

CITY COUNCIL STUDY SESSION ITEM

SUBJECT:

2015-2021 CIP Update and Longer-Term Capital Investment Strategy

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POLICY ISSUES:

On March 24, Council began a discussion on the long-term capital investment strategy and has indicated a desire for an in-depth conversation on how to approach the General Capital Investment Plan (CIP) for the upcoming budget and beyond to 2035.

DIRECTION NEEDED FROM COUNCIL:

- Action
- Discussion
- Information

This is the second of several discussions planned regarding how to approach the General Capital Investment Plan (CIP) for the upcoming budget (2015-2021) and long term (2029-35). The first discussion on March 24 focused on potential projects currently unfunded across the City and a 20-year long range status quo financial forecast. Tonight staff will continue the discussion addressing:

- (1) a brief overview of the current 2013-2019 CIP, how it is funded and what it buys,
- (2) an early look at the upcoming 2015-2021 CIP update, with a request for any early direction from Council as the City Manager begins to prepare his budget, and
- (3) discussion of longer-term capital priorities (to the year 2035).

Staff will also review a framework for a series of meetings and begin the discussion of potential projects that are beyond the resources of a status quo CIP. Staff requests initial Council feedback regarding potential projects or Council priorities that should be included in a continued conversation.

BACKGROUND/ANALYSIS:

On March 24, 2014, Council held the first 2015-2016 Budget Workshop regarding the operating and capital budgets in order to inform the City Manager's Preliminary 2015-2016 Budget and 2015-2021 Capital Investment Plan (CIP), which will be delivered to Council in early October.

The workshop included “early look” financial forecasts for both the Operating Funds and Capital Investment Plan, the Results Teams’ Cause and Effect (C&E) Maps and Requests for Results (RFR), and a discussion on how to approach the General Capital Investment Plan (CIP) for the upcoming budget and longer term.

Summary of information provided on March 24th

Overall, the financial forecast for the General CIP shows that, starting in 2020, on average, there is between \$20 and \$25 million (in 2013 dollars) per year for discrete programs after allowing for debt service payments and ongoing programs. In accordance with Council policy, debt payments are the first call on all funding, and the second call is ongoing maintenance programs to ensure the City maintains what it has built before building more. See Attachment A for a copy of the long-range forecast.

In addition, staff provided a list of potential capital projects that were collected from all departments. The list provides a broad overview of unfunded projects over the long term. The potential projects through 2035 totaled over \$1.2 billion, but the dollar figures have not been validated beyond the near term and the list is not complete. Starting with the February Retreat, Council has identified a set of Council Priorities, and staff has re-sorted the list from March 24 to reflect those broad priority categories. Staff acknowledges that the Council Priorities list has not yet been formally adopted and will continue to adjust the list if Council further modifies the priorities. See Attachment B for the Potential Projects List.

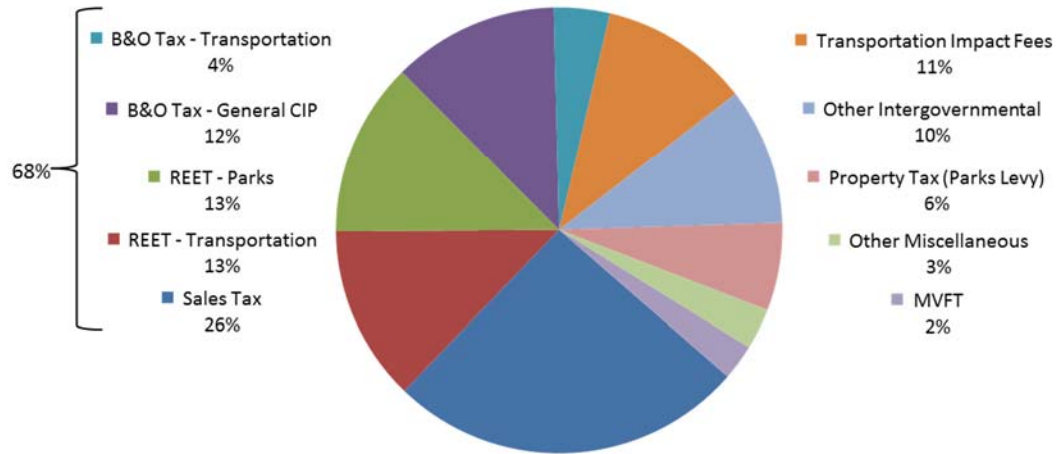
Overview of the 2013-2019 CIP – how is it funded and what does it buy?

The 2013-2019 CIP was adopted in December 2012 and updated during the Mid-Biennium process in December 2013. It sets the investment strategy for the near 7-year timeframe. The 7-year CIP totals \$481.6M and is funded through a variety of revenues set by RCW, agreements, or Council policy.

Revenues:

Sixty-eight percent of the existing 2013-2019 CIP is funded by three sources: sales tax, Business and Occupation tax, and real estate excise tax. The remaining 32% is funded by parks levy (voted property tax), transportation impact fees, grants, interlocal/agency agreements, and a variety of other sources. See Attachment C for a list of existing revenues, as well as the authorizing source of any split between CIP and Operating funds.

2013-2019 Midbiennium CIP Revenue by Type



Expenditures:

The 2013-2019 Mid-Biennium CIP budget allows for continued progress in meeting the City’s capital investment needs within a constrained budget. The 2013-2019 CIP expenditures of \$481.6M are split: 30% to debt service, 23% to ongoing programs such as street overlays and park renovation, and the remaining 47% is allocated to discrete projects.

Highlights of the 2013-2019 CIP plan include the following:

- Assures debt obligations are met.
- Focuses on maintaining all existing maintenance programs at the 2011-2017 levels and increases funding to the Transportation Major Maintenance program by \$300,000 per year.
- Funds East Link Memorandum of Understanding (MOU) up-front contributions.
- Funds critical Bel-Red/Wilburton projects.
- Continues the implementation of the Parks Levy projects with construction of the Bellevue Botanical Garden Visitors Center, Bellevue Youth Theatre, completing the “Downtown Circle”, design of Airfield Park, and neighborhood park and trail improvements.
- Funds important non-motorized system improvements on West Lake Sammamish Parkway, Northup Way corridor improvements, and a neighborhood sidewalk program.

DISCUSSION SECTION 1

Early Look: Capital Investment Plan (CIP) 2015-2021:

Like the 2013-2019 CIP, the 2015-2021 CIP will be budget constrained, continuing the projects that are currently underway, and adding approximately \$110M in additional resources in 2020 and 2021. In accordance with Council policy, funds contractually committed, such as debt service obligations, are funded first, together with ongoing programs that maintain the City's existing infrastructure before building new projects. Based on the February forecast, this leaves approximately \$50M for discrete new projects; however, those funds for new projects do not begin to be available until approximately 2020. As the City updates the forecast in July, forecast amounts may change. Further, the effect of re-costing the current projects to reflect inflation and requests for new projects will greatly exceed the available resources. The newly available resources beyond re-costing will likely purchase \$35-45 million of new discrete projects. Again, these figures are preliminary and, as staff begins to analyze the submitted proposals, the numbers may change.

A team made up of Leadership Team members who have submitted CIP proposals will review and make recommendations to the City Manager for the 2015-2021 CIP, as has been the case in the last two budget cycles. The CIP LT Panel uses a set of guiding principles and financial policies to rank the proposed projects (see Attachment D).

Feedback Requested:

As the CIP LT Panel starts their deliberations in advance of the City Manager making his budget recommendation to Council, staff is seeking any early direction the Council may wish to provide for the upcoming 2015-2021 CIP. This may be in the form of special attention to place on certain projects, priority areas, prioritization criteria, or any other early direction.

DISCUSSION SECTION 2

Longer-term potential capital projects through 2035

Decision Framework and Schedule:

This is the first in a series of discussions to address a potential longer-term capital investment strategy for the City; i.e. meeting needs that are not likely to be addressed through the status quo CIP. On March 24, staff heard strong interest from the Council in discussing the gaps in what the City is able to fund through the status quo CIP program, and in exploring a broader vision of priority investments the City may want to make. As a "roadmap" for this discussion, staff proposes to focus first on those projects Council identifies beyond those incorporated into the existing CIP and, once those additional projects are determined, staff will begin to address funding options for the timeframe in which those projects might be delivered. As part of the resulting analysis, staff will ensure that all projects and funding options are thoroughly researched to fully understand who benefits and who pays.

Staff proposes the following schedule and potential work plan:

Council Date	Tentative Agenda
May 12	Identifying projects beyond the existing status quo CIP. Initial direction from Council.
June 9	Continuing the project identification and, if completed, begin to address financing and/or funding guidelines based on an understanding of who benefits and who pays.
June 23 (tentative)	Continuation.
July 14	Continuation.
July 28	Budget Workshop.

Identification of Projects beyond the Existing Status Quo CIP:

The focus tonight will be to start understanding the projects that Council may want to pursue beyond those likely to be funded through the status quo CIP. In order to facilitate this discussion, staff prepared additional background information:

- (1) As noted above, Staff has reorganized the Potential Projects List discussed with Council on March 24 to reflect the recent Council Priorities work (Attachment B). This sorts the large list of unfunded projects into the broad priority categories identified by Council and
- (2) Staff has prepared a matrix (Attachment E) associating the new Council Priorities with: a) projects currently funded within the existing 2013-2019 CIP; b) budget proposals being made for the 2015-2021 CIP; and c) potential sets of capital projects that go beyond the status quo CIP resources.

The approach to Attachment E was to draw only on capital projects responding to very specific projects or types of projects specifically identified by Council in the Priorities document, as opposed to broad categories open to more expansive interpretation. Where the Council indicated an early phase of a project (e.g. Phase 1 Meydenbauer Park), Attachment E does include implementation through future phases.

The intent of Attachment E is to be merely a “starter set” to spur thinking. Staff focused on projects that are reflected on the Council Priorities list, with the knowledge that there could be projects that are not on the Council Priorities list that may also need to be included.

Feedback Requested and Next Steps: As noted in the “Road Map” above, tonight is intended to be the first in a series of discussions to explore a potential longer-term capital investment strategy for the City. At this meeting, staff is requesting initial Council feedback about what, if any, potential capital projects the Council may want to pursue beyond those likely to be funded through the status quo CIP. The staff “starter set” (last column in Attachment E) may be helpful in this discussion. Future Study Sessions will continue these discussions about projects, the alignment between who benefits and revenue sources, and options for moving forward.

