



2017-2023

Community Vision

Surface Water

Transportation

Parks

**Imagine Capital
Innovation**

City of Bothell

The Future of Bothell

Facilities

Inspiration

Water

Storm

Sewer &

Utilities

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City Council

Andy Rheaume, Mayor
Davina Duerr, Deputy Mayor
Joshua Freed, Council Member
Del Spivey, Council Member
James McNeal, Council Member
Tris Samberg, Council Member
Tom Agnew, Council Member

City of Bothell™

Capital Facilities Plan Process Committee

Davina Duerr, Deputy Mayor
James McNeal, Council Member
Tris Samberg, Council Member
Roger Cecil, Planning Commissioner
Rhonda Seiber Doane, Parks & Recreation Board Member
Bob Jean, Interim City Manager
Tami Schackman, Finance Director

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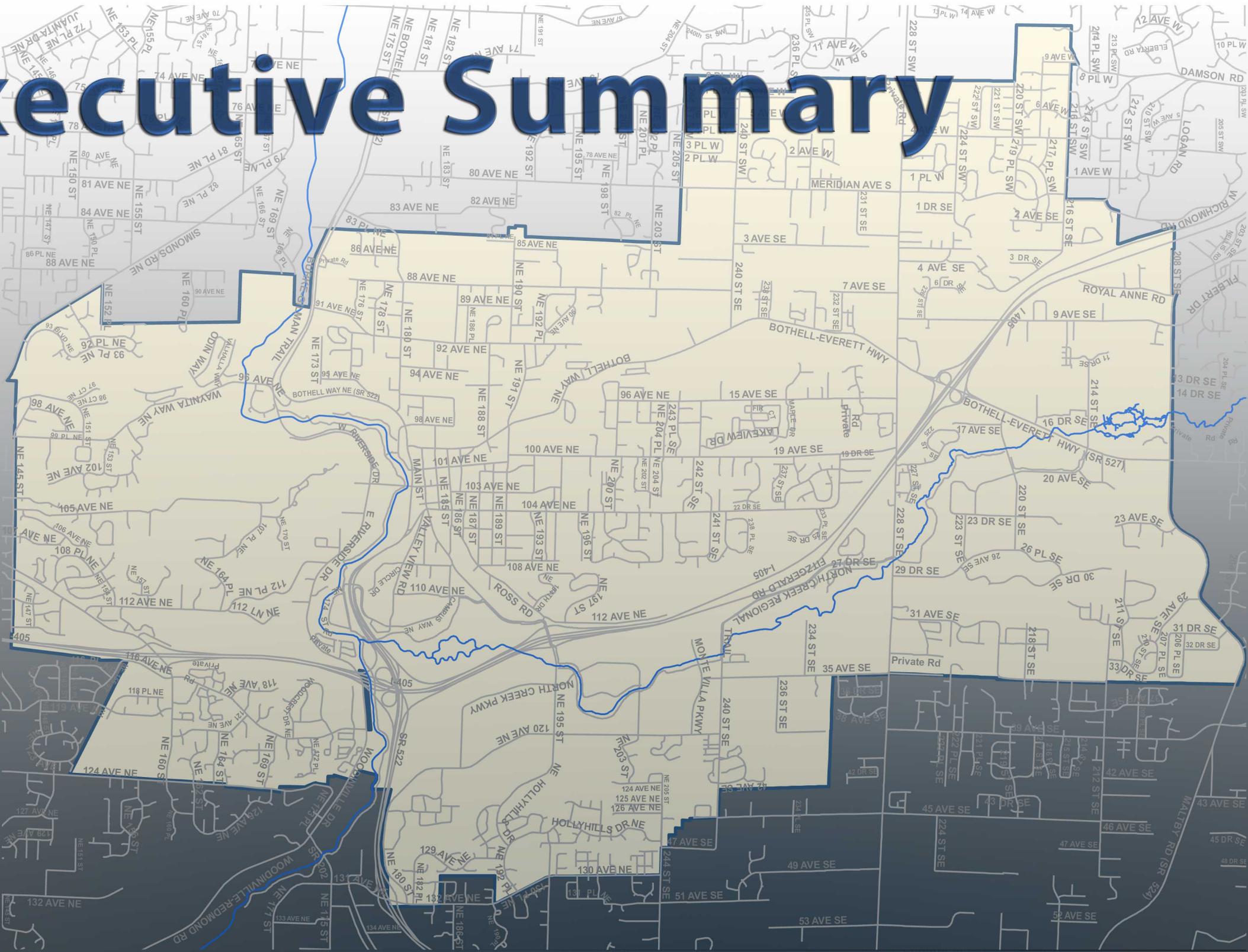
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FUTURE PROJECTS

Executive Summary



Executive Summary

In February 2006, the Bothell City Council adopted [Resolution No. 1183](#) (2006), which approved the City's biennial [Capital Facilities Plan](#) (CFP) process and authorized the creation of a Capital Facilities Plan Process Committee (CFPPC).

The CFP process provides for considerable [community outreach](#), as well as a systematic means to identify and finance capital infrastructure needs. The City's CFP planning process takes place in even-numbered years, in coordination with the biennial budget development process. The first two years of the 2017-2023 CFP are designed to be incorporated into the City's 2017-2018 biennial budget.

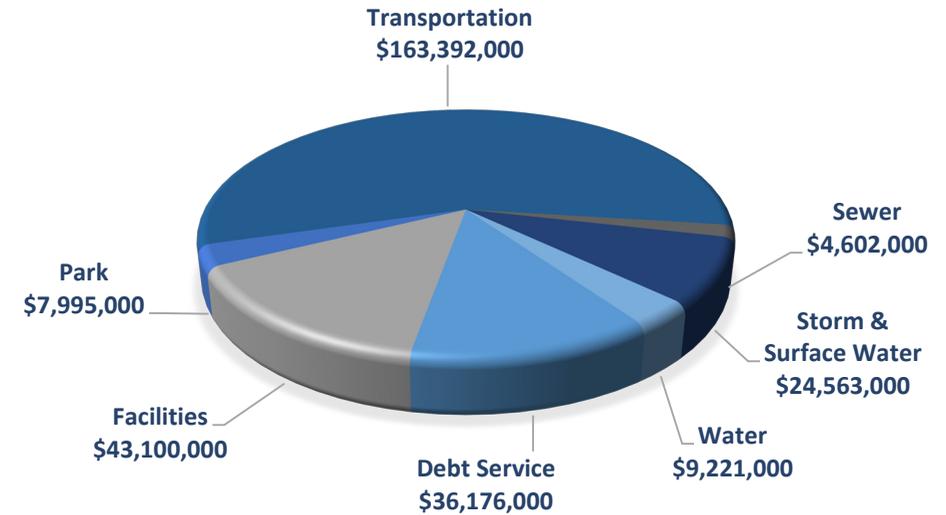
The CFPPC's primary responsibility is to evaluate and prioritize the City's capital needs for each seven-year capital planning period -- based on data provided by staff, along with a corresponding funding plan. When the project prioritization and funding plan are achieved, staff prepares and then presents a CFPPC recommended Plan to the City Council for their consideration.

Capital projects are evaluated by the following criteria:

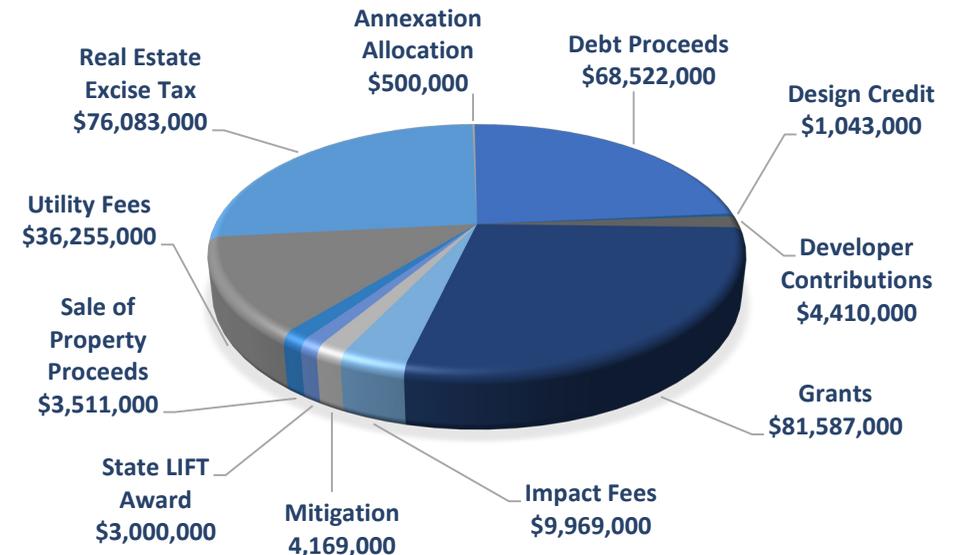
- ✓ Consistent with Bothell's Comprehensive Plan
- ✓ Is needed
- ✓ Has funding
- ✓ Benefits many
- ✓ Necessary due to public health/safety concerns
- ✓ Supported by the majority of the community
- ✓ Partially funded by outside sources
- ✓ Generates economic benefits
- ✓ Consistent with criteria defined by the CFPPC
- ✓ Consistent with [Transportation Improvement Program \(TIP\)](#), [PROSAP](#) and [Utility Comprehensive Plans \(Water, Sewer and Storm & Surface Water\)](#).

Since Bothell implemented a formal capital planning process, the City has initiated [67 facility, park, transportation and utility projects](#). The 2006-2016 Projects by Funding Source graph illustrates that many of these vital infrastructure achievements were made possible due to third-party funding (36 percent) such as grants, impact fees and developer contributions.

2006 - 2016 Capital Spending \$289,049,000



2006 - 2016 Projects by Funding Source \$289,049,000



Executive Summary

The 2017-2023 CFP includes five transportation projects that are associated with the voter-approved **Sound Transit 3 (ST3)** initiative. Together, these projects improve NE 185th Street and allow it to function as a key east-west street in downtown Bothell. The roadway would also be prepared for potential use as a transit-oriented street (TOS) as was identified in Bothell’s downtown revitalization process.

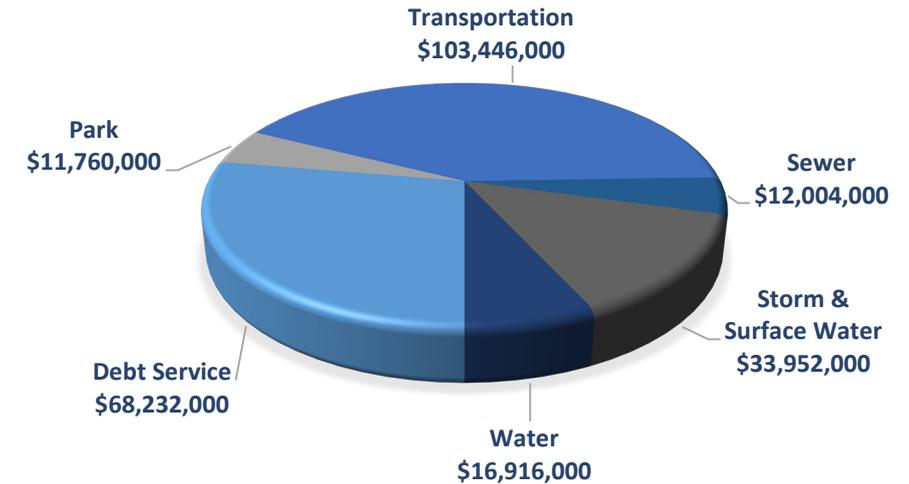
CFP	Projects
T21	Beardslee Blvd & NE 185 th St Intersection Improvements
T44	SR 522 Stage 2B Improvements
T54	SR 522 Stage 3 Improvements
T60	NE 185 th St Reconstruction & Transit Center
T82	Transit Park & Ride

This CFP significantly progresses the community’s long-term vision for Bothell by continuing to bring to fruition vital capital projects - including the essential completion of Bothell’s historic downtown redevelopment.

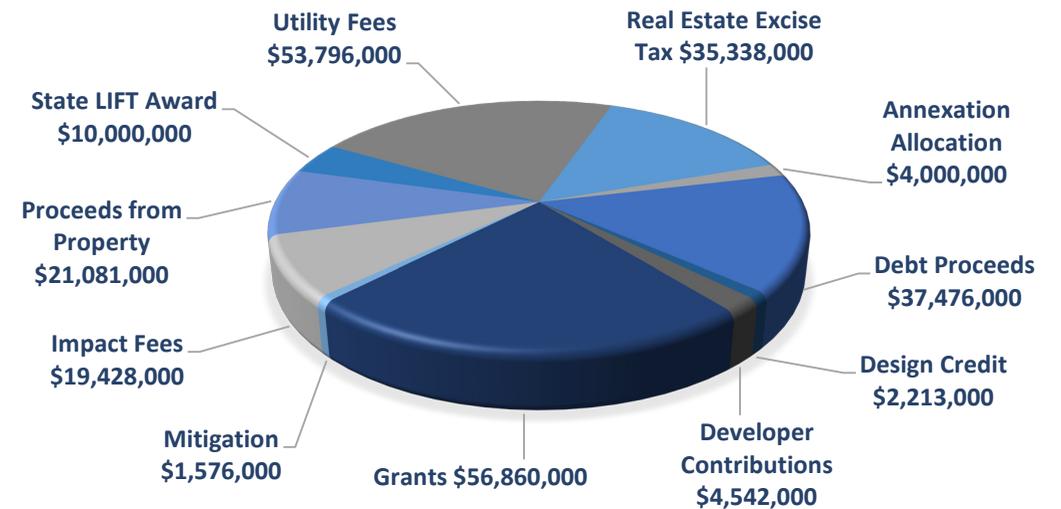
The City exhibits its continued pursuit of funding partnerships to complete notable projects such as:

CFP	Projects
P27	Wayne Golf Course Acquisition
T39	Multiway Boulevard: Phase 2
T41	Main Street Enhancement: Phase 1
T65a	Adaptive Signal Control System: Phase 1
T65b	Adaptive Signal Control System: Phase 2
SW12	Sammamish River Side Channel Restoration

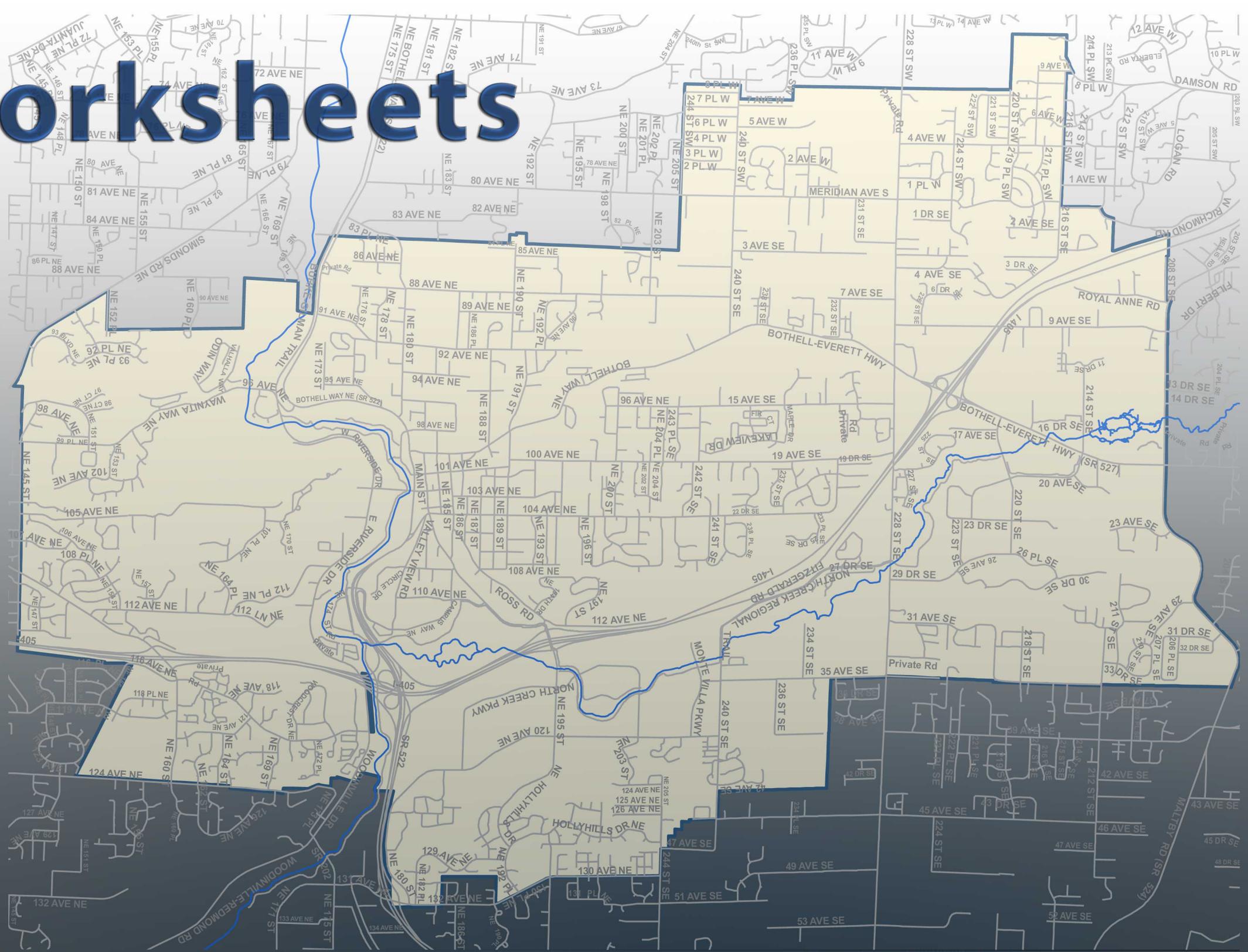
2017-2023 Capital Facilities Plan Project Costs \$246,310,000



2017-2023 Capital Facilities Plan Secured Funding \$246,310,000



Worksheets



Estimated Secured Costs & Funding Sources - Debt Services, Park & Transportation Projects

Dollars in Thousands (000)

CFP No.	CFP Project Name	Projected Spending Thru 2016	Projected Secured Spending 2017-2023							Total Project Costs Thru 2023
			2017	2018	2019	2020	2021	2022	2023	

OPPORTUNITY FUNDS CAPITAL PROJECT *

OP1	General Opportunity Funds Available	841								841
TOTAL - OPPORTUNITY FUNDS CAPITAL PROJECT COSTS		\$841	\$0	\$841						

* Opportunity funds are not deemed "available" until actually received.

