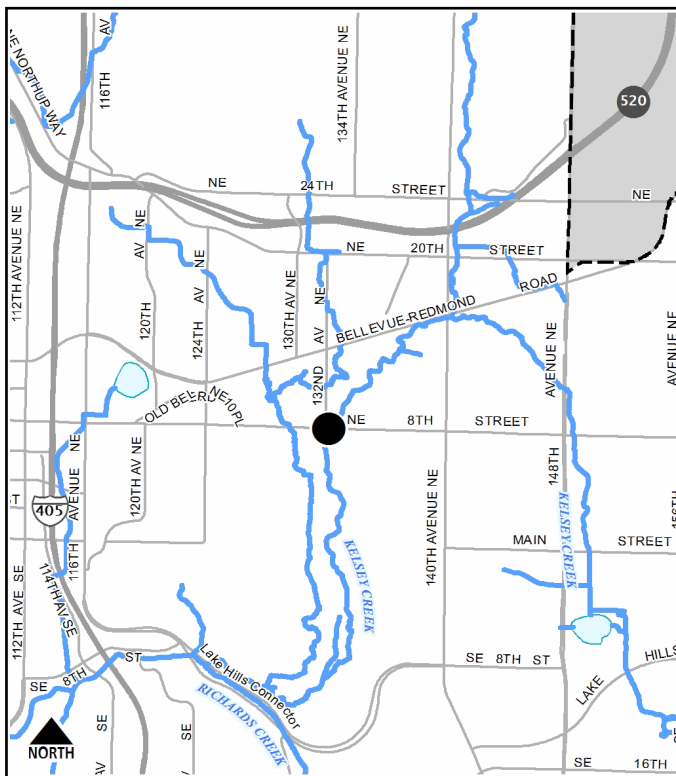
Environmental Impacts

A reliable stormwater system controls stormwater runoff to minimize flood and erosion damage to public and private property and the environment.

Operating Budget Impacts

There will be ongoing M&O costs for completed culvert/bridge projects impacting the Transportation Department and the Utilities Department for bi-annual inspections, maintenance paving and minor repair work but these costs have not yet been quantified due to the recent addition of these types of assets to the Utilities department.

There will be ongoing M&O costs for completed culvert/bridge projects impacting the Transportation Department and the Utilities Department for bi-annual inspections, maintenance paving and minor repair work but these costs have not yet been quantified d

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2014 - 2023	3,895,000

Total Budgetary Cost Estimate: 3,895,000

Means of Financing

Funding Source	Amount
Utility Rates/Fees	3,895,000

Total Programmed Funding: 3,895,000
Future Funding Requirements:

Comments

D-106 Lower Coal Creek Flood Hazard Reduction Phase 1

Category: **Storm Drainage**
 Department: **Utilities**

Status: **Approved and Begun**
 Location: **Storm and Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
8,687,889	1,366,889	2,515,000	2,475,000	2,311,000	10,000	10,000	-	-

Description and Scope

This project will design and construct project(s) to reduce flooding from the Newport Shores reach of Coal Creek, located between I-405 and Lake Washington. A preliminary engineering study to identify and assess alternatives is underway, to establish how best to reduce flooding during storm events. The project budget includes one or more of the following: increased storage capacity at the I-405 regional pond, replacement of the five existing culverts downstream of the pond, targeted stream bank erosion protection, and improvements to the local storm drainage network. The schedule has been revised to reflect design in 2015-16; permitting in 2016-17, and construction of improvements between 2018 and 2020.

Rationale

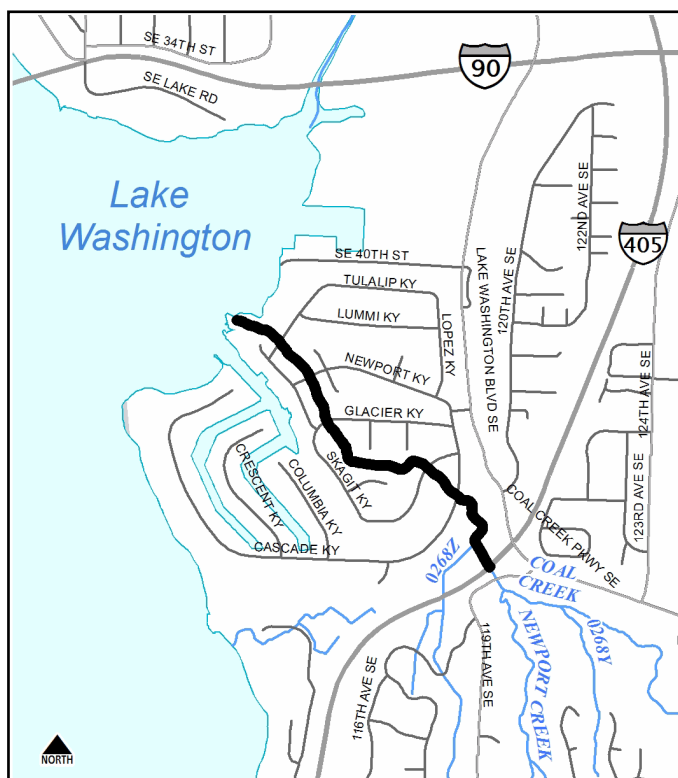
This project along with others in this proposal open salmon access to existing functional habitat, one of the quickest methods to increase salmon populations; helps stabilize streams and improve habitat consistent with Council-approved Lake Washington / Cedar / Sammamish Chinook Salmon Recovery Plan; improves water quality that limits fish viability; protects properties from flooding of structures, flooding which restricts access to residences or businesses, and street flooding that impacts primary emergency routes; restores streams for recreation and environmental health in the redeveloping Bel-Red Corridor; and reduce the potential for sewage overflow to surface water bodies.