Attachments:

Attachment A: Reprint of the March 24, Long Range CIP Financial Plan

Attachment B: Potential Projects through 2035 sorted by Council Priority

Attachment C: 2013-2019 Existing Revenues with source documentation noted

Attachment D: 2015-2021 General CIP Guiding Principles

Attachment E: Matrix comparing the Council Priorities to the 2013-2019 CIP, the 2015-2021 Requested CIP proposals, and a set of potential projects that go beyond the CIP

Attachment F: 2015-2016 Budget Calendar as a reference



2015-2016 Long Range Forecasts – Cover Discussion

Council Budget Workshop – March 24, 2014

Executive Summary:

- ***Council requested a long range (20 year) look at the financial future.***
- ***Results for the General Capital Investment Program are attached.***
- ***This forecast are based on best information at this point in time.***
- ***As with all forecasts, as the forecast extends in years the margin of error increases exponentially.***
- ***The Forecast does not assume any additional cash-flow borrowing or other debt.***

Council requested that the Budget Office take a longer-term view of the financial horizon and prepare a 20-year (out to 2035) financial forecast. As with all forecasts, the General Capital Investment Fund forecast is built on best information available as of this printing. The further the forecast extends into the future the greater the margin of error.

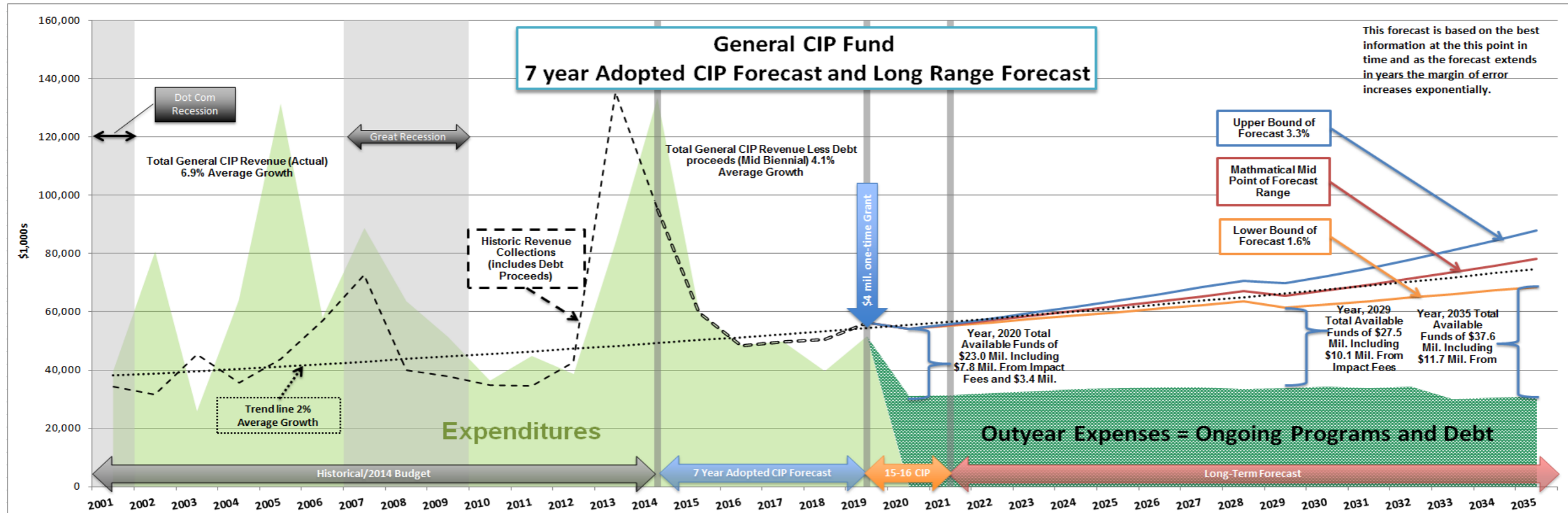
Methodology:

- For the budget-term (years 2015 to 2021), the forecasts reflect the City’s adopted 7-year (General CIP) budget from the Mid-Biennium.
- For the long-term (years 2022 to 2035), since it is a challenge to forecast business cycles, the revenue streams are shown in ranges with a upper bound forecast (blue line) and a lower bound forecast (orange line). The mid-point between the upper bound and the lower bound is a mathematically calculated mid line (red line).
- The upper bound and the lower bound forecasts are based on historical experience, known future changes, and analysis from IHS Global Insight and Puget Sound Economic Forecaster. The probability is that the future is somewhere between the blue and orange lines.
- Expenditures are adjusted for known and measurable changes in the future and historical experience in costs.
- See the notes on the forecast for detailed assumptions.

Overall Conclusions:

General Capital Fund Forecast:

- Estimated discrete annual project resources in 2013 dollars through 2027 is between \$20 million and \$25 million annually.
- The need for capital projects exceeds this annual amount.
- No additional borrowing is assumed through-out the forecast period.



Assumptions
 2020 to 2035:
 It is a challenge to forecast business cycles, so instead common practice is to show a upper and lower bound forecast
 Upper bound (blue line) and lower bound (orange line) forecast are based on the national and local forecasting services the City uses (IHS Global Insight and Puget Sound Economic Forecaster)
 The mid-point (red line) is a math line between the high and the low - showing the middle between the Upper and Lower bounds (purely math).
 The future is somewhere between the blue and the orange lines.

CIP Specific:
 Parks Levy expires in 2028 (no assumption made on its continuance).
 Does not include TOT or BCCA Debt
 Assumes current debt, assumes no new debt
 Does not include any costs associated with collaborative design process which will not be known until later in 2014
 Trend line developed with Historic and Adopted Mid-Term Revenue Forecast excluding Cash flow Borrowing and Debt Proceeds as calculated using Regression Analysis.
 Assumes Impact Fees as currently defined by Council Ordinance
 On-going Projects grow by IHS Global Insight CPI Forecast
 2021-2035 Capital Expenditures consists of on going maintenance programs + Debt Service
 * Ongoing Maintenance Program restorations, \$500k in 2018, \$1m in 2020, \$1.5m in 2022 and \$2m in 2024, growing at Inflation there after.

All Lines reflect Historical or Forecast Revenue

- Actual/Historical/Budget
- ===== 6 year Forecast
- Upper Bound extended Forecast
- Mathematical Midpoint between upper and lower Bounds
- Lower Bound Extended Forecast

Solid bands reflect Historical and Forecast Expenses

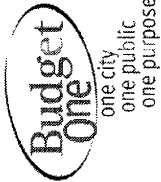
- CIP Expenditures, Includes, All Capital Projects and Debt Service
- Outyear CIP Expenditures including, Ongoing Maintenance and Debt Service

Council Briefing - Long Range Forecast
Long Term CIP Forecast (\$1,000s)
Numbers Represent Mathematical Mid Point of Forecast Range

	Estimate	7 Year	7 Year	7 Year	7 Year	7 Year	7 Year	7 Year	Math Mid	Math Mid	Math Mid	Math Mid	Math Mid	Math Mid	Math Mid	Math Mid	Math Mid	Math Mid	Math Mid	Math Mid	Math Mid	Math Mid	Math Mid
	2013	Adopted CIP	Adopted CIP	Adopted CIP	Adopted CIP	Adopted CIP	Adopted CIP	Adopted CIP	Point	Point	Point	Point	Point	Point	Point	Point	Point	Point	Point	Point	Point	Point	Point
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Revenue																							
Property Tax	\$3,389	\$3,389	\$3,389	\$3,389	\$3,389	\$3,389	\$3,389	\$3,390	\$3,390	\$3,390	\$3,390	\$3,390	\$3,390	\$3,390	\$3,390	\$3,390	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sales Tax	11,864	12,546	13,125	13,731	14,365	15,028	15,722	16,448	17,129	17,877	18,656	19,493	20,304	21,211	22,104	23,028	24,045	25,101	26,280	27,517	28,896	30,307	31,794
B&O Tax	7,357	7,700	8,082	8,483	8,904	9,346	9,809	10,296	10,723	11,191	11,678	12,202	12,710	13,278	13,837	14,415	15,052	15,713	16,451	17,225	18,088	18,972	19,902
REET	12,789	12,535	13,786	14,011	14,060	13,556	13,892	14,322	14,730	15,140	15,557	15,994	16,435	16,885	17,351	17,823	18,309	18,811	19,327	19,861	20,423	21,006	21,602
Impact Fees	3,300	3,690	4,140	6,900	7,110	7,320	7,540	7,770	7,992	8,214	8,440	8,677	8,917	9,161	9,413	9,669	9,933	10,205	10,486	10,775	11,080	11,396	11,720
Cash flow Borrowing/LT Debt	82,272	28,415	4,640	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intergovernmental Revenue	8,864	17,381	10,590	1,497	1,506	1,514	5,522	1,500	1,543	1,586	1,629	1,675	1,721	1,768	1,817	1,867	1,918	1,970	2,024	2,080	2,139	2,200	2,262
Miscellaneous	5,571	9,430	1,910	410	410	410	410	410	410	422	433	446	458	470	483	497	510	524	538	553	569	585	602
Total Revenue	\$135,406	\$95,086	\$59,662	\$48,421	\$49,744	\$50,564	\$56,285	\$54,137	\$55,917	\$57,820	\$59,784	\$61,877	\$63,936	\$66,164	\$68,396	\$70,689	\$69,767	\$72,323	\$75,106	\$78,012	\$81,194	\$84,467	\$87,882
Expenditures																							
Debt Service	\$11,894	\$14,386	\$14,267	\$27,185	\$31,176	\$17,045	\$13,831	\$13,815	\$13,805	\$13,810	\$13,813	\$13,809	\$13,828	\$13,826	\$13,385	\$12,353	\$12,358	\$12,343	\$11,491	\$11,505	\$6,683	\$6,700	\$6,720
Ongoing Programs																							
New Infrastructure	1,654	3,318	2,930	2,930	2,930	2,930	2,930	2,985	3,043	3,098	3,155	3,213	3,273	3,336	3,402	3,467	3,534	3,603	3,675	3,749	3,827	3,908	3,988
Maintenance	10,542	11,154	11,848	12,273	12,691	13,484	13,585	14,328	14,587	15,337	15,589	16,348	16,655	16,976	17,311	17,640	17,981	18,330	18,700	19,077	19,471	19,884	20,293
Discrete Programs	59,658	104,540	30,700	6,168	3,035	6,200	21,227	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Expenditures	\$83,748	\$133,398	\$59,745	\$48,556	\$49,832	\$39,659	\$51,573	\$31,128	\$31,435	\$32,245	\$32,557	\$33,370	\$33,756	\$34,138	\$34,098	\$33,460	\$33,873	\$34,276	\$33,866	\$34,331	\$29,981	\$30,492	\$31,001
Revenue Less Expenses	\$51,658	(\$38,312)	(\$83)	(\$134)	(\$88)	\$10,905	\$4,712	\$23,009	\$24,482	\$25,575	\$27,227	\$28,507	\$30,180	\$32,026	\$34,298	\$37,229	\$35,894	\$38,047	\$41,240	\$43,681	\$51,213	\$53,975	\$56,881
Revenue Less Expenses (2013\$s)						9,709	4,098	19,544	20,315	20,734	21,567	22,060	23,570	24,594	25,906	27,665	26,248	27,387	29,227	30,487	35,209	36,560	37,853
Cumulative Total						\$10,816	\$15,617	\$38,625	\$63,108	\$88,682	\$115,909	\$144,416	\$174,596	\$206,622	\$240,920	\$278,148	\$314,042	\$352,089	\$393,330	\$437,011	\$488,224	\$542,198	\$599,080
Cumulative Total (2013\$s)						9,630	13,581	32,809	52,366	71,898	91,815	111,756	136,359	158,673	181,971	206,692	229,650	253,439	278,756	305,009	335,653	367,265	398,669