DEBT SERVICES CAPITAL PROJECTS

D1	Local Infrastructure Financing Tool (LIFT) Bond Debt Service	5,172	1,996	1,995	1,998	1,997	1,996	1,999	1,996	19,149
D2	City Hall Lease	1,543	3,047	3,247	3,249	3,247	3,323	3,328	3,323	24,307
D4	Public Works Trust Fund Debt Service (Crossroads - T6)	1,375	464	463	462	461	459	458	457	4,599
D7	2013 A & B Bond Debt Service	2,397	698	697	696	698	696	698	695	7,275
TOTAL - DEBT SERVICES CAPITAL PROJECTS COSTS		\$10,487	\$6,205	\$6,402	\$6,405	\$6,403	\$6,474	\$6,483	\$6,471	\$55,330

PARK CAPITAL PROJECTS

P6	Cedar Grove Park Field Improvements	371	505							876
P11	1 st Lieutenant Nicholas Madrazo US Marine Corps Memorial Park	348	598	325						1,271
P21	Horse Creek Plaza	358	600							958
P24	Park at Bothell Landing Pedestrian Bridge Replacement	313	2,007							2,320
P25	North Bothell Park Acquisition		250							250
P27	Wayne Golf Course Acquisition			6,085						6,085
TOTAL - PARK CAPITAL PROJECTS COSTS		\$1,390	\$3,960	\$6,410	\$0	\$0	\$0	\$0	\$0	\$11,760

Estimated Secured Costs & Funding Sources - Debt Services, Park & Transportation Projects

Dollars in Thousands (000)

CFP No.	CFP Project Name	Projected Spending Thru 2016	Projected Secured Spending 2017-2023						Total Project Costs Thru 2023	
			2017	2018	2019	2020	2021	2022		2023
TRANSPORTATION CAPITAL PROJECTS										
T2e	North Creek Trail - Section 3	1,803	5	5	5					1,818
T2g	North Creek Trail - Section 4	438	393	683	589					2,103
T6	Bothell Crossroads	51,399	8	8	9	9	9			51,442
T21	Beardslee Blvd & NE 185 th St Intersection Improvements (Contingency Grant Pending & Sound Transit 3 Initiative)									0
T39	Multiway Blvd: Phase 2	6,700	5,820	13						12,533
T41	Main Street Enhancement: Phase 1	1,544	3,568	1,640						6,752
T44	SR 522 Stage 2B Improvements (Voter-Approved Sound Transit 3 Initiative)	458								458
T47	Downtown Contaminated Soil & Groundwater Clean Up	8,896	1,465	523	189	168	76	50		11,367
T54	SR 522 Stage 3 Improvements (Voter-Approved Sound Transit 3 Initiative)	4,000	874	1,560		755				7,189
T60	NE 185 th St Reconstruction & Transit Center (Voter-Approved Sound Transit 3 Initiative)									0
T65a	Adaptive Signal Control System: Phase 1	200	1,800							2,000
T65b	Adaptive Signal Control System: Phase 2		65	560						625
T66	240 th St SE & Meridian Ave S Compact Roundabout (Contingency Grant Pending)									0
T67	Pedestrian Crossing Beacons at Beardslee Blvd & NE 185 th St		10							10
T68	228 th St SE & 29 th Dr SE Traffic & Intersection Improvements	567	172							739
T69	Bothell Way Sidewalk 19300 Block (Contingency Grant Pending)			13	16	10	40			79
T70	Beardslee Blvd Widening (Contingency Grant Pending)			169						169
T71	NE 188 th St Non-Motorized Improvements	100	1,380							1,480
T72	Meridian Ave S Pedestrian & Bicycle Improvements: Phase 1 (Contingency Grant Pending)		53		212					265
T73	228 th St SE from 35 th St SE to 39 th Ave SE Widening (Contingency Grant Pending)									0
T74	SR 527/Bothell-Everett Hwy/Bothell Way Corridor (Contingency Grant Pending)									0
T75	19 th Ave NE & 232 nd St SE Pedestrian & Bicycle Improvements		50	461	1,110					1,621
T76	19 th Ave NE & 242 nd St SE Pedestrian & Bicycle Improvements (Contingency Grant Pending)		97							97
T77	7 th Ave SE/88 th Ave NE Non-Motorized Sidewalk Improvements		20	115	915					1,050
T78	Stream Rockery Repair North of NE 190 th St		8	42						50
T79	Bothell-Everett Hwy Interim Rechannelization		5	102						107
T80	228 th St SE Pavement Preservation		179	1,263						1,442
T81	East Riverside Drive Trail		25	25						50
T82	Transit Park & Ride (Voter-Approved Sound Transit 3 Initiative)									0
TOTAL - TRANSPORTATION CAPITAL PROJECTS COSTS		\$76,105	\$15,997	\$7,182	\$3,045	\$942	\$125	\$50	\$0	\$103,446
CAPITAL PROJECT COSTS		\$88,823	\$26,162	\$19,994	\$9,450	\$7,345	\$6,599	\$6,533	\$6,471	\$171,377

Estimated Secured Costs & Funding Sources - Debt Services, Park & Transportation Projects

Dollars in Thousands (000)

Summary Allocation of Secured Funding Sources	Projected Funding Thru 2016	Projected Secured Funding 2017-2023							Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023	
Real Estate Excise Tax	28,443	2,016	1,923	1,489	471	368	328	1,141	36,179
2013 A & B Bonds (Multiway Blvd: Phase 2 - T39)	368								368
Arterial Street Fund	310								310
Bond Anticipation Note	11,385								11,385
Design Credit (City Hall Lease - D2)	1,043	1,170							2,213
Developer Contributions (Horse Creek Plaza - P21, Multiway Blvd: Phase 2 - T39)	704	2,312	13						3,029
Grants (Awards)	23,448	9,982	4,000		622				38,052
Grants (Pending)	1,104	3,850	7,732	1,875	168	76	50		14,855
Mitigation - King County Pump Station (1 st Lt Madrazo Park - P11)	2	523	75						600
Mitigation - Brightwater (Cedar Grove Park - P6, N. Creek Trail 3 - T2e, Crossroads - T6)	876								876
Non-City Provider Compensations	897	247							1,144
Park Impact Fees (Cedar Grove Park - P6, 1st Lt Madrazo Park - P11)	261								261
Annexation Allocation, Facility Transfer (City Hall Lease - D2)	500	500	500	500	500	500	500	500	4,000
Proceeds From Sale of Property (City Hall Lease - D2, Multiway Blvd: Phase 2 - T39)	2,480	2,698	2,747	2,749	2,747	2,823	2,828	2,009	21,081
Proposition 1 & 2 Parks Levy (Park at Bothell Landing Pedestrian Bridge - P24)	179								179
Public Works Trust Fund Loan (Crossroads - T6, Downtown Clean Up - T47)	8,000								8,000
Settlement Claim (Downtown Clean Up - T47)	167								167
State LIFT Award (LIFT Bond Debt Service - D1)	3,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	10,000
Traffic Impact Fees	5,656	1,864	2,004	1,837	1,837	1,832	1,827	1,821	18,678
TOTAL - SUMMARY ALLOCATION OF SECURED FUNDING SOURCES	\$88,823	\$26,162	\$19,994	\$9,450	\$7,345	\$6,599	\$6,533	\$6,471	\$171,377
ON-GOING REVENUES **	\$96,645	\$27,305	\$17,577	\$8,308	\$8,512	\$10,062	\$12,386	\$14,174	\$194,969

** Projected revenues are not available for appropriation until received.

TOTAL CAPITAL PROJECT COSTS	\$88,823	\$26,162	\$19,994	\$9,450	\$7,345	\$6,599	\$6,533	\$6,471	\$171,377
PROJECT REVENUES AND COSTS VARIANCES	\$7,822	\$1,143	(\$2,417)	(\$1,142)	\$1,167	\$3,463	\$5,853	\$7,703	\$23,592

Estimated Secured Costs & Funding Sources - Sewer Capital Projects

Dollars in Thousands (000)

CFP No.	CFP Project Name	Projected Spending Thru 2016	Projected Secured Spending 2017-2023						Total Project Costs Thru 2023
			2017	2018	2019	2020	2021	2022	

SEWER CAPITAL PROJECTS										
S1	Annual Sewer Main Capital Replacement	1,491	855	1,077	829	175	975	975	975	7,352
S8	Promontory Hillside Sewer Main Replacement	187	298							485
S9	Downtown Revitalization Utility Improvements	1,581			416					1,997
S11	Lift Station 3 Improvements	970	200							1,170
S12	Lift Station 4 Improvements				100	900				1,000
TOTAL - SEWER CAPITAL PROJECTS COSTS		\$4,229	\$1,353	\$1,077	\$1,345	\$1,075	\$975	\$975	\$975	\$12,004

DEBT SERVICES CAPITAL PROJECTS										
D8	Utility Revenue Bond Debt Service	366	127	124	126	123	125	127	123	1,241
TOTAL - DEBT SERVICES CAPITAL PROJECTS COSTS		\$366	\$127	\$124	\$126	\$123	\$125	\$127	\$123	\$1,241

SEWER CAPITAL PROJECT COSTS		\$4,595	\$1,480	\$1,201	\$1,471	\$1,198	\$1,100	\$1,102	\$1,098	\$13,245
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Summary Allocation of Secured Funding Sources	Projected Funding Thru 2016	Projected Secured Funding 2017-2023						Total Project Funding Thru 2023	
		2017	2018	2019	2020	2021	2022		2023
Sewer Capital Project Fund	3,605	1,147	1,201	1,471	1,198	1,100	1,102	1,098	11,922
Mitigation - Brightwater (Annual Sewer Main Capital Replacement - S1)	100								100
Revenue Bond (Promontory Hillside - S8, DT Revitalization - S9, Lift St 3 - S11)	890	333							1,223
TOTAL - SECURED FUNDING SOURCES	\$4,595	\$1,480	\$1,201	\$1,471	\$1,198	\$1,100	\$1,102	\$1,098	\$13,245

SEWER ON-GOING REVENUES §	\$8,006	\$4,813	\$4,629	\$4,162	\$3,533	\$3,092	\$2,611	\$2,304	\$33,150
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§ Projected revenues are not available for appropriation until received.

PROJECTED ANNUAL IMPACT ON FUND BALANCE §§	\$3,411	\$3,333	\$3,428	\$2,691	\$2,335	\$1,992	\$1,509	\$1,206	\$19,905
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§§ Including projected required capital reserves per CFP.

Estimated Secured Costs & Funding Sources - Storm & Surface Water Capital Projects

Dollars in Thousands (000)

CFP No.	CFP Project Name	Projected Spending Thru 2016	Projected Secured Spending 2017-2023							Total Project Costs Thru 2023
			2017	2018	2019	2020	2021	2022	2023	
STORM & SURFACE WATER CAPITAL PROJECTS										
SW1	Annual Storm & Surface Water Capital Improvements	3,158	250	650	250	250	775	800	800	6,933
SW11	Horse Creek Improvements	18,123	61	62	64	66	67			18,443
SW12	Sammamish River Side Channel Restoration	1,245	125							1,370
SW13	Downtown Revitalization Utility Improvements	792	117	494						1,403
SW14	Blyth Creek Erosion Control		61	122						183
SW16	Parr Creek Flood Mitigation	50	25	125						200
SW17	208 th St SE Water Quality			100	400					500
SW18	Royal Anne & Filbert Creek Culverts				500	1,000				1,500
SW19	East Riverside Dr Drainage & Sediment		130	200		200	400			930
SW20	Sammamish River & Waynita Creek Restoration			200	650	650				1,500
SW21	Palm Creek & 228 th St SE Storm Improvements				175	175				350
SW22	Perry Creek & 228 th St SE Culverts			390						390
SW23	Monte Villa Drainage Improvements		250							250
TOTAL - STORM & SURFACE WATER CAPITAL PROJECTS COSTS		\$23,368	\$1,019	\$2,343	\$2,039	\$2,341	\$1,242	\$800	\$800	\$33,952
DEBT SERVICES CAPITAL PROJECTS										
D6	Public Works Trust Fund Debt Service (Horse Creek - SW11)	76	49	49	49	48	48	48	48	415
D8	Utility Revenue Bond Debt Service	2,303	913	909	910	910	909	907	909	8,670
TOTAL - DEBT SERVICES CAPITAL PROJECTS COSTS		\$2,379	\$962	\$958	\$959	\$958	\$957	\$955	\$957	\$9,085
STORM & SURFACE WATER CAPITAL PROJECT COSTS		\$25,747	\$1,981	\$3,301	\$2,998	\$3,299	\$2,199	\$1,755	\$1,757	\$43,037

Estimated Secured Costs & Funding Sources - Storm & Surface Water Capital Projects

Dollars in Thousands (000)

Summary Allocation of Secured Funding Sources	Projected Funding Thru 2016	Projected Secured Funding 2017-2023							Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023	
Storm & Surface Water Capital Project Fund	11,054	1,851	3,089	2,048	1,924	2,104	1,755	1,757	25,582
Developer Contributions (Horse Creek Improvements - SW11)	38								38
Grants (Awards)	1,191	74							1,265
Grants (Pending)		56	212	950	1,375	95			2,688
Non-City Provider Construction Compensations	164								164
Public Works Trust Fund Loan (Horse Creek Improvements - SW11)	800								800
Revenue Bond (Horse Creek Improvements - SW11)	12,500								12,500
TOTAL - SECURED FUNDING SOURCES	\$25,747	\$1,981	\$3,301	\$2,998	\$3,299	\$2,199	\$1,755	\$1,757	\$43,037

STORM & SURFACE WATER ON-GOING REVENUES *	\$27,767	\$6,025	\$7,049	\$8,521	\$9,048	\$7,708	\$7,660	\$8,114	\$81,892
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* Projected revenues are not available for appropriation until received.

PROJECTED ANNUAL IMPACT ON FUND BALANCE **	\$2,020	\$4,044	\$3,748	\$5,523	\$5,749	\$5,509	\$5,905	\$6,357	\$38,855
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** Including projected required capital reserves per CFP.

Estimated Secured Costs & Funding Sources - Water Capital Projects

Dollars in Thousands (000)

CFP No.	CFP Project Name	Projected Spending Thru 2016	Projected Secured Spending 2017-2023						Total Project Costs Thru 2023
			2017	2018	2019	2020	2021	2022	

WATER CAPITAL PROJECTS

W1	Annual Water Main Capital Replacement	4,798	50	600	945	425	1,170	700	900	9,588
W6	Morningside Water System Improvements	57	520				180			757
W7	Penn Park Reservoir Replacement	3,295	320							3,615
W10	Bloomberg Reservoir Painting		121	710						831
W11	Downtown Revitalization Utility Improvements	1,004	784		337					2,125
TOTAL - WATER CAPITAL PROJECTS COSTS		\$9,154	\$1,795	\$1,310	\$1,282	\$425	\$1,350	\$700	\$900	\$16,916

DEBT SERVICES CAPITAL PROJECTS

D8	Utility Revenue Bond Debt Service	644	277	277	274	278	277	274	275	2,576
TOTAL - DEBT SERVICES CAPITAL PROJECTS COSTS		\$644	\$277	\$277	\$274	\$278	\$277	\$274	\$275	\$2,576

WATER CAPITAL PROJECT COSTS	\$9,798	\$2,072	\$1,587	\$1,556	\$703	\$1,627	\$974	\$1,175	\$19,492
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Summary Allocation of Secured Funding Sources	Projected Funding Thru 2016	Projected Secured Funding 2017-2023						Total Project Funding Thru 2023	
		2017	2018	2019	2020	2021	2022		2023
Water Capital Project Fund	6,229	1,641	1,587	1,556	703	1,627	974	1,175	15,492
Revenue Bond (Penn Park Reservoir - W7, DT Revitalization - W11)	3,569	431							4,000
TOTAL - SECURED FUNDING SOURCES	\$9,798	\$2,072	\$1,587	\$1,556	\$703	\$1,627	\$974	\$1,175	\$19,492