Environmental Impacts

The long term environmental impacts of each program/project are positive in that they improve or protect stream health and habitat, or eliminate environmental damage caused by flooding. Projects may increase the potential for erosion or siltation during construction. Appropriate environmental review (SEPA) and permits (Critical Areas, Hydraulic Project Approval, US Army Corps) are required for most projects.

Operating Budget Impacts

There will be ongoing M&O costs for completed culvert/bridge projects impacting the Transportation Department and the Utilities Department for bi-annual inspections, maintenance paving and minor repair work but these costs have not yet been quantified due to the recent addition of these types of assets to the Utilities department.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2013 - 2021	8,687,889

Total Budgetary Cost Estimate: 8,687,889

Means of Financing

Funding Source	Amount
Interlocal Contributions	8,687,889

Total Programmed Funding: 8,687,889
Future Funding Requirements:

Comments

D-107 Storm Water Video Inspection Enhancement

Category: **Storm Drainage**
 Department: **Utilities**

Status: **Approved and Begun**
 Location: **Storm Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
2,581,000	913,000	963,000	459,000	246,000	-	-	-	-

Description and Scope

This project will video-inspect the most critical 25% of stormwater pipes to assess their condition over a five year period. Pipes to be inspected will be selected based on their likelihood and consequence of failure (risk). The video condition assessment results will be used to help evaluate the overall stormwater pipeline condition so that short- and long-term renewal and replacement needs can be more accurately estimated. The project will also be used to evaluate how much of the stormwater system should be video-inspected each year on an ongoing basis. The project funds four years of contracted services, plus start up time in the first year. It will video-inspect 10-15 miles in 2015, 25 miles each in 2016, 2017, and 2018, and 10-15 miles in the first half of 2019.

Rationale

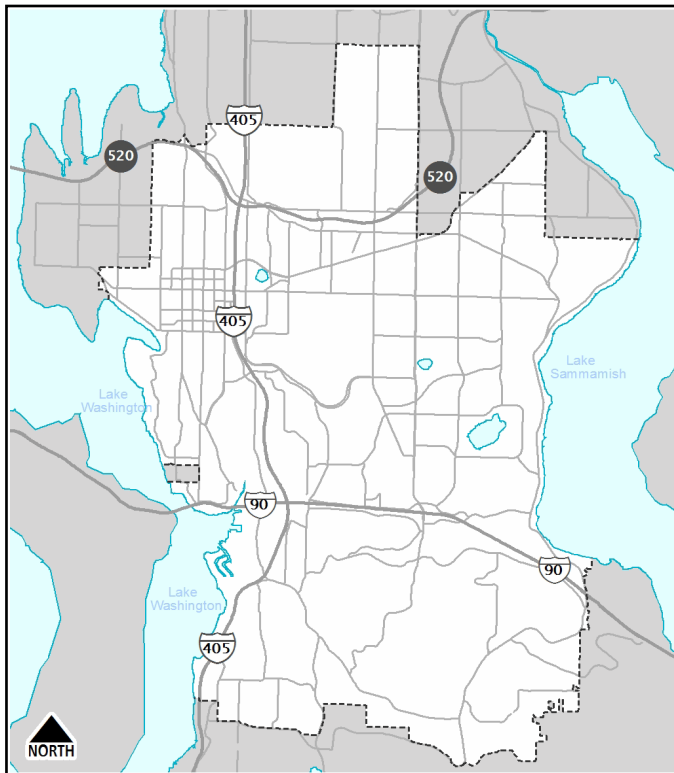
Storm infrastructure rehabilitation and replacement is based on asset criticality and business risk, per industry best practices. In the short term, this project reduces the likelihood of catastrophic system failures; traffic disruption due to failed culverts under streets; damage claims to the city; and utility rate spikes to respond to system failures rather than proactively managing the system. In the long term, timely replacement or repair of stormwater facilities keeps customer rates as low as practical by managing the system at the lowest life-cycle cost, while maintaining service levels and meeting regulatory requirements.