Notes:

- Parks Levy expires in 2028 (no assumption made on its continuance).
- Does not include TOT or BCCA Debt
- Assumes current debt, assumes no new debt
- Does not include any costs associated with collaborative design process which will not be known until later in 2014
- Trend line developed with Historic and Adopted Mid-Term Revenue Forecast excluding Cash flow Borrowing and Debt Proceeds as calculated using Regression Analysis.
- Assumes Impact Fees as currently defined by Council Ordinance
- On-going Projects grow by IHS Global Insight CPI Forecast
- * Ongoing Maintenance Program restorations, \$500k in 2018, \$1m in 2020, \$1.5m in 2022 and \$2m in 2024, growing at Inflation there after.



Attachment B: Potential Projects List

May 12, 2014 (the March 24 List Resorted by Council Priority Area)

Summary of the Potential Capital Project Lists (Estimated 2013 \$000)				
Project Category/Council Priority	Near-term Need (2020-21)	Mid-term Need (2022-28)	Long-term Need (2029-35)	Total
Achieving Human Potential	3,200	31,200	14,000	48,400
Great Places You Want to Be	700	143,850	22,450	167,000
High Quality Built and Natural Environment	35,900	118,700	190,800	345,400
High Performing Government	111,301	34,606	26,156	172,063
Transportation and Mobility	29,750	166,300	245,100	441,150
Regional Leadership and Influence	No exclusive capital projects – addressed in other priority areas.			
Economic Development	No exclusive capital projects – addressed in other priority areas.			
Total	\$180,851	\$494,656	\$500,706	\$1,174,013 (Rounded to \$1.2B)

Category Descriptions:

- **Economic Development:** With some exceptions, this category includes projects that increase competitiveness or facilitate growth.
- **Transportation and Mobility:** This category includes citywide transit projects that enhance neighborhood linkages and build a more complete multi-modal transportation system.
- **High Quality Built and Natural Environment:** This category includes projects that promote affordability, sustainability, and stability of neighborhoods as well as expanding parks and open space.
- **Great Places You Want to Be:** This category includes amenities that support livability.
- **Regional Leadership & Influence:** This category includes projects that support the City's position as a regional leader, preferred partner, and catalyst for innovation.
- **Achieving Human Potential:** This category includes projects that enhance culture, community, and quality of life.
- **High Performing Government:** This category includes projects that address aging or deficient facilities and systems that improve safety or efficiency.

The purpose of the list is to try to put all the potential projects into a comprehensive list. There are several caveats to the list:

- It is not in a prioritized order
- It is probably not a complete list, it is a best effort at this point in time
- It has been compiled from a variety of planning sources
- This list has been resorted to be in line with the Council's retreat priorities as of May 12, 2014
- Some projects fall into multiple categories; this list assumes that a project is only in one category for ease of reading and length of list
- Dollar figures in the attached list are not validated beyond the near term
- Staff understands that the list will need to be refined further



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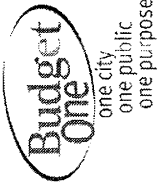
Achieving Human Potential - Potential Capital Projects List

Potential Capital Projects List (Estimated 2013 \$000)

Achieving Human Potential - Potential Capital Projects List (Estimated 2013 \$000)							
Note: This category includes projects that enhance culture, community, and quality of life.							
Description	City Category (From March 24)	Location	Near-term Subtotal (2020-21)	Mid-term Subtotal (2022-28)	Long-term Subtotal (2029-35)	Total	Descriptive Notes (Scope)
Joint Enhancements with Bellevue School District	Quality of Life/Neighborhoods	Citywide	-	20,000	-	20,000	Partnership initiative with the BSD to enhance and/or expand the capacity of recreational amenities on school property such as athletic fields and gymnasiums.
New NEP	Quality of Life/Neighborhoods	Citywide	3,000	10,500	10,500	24,000	assumes old funding level at \$1.5M annually
Neighborhood Parks	Quality of Life/Neighborhoods	Citywide	-	-	2,800	2,800	\$0.4M/year, 2029-2035 Ongoing CIP once levy completed.
NIS-2 Neighborhood Partnerships	Quality of Life/Neighborhoods	Citywide	200	700	700	1,600	Status quo level of \$100k annually
Total			3,200	31,200	16,200	50,600	

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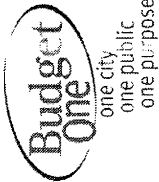
Great Places You Want to Be - Potential Capital Projects List

Potential Capital Projects List (Estimated 2013 \$000)

Great Places You Want to Be - Potential Capital Projects List (Estimated 2013 \$000) Note: This category includes amenities that support livability.									
Description	City Category (From March 24)	Location	Near-term Subtotal (2020-21)	Mid-term Subtotal (2022-28)	Long-term Subtotal (2029-35)	Total	Descriptive Notes (Scope)		
Bellevue Aquatic Center	Quality of Life/Neighborhoods	Citywide	-	83,700	-	83,700	Construct a multi-use aquatic center in Bellevue. Cost range of \$53-\$83M per the aquatic feasibility study.		
Downtown Community/Cultural Center	Quality of Life/Neighborhoods	Downtown	-	25,000	-	25,000	Construct a Cultural Center in downtown Bellevue		
Ashwood Park Development	Quality of Life/Neighborhoods	Downtown	-	10,000	-	10,000	Complete development of a neighborhood park in downtown Bellevue		
Airfield Park Development Phase II	Quality of Life/Neighborhoods	East of I-405	-	10,000	-	10,000	Complete development of a community park in accordance with the adopted master plan		
NE 2nd Street Park Row	Quality of Life/Neighborhoods	Downtown	-	7,700	-	7,700	Develop a neighborhood park and entry features upon completion of the light rail project.		
Metro Site Development	Quality of Life/Neighborhoods	Downtown	-	5,000	-	5,000	Supports development of Metro site adjacent to new DowntownLRT station		

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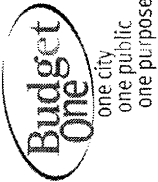


Attachment B: Potential Projects List May 12, 2014 (the March 24 List Resorted by Council Priority Area)

Great Places You Want to Be - Potential Capital Projects List (Estimated 2013 \$000)							
Note: This category includes amenities that support livability.							
Description	City Category (From March 24)	Location	Near-term Subtotal (2020-21)	Mid-term Subtotal (2022-28)	Long-term Subtotal (2029-35)	Total	Descriptive Notes (Scope)
Small scale arts/cult facilities (Children Mus etc.)	Quality of Life/Neighborhoods	Citywide	-	-	-	-	Support facility construction, renovation and equipment expense, moving expense on a competitive application basis. \$ and time frame are TBD
Tateuchi Center Construction	Quality of Life/Neighborhoods	Citywide	-	-	-	-	\$ and time frame are TBD
I-405 Lid	Quality of Life/Neighborhoods	Downtown	-	-	20,000	20,000	Generous park-like lid across 405 serves as extension of Pedestrian Corridor into Wilburton commercial area
CD-11 Public Art Program	Quality of Life/Neighborhoods	Citywide	700	2,450	2,450	5,600	Status quo level of \$350k annually
Total			700	143,850	22,450	167,000	

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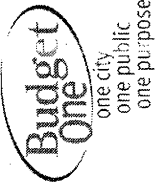
High Performing Government - Potential Capital Projects List

Potential Capital Projects List (Estimated 2013 \$000)

High Performing Government - Potential Capital Projects List (Estimated 2013 \$000)							
Note: This category includes projects that address aging or deficient facilities and systems that improve safety or efficiency.							
Description	City Category (From March 24)	Location	Near-term Subtotal (2020-21)	Mid-term Subtotal (2022-28)	Long-term Subtotal (2029-35)	Total	Descriptive Notes (Scope)
Implementation of the Long Range Fire Facilities Plan	Critical City Facility	Citywide	96,861	-	-	96,861	Construction of entire station on new site, reconstruction of existing facility, or safety/livability improvements
Enterprise Applications Replacement Fund	Critical City Facility	Citywide	7,500	-	-	7,500	There are enterprise applications that have no replacement funding against them. These include for example JDE and MAXIMO. The replacement fund is currently being funded from ITD by moving any year-end unspent money to the account. However, this will not be enough to replace any applications in a timely manner.
Vehicle storage for new and surplus equipment for Fleet.	Critical City Facility	Citywide	5,000	-	-	5,000	Loss of Safeway site, Leasing costs, Operational efficiencies. Could be a multi-department use facility. Police - evidence storage, Utilities/Parks/Trans - materials and equip storage facility. NOTE: Possible efficiencies if combined with other facility needs

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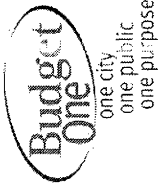
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Description	City Category (From March 24)	Location	Near-term Subtotal (2020-21)	Mid-term Subtotal (2022-28)	Long-term Subtotal (2029-35)	Total	Descriptive Notes (Scope)
Mobile Workforce	Critical City Facility	Citywide	1,500	-	-	1,500	Mobility strategy to leverage technology to improve efficiency and meet customer expectations. MPA is Water, Sewer and Storm
Court Facility	Critical City Facility	Citywide	-	20,000	-	20,000	Current Court location is a 10 year temporary solution, a permanent solution is needed potentially including land acquisition. NOTE: Possible efficiencies if combined with other facility needs
Resource Management Division Facility	Critical City Facility	Citywide	-	10,800	-	10,800	2003 cost estimate. Address long term space needs of Parks maintenance staff.
City Hall Transformer Replacement	Critical City Facility	Citywide	-	2,000	-	2,000	Replace 30 year old transformer substation in City Hall
Community Network Connectivity	Critical City Facility	Citywide	440	1,156	1,156	2,752	Replaces the fiber network by used the Intelligent Transportation System and connects City facilities. Expands the public WiFi network to other areas of the City.