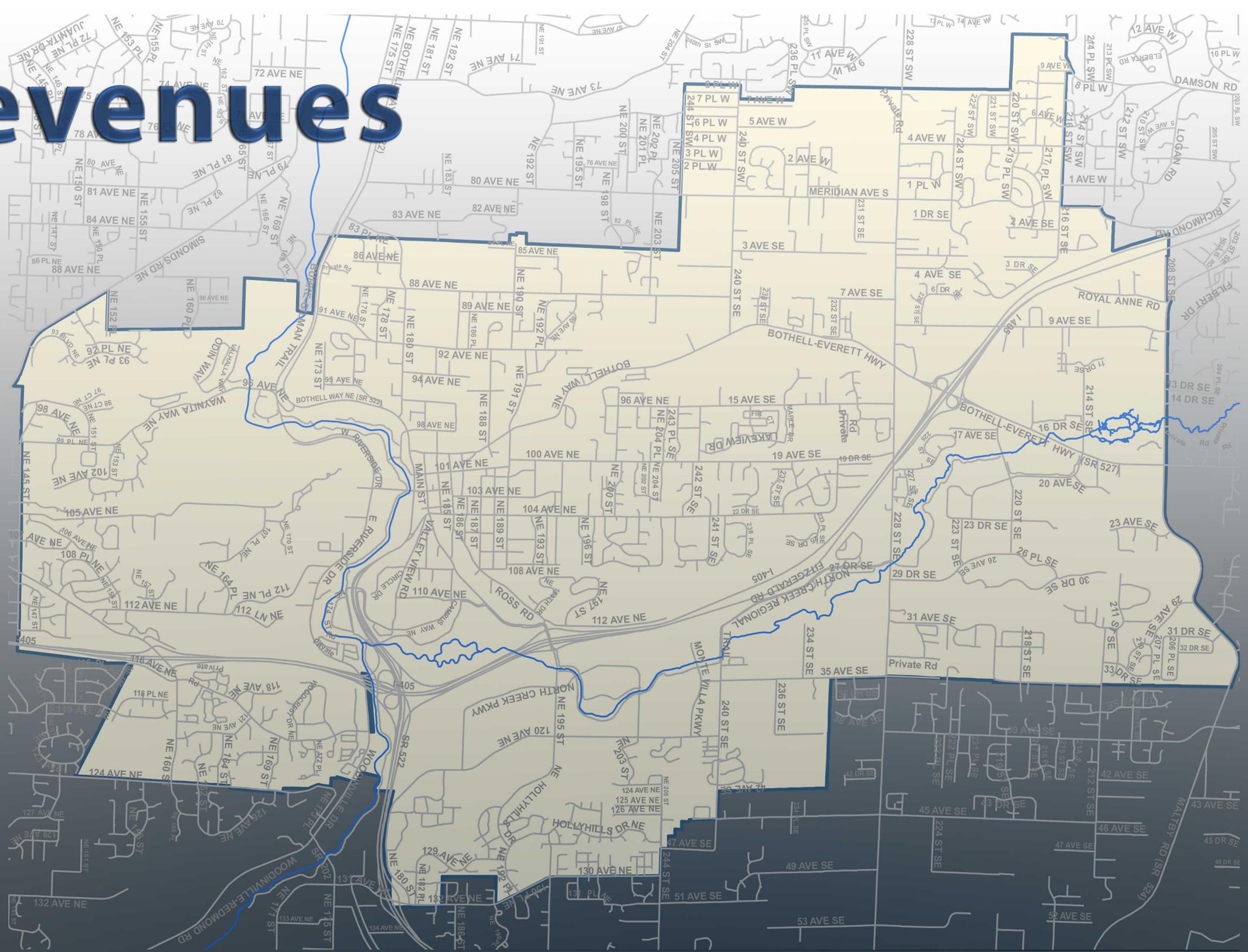
WATER ON-GOING REVENUES ♦	\$12,823	\$4,472	\$3,570	\$2,897	\$2,288	\$2,497	\$1,692	\$1,609	\$31,848
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♦ Projected revenues are not available for appropriation until received.

PROJECTED ANNUAL IMPACT ON FUND BALANCE ♦♦	\$3,025	\$2,400	\$1,983	\$1,341	\$1,585	\$870	\$718	\$434	\$12,356
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♦♦ Including projected required capital reserves per CFP.

Revenues



Capital Facilities Revenue



Capital Facilities Revenue

Analyzing and projecting City revenues over a seven-year period is accomplished through a comprehensive examination of historical revenue trends, studying regional economic indicators, and having a strong understanding of the City's fiscal position and planned growth. It is also important to have sound knowledge of which revenue streams are normally reliable and which experience large fluctuations, such as those derived from permitting and home sales.

When the "Roadmap: Setting the Course" document was originally being developed in 2006, extensive research was collected on the viability and timing of development within Bothell. This was done through discussions with local developers, property owners and local economists. In 2016, economic data was again collected to establish realistic revenue estimates for the 2017-2023 Capital Facilities Plan.

The following fiscal strategies are incorporated in the Plan:

- A minimum of 10% of projected revenues from Real Estate Excise Tax (REET) should be designated as Opportunity Funds. REET revenue receipts fluctuate from year-to-year. Although staff projects revenues realistically, it is prudent to establish an adequate reserve as Opportunity Funds and not allocate these revenues until the funds are actually received. Only at Council discretion can these funds be appropriated towards currently unidentified projects.
- Annual REET receipts amounting to \$1 million should be held in reserve. These funds are reserved to address any cash flow issues that should arise for REET eligible projects.
- Councilmanic General Obligation debt service should not exceed REET revenue estimates unless other secured funding is identified.
- A minimum of one half of one-time revenue transfers should be allocated as follows:
 - 25% Park Improvements
 - 25% Pavement Improvements

FUNDING SOURCES

The objective of this Capital Facilities Plan process is to establish a funding plan that identifies and prioritizes the capital needs with available funding sources. The following funding sources are available for allocation to the capital projects:

- Real estate excise tax
- General fund reserve transfer
- One-time revenue transfers
- Mitigation from:
 - Developers for streets & parks
 - Solid Waste Management street fee
 - Brightwater – general & transportation
 - King County Wastewater Storage Facility

- Arterial street funds
- Bonds
- Public Works Trust Fund Loans
- Grants
- Other sources:
 - Private donations
 - Contributions by others
 - Sale of property

Funding sources along with the assumptions used to build potential financing scenarios are described below.

Real Estate Excise Tax

Real Estate Excise Tax (REET) is a tax levied on the sale of real estate as measured by the full selling price.

The City of Bothell collects REET funds at the maximum amount allowed by law - 0.5% on real estate sales in Bothell. REET receipts are subject to variations due to volatility in the local housing market.

State law restricts the first and second one-quarter percent (¼%) of REET funds to the following uses:

- Planning, acquisition, construction, re-construction, repair, replacement, rehabilitation or improvement of: streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, bridges, domestic water system and storm and sanitary sewer systems.
- Planning, construction, reconstruction, repair, rehabilitation or improvement of park and recreation facilities.

State law allows the first one-quarter percent (¼%) to also be used for:

- Acquisition of parks and recreation facilities.
- Planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation or improvement of: law enforcement or fire protection facilities, trails, libraries and administrative and judicial facilities.

REET revenues can be leveraged long-term (10 to 40 years) through the issuance of bonds. Currently \$2 million annually in REET revenue can service approximately \$30 million in bond debt over 25 years.

Capital Facilities Revenue

General Fund Reserve Transfer

There are four categories of fund balance: restricted, committed, assigned, and unassigned.

- *Restricted* – Amounts reserved to specific purposes by their providers (such as grantors, bondholders and enabling legislation);
- *Committed* – Amounts reserved to specific purposes by a government itself, using its highest level of decision-making authority;
- *Assigned* – Amounts a government proposes to use for a specific purpose; intent can be expressed by the governing body or by an official or body to which the governing body delegates the authority; and
- *Unassigned* – Amounts that are available for any purpose; these amounts are reported only in the general fund.

City Management strives to attain a minimum 15% General Fund operating reserve. Adequate reserves help ensure that a municipality's immediate operating and capital obligations can be met without compromising the City's fiscal stability or impacting citizen services should unanticipated revenue shortfalls or expenditure outflow arise. Maintaining an operating reserve is vital to financial solvency because it protects against unanticipated revenue shortfalls and/or expenditure obligations. When spending down operating reserves is necessary, City Management develops and implements a well-defined plan to replenish reserves.

One-Time Revenue Transfers

One-time revenues include construction sales tax and permit fees in excess of base figures. The City's adopted financial policy utilizes one-time revenues for one-time expenditures such as capital. The City's long-term financial plan therefore includes the transfer of one-time General Fund revenues to the Capital Projects Fund contingent on a minimum 15% committed General Fund operating reserve, as well as a 10-year fully committed Asset Replacement reserve.

One-time revenues are dependent on private development within the City and, therefore, these funds are not allocated to projects until the funds are received.

Mitigation

- **Transportation & Parks:** The City receives revenues from developers to mitigate impacts on transportation and park systems. Both funding sources have restrictions on how the funds are expended.
- **Solid Waste Management:** This administration fee is part of the City's solid waste collection contract with Cleanscapes. All receipts are dedicated to street overlay projects.
- **Brightwater – General and Transportation:** The City of Bothell received monies from King County to mitigate the effects of the new Brightwater wastewater treatment facility. The City also received monies for traffic mitigation. These funds are restricted for capital projects.
- **King County Wastewater Storage Facility:** These funds are restricted to projects at the North Creek sports complex, which includes 1st Lt. Nicholas Madrazo Memorial Park.

Arterial Street Funds

In 2006, the City began receiving its portion of the State's 9.5 cent gas tax. This tax increase was approved by the voters in 2005. Revenue receipts are restricted to transportation projects.

Bonds

Bond revenue is available to finance capital projects through two sources: general obligation bonds and revenue bonds. General obligation bonds are backed by the value of the property within the jurisdiction and require a scheduled repayment of the debt. General obligation bonds are either non-voted (Councilmanic) or voter-approved. Under Washington State law, general government debt is restricted to 2.5% of a jurisdiction's taxable assessed value of property for general purpose bonds. In 2017, this equates to nearly \$218 million. Of this amount, \$114 million may be in the form of Councilmanic bonds. Councilmanic bonds are authorized by the jurisdiction's legislative body without the need for voter approval. Principal and interest payments come from general government revenues, without an increase in taxes; for instance, REET revenue can be designated to pay for a Councilmanic bond. Voter-approved bonds on the other hand produce "new monies" by increasing the property tax rate proportionate to the annual debt service on the bond.

Revenue bonds are secured by a specific revenue source, usually a user fee or charge for service and therefore do not require voter approval. This type of bond is generally associated with utilities funds.

Capital Facilities Revenue

63-20 Lease Financing

A 63-20 financing strategy is an alternative development approach that negotiates the liability for project financing, development and/or operational responsibility to a nonprofit issuer.

63-20 financing offers a municipality the opportunity to combine tax-exempt financing with a private development approach to a public project, which ultimately results in a lease or use agreement between the nonprofit issuer and the governmental entity, while the terms of the development agreement remain between the nonprofit issuer and the developer.

Public Works Trust Fund Loans

State of Washington's Public Works Board has in the past provided low interest loans (0.5% to 2.55%) to local governments to finance public infrastructure improvements. These loans are provided under the Public Works Trust Fund Program and offer lower than market rates payable over periods ranging to a maximum of 20 years.

Grants

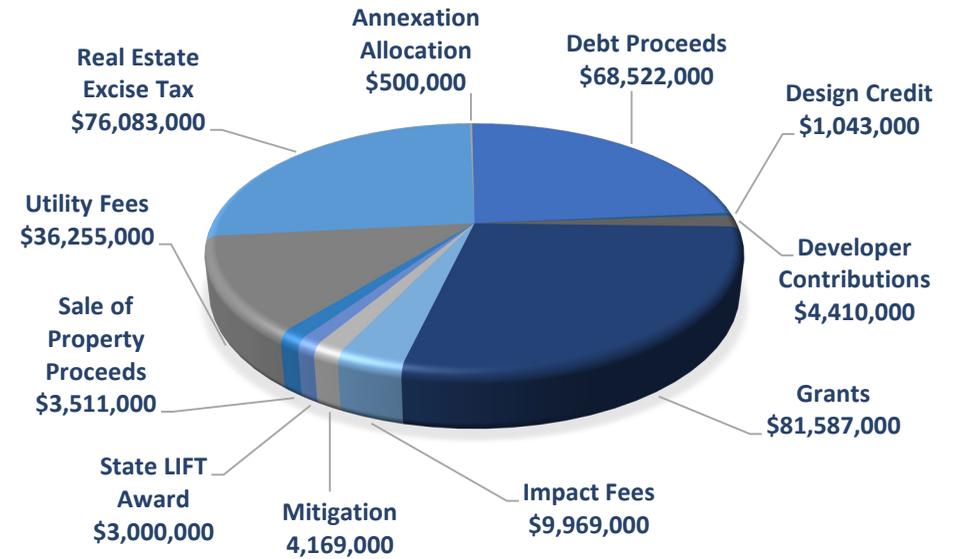
The City earnestly seeks federal, state and local grant opportunities to help finance City projects. Historically, the City has been very successful obtaining grants, especially for transportation projects. The grant funding included in the Plan has either been approved by the grantor or has successfully and routinely been obtained by the City for like projects in the past.

Other Sources

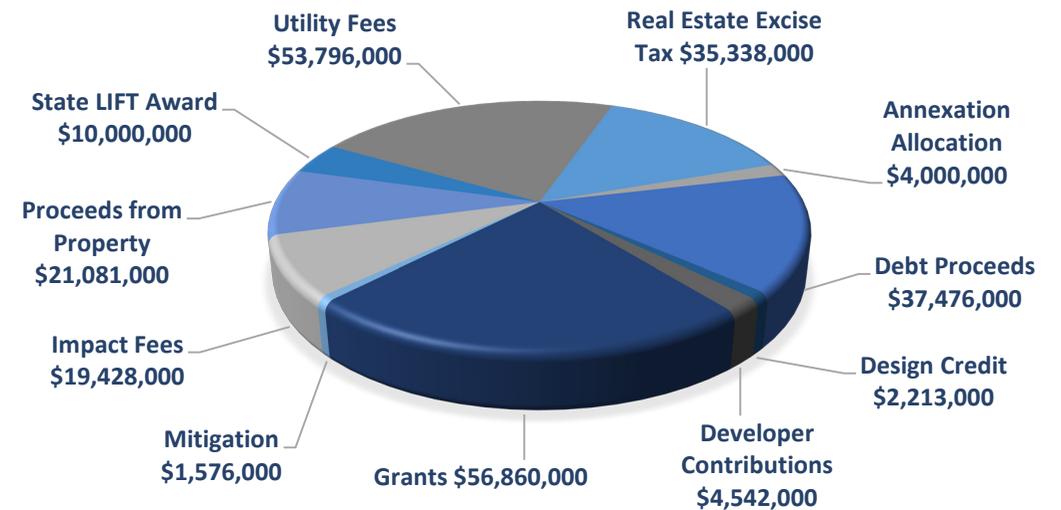
Other revenue sources include a variety of known or reasonably expected onetime funding sources.

- Contributions by others: The City often partners with other jurisdictions such as King County, Snohomish County, Sound Transit, etc., to fund projects that benefit the citizens of Bothell.
- Proceeds from the Sale of property: Occasionally, projects provide revenue from the sale of existing property. The revenues received from the sale of a property can be utilized to fund future projects.

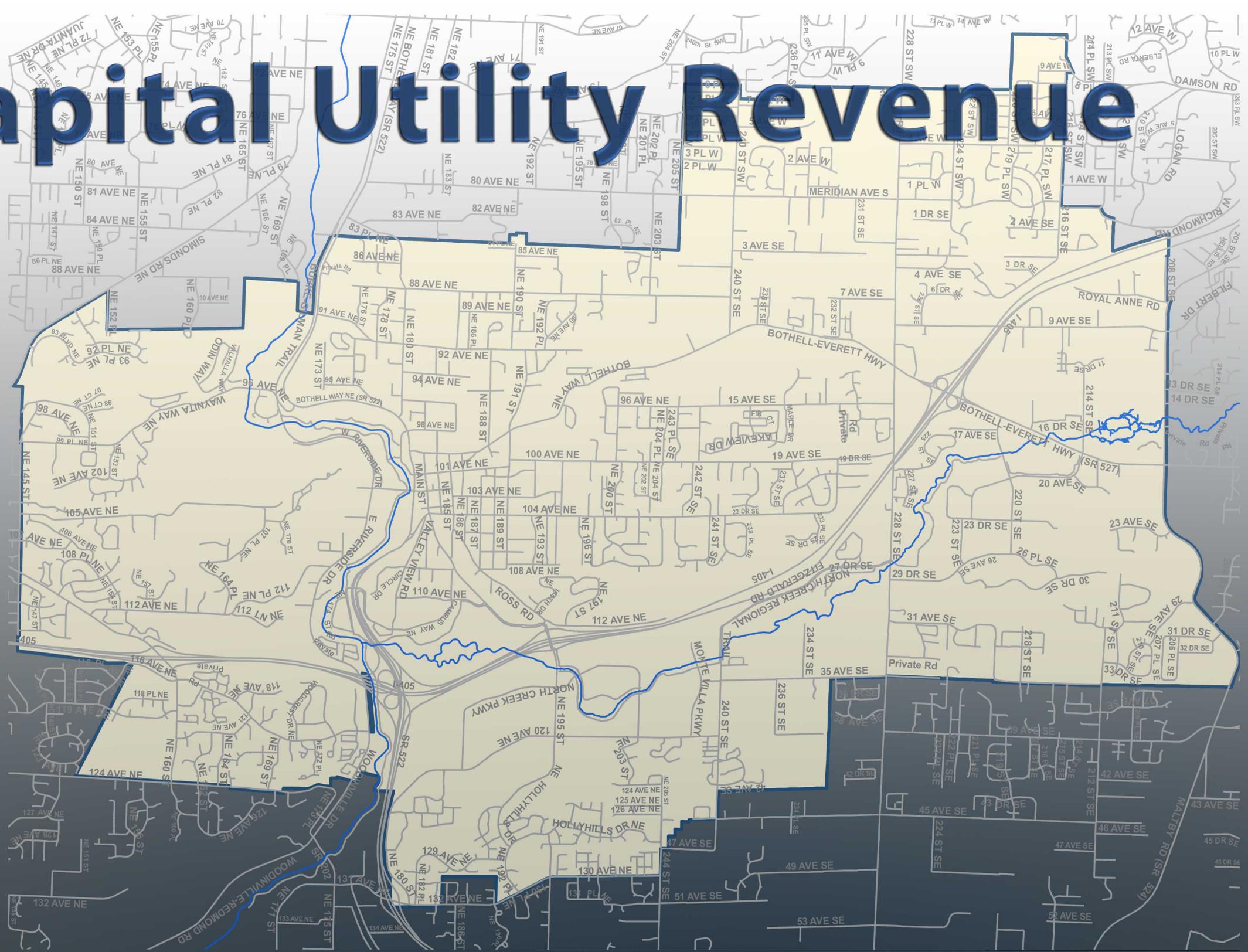
2006 - 2016 Projects by Funding Source \$289,049,000



2017-2023 Capital Facilities Plan Secured Funding \$246,310,000



Capital Utility Revenue



Capital Utility Revenue

The City operates three utility enterprise funds (water, sewer, and storm & surface water). The revenues and expenditures for each of the three utilities are accounted for independently.