Environmental Impacts

A reliable stormwater system controls stormwater runoff to minimize flood and erosion damage to public and private property and the environment.

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2015 - 2019	2,581,000

Total Budgetary Cost Estimate: 2,581,000

Means of Financing

Funding Source	Amount
Utility Rates/Fees	2,581,000

Total Programmed Funding: 2,581,000
Future Funding Requirements:

Comments

D-109 Stormwater Quality Retrofit in Kelsey Creek

Category: **Storm Drainage**
 Department: **Utilities**

Status: **New**
 Location: **Storm and Sewer Service Area**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
343,000	-	90,000	125,000	128,000	-	-	-	-

Description and Scope

This project will design and install three water quality retrofit improvements using biofiltration and rain garden techniques within city rights-of-way, where it will improve water quality from street runoff to Kelsey Creek. The Storm and Surface Water System Plan reported that over 38% of the city was developed without water quality treatment of stormwater. When stormwater management regulations were first established, they focused largely on flood control. Recent studies have demonstrated that roadway stormwater runoff kills Coho salmon. In 2014 there was 100% mortality of hatchery Coho salmon transplanted to Kelsey Creek. Studies show that filtering stormwater runoff through bio-retention soil mixes will clean the stormwater sufficiently to result in salmon survival. This project will improve stormwater quality, and improve fish survival. It lays the foundation for an ongoing program that Bellevue could use to meet water quality retrofit requirements. It aligns with many resource agency goals for water quality retrofit and low impact development BMPs, and positions Bellevue to be successful with grant applications from those agencies.

Rationale

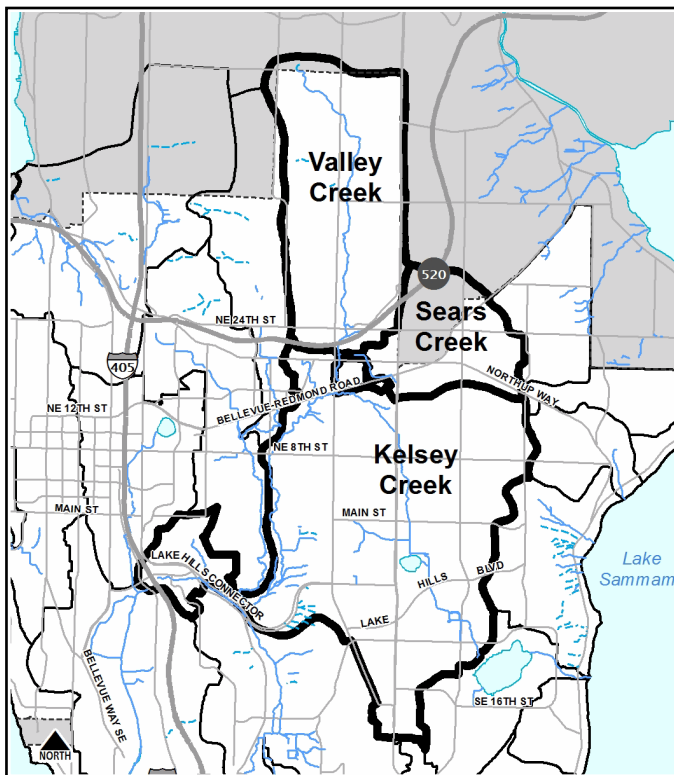
This project along with others in this proposal open salmon access to existing functional habitat, one of the quickest methods to increase salmon populations; helps stabilize streams and improve habitat consistent with Council-approved Lake Washington/Cedar/Sammamish Chinook Salmon Recovery Plan; improves water quality that limits fish viability; protects properties from flooding of structures, flooding which restricts access to residences or businesses, and street flooding that impacts primary emergency routes; restores streams for recreation and environmental health in the redeveloping Bel-Red Corridor; and reduce the potential for sewage overflow to surface water bodies.

Environmental Impacts

The long term environmental impacts of each program/project are positive in that they improve or protect stream health and habitat, or eliminate environmental damage caused by flooding. Projects may increase the potential for erosion or siltation during construction. Appropriate environmental review (SEPA) and permits (Critical Areas, Hydraulic Project Approval, US Army Corps) are required for most projects.

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2017 - 2019	343,000

Total Budgetary Cost Estimate: 343,000

Means of Financing

Funding Source	Amount
Utility Rates/Fees	343,000

Total Programmed Funding: 343,000
Future Funding Requirements:

Comments

2017-2023 Adopted CIP: Healthy and Sustainable Environment - Storm Drainage**Combined, Completed Projects**

CIP Plan Number	Project Name	(\$000s)
		Total Estimated Cost
D-71	Richards Creek Flow Diversion	1,247
D-95	Coal Creek Upper Beach Bank	610
D-100	Coal Creek Stream Bed Grade	776
D-101	Lower Coal Creek Sediment Pond	816
	Total	3,449



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