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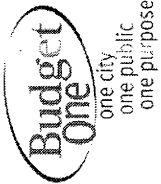
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Description	City Category (From March 24)	Location	Near-term Subtotal (2020-21)	Mid-term Subtotal (2022-28)	Long-term Subtotal (2029-35)	Total	Descriptive Notes (Scope)
KC Regional Radio System Upgrade	Critical City Facility	Citywide	-	650	-	650	This project is related to the updating of radio infrastructure not owned by the City of Bellevue. Once updated, Bellevue will need to modify radio equipment in order to continue uninterrupted radio service.
City Office Space and staff/visitor parking	Critical City Facility	Downtown	-	-	20,000	20,000	City Staffing levels fluctuate with city growth and service levels there will be a need for additional facility and parking space to address fluctuation staff space needs. NOTE: Possible efficiencies if combined with other facility needs
Increased vehicle storage/parking capacity at BSC	Critical City Facility	East of I-405	-	-	5,000	5,000	Increased number of vehicles, or second shift option due to customer operating 24/7 shifts (util poss). NOTE: Possible efficiencies if combined with other facility needs
Total			111,301	34,606	26,156	172,063	

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May 12, 2014 (the March 24 List Resorted by Council Priority Area)

High Quality Built and Natural Environment - Potential Capital Projects List

Potential Capital Projects List (Estimated 2013 \$000)

High Quality Built and Natural Environment - Potential Capital Projects List (Estimated 2013 \$000)						
Note: This category includes projects that promote affordability, sustainability, and stability of neighborhoods as well as expanding parks and open space.						
Description	City Category (from March 24)	Location	Near-term Subtotal (2020-21)	Mid-term Subtotal (2022-28)	Long-term Subtotal (2029-35)	Total
Green Fleet	Critical City Facility	Citywide	5,000	-	-	5,000
148th Avenue intersection safety and reliability - SE 8th St; Main St; and NE 8th St	Critical City Facility	East of I-405	2,000	-	-	2,000
Fuel Infrastructure - replacement/upgrade	Critical City Facility	Citywide	1,000	-	-	1,000
Bel-Red Park Acquisition/Development	Quality of Life/Neighborhoods	Bel-Red	21,300	-	-	21,300

Descriptive Notes (Scope)

Fleet conversion to green vehicles (CNG, Propane, electric, etc.) are not currently funded. RCW driven.

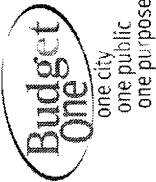
Relocate existing signal poles, located in the median, to the intersection corners and will upgrade signals to current standards. Also pave the existing intersection and upgrade the existing curb ramps to ADA compliance. Includes three signalized intersections along 148th Avenue NE.

Current fuel system is older and does not support ESI with biofuels and propane.

Acquire parks, complete demolition and initial park development for properties along the West Trib per the Bel-Red Corridor Plan.

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Description	City Category (from March 24)	Location	Near-term Subtotal (2020-21)	Mid-term Subtotal (2022-28)	Long-term Subtotal (2029-35)	Total	Descriptive Notes (Scope)
CD-22 Enhanced ROW/Urban Blvds (ongoing)	Quality of Life/Neighborhoods	Citywide	1,000	3,500	3,500	8,000	Status quo level of \$500k annually
SE 16th Street/148th Avenue SE to 156th Avenue SE	Quality of Life/Neighborhoods	East of I-405	3,000	-	-	3,000	Add 5-foot-wide bicycle lanes outside of 11-foot-wide vehicle lanes on both sides of SE 16th Street. Construct new curb, gutter, and 6-foot-wide sidewalk and 4-foot-wide planter on the north side between 148th Avenue NE and 154th Avenue NE.
Mountains to Sound Greenway/ Factoria Blvd to Lakemont Blvd (PW-W/B-78)	Quality of Life/Neighborhoods	South of I-90	1,000	-	-	1,000	\$ Need only represents placeholder for potential local contribution. Overall the project will close a 3.6 mile gap in the Greenway Trail between Factoria Blvd and Lakemont Blvd.
Other Crosswalks Placeholder	Critical City Facility	Citywide	-	7,500	-	7,500	Crosswalks outside of CBD
108th Avenue NE/ NE 12th Street to Main Street	Multi-modal Enhancements	Downtown	-	7,000	-	7,000	Enhance the Downtown corridor consisting of Great Streets, mid-block crossing, pedestrian-corridor interface, and bicycle lanes.

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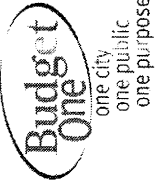
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Description	City Category (from March 24)	Location	Near-term Subtotal (2020-21)	Mid-term Subtotal (2022-28)	Long-term Subtotal (2029-35)	Total	Descriptive Notes (Scope)
Coal Creek Parkway/ 124th Ave SE to the southern city limits	Multi-modal Enhancements	South of I-90	-	3,000	-	3,000	Add off-street path along the west side of Coal Creek Parkway from 124th Avenue SE to the southern city limits. To accommodate the path, existing bicycle lanes may be eliminated and the roadway narrowed.
2008 Parks Levy General CIP Match	Quality of Life/Neighborhoods	Citywide	-	16,000	-	16,000	Levy match for Acquisition, Surrey Downs, Airfield Park Ph I
Bel-Red Park Acquisition/Development	Quality of Life/Neighborhoods	Bel-Red	-	15,600	-	15,600	Acquire parks, complete demolition and initial park development for properties along Goff Creek per the Bel-Red Corridor Plan.
Major Trail Improvements (Lake-Lake, MTS Greenway, BNSF, Ped Bike)	Quality of Life/Neighborhoods	Citywide	-	15,000	-	15,000	Complete trail expansions and connection to the Lake-to-Lake Trail, Mountains-to-Sound Greenway Trail, BN Corridor Trail, Ped-Bike Trails and Coal Creek Natural Area trails
Newport Way SE/ Somerset Blvd to 150th Avenue SE	Quality of Life/Neighborhoods	South of I-90	-	10,000	-	10,000	Potential improvements include sidewalks, bike lanes, pedestrian crossing facilities, vehicular turn pockets at cross streets, and other roadway improvements.

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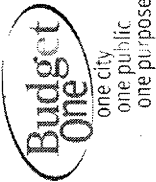
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Northwest Village Neighborhood Park	Quality of Life/Neighborhoods	Downtown	-	10,000	-	10,000	Acquire a neighborhood park in the northwest quadrant of downtown Bellevue
150th Avenue SE/ south of SE 38th St to Newport Way	Quality of Life/Neighborhoods	South of I-90	-	7,000	-	7,000	Improvements to the segment south of SE 38th Street to Newport Way, including the intersection at 150th Avenue SE and Newport Way SE.
Shoreline Redevelopment (Chism/Clyde/Ne wcastle)	Quality of Life/Neighborhoods	Downtown	-	5,000	-	5,000	Complete shoreline restoration and enhancements along existing degraded shorelines at three existing beach parks.
164th Ave SE/SE Cougar Mountain Way to SE 63rd Street	Quality of Life/Neighborhoods	South of I-90	-	3,000	-	3,000	Pave gravel road.
Downtown Gateways	Quality of Life/Neighborhoods	Downtown	-	1,000	-	1,000	To occur as part of redevelopment and as public projects.
Downtown Wayfinding System	Quality of Life/Neighborhoods	Downtown	-	500	-	500	Full development of a downtown wayfinding system.

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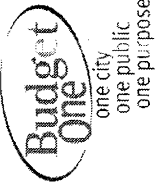
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Description	City Category (from March 24)	Location	Near-term Subtotal (2020-21)	Mid-term Subtotal (2022-28)	Long-term Subtotal (2029-35)	Total	Descriptive Notes (Scope)
West Lake Sammamish Parkway Remaining Four Phases	Quality of Life/Neighborhoods	East of I-405	-	-	36,000	36,000	Provide consistent shoulder on the east side, northbound vehicle travel lane, southbound vehicle travel lane, multipurpose trail on the west side with landscaped buffer, where space is available, signal and pedestrian crossings along the parkway. Storm drainage, water quality, and fish passage improvements throughout the corridor.
Meydenbauer Bay Park Development	Quality of Life/Neighborhoods	Downtown	-	-	32,000	32,000	Complete the phased development in accordance with the adopted master plan.
Parks Acquisition Opportunity Fund	Quality of Life/Neighborhoods	Citywide	-	-	21,000	21,000	\$3M/year, 2029-2035. Ongoing CIP once levy completed.
Bel-Red Park Acquisition/Development	Quality of Life/Neighborhoods	Bel-Red	-	-	17,400	17,400	Complete final phased development of all parks and trailhead facilities in the Bel-Red Corridor.

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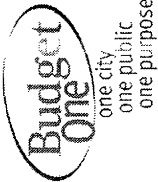
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Description	City Category (from March 24)	Location	Near-term Subtotal (2020-21)	Mid-term Subtotal (2022-28)	Long-term Subtotal (2029-35)	Total	Descriptive Notes (Scope)		
Station Area betterments. Per Station ROM of Local Need: \$3,000 (x5)	Quality of Life/Neighborhoods	Citywide	-	-	15,000	15,000	Local placeholder for betterments to provide access to light rail stations. May include sidewalks, crosswalks and signals, wayfinding, and bicycle lanes and markings.		
Placeholder for Neighborhood Protection throughout the City	Quality of Life/Neighborhoods	Citywide	-	-	12,600	12,600	Neighborhood traffic safety projects.		
Trail Development	Quality of Life/Neighborhoods	Citywide	1,000	3,500	3,500	8,000	\$0.5M/year, 2020-2035. Ongoing CIP once levy completed.		
Sportsfield Improvements	Quality of Life/Neighborhoods	Citywide	-	-	5,000	5,000	\$0.5M/year, 2029-2035. Ongoing CIP once levy completed.		
Park Planning	Quality of Life/Neighborhoods	Citywide	600	2,100	2,100	4,800	\$0.3M/year, 2015-2035. Ongoing CIP.		