As part of the biennial budget, an evaluation of appropriate reserve levels and determination of an equitable breakdown of existing reserves between operating and capital funds is completed. The purpose of setting aside capital funds is to provide for necessary future capital improvements. The utilities accumulate funds over time for scheduled capital improvement projects and to provide a contingency for unexpected capital needs.

Prudent utility fiscal management requires responsible management of utility reserves and the establishment of a sound reserve policy. Operating contingency reserves reduce the unknown economic risk factor associated with long-term financial planning. In accordance with the fiscal policies adopted in the 2015-2021 Capital Facilities Plan (CFP), the following financial strategies were carried forward into the 2017-2023 CFP for all three City utilities:

- Forty-five to sixty day operating reserves should be maintained in the Water Utility Fund.
- Thirty to sixty day operating reserves should be maintained in the Sewer Utility Fund.
- One hundred twenty to one hundred fifty day operating reserves should be maintained in the Storm & Surface Water Utility Fund.
- Capital reserves amounting to 2% of the asset replacement (value of the utility's infrastructure) should be maintained in each utility fund to provide for unexpected major repairs.
- Capital reserves amounting to 10% of average annual capital improvement projects should be maintained in each utility fund to protect against unanticipated increases in project costs.
- Asset replacement funding should be collected as an element of the utility user fees on the utility bills.

The following chart presents reserve set aside for each Utility Fund:

	Sewer	Storm	Water
Operating Reserves	\$517,000	\$1,200,000	\$475,000
Capital Emergency Reserves	\$235,000	\$293,000	\$276,000
Capital Reserves	\$122,000	\$168,000	\$155,000

FUNDING SOURCES

The objective of this Utility Capital Facilities Plan process is the same as identified in the Capital Projects Fund. This Plan identifies and prioritizes capital needs with available funding sources for each of the City's utilities. The following funding sources are available for allocation towards the capital projects identified later in this section:

- Customer user fees on utility bills
- Interest earnings
- Facility charges/connection fees
- Mitigation fees from new street projects
- Revenue bonds
- Public Works Trust Fund loans
- Interfund loans
- Grants

Funding sources, along with the assumptions used to build potential financing scenarios, are described below.

Utility Customer User Fees/Utility Bills

The City's utility enterprise funds are 100% user funded. This includes the funding of the utilities infrastructure, as well as replacement. Funds set aside to fund future replacement expenditures should be designated in the fund balance. The portion of the user fees allocated towards asset replacement should increase annually to include anticipated increases in utility construction costs.

Interest Earnings from Unallocated Funds

The interest earned from utility fund balances should be dedicated for utility fund capital projects.

Facility Charges/Connection Fees

Similar to parks and transportation mitigation fees, the sewer, storm & surface water, and water utilities collect connection fees, sometimes also referred to as facility charges or late-comer fees, from new customers when they request to be connected to the system. Connection fees are determined as a percentage of the capital infrastructure owned by the utility. Based on future development projections, the sewer, storm & surface water and water utility systems combined are expected to collect an estimated \$1,700,000 in Water, \$1,700,000 in Sewer, and \$5,600,000 in Storm & Surface Water connection fee revenues during the seven-year Capital Facilities Planning period (total utility connection fee revenues = \$9,000,000).

Revenue Bonds

Revenue bonds are secured by a specific revenue source, usually a user fee or charge for service and therefore do not require voter approval. This type of bond is generally associated with utilities funds.

Public Works Trust Fund Loans

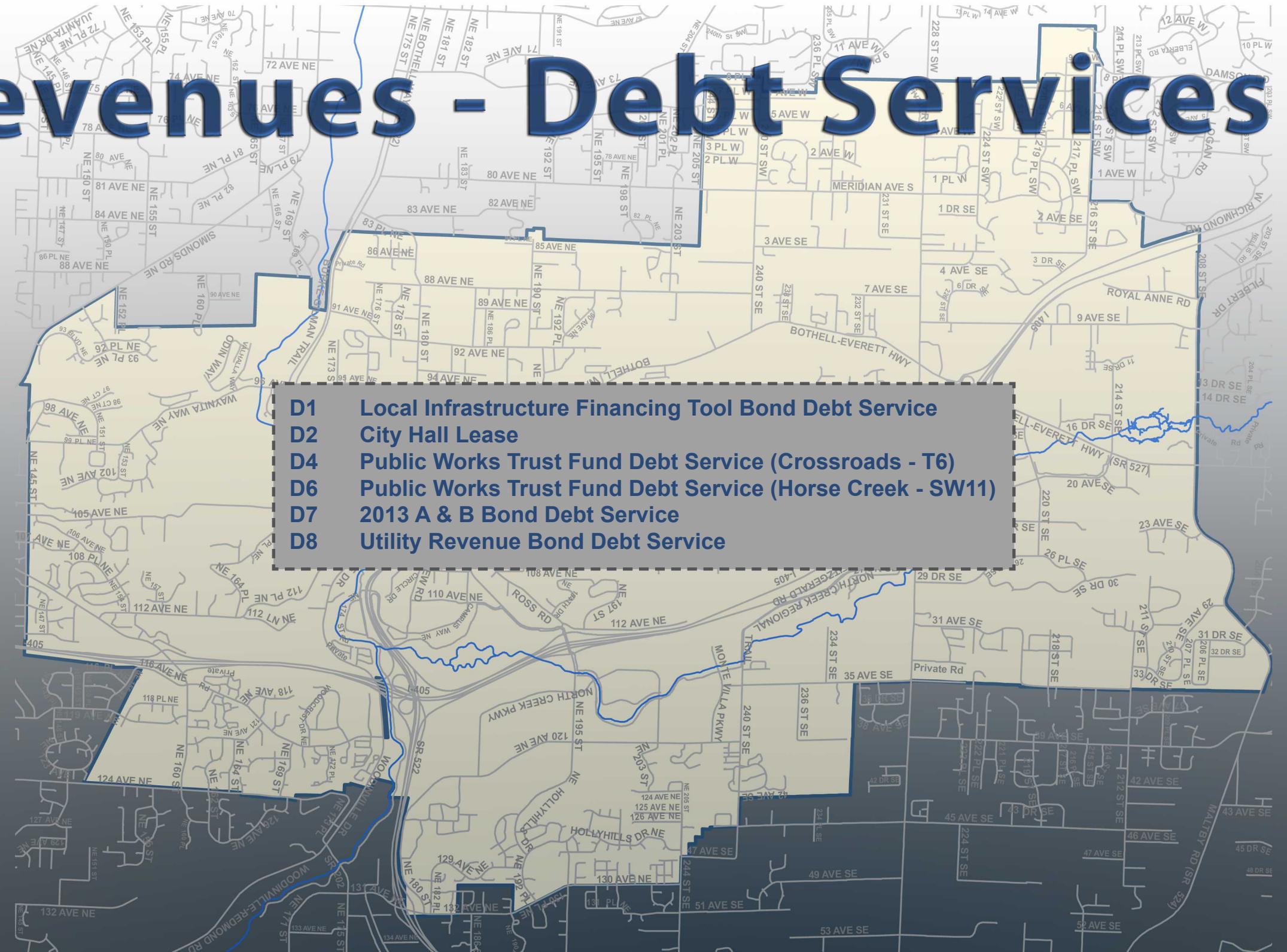
State of Washington's Public Works Board provides low interest loans (0.5% to 2.55%) to local governments to finance public infrastructure improvements. These loans are provided under the Public Works Trust Fund Program and offer lower than market rates payable over periods ranging to a maximum of 20 years.

Interfund Loans

Interfund loans from other City Funds may be utilized for three year periods to inexpensively finance utility capital projects.

Revenues - Debt Services

- D1** Local Infrastructure Financing Tool Bond Debt Service
- D2** City Hall Lease
- D4** Public Works Trust Fund Debt Service (Crossroads - T6)
- D6** Public Works Trust Fund Debt Service (Horse Creek - SW11)
- D7** 2013 A & B Bond Debt Service
- D8** Utility Revenue Bond Debt Service



Local Infrastructure Financing Tool (LIFT) Bond Debt Service

1 DESCRIPTION:

In 2006, through a competitive statewide process, the City of Bothell successfully applied for and was awarded State Local Infrastructure Financing Tool (LIFT) program funding for the City's Crossroads (SR 522 realignment) project. The City was awarded a future rebate of state property and sales taxes up to \$1 million per year for a maximum of 25 years. The rebate of State property and sales taxes is allocated to the City by the Department of Revenue (DOR) based on the State's portion of tax collected from within the City's designated Revenue Development Area (RDA). The rebated tax monies are restricted to debt service payments associated with capital infrastructure investments made in the RDA that were financed by General Obligation Bonds.

2 JUSTIFICATION:

Due to the large capital outlay associated with meeting the City's LIFT debt service payments, staff includes funding for the LIFT GO Bond debt service in the City's Capital Facilities Plan (CFP).

3 FUTURE DEBT SERVICE COSTS:

The City's debt obligation is presented in the proceeding worksheet.

4 TIMING PRIORITY CONSIDERATIONS:

Debt service payments through 2039 are allocated in the City's biennial budget and CFP.

5 PROJECT COMMENCEMENT REQUIREMENTS:

In January 2014, the City issued \$30 million in LIFT bonds.

6 PROJECT STOPPING POINT(S):

No longer applicable.

7 STATUS:

The State Department of Revenue has concluded that the City has met all obligations pertaining to LIFT Legislation and is due an annual \$1 million state tax rebate beginning in 2014 and ending upon maturity of the LIFT Bonds. LIFT debt payments are anticipated to span 25 years beginning in 2014.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
LIFT GO Bond Debt Service	5,172	1,996	1,995	1,998	1,997	1,996	1,999	1,996	13,977	19,149
TOTAL ESTIMATED COSTS	\$5,172	\$1,996	\$1,995	\$1,998	\$1,997	\$1,996	\$1,999	\$1,996	\$13,977	\$19,149

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	847								0	847
Capital Improvement Fund (State LIFT Award)	3,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	7,000	10,000
Capital Improvement Fund (Traffic Impact Fees Transfer)	1,325	996	995	998	997	996	999	996	6,977	8,302
TOTAL SECURED FUNDING	\$5,172	\$1,996	\$1,995	\$1,998	\$1,997	\$1,996	\$1,999	\$1,996	\$13,977	\$19,149

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	5,172	1,996	1,995	1,998	1,997	1,996	1,999	1,996	13,977	19,149
Estimated Project Cost	5,172	1,996	1,995	1,998	1,997	1,996	1,999	1,996	13,977	19,149
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

City Hall Lease

1 DESCRIPTION:

City Hall was constructed in the 1930s and remodeled numerous times since to accommodate service delivery and staffing needs. In 1996, the Public Works and Community Development Departments were moved to the Dawson Building, thereby splitting non-public safety City services into two locations. In 2006, City services were further fractured when the Facilities and Recreation staff were relocated off-site to accommodate staff growth in other service delivery areas. Three options were studied to site the new City Hall: purchase and remodel the Northshore School District's Anderson Building complex and sell the current City Hall and Dawson buildings; construct a new City Hall and Council Chambers on the current City Hall site; or build a City Hall and Council Chambers on the Beta Bothell commercial site and sell the current City Hall and Dawson buildings. In January 2009, after extensive analysis and a considerable amount of public input, the Bothell City Council selected the existing City Hall site for the new City Hall building.

Phase 1: This phase consists of activities to prepare the site for future construction (Phase 2) and was completed in 2014. Specifically, this phase relocated onsite private utilities and established temporary and new power facilities, removed five buildings and established temporary employee parking.

Phase 2: This phase includes actual construction of a new City Hall building. Phase 2 entails a developer agreement to construct the facility and associated parking under a guaranteed maximum price (GMP) scenario. The Council authorized construction of Phase 2 in June 2014. Construction was substantially completed in mid-October 2015.

2 JUSTIFICATION:

Providing City services from multiple locations is not conducive to efficient business practices and effective service delivery, nor is multiple business locations convenient for those who the City provides services to. In addition, City Hall and the Dawson Building are both operating beyond full capacity and if not replaced, would require major maintenance renovations over the next 10 years.

3 CAPITAL LEASE COSTS:

The City Hall lease payment is based on a 25 year financing period, which began in 2016 at \$3 million and trends upward to \$3.3 million in 2039. The impact of the strong credit rating Standards & Poor's assigned to the bond issue allowed the City to decrease the term of the financing period, as well as the overall financing costs while still keeping the lease payment well under the original annual estimate (\$3.4 million).

4 TIMING PRIORITY CONSIDERATIONS:

No longer applicable.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Lease Payments	1,543	3,047	3,247	3,249	3,247	3,323	3,328	3,323	22,764	24,307
TOTAL ESTIMATED COSTS	\$1,543	\$3,047	\$3,247	\$3,249	\$3,247	\$3,323	\$3,328	\$3,323	\$22,764	\$24,307

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)								800	800	800
Annexation Allocation	500	500	500	500	500	500	500	500	3,500	4,000
Design Credit	1,043	1,170							1,170	2,213
Proceeds from Sale of Property		1,377	2,747	2,749	2,747	2,823	2,828	2,023	17,294	17,294
TOTAL SECURED FUNDING	\$1,543	\$3,047	\$3,247	\$3,249	\$3,247	\$3,323	\$3,328	\$3,323	\$22,764	\$24,307

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	1,543	3,047	3,247	3,249	3,247	3,323	3,328	3,323	22,764	24,307
Estimated Project Cost	1,543	3,047	3,247	3,249	3,247	3,323	3,328	3,323	22,764	24,307
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

5 PROJECT COMMENCEMENT REQUIREMENTS:

No longer applicable.

6 PROJECT STOPPING POINT(S):

Construction for City Hall Phase 2 was completed in mid-October 2015.

7 STATUS:

Construction City Hall Phase 2 was completed in 2015 under a 63-20 developer-lease option with debt service payments over a 25 year period that began in 2016.

Public Works Trust Fund Debt Service (Crossroads - T6)

1 DESCRIPTION:

The State Public Works Board (PWB) provides low interest construction loans to local government to meet vital capital infrastructure needs. Interest rates range from 0.5% to 2.55% and are linked to the repayment period, which ranges from 10 to 30 years. Bothell applied for and received an \$8 million Public Works Trust Fund (PWTF) loan. This financing opportunity provided the means necessary to fund construction of the City's Bothell Crossroads project that facilitates the redevelopment of the community's historic downtown area.

2 JUSTIFICATION:

Realignment of SR 522 addresses local and regional traffic concerns while creating two to three new city blocks to generate future economic redevelopment. This project was originally identified via a Citizen Advisory Group (CAG) as a solution to address traffic congestion, enhance the City's historic downtown, and facilitate transit operations. In 2006, through a competitive statewide process, the City of Bothell successfully applied for and was awarded State Local Infrastructure Financing Tool (LIFT) program funding for the City's Crossroads (SR 522 realignment) project. The City was awarded a future rebate of state sales tax amounting to \$1 million per year for 25 years. The rebate of state sales tax is allocated to the City by the Department of Revenue (DOR) based on the State's portion of tax collected from within the City's designated Revenue Development Area (RDA). The rebated tax monies are restricted to debt service payments associated with capital infrastructure investments made in the RDA that were financed by General Obligation Bonds. The City received a state appropriation via the Washington State Department of Community, Trade, and Economic Development, a Washington Transportation Improvement Board (TIB) grant, and funds from the Washington State Department of Transportation.

3 FUTURE DEBT SERVICE COSTS:

Debt service payments are allocated in the City's biennial budget and Capital Facilities Plan (CFP).

4 TIMING PRIORITY CONSIDERATIONS:

Construction for Bothell Crossroads was completed in June 2014.

5 PROJECT COMMENCEMENT REQUIREMENTS:

Construction for Bothell Crossroads was completed in June 2014.

6 PROJECT STOPPING POINT(S):

Debt service payments are allocated in the City's biennial budget and CFP.

7 STATUS:

The \$8 million PWTF loan was awarded in 2011. Debt service payments commenced in 2013 and will be allocated over a 20 year period. The interest rate is 0.25%.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
PW Trust Loan Debt Service	1,375	464	463	462	461	459	458	457	3,224	4,599
TOTAL ESTIMATED COSTS	\$1,375	\$464	\$463	\$462	\$461	\$459	\$458	\$457	\$3,224	\$4,599

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Capital Improvement Fund (Traffic Impact Fees Transfer)	1,375	464	463	462	461	459	458	457	3,224	4,599
TOTAL SECURED FUNDING	\$1,375	\$464	\$463	\$462	\$461	\$459	\$458	\$457	\$3,224	\$4,599

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	1,375	464	463	462	461	459	458	457	3,224	4,599
Estimated Project Cost	1,375	464	463	462	461	459	458	457	3,224	4,599
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Public Works Trust Fund Debt Service (Horse Creek - SW11)

1 DESCRIPTION:

The State Public Works Board (PWB) provides low interest construction loans to local government to fund vital capital infrastructure needs. Interest rates range from 0.5% to 2.55% and are linked to the repayment period, which ranges from 10 to 30 years. Bothell applied for and received an \$800,000 Public Works Trust Fund (PWTF) loan. This financing opportunity provided the means necessary to fund construction of the City's Horse Creek Improvements project.