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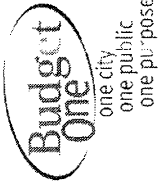
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Mid-Block Crossings	Quality of Life/Neighborhoods	Citywide	-	-	4,000	4,000	Assumes 15 additional crossings; \$250K each for 10 of them, and \$300K each where right-of-way is likely needed.
Lake Washington View Trail (97th Pl SE, Killarny Way SE, 104th Ave SE, SE 28th St, 105th Ave SE)/ SE 11th St to Beaux Arts	Quality of Life/Neighborhoods	West of I-405	-	-	500	500	
Forest Dr SE/ 147th Ave SE to Lakemont Blvd SE	Quality of Life/Neighborhoods	South of I-90	-	-	200	200	
Pedestrian Improvements	Quality of Life/Neighborhoods	Citywide	-	9,000	38,000	47,000	Construct curb, gutter and sidewalk/walkway/boardwalk (this item is the collection of many specific projects from the March 24 list)
Total			35,900	118,700	190,800	345,400	

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Transportation and Mobility - Potential Capital Projects List

Potential Capital Projects List (Estimated 2013 \$000)

Transportation and Mobility - Potential Capital Projects List (Estimated 2013 \$000)						
Note: This category includes citywide transit projects that enhance neighborhood linkages and build a more complete multi-modal transportation system.						
Description	City Category (from March 24)	Location	Near-term Subtotal (2020-21)	Mid-term Subtotal (2022-28)	Long-term Subtotal (2029-35)	Total
NE 16th Street/130th Avenue NE to 132nd Ave NE (EL Sync)	East Link Synchronization	Bel-Red	8,700	-	-	8,700
Ped. improvements rel to NE 6th LRT station (EL Sync)	East Link Synchronization	Downtown	5,000	-	-	5,000
City Hall Plaza Expansion (EL Sync)	East Link Synchronization	Downtown	2,100	-	-	2,100
						8,700
						5,000
						2,100

Descriptive Notes (Scope)

East of 132nd Avenue NE, roadway will be rebuilt on either side of the East Link light rail alignment to provide one travel lane in each direction, buffered bicycle lanes, landscape strips, and sidewalks.

reference Council discussion on NE 6th station

City is working with ST to develop a new City Hall Plaza area once the tunnel is completed

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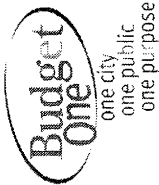
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Description	City Category (from March 24)	Location	Near-term Subtotal (2020-21)	Mid-term Subtotal (2022-28)	Long-term Subtotal (2029-35)	Total	Descriptive Notes (Scope)
NE 16th Street/132th Avenue NE to 136th Place NE and 136th Place NE/NE 16th to 20th Streets (EL Sync)	East Link Synchronization	Bel-Red	2,000	-	-	2,000	Local placeholder for betterments to accommodate the East Link project segment.
112th Avenue NE/NE 2nd Street	Infrastructure to Support Growth	Downtown	2,200	-	-	2,200	Estimate cost \$2.2m (assume developer improvement) - Straighten and realign NE 2nd Street between 112th Avenue NE and 114th Avenue NE, add dual southbound left-turn lanes, and a northbound right-turn lane. Project implementation will be coordinated with future private development. Probable impact fee credit.

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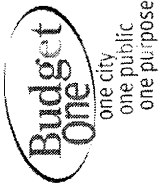


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Note: This category includes citywide transit projects that enhance neighborhood linkages and build a more complete multi-modal transportation system.						
Description	City Category (from March 24)	Location	Near-term Subtotal (2020-21)	Mid-term Subtotal (2022-28)	Long-term Subtotal (2029-35)	Total
NE 8th Street/106th Avenue NE	Infrastructure to Support Growth	Downtown	2,100	-	-	2,100
Descriptive Notes (Scope) Estimate cost \$2.1m (assume developer improvement) - Realign NE 8th Street to the south to better utilize the third westbound travel lane (between 108th Avenue NE and 106th Avenue NE; completed in 2009) and preserve the existing large sequoia tree. Realignment will allow NE 8th Street three through lanes westbound from I-405 to Bellevue Way. Project implementation will be coordinated with future private development. Probable impact fee credit.						
Bellevue Way/NE 4th Street	Infrastructure to Support Growth	Downtown	2,000	-	-	2,000
Descriptive Notes (Scope) Estimate cost \$2.0m (assume developer improvement) - Add southbound right-turn lane, westbound right-turn lane, and dual westbound left-turn lanes. Project implementation will be coordinated with potential future private development. Probable impact fee credit.						
Bellevue Way/NE 8th Street	Infrastructure to Support Growth	Downtown	1,500	-	-	1,500
Descriptive Notes (Scope) Estimate cost \$1.5m (assume developer improvement) - Add southbound right-turn lane. Project implementation will be coordinated with potential future private development. Probable impact fee credit.						

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Attachment B: Potential Projects List

May 12, 2014 (the March 24 List Resorted by Council Priority Area)

Transportation and Mobility - Potential Capital Projects List (Estimated 2013 \$000)						
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Description	City Category (from March 24)	Location	Near-term Subtotal (2020-21)	Mid-term Subtotal (2022-28)	Long-term Subtotal (2029-35)	Total
110th Avenue NE/NE 6th Street to NE 8th Street	Infrastructure to Support Growth	Downtown	1,200	-	-	1,200
Bellevue Way/NE 2nd Street	Infrastructure to Support Growth	Downtown	1,100	-	-	1,100
Snoqualmie River Rd/ Kelsey Creek Rd to BC southwest entrance	Infrastructure to Support Growth	East of I-405	500	-	-	500
Downtown Crosswalks - Standard (\$50K per)	Multi-modal Enhancements	Downtown	850	-	-	850

Descriptive Notes (Scope)
Estimate cost \$1.2m (assume developer improvement) - Complete implementation of a five-lane roadway section with sidewalks where missing. Project implementation will be coordinated with potential future private development. Probable impact fee credit.

Estimate cost \$1.1m (assume developer improvement) - Add northbound right-turn lane and a second southbound left-turn lane. Project implementation will be coordinated with potential future private development. Probable impact fee credit.

\$ Need only represents placeholder for potential local contribution to upgrade the pavement and construct sidewalks and accessible bus stops

Typical crosswalks - parallel white bars. Downtown Station access work will inform cost estimates.

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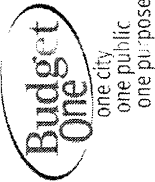
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Description	City Category (from March 24)	Location	Near-term Subtotal (2020-21)	Mid-term Subtotal (2022-28)	Long-term Subtotal (2029-35)	Total	Descriptive Notes (Scope)
On-Street Parking (100-200 spaces)	Quality of Life/Neighborhoods	Downtown	500	-	-	500	On-street parking in the downtown.
NE 15th Street/116th Avenue NE to 124th Avenue NE (EL Sync)	East Link Synchronization	Bel-Red	-	45,000	-	45,000	Multi-modal corridor from 116th Avenue NE to 124th Avenue NE. The project will be phased, with segments from 116th to 120th (Zone 1 estimated at \$30m) and from 120th to 124th (Zone 2 estimated at \$15m). New signalized intersections will be provided at NE 12th Street/NE 15th Street, 120th Avenue NE, 121st Avenue NE, 123rd Avenue NE, and 124th Avenue NE, with signal modifications at 116th Avenue NE. The roadway cross-section will include two travel lanes in each direction, turn pockets or center medians, sidewalks on both sides and a multi-use pathway on the north side. Includes on-street parking and transit vehicle layover space between 120th and 124th Avenues NE.

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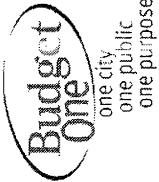
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Description	City Category (from March 24)	Location	Near-term Subtotal (2020-21)	Mid-term Subtotal (2022-28)	Long-term Subtotal (2029-35)	Total	Descriptive Notes (Scope)
Main Street/ 100th Avenue to 116th Avenue (EL Sync)	East Link Synchronization	Downtown	-	3,000	-	3,000	Pedestrian and bicycle facility components as identified in the Main Street & NE 2nd Street Design Report (2009). May be partially implemented by private development.
Hospital/NE 8th Street Station Access Improvements (EL Sync)	East Link Synchronization	East of I-405	-	3,000	-	3,000	Local placeholder for betterments to provide access to the Hospital/NE 8th Street light rail station.
Bellevue Way HOV lane/ 112th Ave SE "Y" to Park & Ride	Infrastructure to Support Growth	West of I-405	-	19,800	-	19,800	Widen Bellevue Way SE to add a southbound, inside HOV lane and an outside sidewalk or shoulder with the potential for landscaping treatments. This is the north segment of the of the roadway. The south segment will be implemented by Sound Transit.

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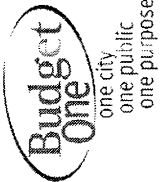
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Description	City Category (from March 24)	Location	Near-term Subtotal (2020-21)	Mid-term Subtotal (2022-28)	Long-term Subtotal (2029-35)	Total	Descriptive Notes (Scope)
124th Avenue NE/NE 8th St to NE 14th Street	Infrastructure to Support Growth	Bel-Red	-	12,400	-	12,400	Add bicycle lanes from NE 8th Street to Bel-Red Road and roadway widening to five lanes with sidewalks and bicycle lanes on both sides from Bel-Red Road to NE 14th Street. Signal modifications at 124th Avenue NE and Bel-Red Road. Project implementation will be coordinated with potential future private development. Developer Impr assumed @ 15% of total costs = \$2.4m. COB responsibility = \$12.4m.
148th Avenue NE Master Plan improvements at Bel-Red Road, NE 20th St and NE 24th St.	Infrastructure to Support Growth	East of I-405	-	10,000	-	10,000	Construct improvements described in the 148th Avenue NE Master Plan. Indicated funding need represents Bellevue share of joint project with City of Redmond, dependent upon cost sharing agreement.
148th Avenue NE/NE 8th Street	Infrastructure to Support Growth	East of I-405	-	5,000	-	5,000	Construct 2nd eastbound and westbound left turn lanes on NE 8th Street. All widening would be done to the north side of the roadway.