2 JUSTIFICATION:

The existing Horse Creek pipe through downtown cannot adequately pass large storm event flows. This puts downtown properties at risk for flooding. With downtown redevelopment imminent, it is critical to improve the capacity and reliability of Horse Creek. This project will protect existing and future downtown investments. The location of the existing pipe also impedes redevelopment of key downtown properties, which this project will remedy.

3 FUTURE DEBT SERVICE COSTS:

Debt service payments are allocated from the City's Storm & Surface Water Utility Fund.

4 TIMING PRIORITY CONSIDERATIONS:

The project needs to move forward in a manner that supports the redevelopment in the downtown. This ensures that adequate coordination takes place and impacts are minimized to newly opened facilities. This project emancipates City-owned surplus properties for future sale.

5 PROJECT COMMENCEMENT REQUIREMENTS:

This storm and surface water project is approved to commence when financing is secured and funding resources are appropriated in the City's budget.

6 PROJECT STOPPING POINT(S):

The project's construction phase is not authorized to commence until all funding sources are identified, secured and appropriated. Project spending is not authorized in excess of adopted funding resources.

7 STATUS:

The \$800,000 PWTF loan was awarded in 2012. Debt service payments commenced in 2014 and will be allocated over a 20 year period. The interest rate is 0.5%.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
PW Trust Loan Debt Service	76	49	49	49	48	48	48	48	339	415
TOTAL ESTIMATED COSTS	\$76	\$49	\$49	\$49	\$48	\$48	\$48	\$48	\$339	\$415

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Utilities - Storm & Surface Water	76	49	49	49	48	48	48	48	339	415
TOTAL SECURED FUNDING	\$76	\$49	\$49	\$49	\$48	\$48	\$48	\$48	\$339	\$415

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	76	49	49	49	48	48	48	48	339	415
Estimated Project Cost	76	49	49	49	48	48	48	48	339	415
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

2013 A & B Bond Debt Service

1 DESCRIPTION:

Bank Qualified (BQ) Bonds were used to provide longer-term financing for the final two Northshore School District (NSD) properties and Multiway Boulevard Phase 1 project.

2 JUSTIFICATION:

Securing 20-year bank qualified (BQ), General Obligation (GO) Bonds sufficient to generate \$10 million in proceeds to provide long term financing for the last two NSD properties and to fund construction of the Multiway Boulevard Phase 1 project.

3 FUTURE DEBT SERVICE COSTS:

Debt service payments through 2033 are allocated in the City's biennial budget and CFP.

4 TIMING PRIORITY CONSIDERATIONS:

Not applicable.

5 PROJECT COMMENCEMENT REQUIREMENTS:

Not applicable.

6 PROJECT STOPPING POINT(S):

Not applicable.

7 STATUS:

In May 2013, the City issued \$10 million in BQ bonds that mature in 2033.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
2013 A Bond (Taxable) Debt Service	1,220	391							391	1,611
2013 B Bond (Tax-Exempt) Debt Service	1,177	307	697	696	698	696	698	695	4,487	5,664
TOTAL ESTIMATED COSTS	\$2,397	\$698	\$697	\$696	\$698	\$696	\$698	\$695	\$4,878	\$7,275

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	1,277	350	328	328	328	328	328	327	2,317	3,594
Capital Improvement Fund (Traffic Impact Fees Transfer)	1,120	348	369	368	370	368	370	368	2,561	3,681
TOTAL SECURED FUNDING	\$2,397	\$698	\$697	\$696	\$698	\$696	\$698	\$695	\$4,878	\$7,275

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	2,397	698	697	696	698	696	698	695	4,878	7,275
Estimated Project Cost	2,397	698	697	696	698	696	698	695	4,878	7,275
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Utility Revenue Bond Debt Service

1 DESCRIPTION:

Utility revenue bonds are issued to finance various large utility capital projects such as: Lift Station 3 Improvements, Promontory Hillside Sewer Main Replacement, Penn Park Reservoir Replacement, Horse Creek Improvements, and Downtown Revitalization Utility Improvements (96th Ave, 98th Ave, 101st Ave, 180th St, and 182nd St, Main Street Enhancement and Multiway Boulevard Phase 2) projects. The associated annual debt service payments are to be paid from user fee revenues.

2 JUSTIFICATION:

The 20-year utility revenue bonds sufficient to provide long-term financing for utility capital projects listed above.

3 FUTURE DEBT SERVICE COSTS:

Debt service payments are allocated from the City's Sewer, Storm & Surface Water, and Water Funds.

4 TIMING PRIORITY CONSIDERATIONS:

The utility capital projects listed above need to move forward in a manner that supports the redevelopment in the downtown. This ensures that adequate coordination takes place and impacts are minimized to newly opened facilities. Timely completion of these utility capital projects is necessary to support the downtown redevelopment schedule.

5 PROJECT COMMENCEMENT REQUIREMENTS:

Not applicable.

6 PROJECT STOPPING POINT(S):

Not applicable.

7 STATUS:

Utility revenue bonds were issued in October 2014. Debt services payments commenced in 2014 and will be allocated over a 20 year period.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Utility Revenue Bond Debt Service	3,313	1,317	1,310	1,310	1,311	1,311	1,308	1,307	9,174	12,487
TOTAL ESTIMATED COSTS	\$3,313	\$1,317	\$1,310	\$1,310	\$1,311	\$1,311	\$1,308	\$1,307	\$9,174	\$12,487

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Utilities - Sewer	366	127	124	126	123	125	127	123	875	1,241
Utilities - Storm & Surface Water	2,303	913	909	910	910	909	907	909	6,367	8,670
Utilities - Water	644	277	277	274	278	277	274	275	1,932	2,576
TOTAL SECURED FUNDING	\$3,313	\$1,317	\$1,310	\$1,310	\$1,311	\$1,311	\$1,308	\$1,307	\$9,174	\$12,487

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	3,313	1,317	1,310	1,310	1,311	1,311	1,308	1,307	9,174	12,487
Estimated Project Cost	3,313	1,317	1,310	1,310	1,311	1,311	1,308	1,307	9,174	12,487
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Revenues -



OP1 General Opportunity Fund

Opportunity Funds

General Opportunity Fund

1 DESCRIPTION:

Opportunity funds are set aside to take advantage of unanticipated opportunities that may arise during the current capital planning period (2017-2023). Opportunity funds can be used as match funding for grant opportunities, joint projects, or to meet a need that was not identified at the time the Capital Facilities Plan (CFP) was adopted. Opportunity funds are available for all project types (facility, transportation, and parks - including land acquisition).

2 JUSTIFICATION:

Due to the unpredictability of Real Estate Excise Tax (REET) receipts, the City's Capital Facilities Plan (CFP) strives to set aside ten percent of REET receipts as opportunity funds. Opportunity funds are available for Council appropriation as needs are identified.

3 FUTURE DEBT SERVICE COSTS:

Future maintenance and operating (M&O) costs would be determined based on the specific project identified and implemented.

4 TIMING PRIORITY CONSIDERATIONS:

General Opportunity Fund spending was authorized for 1st Lieutenant Nicholas Madrazo US Marine Corp Memorial Park (CFP P11) in 2016. General opportunities that arise over the planning period (2017-2023) will be evaluated based on the specific project, impact, and cost comparable to available funding.

5 PROJECT COMMENCEMENT REQUIREMENTS:

Appropriation is not authorized to exceed monies received and available.

6 PROJECT STOPPING POINT(S):

Opportunity spending is not authorized in excess of adopted funding resources.

7 STATUS:

No opportunity spending is currently identified, although the Capital Facilities Plan Process Committee (CFPPC) emphasized the need for additional parks in north Bothell and supported the use of Opportunity Funds and possibly even Capital Improvements Fund reserves for this purpose.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Opportunity Monies Available	841								0	841
TOTAL ESTIMATED COSTS	\$841	\$0	\$841							

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	841								0	841
TOTAL SECURED FUNDING	\$841	\$0	\$841							

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	841	0	0	0	0	0	0	0	0	841
Estimated Project Cost	841	0	0	0	0	0	0	0	0	841
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Opportunity monies are not identified as "available" until they are actually received.

Parks Capital Projects

- P6 Cedar Grove Park Field Improvements**
- P11 1st Lieutenant Nicholas Madrazo US Marine Corps Memorial Park**
- P21 Horse Creek Plaza**
- P24 Park at Bothell Landing Pedestrian Bridge Replacement**
- P25 North Bothell Park Acquisition**
- P27 Wayne Golf Course Acquisition**

Not Shown on Map:
P25: North Bothell Park Acquisition

P6
Cedar Grove Park
Field Improvements

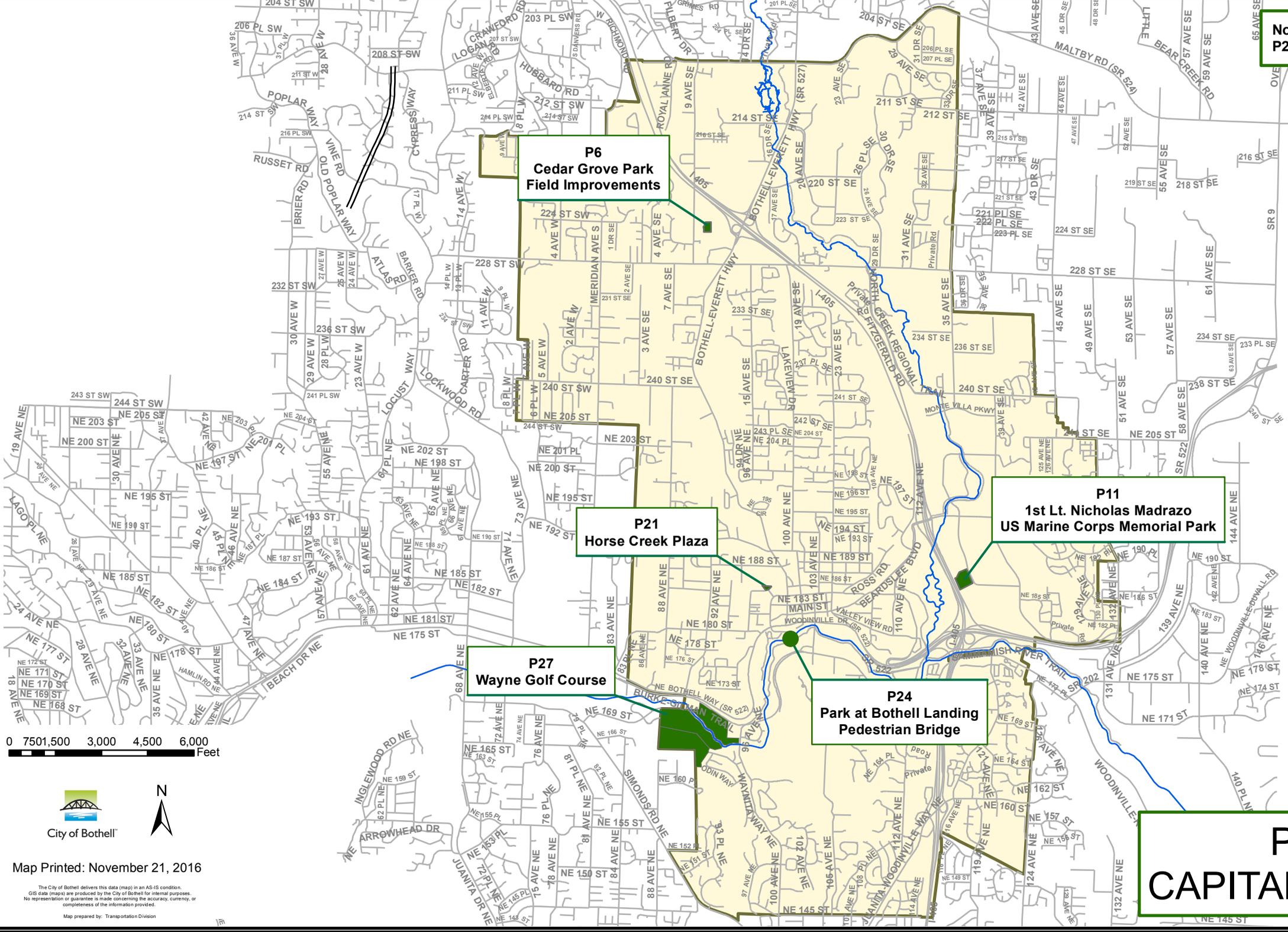
P21
Horse Creek Plaza

P11
1st Lt. Nicholas Madrazo
US Marine Corps Memorial Park

P27
Wayne Golf Course

P24
Park at Bothell Landing
Pedestrian Bridge

PARKS CAPITAL PROJECTS



0 750 1,500 3,000 4,500 6,000 Feet



Map Printed: November 21, 2016

The City of Bothell delivers this data (map) in an AS-IS condition. GIS data (maps) are produced by the City of Bothell for internal purposes. No representation or guarantee is made concerning the accuracy, currency, or completeness of the information provided.

Map prepared by: Transportation Division

Path: Q:\P\MT\Transportation\Aidan_C\CEP_Projects\2017\CEP_Parks_Leads.mxd

Cedar Grove Park Field Improvements

1 DESCRIPTION:

Phases 2 & 3 complete development of this park. Improvements include renovation of the maintenance building, street frontage improvements, athletic field drainage improvements to include additional parking and improved access.

2 JUSTIFICATION:

The City will need to complete frontage improvements when adjacent properties are developed. Renovation of the Cedar Grove Park maintenance building provides much needed storage for Parks & Recreation equipment and supplies. Athletic field improvements are also a high priority in order to bring the field up to playable conditions, currently the field is only used to about 40% to 50% of capacity because the field is prone to usage cancellations when rain events occur. In 2015, the athletic field was shut down in early October while other fields lasted until early November. Currently, the slightest amount of rainfall causes cancellation of games and practices. Field improvements can increase field use up to than 50%.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

No maintenance and operating (M&O) costs are associated with the implementation of this project during 2017-2023 planning period.

4 TIMING PRIORITY CONSIDERATIONS:

Improvements should be completed when property to the north develops so that sidewalk and frontage improvements are consistent.

5 PROJECT COMMENCEMENT REQUIREMENTS:

Project spending is not authorized to exceed monies received and available.

6 PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources.

7 STATUS:

Phases 2 & 3 will complete the development of Cedar Grove Park.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design		15							15	15
Construction	371	490							490	861
TOTAL ESTIMATED COSTS	\$371	\$505	\$0	\$0	\$0	\$0	\$0	\$0	\$505	\$876

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	64	15							15	79
Capital Improvement Fund (Park Impact Fees Transfer)	167								0	167
Grant Pending (Wa St RCO)		490							490	490
Mitigation - Brightwater	140								0	140
TOTAL SECURED FUNDING	\$371	\$505	\$0	\$0	\$0	\$0	\$0	\$0	\$505	\$876

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	371	505	0	0	0	0	0	0	505	876
Estimated Project Cost	371	505	0	0	0	0	0	0	505	876
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Future M&O Impact Not Determined Yet							

1st Lieutenant Nicholas Madrazo US Marine Corps Memorial Park

1 DESCRIPTION:

This project develops a community park on top of a wastewater storage tank that is owned and operated by King County. The adopted 2013 Master Plan calls for two full size tennis courts, one basketball court, walking paths, informal play field, parking lot (26 spaces), landscaping, picnic tables and benches, a restroom and picnic shelter.

2 JUSTIFICATION:

This project is funded with mitigation funds associated with the construction impacts of the King County Wastewater Pump Station Storage Facility. Development is prescribed in a Memorandum of Agreement between the City of Bothell and King County. This project is listed as a priority in the adopted 2014 Parks, Recreation & Open Space Action Program (PROSAP).

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

Final estimates will be determined once the design is completed. Using the master plan, an annual increase in maintenance and operating (M&O) costs amounting to \$76,800 is anticipated as a result of this project.

4 TIMING PRIORITY CONSIDERATIONS:

Use Agreement for the site is approved by City Council and King County Council.

5 PROJECT COMMENCEMENT REQUIREMENTS:

Partial project funding is secured. Phase I would not fund the construction of the tennis courts and picnic shelter.