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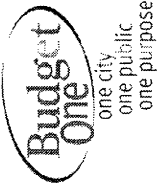
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Description	City Category (from March 24)	Location	Near-term Subtotal (2020-21)	Mid-term Subtotal (2022-28)	Long-term Subtotal (2029-35)	Total
150th Ave SE/Eastgate Way SE	Infrastructure to Support Growth	South of I-90	-	3,700	-	3,700
Descriptive Notes (Scope)			<u>Option A:</u> The project will construct a second northbound left-turn lane, add a second eastbound right-turn lane, add a second westbound through lane past 148th Avenue SE, and add east-west bicycle lanes through the intersection. <u>Option B:</u> Construct a multi-lane roundabout. With either option, upgrade pedestrian and bicycle crossings, accommodate or implement planned Eastgate Way bicycle lanes, and install gateway treatment.			

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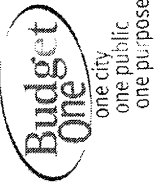
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Description	City Category (from March 24)	Location	Near-term Subtotal (2020-21)	Mid-term Subtotal (2022-28)	Long-term Subtotal (2029-35)	Total
150th Avenue SE/SE 37th Street/I-90 off-ramp	Infrastructure to Support Growth	South of I-90	-	3,500	-	3,500
Descriptive Notes (Scope)						
<p><u>Option A:</u> The project will add a second eastbound right-turn lane, add a second westbound left-turn lane, add an eastbound through lane past the I-90 eastbound on-ramp, extend the southbound left turn pocket, and extend the third southbound lane from the I-90 on-ramp to SE 38th Street.</p> <p><u>Option B:</u> The project will construct a multi-lane roundabout.</p> <p><u>Option C:</u> The project will construct a roundabout per Option B plus construct a multi-lane roundabout at 150th Avenue SE/SE 38th Street, and landscape median between SE 38th Street and SE 37th Street. With any of the three options, upgrade the pedestrian and bicycle crossings and install gateway treatment.</p>						
Bel-Red Rd/NE 20th St to NE 24th St	Infrastructure to Support Growth	East of I-405	-	3,000	-	3,000
<p>Widen the roadway to five lanes, including two travel lanes in each direction, with a center turn lane, and bicycle lanes. Indicated funding need represents Bellevue share of joint project with City of Redmond, dependent upon cost sharing agreement</p>						
Factoria Transit Center & Pedestrian Bridge	Infrastructure to Support Growth	South of I-90	-	3,000	-	3,000
<p>Develop transit center on Factoria Boulevard.</p>						

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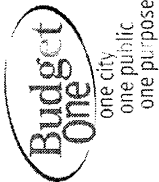
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Description	City Category (from March 24)	Location	Near-term Subtotal (2020-21)	Mid-term Subtotal (2022-28)	Long-term Subtotal (2029-35)	Total
124th Avenue NE at SR-520	Infrastructure to Support Growth	Bel-Red	-	1,000	-	1,000
NE 10th at I-405	Infrastructure to Support Growth	Downtown	-	200	-	200
NE 2nd Street Extension and I-405 interchange	Infrastructure to Support Growth	Downtown	-	200	-	200
129th Place SE/SE 38th Street to Newport Way	Quality of Life/Neighborhoods	South of I-90	-	5,000	-	5,000
						Descriptive Notes (Scope)
						\$Need only represents placeholder for potential local contribution to State-led project. Construct ramps to and from the east.
						Add southbound off-ramp. \$Need only represents placeholder for potential local contribution to State-led project.
						\$Need only represents placeholder for potential local contribution to State-led project. Extend NE 2nd Street across I-405 from 112th Avenue NE to 116th Avenue NE, and add half interchange with I-405, to/from the south.
						Connect stub ends of 129th Place SE to provide a through-street connection between SE 38th Street and Newport Way. Investigate and consider signalization and channelization improvements, if warranted. Project implementation will be coordinated with potential future private development.

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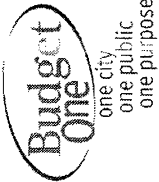
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Description	City Category (from March 24)	Location	Near-term Subtotal (2020-21)	Mid-term Subtotal (2022-28)	Long-term Subtotal (2029-35)	Total	Descriptive Notes (Scope)
164th Avenue NE/SE - NE 18th Street to SE 14th Street	Multi-modal Enhancements	East of I-405	-	5,000	-	5,000	Designate a bicycle shoulder on both sides between NE 18th Street and Northrup Way and between NE 8th Street and SE 14th Street. On-street parking will be accommodated on the east side of the street from NE 6th Street to SE 14th Street.
140th Ave NE/ NE 24th St to NE 8th St	Multi-modal Enhancements	East of I-405	-	5,000	-	5,000	May add bicycle lanes or develop off-street multi-use paved path, replacing a separated gravel path that exists on much of the segment. Add off-street path connecting the SR 520 Trail to 140th Avenue NE, if feasible.
Eastgate Way/Richards Rd to SE 35th Place	Multi-modal Enhancements	East of I-405	-	5,000	-	5,000	Install bicycle lanes, completion of the missing link in the sidewalk between Richards road and 139th Avenue SE. May be partially implemented by private development.
108th/112th Avenue NE/ north city limit to NE 12th Street	Multi-modal Enhancements	West of I-405	-	4,800	-	4,800	Pedestrian and bicycle improvements on both sides of 108th/112th Avenues NE from north city limit to NE 12th Street.

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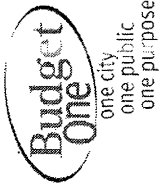
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Description	City Category (from March 24)	Location	Near-term Subtotal (2020-21)	Mid-term Subtotal (2022-28)	Long-term Subtotal (2029-35)	Total	Descriptive Notes (Scope)
Lakemont Blvd (Phase 1)/Cougar Mountain Way to Lewis Creek Park and 164th Avenue SE to 171st Avenue SE	Quality of Life/Neighborhoods	South of I-90	-	3,000	-	3,000	Install signal or roundabout at Cougar Mtn Way/Lakemont Blvd intersection, sidewalk and bicycle lanes, and install planted medians.
156th Avenue NE/NE 24th Street	Quality of Life/Neighborhoods	East of I-405	-	3,000	-	3,000	
Pedestrian Corridor Improvements	Quality of Life/Neighborhoods	Downtown	-	3,000	-	3,000	NE 6th Street improvements including land acquisition, lighting and ADA upgrades; \$150K in current CIP for design work.
Parking Guidance System	Quality of Life/Neighborhoods	Downtown	-	2,000	-	2,000	City project has not been scoped in detail. Some privately-owned garages have been implemented (Bellevue Square, Lincoln Square).
Lakemont Blvd (Phase 2)/Lewis Creek Park to 164th Ave SE	Quality of Life/Neighborhoods	South of I-90	-	2,000	-	2,000	Install signal at 164th Ave SE/Lakemont Blvd; construct sidewalk and bike lane on east side; add planted medians where feasible.

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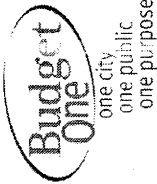
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Description	City Category (from March 24)	Location	Near-term Subtotal (2020-21)	Mid-term Subtotal (2022-28)	Long-term Subtotal (2029-35)	Total	Descriptive Notes (Scope)
BNSF bike path/southern city limits to northern city limits	Quality of Life/Neighborhoods	South of I-90 and East of I-405	-	200	-	200	\$Need only represents placeholder for potential local contribution to King County-led project. Add of-street path along the BNSF right-of-way from the southern city limits to the northern city limits.
124th Avenue NE/Planned NE 14th Street to Northrup Way (EL Sync)	East Link Synchronization	Bel-Red	-	-	17,000	17,000	The project will widen the roadway to five lanes and re-profile the segment from NE 14th Street to NE 18th Street in conjunction with the East Link project; curb, gutter, and sidewalks will be included consistent with the Bel-Red subarea plan and street corridor and urban design standards. The segment from NE 18th Street to Northrup Way includes a stream crossing of the West Tributary and planned trail. Key intersections are at NE 15th Street multi-modal corridor/East Link project and Northrup Way. (Intersection improvements at NE 15th Street will be included in the NE 15th Street project.). Funded up to NE 18th. Does not reflect any potential cost sharing agreements.
NE 15th Street/124th to 130th Avenue NE	Infrastructure to Support Growth	Bel-Red	-	-	50,000	50,000	Zone 3

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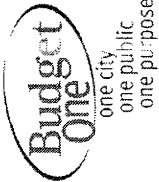
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NE 6th Street Extension	Infrastructure to Support Growth	East of I-405	-	-	30,000	30,000
134th Ave NE/NE 20th St to NE 16th St	Infrastructure to Support Growth	Bel-Red	-	-	15,500	15,500
120th Avenue NE (stages 3 and 4)/ NE 12th Street to 18th Street and to Northrup Way (PW-R-168)	Infrastructure to Support Growth	Bel-Red	-	-	13,600	13,600

Descriptive Notes (Scope)
 \$Need represents placeholder for potential local contribution to State-led project (\$90m project; COB \$30m contribution). Extend NE 6th Street from the I-405 HOV interchange to 120th Avenue NE to accommodate multiple uses.
Estimate cost \$15.5m (Assume developer improvement). Develop a level cross section for NE 16th Street to allow for future construction of 134th Avenue NE as a through street between Bel-Red Road and NE 20th Street. The roadway will include three lanes, landscape strip, and sidewalks on both sides.
 Stage 3 from NE 12th Street to NE 16th Street is funded. Stage 4 from NE 16th Street to Northrup Way, will widen the roadway and transition from a 5-lane section to a 4-lane section in proximity of NE 18th Street. North of NE 18th Street, will consist of two northbound through lanes, a center turn lane, and one southbound lane with sidewalks on both sides and a separated bicycle path on the west side. Does not reflect any adjustment to the adopted funding and any cost sharing agreement.

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Description	City Category (from March 24)	Location	Near-term Subtotal (2020-21)	Mid-term Subtotal (2022-28)	Long-term Subtotal (2029-35)	Total
130th Avenue NE/NE 20th to NE Bel-Red Road	Infrastructure to Support Growth	Bel-Red	-	-	11,700	11,700
NE 2nd Street/BelleVue Way to 112th Avenue NE	Infrastructure to Support Growth	Downtown	-	-	10,000	10,000
112th Avenue SE HOV Lane	Infrastructure to Support Growth	West of I-405	-	-	5,000	5,000
148th Ave SE Improvements - Bellevue College	Infrastructure to Support Growth	East of I-405	-	-	5,000	5,000

Descriptive Notes (Scope)
Estimate cost \$11.7m (Assume developer improvement). The segment from NE 20th Street to NE 16th Street will include two travel lanes, bicycle lanes, on-street parking, landscape strip, and sidewalks on both sides. The segment from NE 16th Street to Bel-Red Road will include one through lane in each direction, a center turn lane, landscape strip, and sidewalks on both sides.

The project will widen roadway from three lanes with parking and turn pockets to five lanes, consistent with the Main Street & NE 2nd Street Design Report (2009). Project implementation will be coordinated with approved and potential future private development in the immediate vicinity

Construct a southbound median HOV lane on 112th Ave SE from Bellevue Way to slightly beyond end of intersection queue.

Construct southbound HOV lane and transit queue jump lanes and TSP on 148th Ave SE between Lake Hills Blvd and SE 24th St

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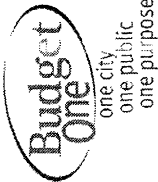
Attachment B: Potential Projects List

May 12, 2014 (the March 24 List Resorted by Council Priority Area)

Transportation and Mobility - Potential Capital Projects List (Estimated 2013 \$000)							
Note: This category includes citywide transit projects that enhance neighborhood linkages and build a more complete multi-modal transportation system.							
Description	City Category (from March 24)	Location	Near-term Subtotal (2020-21)	Mid-term Subtotal (2022-28)	Long-term Subtotal (2029-35)	Total	Descriptive Notes (Scope)
I-90 Factoria Blvd Exit Expansion	Infrastructure to Support Growth	South of I-90	-	-	5,000	5,000	In coordination with the Mountains to Sound Greenway relocate current trail undercrossing of ramp between I-405 and I-90 Eastbound to new bridge south of existing undercrossing and add second off-ramp lane to the current ramp undercrossing. Evaluation how best to stripe ramp to ensure reliable transit operations.
131st Avenue SE/132nd Avenue SE between SE 36th Street and SE 38th Street	Infrastructure to Support Growth	Bel-Red	-	-	1,000	1,000	
Bel-Red Road/NE 20th Place	Infrastructure to Support Growth	East of I-405	-	-	800	800	Install signal, eastbound left turn pocket and pedestrian crossing.
116th Avenue NE/NE 12th Street	Infrastructure to Support Growth	East of I-405	-	-	800	800	Construct a northbound right turn lane, extend eastbound left turn lane.

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Description	City Category (from March 24)	Location	Near-term Subtotal (2020-21)	Mid-term Subtotal (2022-28)	Long-term Subtotal (2029-35)	Total	Descriptive Notes (Scope)
156th Avenue SE at SE Eastgate Way (I-90 westbound off-ramp)	Infrastructure to Support Growth	East of I-405	-	-	750	750	Widen the I-90 westbound off-ramp to provide two dedicated left turn lanes and a shared through/right lane with a channelized right turn.
NE 20th Street/Bel-Red Road to 156th Avenue NE	Infrastructure to Support Growth	East of I-405	-	-	500	500	Construct an east to west U-turn on NE 20th Street at 156th Avenue NE; provide access management along NE 20th Street.
SE 40th Lane/Factoria Boulevard	Infrastructure to Support Growth	South of I-90	-	-	500	500	
Downtown Mid-Block Crossings (19)(x\$400K per) (Downtown Transportation Plan)	Multi-modal Enhancements	Downtown	-	-	7,600	7,600	At-grade and grade-separated mid-block crossings in the downtown.
Northup Way/156th Avenue NE to 164th Avenue NE	Multi-modal Enhancements	East of I-405	-	-	6,000	6,000	Add median left-turns and bike lanes

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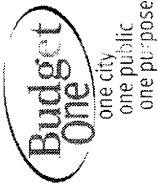
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Description	City Category (from March 24)	Location	Near-term Subtotal (2020-21)	Mid-term Subtotal (2022-28)	Long-term Subtotal (2029-35)	Total	Descriptive Notes (Scope)
140th Ave NE BAT Lane	Multi-modal Enhancements	East of I- 405	-	-	5,000	5,000	Construct southbound BAT lane from Bel-Red Rd to NE 8th St
148th Ave NE BAT Lane - Overlake	Multi-modal Enhancements	East of I- 405	-	-	5,000	5,000	Convert and extend southbound right turn lane on NE 148th Ave between NE 24th and NE 20th St into a BAT lane
156th Ave NE BAT Lane - NB	Multi-modal Enhancements	East of I- 405	-	-	5,000	5,000	Construct northbound BAT lane from south of Northup Way to Bel-Red Rd
156th Ave NE BAT Lane - SB	Multi-modal Enhancements	East of I- 405	-	-	5,000	5,000	Construct southbound BAT lane from City Limits to NE 24th St
Factoria Boulevard at Newport Way	Multi-modal Enhancements	South of I- 90	-	-	3,000	3,000	Construct back-to-back double left-turn pockets northbound at the Newport High School entrance and southbound at Newport Way. Re-locate the Factoria Blvd. access to St. Margaret's church to align with the signal at the Newport High School access.

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Description	City Category (from March 24)	Location	Near-term Subtotal (2020-21)	Mid-term Subtotal (2022-28)	Long-term Subtotal (2029-35)	Total	Descriptive Notes (Scope)
Downtown Crosswalks - Enhanced (21) - existing to higher standard (\$100K per) (Downtown Transportation Plan)	Multi-modal Enhancements	Downtown	-	-	2,100	2,100	Include components of urban design and traffic calming. Downtown Station access work will inform cost estimates
Bel-Red Road/NE 24th Street	Multi-modal Enhancements	East of I-405	-	-	2,000	2,000	Construct southbound right turn and northbound left turn lanes.
148th/150th Avenue SE/I-90 westbound on-ramp to I-90 westbound off-ramp	Multi-modal Enhancements	East of I-405	-	-	2,000	2,000	Widen by extending the third southbound lane from the ramp to westbound I-90 to south of Eastgate Way at the I-90 westbound to southbound off ramp.
Main St HOV Lane	Multi-modal Enhancements	Downtown	-	-	2,000	2,000	Convert one eastbound lane to PM peak HOV lane from Bellevue Way to NE 112th Ave SE
NE 10th St HOV Lane	Multi-modal Enhancements	Downtown	-	-	2,000	2,000	Convert eastbound PM peak HOV lane on NE 10th Street from Bellevue Way to NE 112th St

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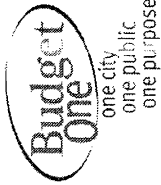
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Description	City Category (from March 24)	Location	Near-term Subtotal (2020-21)	Mid-term Subtotal (2022-28)	Long-term Subtotal (2029-35)	Total	Descriptive Notes (Scope)
NE 116th Ave NE BAT Lanes	Multi-modal Enhancements	East of I-405	-	-	2,000	2,000	Convert TWLTL into southbound or northbound BAT lanes between NE 12th St and Northup Way when approaching intersections
Downtown Crosswalks - Exceptional (9) - existing to highest standard (x\$200K per) (Downtown Transportation Plan)	Multi-modal Enhancements	Downtown	-	-	1,800	1,800	Pedestrian Corridor and Old Bellevue to include more components of urban design and traffic calming. Downtown Station access work will inform cost estimates
Sidewalks/Landscaping (Downtown Transportation Plan)	Multi-modal Enhancements	Downtown	-	-	1,200	1,200	Primarily provided by developers, but COB may install sidewalks where development is not imminent

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Note: This category includes citywide transit projects that enhance neighborhood linkages and build a more complete multi-modal transportation system.							
Description	City Category (from March 24)	Location	Near-term Subtotal (2020-21)	Mid-term Subtotal (2022-28)	Long-term Subtotal (2029-35)	Total	Descriptive Notes (Scope)
156th Ave SE to I-90 Office Park/160th Ave SE	Multi-modal Enhancements	East of I-405	-	-	250	250	Improve east-west pedestrian and bicycle connectivity by enhancing gravel/soft surface trail connection east of 156th Ave SE to the I-90 Office Park with an asphalt surface. Project details will be finalized/coordinated with the Bellevue Airfield Park design process.
Transit Signal Priority or Queue Jump Projects	Multi-modal Enhancements	Citywide	-	-	-	-	Place Holder: Intersection treatments, including Transit Signal Priority (TSP), queue jump lanes, and left turn restrictions
Short-term parking facility or facilities, strategically located	Quality of Life/Neighborhoods	Downtown	-	-	21,000	21,000	600 parking spaces x \$35,000 each.
Downtown Circulator	Quality of Life/Neighborhoods	Downtown	-	-	5,000	5,000	Partnership with Metro for initial implementation.
Bicycle Improvements	Multi-modal Enhancements	Citywide	-	15,500	-	15,500	Bicycle lanes (This is a consolidated item from many specific projects from March 24)
Total			29,750	166,300	245,100	441,150	

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Attachment C: List of 2013-2019 CIP Revenues:

Revenue Type (Documentation/ Source)	Current Split between CIP and other funds	Projects/priorities that can be funded by this revenue type	Who pays for this revenue?	Percent of the MidBi 2013-2019 CIP
Sales Tax (Bellevue Financial Policy XI.H)	~25% CIP/75% GF	No restrictions	Consumers of goods	26%
Business & Occupation Tax (Council Policy through Budget (following the historical splits via ordinances)	~26% CIP/74% GF	6.4% restricted for Transportation projects, remaining 19% unrestricted	Businesses	16
Property Tax (Parks Levy) (Ordinance 5828)	100% CIP	Park improvements as defined by ordinance by City Council "To protect water quality in Bellevue's lakes and streams, preserve natural areas, enhance existing parks and develop trails,..."	Property Owners	6
Real Estate Excise Tax #1 (0.25%) (Ordinance 4366)	50% Trans CIP/50% Parks CIP	No restrictions	Property Owners/Sellers	13
Real Estate Excise Tax #2 (0.25%) (Ordinance 4366)	50% Trans CIP/50% Parks CIP	No restrictions	Property Owners/Sellers	13
Motor Vehicle Fuel Tax (RCW 82.36)	42% CIP/56% GF	Must be spent on pathways and trails projects	Buyers of fuel in the State of Washington, distributed to Cities by population	3
Transportation Impact Fees (Ordinance 5872)	100% to Capacity Projects	Projects related to capacity	Property Developers	11
Other Intergovernmental (Interlocal agreements)	100% CIP	Agency contributions, Grants	Various depending on type	10
Other Miscellaneous (Various)	100% CIP	Fundraising, LID, Enterprise contribution	Various depending on type	3
			Total	100%

In addition to the above list of revenues, the 2013-2019 CIP also included debt to fund expenditures in the 2013-2019 plan. Debt is a funding mechanism and a resource of cash, it is not a revenue source, and therefore is not listed in the table above.