6 PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources.

7 STATUS:

Council adopted the master plan in 2013. King County is finalizing Use Agreement with the City for the site. Once Use Agreement is approved, the project will move to design phase. King County Youth Facilities Sports Grant (\$75,000) and Youth Athletic Facilities Grant (\$250,000) were submitted for design and construction funds. If successful, project will be completed in 2018.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design	96		50						50	146
Construction	252	598	300						898	1,150
TOTAL ESTIMATED COSTS	\$348	\$598	\$350	\$0	\$0	\$0	\$0	\$0	\$948	\$1,296

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Capital Improvement Fund (General Opportunity Funds)	252								0	252
Capital Improvement Fund (Park Impact Fees Transfer)	94								0	94
Capital Improvement Fund (KC Pump Station Mitigation)	2	523	75						598	600
Grant Awarded (KC Youth Sports Facilities)		75							75	75
Grant Pending (Youth Athletic Facilities)			250						250	250
TOTAL SECURED FUNDING	\$348	\$598	\$325	\$0	\$0	\$0	\$0	\$0	\$923	\$1,271
UNSECURED FUNDING										
Funding Source (TBD)			25						25	25
TOTAL UNSECURED FUNDING	\$0	\$0	\$25	\$0	\$0	\$0	\$0	\$0	\$25	\$25

TOTAL ESTIMATED FUNDING	\$348	\$598	\$350	\$0	\$0	\$0	\$0	\$0	\$948	\$1,296
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PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	348	598	325	0	0	0	0	0	923	1,271
Unsecured Funding	0	0	25	0	0	0	0	0	25	25
Estimated Project Cost	348	598	350	0	0	0	0	0	948	1,296
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
General Fund - Park		77	77	77	77	77	77	462
Dollars include 1 FTEs starting in 2017								
TOTAL FUTURE M&O COSTS	\$0	\$77	\$77	\$77	\$77	\$77	\$77	\$462
TOTAL FTE IMPACT	Dollars include 1 FTEs starting in 2017							

Horse Creek Plaza

1 DESCRIPTION:

This project will provide an urban half acre open space located just south of the Pop Keeney Stadium as called for by the Downtown Subarea Plan. The design concept was developed in conjunction with Pop Keeney Way and will result in the open space being a key component of the view and pedestrian corridor between the downtown core and Pop Keeney Stadium. The open space will be designed to provide a place to gather as well as provide a viewing point for a portion of the daylighted Horse Creek.

2 JUSTIFICATION:

The project is a required component of the adopted Downtown Subarea Plan. As the former Northshore School District parcels are redeveloped, this open space is required to be developed.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

Initial costs are based upon conceptual design and the labor, materials, utilities, etc. associated with new infrastructure. Final estimates will be determined once the design is completed.

4 TIMING PRIORITY CONSIDERATIONS:

This project is currently at approximately 60% design. Design will proceed in fall 2016. It is likely that the park will be constructed in phases since there are insufficient funds to complete the entire project.

5 PROJECT COMMENCEMENT REQUIREMENTS:

City advanced design funds to complete sufficient design to coordinate with the Horse Creek Improvement Project. Construction is not authorized to start until developer funds are secured.

6 PROJECT STOPPING POINT(S):

Private development will provide funds for this project. However, additional funds will be needed to complete the project.

7 STATUS:

There is no activity on this project at this time. City advanced design funds to complete sufficient design to coordinate with the Horse Creek Improvement Project. Design will proceed in fall of 2016.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design	358								0	358
Construction		1,414							1,414	1,414
TOTAL ESTIMATED COSTS	\$358	\$1,414	\$0	\$0	\$0	\$0	\$0	\$0	\$1,414	\$1,772

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Contributions (Developers)*	358	600							600	958
TOTAL SECURED FUNDING	\$358	\$600	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$958
UNSECURED FUNDING										
Funding Source (TBD)		814							814	814
TOTAL UNSECURED FUNDING	\$0	\$814	\$0	\$0	\$0	\$0	\$0	\$0	\$814	\$814
TOTAL ESTIMATED FUNDING	\$358	\$1,414	\$0	\$0	\$0	\$0	\$0	\$0	\$1,414	\$1,772

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	358	600	0	0	0	0	0	0	600	958
Unsecured Funding	0	814	0	0	0	0	0	0	814	814
Estimated Project Cost	358	1,414	0	0	0	0	0	0	1,414	1,772
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
Street Fund	65	65	65	65	65	65	65	457
	Dollars include .42 FTEs starting in 2017							
Water Fund								1
	Dollars include .001 FTEs starting in 2017							
Sewer Fund								2
	Dollars include .002 FTEs starting in 2017							
Storm & Surface Water Fund	155	155	155	155	155	155	155	1,082
	Dollars include .41 FTEs starting in 2017							
TOTAL FUTURE M&O COSTS	\$220	\$220	\$220	\$220	\$220	\$220	\$220	\$1,542
TOTAL FTE IMPACT	Dollars include .83 FTEs starting in 2017							

* Developers: Lot K (Six Oaks) \$183K, Lot L (Junction) \$167K, Lot O, P (South), & P (North) \$608K

Park at Bothell Landing Pedestrian Bridge Replacement

1 DESCRIPTION:

The timber pedestrian bridge that crosses the Sammamish River at the Park at Bothell Landing is the key non-motorized link between Downtown Bothell and the regional Sammamish River Trail. This project replaces the aging bridge and makes it Americans with Disabilities Act (ADA) compliant.

2 JUSTIFICATION:

The timber pedestrian bridge is reaching the end of its useful life. The bridge and connecting trails provide a critical link between the regional Sammamish River Trail/Burke-Gilman Trail and Downtown Bothell.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

The future maintenance and operating (M&O) costs were developed by analyzing the infrastructure that will be added by this project. In addition to staff needed to conduct the M&O activities, costs associated with materials, etc. are included.

4 TIMING PRIORITY CONSIDERATIONS:

A Recreation Conservation Office (RCO) Trails grant application was submitted in spring 2016 for state construction funds. If successful, construction will begin in 2017. Federal grant funds have already been secured.

5 PROJECT COMMENCEMENT REQUIREMENTS:

The project will not proceed unless grant funding is obtained.

6 PROJECT STOPPING POINT(S):

The project will not proceed unless grant funding is obtained.

7 STATUS:

A federal grant (\$134,000) was obtained for design. The project is currently at 60% design. A federal grant (\$1,042,000) was obtained for construction. A RCO Trails grant was applied for in spring 2016. If the parks grant is not received, the City will have to re-evaluate project timing.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design	313								0	313
Construction		2,007							2,007	2,007
TOTAL ESTIMATED COSTS	\$313	\$2,007	\$0	\$0	\$0	\$0	\$0	\$0	\$2,007	\$2,320

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Capital Improvement Fund (Proposition 1 & 2 Funds Transfer)	179								0	179
Grant Awarded (Federal - CMAQ)	134	1,042							1,042	1,176
Grant Pending (Wa State RCO)		965							965	965
TOTAL SECURED FUNDING	\$313	\$2,007	\$0	\$0	\$0	\$0	\$0	\$0	\$2,007	\$2,320

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	313	2,007	0	0	0	0	0	0	2,007	2,320
Estimated Project Cost	313	2,007	0	0	0	0	0	0	2,007	2,320
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
Street Fund	4	4	4	4	4	4	4	31
Dollars include .04 FTEs starting in 2017								
TOTAL FUTURE M&O COSTS	\$4	\$4	\$4	\$4	\$4	\$4	\$4	\$31
TOTAL FTE IMPACT	Dollars include .04 FTEs starting in 2017							

North Bothell Park Acquisition

1 DESCRIPTION:

Acquisition and development of a 5+ acre community park in Snohomish County. Location to be determined once funding is secured. Park development will include a skate park, off-leash area and other park amenities such playground, restroom, picnic areas.

2 JUSTIFICATION:

The adopted 2014 Parks, Recreation & Open Space Action Program (PROSAP) demonstrated a need for additional active park space in the Snohomish County portion of the city.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

An annual increase of maintenance and operating (M&O) costs to be determined once site is selected and design is complete.

4 TIMING PRIORITY CONSIDERATIONS:

Further project spending is not approved until all financing is secured.

5 PROJECT COMMENCEMENT REQUIREMENTS:

The project is not approved to commence until all financing is secured.

6 PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources.

7 STATUS:

Not active. Potential funding source would need to be determined.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design				200					200	200
Land Acquisition		250	4,000						4,250	4,250
Construction					1,300				1,300	1,300
TOTAL ESTIMATED COSTS	\$0	\$250	\$4,000	\$200	\$1,300	\$0	\$0	\$0	\$5,750	\$5,750

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Capital Improvement Fund (General Opportunity Funds)		250							250	250
TOTAL SECURED FUNDING	\$0	\$250	\$0	\$0	\$0	\$0	\$0	\$0	\$250	\$250
UNSECURED FUNDING										
Funding Source (TBD)			4,000	200	1,300				5,500	5,500
TOTAL UNSECURED FUNDING	\$0	\$0	\$4,000	\$200	\$1,300	\$0	\$0	\$0	\$5,500	\$5,500

TOTAL ESTIMATED FUNDING	\$0	\$250	\$4,000	\$200	\$1,300	\$0	\$0	\$0	\$5,750	\$5,750
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PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	0	250	0	0	0	0	0	0	250	250
Unsecured Funding	0	0	4,000	200	1,300	0	0	0	5,500	5,500
Estimated Project Cost	0	250	4,000	200	1,300	0	0	0	5,750	5,750
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Wayne Golf Course Acquisition

1 DESCRIPTION:

Project includes the acquisition of 89 acres consisting of the entire golf course property located along the Sammamish River, including the front nine and the back nine. Forterra has purchased the property and has provided the City until 2018 in which to purchase the property. The City of Bothell, King County, Forterra, and OneBothell have been working together to raise funding to acquire the property.

2 JUSTIFICATION:

Property is listed as a priority for acquisition in the Parks, Recreation & Open Space Action Plan (PROSAP). Acquisition would secure the property recreation, conservation and habitat conservation.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

If acquired, will be determined by future Master Plan and site development.

4 TIMING PRIORITY CONSIDERATIONS:

Further project spending is not approved until all financing is secured.

5 PROJECT COMMENCEMENT REQUIREMENTS:

The project is not approved to commence until all financing is secured.

6 PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources.

7 STATUS:

The City of Bothell, King County, Forterra, and OneBothell have prepared and submitted numerous grant funding for the property acquisition.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Land Acquisition & Development			11,500						11,500	11,500
TOTAL ESTIMATED COSTS	\$0	\$0	\$11,500	\$0	\$0	\$0	\$0	\$0	\$11,500	\$11,500

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Grant Pending (KC Conservation Futures)			2,600						2,600	2,600
Grant Pending (WA St RCO)			985						985	985
Grant Pending (WA Wildlife & Recreation)			2,500						2,500	2,500
TOTAL SECURED FUNDING	\$0	\$0	\$6,085	\$0	\$0	\$0	\$0	\$0	\$6,085	\$6,085
UNSECURED FUNDING										
Funding Source (TBD)			4,500						4,500	4,500
Potential Grant Funding **			915						915	915
TOTAL UNSECURED FUNDING	\$0	\$0	\$5,415	\$0	\$0	\$0	\$0	\$0	\$5,415	\$5,415
TOTAL ESTIMATED FUNDING	\$0	\$0	\$11,500	\$0	\$0	\$0	\$0	\$0	\$11,500	\$11,500

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Unsecured Funding	0	0	5,415	0	0	0	0	0	5,415	5,415
Estimated Project Cost	0	0	11,500	0	0	0	0	0	11,500	11,500
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Future M&O Impact Not Determined Yet							

** Potential Grant funding sources consist of applicable opportunities through the State Recreation and Conservation Office.

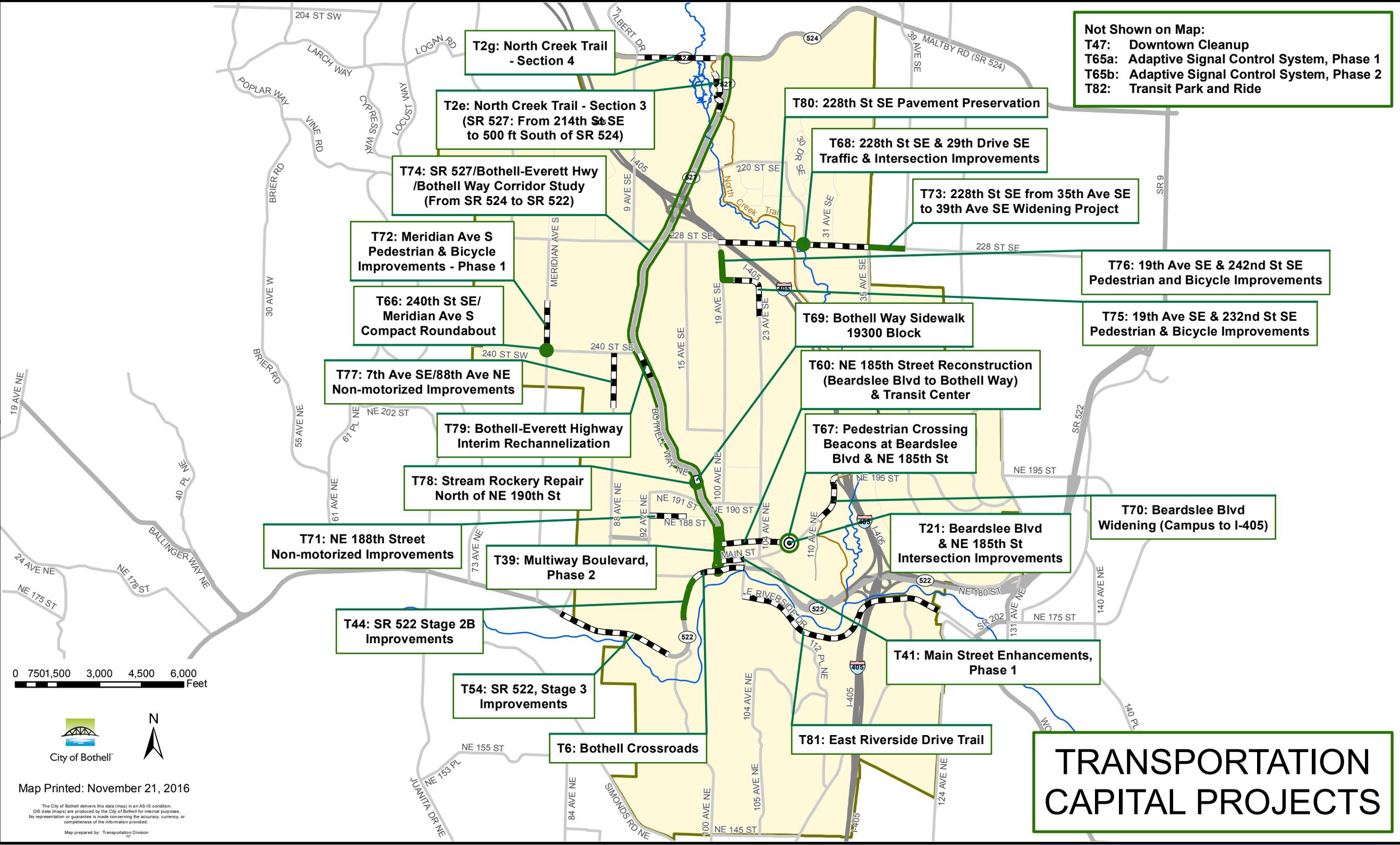
Transportation

- T2e North Creek Trail - Section 3
- T2g North Creek Trail - Section 4
- T6 Bothell Crossroads
- T21 Beardslee Blvd & NE 185th St Intersection Improvements
- T39 Multiway Blvd: Phase 2
- T41 Main Street Enhancement: Phase 1 (Bothell Way to 102nd Ave NE)
- T44 SR 522 Stage 2B Improvements (Wayne Curve to NE 180th St)
- T47 Downtown Contaminated Soil & Groundwater Clean Up
- T54 SR 522 Stage 3 Improvements
- T60 NE 185th St Reconstruction & Transit Center (Beardslee Blvd to Bothell Way)
- T65a Adaptive Signal Control System: Phase 1
- T65b Adaptive Signal Control System: Phase 2
- T66 240th St SE & Meridian Ave S Compact Roundabout

- T67 Pedestrian Crossing Beacons at Beardslee & NE 185th St
- T68 228th St SE & 29th Dr SE Traffic & Intersection Improvements
- T69 Bothell Way Sidewalk 19300 Block
- T70 Beardslee Blvd Widening (Campus to I-405)
- T71 NE 188th St Non-Motorized Improvements
- T72 Meridian Ave S Pedestrian & Bicycle Improvements: Phase 1
- T73 228th St SE from 35th St SE to 39th Ave SE Widening
- T74 SR 527/Bothell-Everett Hwy/Bothell Way Corridor
- T75 19th Ave NE & 232nd St SE Pedestrian & Bicycle Improvements
- T76 19th Ave NE & 242nd St SE Pedestrian & Bicycle Improvements
- T77 7th Ave SE/88th Ave NE Non-Motorized Sidewalk Improvements
- T78 Stream Rockery Repair North of NE 190th St
- T79 Bothell-Everett Hwy Interim Rechannelization
- T80 228th St SE Pavement Preservation
- T81 East Riverside Drive Trail
- T82 Transit Park & Ride

Capital Projects

Not Shown on Map:
 T47: Downtown Cleanup
 T65a: Adaptive Signal Control System, Phase 1
 T65b: Adaptive Signal Control System, Phase 2
 T82: Transit Park and Ride



T2g: North Creek Trail - Section 4

T2e: North Creek Trail - Section 3 (SR 527: From 214th St SE to 500 ft South of SR 524)

T80: 228th St SE Pavement Preservation

T68: 228th St SE & 29th Drive SE Traffic & Intersection Improvements

T74: SR 527/Bothell-Everett Hwy /Bothell Way Corridor Study (From SR 524 to SR 522)

T73: 228th St SE from 35th Ave SE to 39th Ave SE Widening Project

T72: Meridian Ave S Pedestrian & Bicycle Improvements - Phase 1

T76: 19th Ave SE & 242nd St SE Pedestrian and Bicycle Improvements

T66: 240th St SE/ Meridian Ave S Compact Roundabout

T75: 19th Ave SE & 232nd St SE Pedestrian & Bicycle Improvements

T77: 7th Ave SE/88th Ave NE Non-motorized Improvements

T69: Bothell Way Sidewalk 19300 Block

T60: NE 185th Street Reconstruction (Beardslee Blvd to Bothell Way) & Transit Center

T79: Bothell-Everett Highway Interim Rechannalization

T67: Pedestrian Crossing Beacons at Beardslee Blvd & NE 185th St

T78: Stream Rookery Repair North of NE 190th St

T70: Beardslee Blvd Widening (Campus to I-405)

T71: NE 188th Street Non-motorized Improvements

T21: Beardslee Blvd & NE 185th St Intersection Improvements

T39: Multiway Boulevard, Phase 2

T44: SR 522 Stage 2B Improvements

T41: Main Street Enhancements, Phase 1

T54: SR 522, Stage 3 Improvements

T6: Bothell Crossroads

T81: East Riverside Drive Trail

TRANSPORTATION CAPITAL PROJECTS

0 750 1,500 3,000 4,500 6,000 Feet



Map Printed: November 21, 2016

The City of Bothell delivers this data (map) in an AS-IS condition. GIS data (maps) are produced by the City of Bothell for internal purposes. No representation or guarantee is made concerning the accuracy, currency, or completeness of the information provided. Map prepared by: Transportation Division

North Creek Trail - Section 3

1 DESCRIPTION:

North Creek Trail is a seven-mile, multi-purpose trail connecting the Burke-Gilman/Sammamish River Trail in King County and the Interurban Trail at McCollum Park in Snohomish County. The project consists of a separated 12-foot wide asphalt trail and a boardwalk section where the alignment crosses the wetland area along SR 527.