Attachment D: General CIP Guiding Principles for the 2015-2021 CIP

A. 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.

B. Citywide Funding Prioritization Criteria from 2015-2021 CIP

The following outlines the criteria likely to be used by the CIP Panel to evaluate all non-utility CIP projects submitted for funding consideration.

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 v. benefit--“bang for the buck”
- 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

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

Attachment E: Matrix comparing Council Priorities to Existing 2013-2019 CIP, Projects Proposed for 2015-2021 and longer term (through 2035):

Council Priorities – focusing on the CIP	Existing CIP (What is in the 2013-2019 CIP?)	NEW Projects proposed in the 2015-2021 CIP update (What specific projects have been proposed for consideration in the 2015-2021 CIP?) Note: These is not an inclusive list of all projects proposed, only those that reflects the Council Priorities and are new projects. Does not include re-costing of existing projects.	Potential Capital Projects <i>Stretch beyond status quo CIP</i> “Starter Set” (Projects that are not in either the 2013-2019 Existing CIP or been proposed for 2015-2021 CIP) Note: All values are estimated and have not been validated beyond 2021.		
			Proposed \$\$ Request	Estimated \$\$	
Economic Development	No exclusive projects in the CIP, addressed through other priority areas.				
Transportation and Mobility <ul style="list-style-type: none"> • Transportation Capital Plan and funding to implement it • Include transportation projects complementary to East Link 	East Link Complement: <ul style="list-style-type: none"> • East Link Analysis and Development • East Link MOU Commitments • 124th Ave NE – NE 15th to 18th St • 120th Ave NE, Stage 3 • NE Spring Blvd (15th Street) – 116th to 120th Ave NE (Zone 1) (advance to 60% design) • NE Spring Blvd – 130th to 132nd Aves NE (Pre Design Only) • NE Spring Blvd/136th Place – 132nd Ave NE to NE 20th St General Growth & Mobility Projects: <ul style="list-style-type: none"> • Lakemont Blvd/Cougar Mountain Way • Northup Way Corridor Improvements • NE 4th Extension • 120th Ave NE, Stage 1 – NE 4th to 8th St • 120th Ave NE, Stage 2 – NE 8th to 12th St • NE Spring Blvd, Zone 2 – 120th to 124th Ave NE (Advance to 60% Design) • Traffic Computer Upgrade (SCATS) • SE 16th St – 148th to 156th Ave SE (Pre-Design) • Neighborhood Sidewalks Program 	East Link Complement: <ul style="list-style-type: none"> • NE 12th to Spring Blvd • NE Spring Blvd – 116th to 120th Ave NE (Zone 1) (Full Implementation) • NE Spring Blvd – 130th to 132nd Ave NE (Implementation of West Bound Lane) • Station Area Plan Implementation General Growth & Mobility Projects: <ul style="list-style-type: none"> • Downtown Transportation Plan Implementation • West Lake Sammamish (Phase 2, Design) • NE Spring Blvd, Zone 2 – 120th to 124th Ave NE (Full Implementation) • Bellevue Way SE HOV Lane – 112th Ave SE “Y” to I-90 • Newport Way – Somerset Blvd to 150th (Design) • SE 16th St – 148th to 156th Ave SE (Full Implementation) • Eastside Rail Corridor Trail (Plan Development) 	Requested amount for these new projects exceeds: \$100M	Balanced package of long-term mobility investments. Might include some combination of: <ul style="list-style-type: none"> • Downtown Transportation Plan Implementation • NE 2nd St Widening – Bellevue Wy to 112th Ave NE • NE 6th St Extension • Bel-Red mobility improvements • Capital projects from Transit Master Plan, i.e. - Bellevue College Connection - 156th Ave NE Business Access Transit Lanes • Newport Way sidewalks (Full Implementation) • West Lake Sammamish (Phase 2-5 completion) • Eastside Rail Corridor Trail Development • Other neighborhood sidewalks and bike linkages 	Scalable \$75-150 M+
High Quality Built Environment <ul style="list-style-type: none"> • Phase 1 Meydenbauer and complete Downtown Park Circle by 2018 • Smart City/high speed data options • Downtown Livability implementation 	<ul style="list-style-type: none"> • Phase I Meydenbauer Park and Downtown Circle completion 	<ul style="list-style-type: none"> • Downtown Livability Implementation • Community Network Connectivity • 156th Ave NE Business Access Transit (BAT) (Pre-design) \ • Completion of Downtown Park 	Requested amount for these new projects: \$6M	<ul style="list-style-type: none"> • Completion of Meydenbauer Bay Park • Downtown Livability elements • Community connectivity (broadband) 	Scalable \$50-75M

Council Priorities – focusing on the CIP	Existing CIP (What is in the 2013-2019 CIP?)	NEW Projects proposed in the 2015-2021 CIP update (What specific projects have been proposed for consideration in the 2015-2021 CIP?) Note: These is not an inclusive list of all projects proposed, only those that reflects the Council Priorities and are new projects. Does not include re-costing of existing projects.		Potential Capital Projects <i>Stretch beyond status quo CIP</i> “Starter Set” (Projects that are not in either the 2013-2019 Existing CIP or been proposed for 2015-2021 CIP) Note: All values are estimated and have not been validated beyond 2021.	
Great Places <ul style="list-style-type: none"> • Determination re: Performing Arts Center • Civic Center Plan integrating City Hall, Metro Site, Convention Ctr., transit center, Ped. Corridor, Wilburton Special Opportunity District. • Grand connection from Meydenbauer Bay Park to the Wilburton Special Opportunity District. • Update the Master Plan for Ashwood Park 	<ul style="list-style-type: none"> • Purchase of the Metro Site 	<ul style="list-style-type: none"> • Planning and early implementation of the Grand Connection between Meydenbauer Park and Wilburton • City Hall Plaza expansion • Ashwood Master Plan (Park Planning) 	Requested amount for these new projects exceeds: \$8M	<ul style="list-style-type: none"> • Placeholder for potential contribution to Tateuchi Center • Funding for open space and potential other civic uses as part of Metro site development • Grand connection from Meydenbauer Bay Park through Pedestrian Corridor to Wilburton, incl. I-405 open space lid • Ashwood Park development 	Scalable \$75-150M
Regional Leadership	No exclusive projects in the CIP, addressed through other priority areas.				
Achieving Human Potential <ul style="list-style-type: none"> • Recreate Neighborhood Program 	<ul style="list-style-type: none"> • Not in 2013-2019 CIP 	<ul style="list-style-type: none"> • NEP 2.0 – Neighborhood Enhancement Program 	Requested amount for these new projects: \$9.5M	<ul style="list-style-type: none"> • 13 additional years of “NEP 2.0” at \$1.6M/year 	\$1.6M annually (\$21M)
High Performance Government <ul style="list-style-type: none"> • Hearing Accessibility in City Meeting areas (Chamber, BYT, Botanical Garden) • Technologies that improve customer service 	<ul style="list-style-type: none"> • Not in 2013-2019 CIP 	<ul style="list-style-type: none"> • Enterprise Point of Sale Replacement (technologies that help customer service) • Hearing Assistance for Public Spaces 	Requested amount for these new projects: \$1M	<ul style="list-style-type: none"> • Mobile Workforce 	\$1.5M

	Examples of other Projects in the Existing CIP (What is in the 2013-2019 CIP?)	Examples of Other NEW Projects proposed in the 2015-2021 CIP update (What specific projects have been proposed for consideration in the 2015-2021 CIP?) Note: This is not an inclusive list of all projects proposed. Does not include re-costing of existing projects.		Potential Capital Projects <i>Stretch beyond status quo CIP</i> “Starter Set” (Projects that are not either in the 2013-2019 Existing CIP or been proposed for 2015-2021 CIP) Note: All values are estimated and have not been validated beyond 2021.	
			Proposed \$\$ Request		Estimated \$\$
Examples of Other Potential Projects not specifically covered in the Council Priorities	<ul style="list-style-type: none"> • City Hall Garage Redevelopment • Park Levy Projects • Ped Bike/Sidewalks • Court Relocation 	<ul style="list-style-type: none"> • Fire Long Range Facility Plan • Enterprise Content Replacement 	Requested amount for these projects: \$60M	<ul style="list-style-type: none"> • Fire Long Range Facility Plan 	Ranging up to \$60M

Attachment F: 2015-2016 Budget Preparation Calendar

Milestone/Process Point	2014 Month	Status
Budget Survey of citizens	Survey conducted in January; full report available late March	Completed, highlights in Budget Workshop Book, full report on line
Council validates the seven identified community Outcomes that will frame 2015-2016 Budget, as well as the 2015-2021 Capital Investment Program (CIP) Plan.	February 3	Completed
Neighborhood Leadership Gathering	February 27	Completed
Staff Results Teams develop Cause and Effect Maps and Requests for Results (RFR's) for each Outcome.	February - March	Completed
City Council will provide policy direction and priorities during a Workshop for the development of the operating and CIP budgets. Tentatively, this will include a review of the preliminary financial forecasts, budget survey data, and a presentation on the ranking criteria ("Requests for Results") that will be used by the Results Teams to evaluate proposals. Information provided includes the City's major financial policies and a series of white papers.	4-hour Budget Workshop, March 24	Completed
Service providers or proposal writers (which could be a cross-section of departments, work teams, partnerships, etc.) request funding from the Results Teams in alignment with the Outcomes.	April	Completed
Addition Council Meeting on Capital Investment Plan	May 12	Tonight
First Public Hearing	May 19	
Results Teams rank or "buy" proposals; the buying process starts at the top of the list of ranked proposals and moves down the list, buying according to priority, until available funds are spent. A line is drawn at this point, indicating which proposals are funded (above the line) and which are not (below the line).	May to July	
Council Meeting on Capital Investment Plan	June 9	
Council Meeting on Capital Investment Plan	June 23 (tentative)	
Council Meeting on Capital Investment Plan	July 14	
This recommended list then goes to the Leadership Team for a comprehensive review across Outcomes.	July	
Second Public Hearing	July	
A second Council Workshop is traditionally held to provide ongoing policy direction based on the Results	July 28 (tentative)	

Teams' rankings and to review a revised and updated comprehensive financial forecast that includes the effects of the June-June CPI Cost of Living Adjustment, etc.		
Leadership Team recommends a budget to City Manager.	Early August	
The City Manager presents his proposed budget to the City Council.	October	
Council reviews, holds a third Public Hearing, deliberates, and adopts a final 2015-2016 Budget and 2015-2021 CIP.	October to December	