2 JUSTIFICATION:

This trail segment is identified as Section 3; SR 527 from 214th St SE to 500 Feet South of SR 524. The scope of work for this project includes construction of a separated 12 foot wide asphalt multi-purpose paved path and it connects to an existing trail located just south of SR 524.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

The future maintenance and operating (M&O) costs were developed by analyzing the infrastructure that will be added by this project. In addition to staff needed to conduct the M&O activities, costs associated with materials, additional utilities such as water for plant establishment, wetland plant monitoring and replacement, etc. are included.

4 TIMING PRIORITY CONSIDERATIONS:

The City has completed its portion of the trail project. King County will construct the portions of the trail affected by the sewer trunk line by the end of 2016. In addition, funds for wetland monitoring and maintenance are shown for the required five years.

5 PROJECT COMMENCEMENT REQUIREMENTS:

The project is complete with only environmental mitigation/monitoring requirements remaining.

6 PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources.

7 STATUS:

This project is subject to a five year mitigation monitoring period starting Oct. 2014. King County is constructing its portion during 2016. The City's portion is complete.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design	382								0	382
ROW Acquisition	309								0	309
Construction	1,112	5	5	5					15	1,127
TOTAL ESTIMATED COSTS	\$1,803	\$5	\$5	\$5	\$0	\$0	\$0	\$0	\$15	\$1,818

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	539	5	5	5					15	554
Grant Awarded (Federal)	1,178								0	1,178
Mitigation - Brightwater	86								0	86
TOTAL SECURED FUNDING	\$1,803	\$5	\$5	\$5	\$0	\$0	\$0	\$0	\$15	\$1,818

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	1,803	5	5	5	0	0	0	0	15	1,818
Estimated Project Cost	1,803	5	5	5	0	0	0	0	15	1,818
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
Street Fund	3	3	3	3	3	3	3	23
Dollars include .01 FTEs starting in 2017								
TOTAL FUTURE M&O COSTS	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$23
TOTAL FTE IMPACT	Dollars include .01 FTEs starting in 2017							

North Creek Trail - Section 4

1 DESCRIPTION:

North Creek Trail is a seven-mile regional, multi-use trail connecting the Burke-Gilman/Sammamish River Trail in King County and the Interurban Trail at McCollum Park in Snohomish County. This project will complete the missing link between the proposed Snohomish County portion of the trail and the Bothell portion of the trail. This trail will consist of a separated 12' wide multi-purpose paved path and will connect to the planned Snohomish County North Creek Trail north of the SR 524 and the North Creek Trail Section 3 in Bothell. This project may consist of an elevated boardwalk structure over the wetland areas.

2 JUSTIFICATION:

This project will complete a missing segment between the proposed Snohomish County segment of the trail and the recently completed Bothell segment (North Creek Trail Section 3). This trail is an important piece of the regional trail system that starts with the Burke-Gilman/Sammamish River Trail in King County and connects to the Interurban Trail at McCollum Park in Snohomish County.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

The future maintenance and operating (M&O) costs were developed by analyzing the infrastructure that will be added by this project. In addition to staff needed to conduct the M&O activities, costs associated with materials, additional utilities such as water for plants establishments, wetland monitoring and plant replacement, etc. are included.

4 TIMING PRIORITY CONSIDERATIONS:

Right of way acquisition will begin in 2018 to meet grant funding timing requirements.

5 PROJECT COMMENCEMENT REQUIREMENTS:

Project spending is authorized for design and right of way acquisition. The project will not proceed with construction unless grant funding is obtained.

6 PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources.

7 STATUS:

Additional federal funds for right of way acquisition were awarded this year and programmed for use in 2018. Federal funds were previously received for the design phase. The design phase started in spring 2016 and is expected to be completed in fall 2017.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design	438	393	22						415	853
ROW Acquisition			661	589					1,250	1,250
Construction				2,104	1,396				3,500	3,500
TOTAL ESTIMATED COSTS	\$438	\$393	\$683	\$2,693	\$1,396	\$0	\$0	\$0	\$5,165	\$5,603

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	79	84	143	118					345	424
Grant Awarded (STP)	359	309	11						320	679
Grant Pending (STP)			529	471					1,000	1,000
TOTAL SECURED FUNDING	\$438	\$393	\$683	\$589	\$0	\$0	\$0	\$0	\$1,665	\$2,103
UNSECURED FUNDING										
Funding Source (TBD)				2,104	1,396				3,500	3,500
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$2,104	\$1,396	\$0	\$0	\$0	\$3,500	\$3,500

TOTAL ESTIMATED FUNDING	\$438	\$393	\$683	\$2,693	\$1,396	\$0	\$0	\$0	\$5,165	\$5,603
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PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	438	393	683	589	0	0	0	0	1,665	2,103
Unsecured Funding	0	0	0	2,104	1,396	0	0	0	3,500	3,500
Estimated Project Cost	438	393	683	2,693	1,396	0	0	0	5,165	5,603
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
Street Fund				16	16	16	16	64
Dollars include .15 FTEs starting in 2020								
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$16	\$16	\$16	\$16	\$64
TOTAL FTE IMPACT	Dollars include .15 FTEs starting in 2020							

Bothell Crossroads

1 DESCRIPTION:

The Bothell Crossroads project is vital to the City's Downtown vision. The project realigned SR 522 to the south of the existing SR 522 to create new "T" intersections at Bothell Way and 98th Ave NE. Bothell Way and 98th Ave NE were extended from Main Street to the new SR 522. The roadway consists of two lanes in each direction with turn lanes, sidewalks, and landscaping.

2 JUSTIFICATION:

Realignment of SR 522 addresses local and regional traffic concerns while creating two to three new city blocks to generate future economic redevelopment. This project was originally identified via a Citizen Advisory Group (CAG) as a solution to address traffic congestion, enhance the City's historic downtown, and facilitate transit operations. In 2006, through a competitive statewide process, the City of Bothell successfully applied for and was awarded State Local Infrastructure Financing Tool (LIFT) program funding for the City's Crossroads (SR 522 realignment) project. The City was awarded a future rebate of state property and sales taxes up to \$1 million per year for a maximum of 25 years. The rebate of State property and sales taxes is allocated to the City by the Department of Revenue (DOR) based on the State's portion of tax collected from within the City. The rebated tax monies are restricted to debt service payments associated with capital infrastructure investments made within the City that were financed by General Obligation Bonds. The City also received a state appropriation via the Washington State Department of Community, Trade, and Economic Development, a Washington Transportation Improvement Board (TIB) grant, and funds from the Washington State Department of Transportation.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

The future maintenance and operating (M&O) costs were developed by analyzing the infrastructure that were added by this project. Staff and operating budget were added in 2015-2016 budget therefore are not reflected here.

4 TIMING PRIORITY CONSIDERATIONS:

The project is complete. An environmental permit requires monitoring and maintenance of stream restoration areas through 2021.

5 PROJECT COMMENCEMENT REQUIREMENTS:

Due to the large capital outlay associated with meeting the City's LIFT General Obligation debt service payments, as well as the uncertainty in timing revenue associated with new development, LIFT debt service payments through 2023 must be allocated from the City's existing capital reserves. This strategy eliminates any dependency on projected future revenue from anticipated new development.

6 PROJECT STOPPING POINT(S):

The project is complete with only environmental mitigation/monitoring requirements remaining.

7 STATUS:

The project is complete. An environmental permit requires monitoring and maintenance of stream restoration areas through 2021.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Predesign	62								0	62
Design	6,793								0	6,793
ROW Acquisition	25,314								0	25,314
Construction	20,448	8	8	9	9	9			43	20,491
TOTAL ESTIMATED COSTS	\$52,617	\$8	\$8	\$9	\$9	\$9	\$0	\$0	\$43	\$52,660

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	20,797								0	20,797
Capital Improvement Fund (Traffic Impact Fees Transfer)	679	8	8	9	9	9			43	722
Arterial Street Fund	2								0	2
Bond Anticipation Note	9,635								0	9,635
Grant Awarded (CTED)	6,980								0	6,980
Grant Awarded (TIB)	3,593								0	3,593
State Contribution (WSDOT Overlay)	500								0	500
Mitigation - Brightwater	650								0	650
Non-City Utility Costs*	611								0	611
Public Works Trust Fund	7,952								0	7,952
Utilities - Sewer	430								0	430
Utilities - Water	788								0	788
TOTAL SECURED FUNDING	\$52,617	\$8	\$8	\$9	\$9	\$9	\$0	\$0	\$43	\$52,660

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	52,617	8	8	9	9	9	0	0	43	52,660
Estimated Project Cost	52,617	8	8	9	9	9	0	0	43	52,660
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Incorporated into 2017-2018 Budget							

* Non-City utility providers compensate for their share in construction costs: PSE, Comcast, Frontier, UW & Integra

Beardslee Blvd & NE 185th St Intersection Improvements

1 DESCRIPTION:

This project is designed to enhance safety and mobility by improving the current one-way stop control to a roundabout or signalized intersection.

2 JUSTIFICATION:

The Beardslee Blvd and NE 185th St intersection provides a vital connection between the University of Washington Bothell/Cascadia College Campus and Bothell's historic downtown area. This intersection is also in close proximity to the City's main Downtown Firehouse. Improving the operation of the intersection will enhance both the safety and mobility of general traffic, transit, pedestrians, and bicycles.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

The future maintenance and operating (M&O) costs were developed by analyzing the infrastructure that will be added by this project. In addition to staff needed to conduct the M&O activities, costs associated with materials, additional utilities such as electricity, etc. are included.

4 TIMING PRIORITY CONSIDERATIONS:

The City applied for, but was not awarded, a federal grant but remains in the contingency list should additional federal funds become available. There is a small chance of obtaining grant contingency funding. The project is also included in the voter-approved Sound Transit 3 initiative as part of the SR 522 BRT via NE 145th Street project. The project timeline is dependent on Sound Transit's allocation of funding. It is likely that the City and Sound Transit will begin discussing the scope of the project in 2017. The Sound Transit 3 plan calls for this project to be completed by 2024.

5 PROJECT COMMENCEMENT REQUIREMENTS:

The project will not proceed unless grant funding is obtained.

6 PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources.

7 STATUS:

Work has not started on this project.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023*
		2017	2018	2019	2020	2021	2022	2023		
Design		349							349	349
ROW Acquisition			447						447	447
Construction				1,553					1,553	1,553
TOTAL ESTIMATED COSTS	\$0	\$349	\$447	\$1,553	\$0	\$0	\$0	\$0	\$2,349	\$2,349

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
UNSECURED FUNDING										
Funding Source (TBD)		68	60	210					338	338
Contingency Grant Pending (STP)		281	387	1,343					2,011	2,011
TOTAL UNSECURED FUNDING	\$0	\$349	\$447	\$1,553	\$0	\$0	\$0	\$0	\$2,349	\$2,349

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Unsecured Funding	0	349	447	1,553	0	0	0	0	2,349	2,349
Estimated Project Cost	0	349	447	1,553	0	0	0	0	2,349	2,349
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
Street Fund			21	21	21	21	21	106
	Dollars include .15 FTEs starting in 2019							
Storm & Surface Water Fund			46	46	46	46	46	229
	Dollars include .18 FTEs starting in 2019							
TOTAL FUTURE M&O COSTS	\$0	\$0	\$67	\$67	\$67	\$67	\$67	\$335
TOTAL FTE IMPACT	Dollars include .33 FTEs starting in 2019							

Multiway Blvd: Phase 2

1 DESCRIPTION:

This project constructs Phase 2 of the Multiway Blvd linking the east and west sides of Downtown Bothell across Bothell Way from SR 522 to Reder Way. The Boulevard is intended to be the “showpiece public space” in the City’s revitalized downtown core. The Multiway Blvd consists of four travel lanes, a left turn lane, two side medians with large trees, two side lanes with parking, and wide sidewalks with trees.

2 JUSTIFICATION:

The Multiway Blvd is the public investment cornerstone of the City’s Downtown Revitalization Plan. In correlation with downtown code development, the Boulevard encourages economic revitalization in Downtown Bothell.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

The future maintenance and operating (M&O) costs were developed by analyzing the infrastructure that will be added by this project. In addition to staff needed to conduct the M&O activities, costs associated with materials, additional utilities such as electricity, etc. are included.

4 TIMING PRIORITY CONSIDERATIONS:

Construction of this project has begun. It is anticipated that the project will be completed by summer 2017.

5 PROJECT COMMENCEMENT REQUIREMENTS:

With the grant award received from State of Washington Transportation Improvement Board, the project spending is authorized for construction.

6 PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources.

7 STATUS:

Construction began in April 2016 and will end in summer 2017.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design	696								0	696
ROW Acquisition	43								0	43
Construction	6,868	5,820	13						5,833	12,701
TOTAL ESTIMATED COSTS	\$7,607	\$5,820	\$13	\$0	\$0	\$0	\$0	\$0	\$5,833	\$13,440

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Capital Improvement Fund (Traffic Impact Fees Transfer)	539								0	539
2013 Bonds	368								0	368
Contributions (Developers)*	346	1,712	13						1,725	2,071
Grant Awarded (TIB)	2,967	2,787							2,787	5,754
Proceeds from Sale of Property	2,480	1,321							1,321	3,801
Utilities - Sewer	459								0	459
Utilities - Stormwater	448								0	448
TOTAL SECURED FUNDING	\$7,607	\$5,820	\$13	\$0	\$0	\$0	\$0	\$0	\$5,833	\$13,440

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	7,607	5,820	13	0	0	0	0	0	5,833	13,440
Estimated Project Cost	7,607	5,820	13	0	0	0	0	0	5,833	13,440
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
Street Fund	30	30	30	30	30	30	30	209
Dollars include .19 FTEs starting in 2017								
Sewer Fund								2
Dollars include .002 FTEs starting in 2017								
Storm & Surface Water Fund	35	35	35	35	35	35	35	242
Dollars include .11 FTEs starting in 2017								
TOTAL FUTURE M&O COSTS	\$65	\$65	\$65	\$65	\$65	\$65	\$65	\$453
TOTAL FTE IMPACT	Dollars include .30 FTEs starting in 2017							

* Developers contributions: Lot L (Junction) \$346K, Lot D (Special Grocer) \$672K, Lot EFG (drug retail) \$606K, Lot City Center (hotel) \$447K

Main Street Enhancement: Phase 1 (Bothell Way to 102nd Ave NE)

1 DESCRIPTION:

The Main Street Enhancement project implements improvements to Main Street from Bothell Way to 104th Ave NE. The project reworks the entire streetscape from building front to building front. The first phase of the project comprises improvements on Main Street between Bothell Way to just east of the 102nd Ave NE intersection. The project will include a flexible parking zone for parallel parking that could, on occasion, be used for other purposes such as outdoor cafe seating. This project also includes replacement of storm, sewer, and water utilities within the street cross-section.

2 JUSTIFICATION:

This project is a key component of the City's Downtown Revitalization Plan. The Main Street Enhancement project is intended to revitalize the historic section of downtown while keeping it a viable, attractive location to work, live, and shop. The project provides Main Street improvements that will tie historic Main Street into the development of public spaces with the City's downtown core.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

The future maintenance and operating (M&O) costs were developed by analyzing the infrastructure that will be added by this project. In addition to staff needed to conduct the M&O activities, costs associated with materials, additional utilities such as electricity, etc. are included.

4 TIMING PRIORITY CONSIDERATIONS:

A State of Washington Transportation Improvement Board (TIB) grant in the amount of \$4.7 million has been awarded to the City. It is anticipated that construction of this project will begin in spring 2017 subject to receiving an acceptable bid.

5 PROJECT COMMENCEMENT REQUIREMENTS:

With the grant award received from the TIB, the project spending is authorized for construction.

6 PROJECT STOPPING POINT(S):

Spending is not authorized to exceed monies received and available.

7 STATUS:

Design is approximately 90% complete. Utility move coordination is on-going.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design	1,457	38							38	1,495
ROW Acquisition	87	6							6	93
Construction		3,850	1,640						5,490	5,490
TOTAL ESTIMATED COSTS	\$1,544	\$3,894	\$1,640	\$0	\$0	\$0	\$0	\$0	\$5,534	\$7,078

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	514	278	230						508	1,022
Grant Awarded (STP)	1,030								0	1,030
Grant Awarded (TIB)		3,290	1,410						4,700	4,700
Utilities - Water		326							326	326
TOTAL SECURED FUNDING	\$1,544	\$3,894	\$1,640	\$0	\$0	\$0	\$0	\$0	\$5,534	\$7,078

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	1,544	3,894	1,640	0	0	0	0	0	5,534	7,078
Estimated Project Cost	1,544	3,894	1,640	0	0	0	0	0	5,534	7,078
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
Street Fund	5	5	5	5	5	5	5	36
Dollars include .04 FTEs starting in 2017								
Water Fund								1
Dollars include .001 FTEs starting in 2017								
Sewer Fund								2
Dollars include .002 FTEs starting in 2017								
Storm & Surface Water Fund	13	13	13	13	13	13	13	89
Dollars include .04 FTEs starting in 2017								
TOTAL FUTURE M&O COSTS	\$18	\$18	\$18	\$18	\$18	\$18	\$18	\$128
TOTAL FTE IMPACT	Dollars include .08 FTEs starting in 2017							

SR 522 Stage 2B Improvements (Wayne Curve to NE 180th St)

1 DESCRIPTION:

This project is the continuation of the SR 522 Stage 1 Project (Wayne Curve) to connect to the limits of the Bothell Crossroads project at NE 180th St. The project will improve traffic mobility, transit mobility, vehicular and pedestrian safety and improve business access. Key project elements will include installation of a Business Access Transit (BAT) lane westbound, sidewalks, curb and gutters and a raised median to enhance traffic safety through access management. Other potential elements include street illumination and landscaping.

2 JUSTIFICATION:

Improving traffic/transit flow and pedestrian safety along this corridor is needed to address current and future mobility needs. The project is currently in the draft Sound Transit 3 initiative.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

The future maintenance and operating (M&O) costs were developed by analyzing the infrastructure that will be added by this project. In addition to staff needed to conduct the M&O activities, costs associated with materials, additional utilities such as electricity, etc. are included.

4 TIMING PRIORITY CONSIDERATIONS:

The project is included in the voter-approved Sound Transit 3 initiative as part of the SR 522 BRT via NE 145th Street project. The project timeline is dependent on Sound Transit's allocation of funding. It is likely that the City and Sound Transit will begin discussing the scope of the project in 2017. The Sound Transit 3 plan calls for this project to be completed by 2024.

5 PROJECT COMMENCEMENT REQUIREMENTS:

The project will not proceed unless funding is obtained.

6 PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources.

7 STATUS:

There is no activity on this project at this time.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023*
		2017	2018	2019	2020	2021	2022	2023		
Design	441		700	700	200				1,600	2,041
ROW Acquisition	17			420	2,000	2,000			4,420	4,437
Construction						2,000	6,000		8,000	8,000
TOTAL ESTIMATED COSTS	\$458	\$0	\$700	\$1,120	\$2,200	\$4,000	\$6,000	\$0	\$14,020	\$14,478

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	17								0	17
Arterial Street Fund	308								0	308
Grant Awarded (Federal - WSDOT)	86								0	86
Grant Awarded (TIB)	47								0	47
TOTAL SECURED FUNDING	\$458	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$458
UNSECURED FUNDING										
Grant Funding (Sound Transit 3)			700	1,120	2,200	4,000	6,000		14,020	14,020
TOTAL UNSECURED FUNDING	\$0	\$0	\$700	\$1,120	\$2,200	\$4,000	\$6,000	\$0	\$14,020	\$14,020

TOTAL ESTIMATED FUNDING	\$458	\$0	\$700	\$1,120	\$2,200	\$4,000	\$6,000	\$0	\$14,020	\$14,478
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PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	458	0	0	0	0	0	0	0	0	458
Unsecured Funding	0	0	700	1,120	2,200	4,000	6,000	0	14,020	14,020
Estimated Project Cost	458	0	700	1,120	2,200	4,000	6,000	0	14,020	14,478
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
Street Fund						63	63	127
	Dollars include .37 FTEs starting in 2022							
Storm & Surface Water Fund						23	23	46
	Dollars include .04 FTEs starting in 2022							
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$86	\$86	\$172
TOTAL FTE IMPACT	Dollars include .41 FTEs starting in 2022							

Downtown Contaminated Soil & Groundwater Clean Up

1 DESCRIPTION:
This project will assess, design, and implement remediation of contaminated soil and groundwater at various sites in the downtown area.

2 JUSTIFICATION:
This project is a key component of the Downtown Plan. As City actions have begun to be implemented, there are four major cleanup efforts. The first is the clean-up of petroleum-contaminated sites (old gas stations) within the Crossroads project limits. The second is clean-up of petroleum-contaminated sites (old transportation facilities) on the former NSD property. The third is clean-up of solvent contamination on the Case property (on the City Hall block) associated with a former dry cleaner. The fourth is clean-up of the source of solvent contamination in the area of the future Main Street Extension. It was necessary to clean up the contaminated, former gas station sites associated with the Crossroads project prior to the roadway construction. In the case of the latter three sites, the City is advancing cleanup efforts in conjunction with preparing the properties for development.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:
It is not anticipated that there will be future maintenance and operating costs once clean-up on the sites has been completed to the point where the Washington State Department of Ecology issues a “no further action” letter or other approval.

4 TIMING PRIORITY CONSIDERATIONS:
Remediation must take place when there is the opportunity to do so. As such, a substantial portion of the remediation will take place as the City surpluses parcels or constructs any of the large City projects such as the Bothell Crossroads project.

5 PROJECT COMMENCEMENT REQUIREMENTS:
The City has obtained approximately \$5.9 million in grant funding from the Department of Ecology (Ecology) and a \$200,000 U.S. Environmental Protection Agency (EPA) Brownfield Cleanup grant. The City will continue to pursue additional grant opportunities to assist with funding. Remediation must take place while access to open land is available. As such, the remediation will take place during construction of capital projects and prior to surplus/development of private parcels. In addition to the four major clean-up areas, Ecology has directed the City to move forward with an interim action to prevent solvents from entering the Sammamish River near the gravel parking lot for the Park at Bothell Landing. Project spending is not authorized in excess of adopted funding resources.

6 PROJECT STOPPING POINT(S):
As clean-up is integral with the success of the resale and redevelopment of downtown parcels, this project will continue until such time as the agreed-upon requirements on each site are met.

7 STATUS:
The City has completed a substantial portion of the petroleum clean-up associated with the Crossroads project. In addition, a substantial portion of the clean-up associated with the NSD site was completed in 2010 with further work completed in 2014. The City has entered into an agreement with Ecology to clean up the solvent site at the former Case property. An interim action has been implemented to address solvents migrating south toward the Sammamish River as required by Ecology. The City has initiated investigative work on the solvent site near the future Main Street Extension.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design	2,841								0	2,841
Construction	7,091	2,749	996	328	286	149	100		4,608	11,699
TOTAL ESTIMATED COSTS	\$9,932	\$2,749	\$996	\$328	\$286	\$149	\$100	\$0	\$4,608	\$14,540

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	2,452								0	2,452
Capital Improvement Fund (Traffic Impact Fees Transfer)	359								0	359
Capital Improvement Fund (Settlement Claim)	167								0	167
Capital Improvement Fund (NSD Contribution)	264								0	264
Bond Anticipation Note	1,750								0	1,750
Grant Awarded (Dept of Ecology)	2,422								0	2,422
Grant Awarded (EPA-Brownsfield)	200								0	200
Grant Awarded (TIB)	130								0	130
Grant Pending (Dept of Ecology) *	1,104	1,465	523	189	168	76	50		2,471	3,575
Public Works Trust Fund	48								0	48
TOTAL SECURED FUNDING	\$8,896	\$1,465	\$523	\$189	\$168	\$76	\$50	\$0	\$2,471	\$11,367
UNSECURED FUNDING										
Funding Source (TBD) **	1,036	1,174	426	103	83	38	15		1,839	2,875
Traffic Impact Fees Transfer (TBD)		110	47	36	35	35	35		298	298
TOTAL UNSECURED FUNDING	\$1,036	\$1,284	\$473	\$139	\$118	\$73	\$50	\$0	\$2,137	\$3,173
TOTAL ESTIMATED FUNDING	\$9,932	\$2,749	\$996	\$328	\$286	\$149	\$100	\$0	\$4,608	\$14,540

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	8,896	1,465	523	189	168	76	50	0	2,471	11,367
Unsecured Funding	1,036	1,284	473	139	118	73	50	0	2,137	3,173
Estimated Project Cost	9,932	2,749	996	328	286	149	100	0	4,608	14,540
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

* Assumes project is 50% grant reimbursable for Bothell Service Center.

** Short-term financing could be utilized depending on the timing of the various financial transactions.

SR 522 Stage 3 Improvements

1 DESCRIPTION:

The project is a continuation of the SR 522 Stage 1 and 2 improvements. It will provide road improvements and business access and transit (BAT) lanes from the end of the Stage 1 and 2 improvements to 83rd Place NE (Bothell's western city limits). Key elements include: widening of general purpose lanes; adding BAT lanes in each direction (including the missing Seattle outbound direction of the BAT lane from 91st Ave NE to approximately 800 feet west of the 96th Ave NE intersection); access management; center medians; interconnection of signals; sidewalk (north side only with the existing Sammamish River/Burke Gilman Trail on the south side); curb and gutters; retaining walls; street illumination; drainage improvements; landscaping; and utility undergrounding. The total project length is approximately 4,000 linear feet.

2 JUSTIFICATION:

SR 522 is a regional corridor that connects not only downtown Bothell to Seattle but the eastside cities on the northern side of Lake Washington to the west-side cities. The project segment currently carries about 37,000 average daily trips (ADT) with 50,000 expected in 2025. It serves as an alternate route to the SR 520 Bridge. Completion of this segment would provide essentially continuous BAT lanes from Seattle to Bothell. Transit speed and reliability will be improved with the installation of BAT lanes where none currently exist. This would support the vision of downtown Bothell as a transit-friendly urban core. Finally, there currently is no sidewalk on the northern side of the highway. Installation of a new sidewalk would allow the neighborhoods to access intersections along SR 522 and cross to the regional trail system. This would promote pedestrian and bicycle usage.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

The future maintenance and operating (M&O) costs were developed by analyzing the infrastructure that will be added by this project. In addition to staff needed to conduct the M&O activities, costs associated with materials, additional utilities such as electricity, etc. are included.

4 TIMING PRIORITY CONSIDERATIONS:

Design and environmental work is currently underway with \$4.0 million of federal funding received for the design phase. An additional \$5.2 million of federal funds were received in 2015 for right of way acquisition. The City of Kenmore will provide a \$50,000 contribution. Timing for beginning right of way acquisition must comply with grant requirements. The project is also included in the voter-approved Sound Transit 3 initiative as part of the SR 522 BRT via NE 145th Street project. The project construction timeline is dependent on Sound Transit's allocation of funding. It is likely that the City and Sound Transit will begin discussing the construction phase of the project in 2017. The Sound Transit 3 plan calls for this project to be completed by 2024.

5 PROJECT COMMENCEMENT REQUIREMENTS:

Project spending is authorized for design and right of way acquisition. The project will not proceed with construction unless grant and/or Sound Transit 3 funding is obtained.

6 PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources.

7 STATUS:

The design phase was started in 2014 and is approximately 90% complete. The City also obtained a federal grant for acquisition of right of way. Right of way is scheduled to begin in fall 2016. It is unknown if the project will be built in multiple phases. The CFP estimates assumes that it will be built in 2 phases and the south side will be built first. Construction funding for the total project is included the Sound Transit 3 Ballot initiative in November 2016.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design	2,304		671		755				1,426	3,730
ROW Acquisition	1,696	874	889						1,763	3,459
Construction			11,823	12,229	9,469				33,521	33,521
TOTAL ESTIMATED COSTS	\$4,000	\$874	\$13,383	\$12,229	\$10,224	\$0	\$0	\$0	\$36,710	\$40,710

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	659	78	249		133				460	1,119
City of Kenmore		50							50	50
Grant Awarded (Federal)	3,341	746	1,311		622				2,679	6,020
TOTAL SECURED FUNDING	\$4,000	\$874	\$1,560	\$0	\$755	\$0	\$0	\$0	\$3,189	\$7,189
UNSECURED FUNDING										
Funding Source (TBD)			11,467	11,906	9,469				32,842	32,842
Traffic Impact Fees Transfer (TBD)			356	323					679	679
TOTAL UNSECURED FUNDING	\$0	\$0	\$11,823	\$12,229	\$9,469	\$0	\$0	\$0	\$33,521	\$33,521

TOTAL ESTIMATED FUNDING	\$4,000	\$874	\$13,383	\$12,229	\$10,224	\$0	\$0	\$0	\$36,710	\$40,710
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PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	4,000	874	1,560	0	755	0	0	0	3,189	7,189
Unsecured Funding	0	0	11,823	12,229	9,469	0	0	0	33,521	33,521
Estimated Project Cost	4,000	874	13,383	12,229	10,224	0	0	0	36,710	40,710
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
Street Fund				61	61	61	61	243
	Dollars include .52 FTEs starting in 2020							
Storm & Surface Water Fund				17	17	17	17	68
	Dollars include .05 FTEs starting in 2020							
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$78	\$78	\$78	\$78	\$312
TOTAL FTE IMPACT	Dollars include .57 FTEs starting in 2020							

NE 185th St Reconstruction & Transit Center (Beardslee Blvd to Bothell Way)

1 DESCRIPTION:

This project will improve NE 185th St between Beardslee Blvd and Bothell Way. Work will include widening, drainage improvements, sidewalks, curb and gutter, landscaping, and urban elements in preparation for use as a transit-oriented-street (TOS). It will also include potential intersection improvements, including signalization, at the 104th Ave NE and 102nd Ave NE intersections. A transit center will be located at the NE 185th St and 101st Ave NE intersection.

2 JUSTIFICATION:

This project will improve NE 185th St to allow it to function as a key east-west downtown street. It will prepare the roadway for the potential use as a transit-oriented street (TOS). The project will reconstruct a failing portion of the roadway between Beardslee Blvd and 104th Ave NE while improving the portion of the roadway between 104th Ave NE and Bothell Way. The Downtown Revitalization process identified this street as the TOS. The transit agencies have committed to moving their routes to this corridor when a park and ride is provided somewhere along this corridor. The proposed Sound Transit 3 initiative includes some funds to proceed with transit-related work on this corridor.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

The future maintenance and operating (M&O) costs were developed by analyzing the infrastructure that will be added by this project. In addition to staff needed to conduct the M&O activities, costs associated with materials, additional utilities such as electricity, etc. are included.

4 TIMING PRIORITY CONSIDERATIONS:

The project is included in the voter-approved Sound Transit 3 initiative as part of the SR 522 BRT via NE 145th Street project. The project timeline is dependent on Sound Transit's allocation of funding. It is likely that the City and Sound Transit will begin discussing the scope of the project in 2017. The Sound Transit 3 plan calls for this project to be completed by 2024.

5 PROJECT COMMENCEMENT REQUIREMENTS:

The project will not proceed unless funding is obtained.

6 PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources.

7 STATUS:

There is no activity on this project at this time.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design			563	213					776	776
ROW Acquisition			514	933					1,447	1,447
Construction				7,041	6,669	72			13,782	13,782
TOTAL ESTIMATED COSTS	\$0	\$0	\$1,077	\$8,187	\$6,669	\$72	\$0	\$0	\$16,005	\$16,005

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Utilities - Sewer				416					416	416
Utilities - Water				337					337	337
TOTAL SECURED FUNDING	\$0	\$0	\$0	\$753	\$0	\$0	\$0	\$0	\$753	\$753
UNSECURED FUNDING										
Funding Source (TBD)			108	744	667	7			1,526	1,526
Grant Funding (Sound Transit)			969	6,690	6,002	65			13,726	13,726
TOTAL UNSECURED FUNDING	\$0	\$0	\$1,077	\$7,434	\$6,669	\$72	\$0	\$0	\$15,252	\$15,252

TOTAL ESTIMATED FUNDING	\$0	\$0	\$1,077	\$8,187	\$6,669	\$72	\$0	\$0	\$16,005	\$16,005
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PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	0	0	0	753	0	0	0	0	753	753
Unsecured Funding	0	0	1,077	7,434	6,669	72	0	0	15,252	15,252
Estimated Project Cost	0	0	1,077	8,187	6,669	72	0	0	16,005	16,005
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
Street Fund				92	92	92	92	366
	Dollars include .69 FTEs starting in 2020							
Storm & Surface Water Fund				32	32	32	32	128
	Dollars include .09 FTEs starting in 2020							
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$124	\$124	\$124	\$124	\$494
TOTAL FTE IMPACT	Dollars include .78 FTEs starting in 2020							

Adaptive Signal Control System: Phase 1

1 DESCRIPTION:

Installation of an adaptive signal control system in nine (9) of the City's traffic signals. This project would be in coordination with Snohomish County, Everett, and WSDOT covering a total of 47 traffic signal controlled intersections. Snohomish County is leading this project.

2 JUSTIFICATION:

Poor traffic signal timing contributes to traffic congestion and delay. Conventional signal systems use pre-programmed, daily signal timing schedules. Adaptive signal control technology adjusts the timing of red, yellow, and green lights to accommodate changing traffic patterns and ease traffic congestion. The main benefits of adaptive signal control technology over conventional signal systems are that it can: 1) Continually distribute green light time equitably for all traffic movements, 2) Improve traffic time reliability by progressively moving vehicles through green lights, 3) Reduce congestion by creating smoother flow, and 4) prolong the effectiveness of traffic signal timing.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

To be determined.

4 TIMING PRIORITY CONSIDERATIONS:

Design is underway and construction is anticipated to start in late 2016 or early 2017. Snohomish County is the lead agency to implement this project.

5 PROJECT COMMENCEMENT REQUIREMENTS:

Project spending is authorized for design and construction.

6 PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources.

7 STATUS:

Federal grant funding was received and the system engineering is complete. The vendor selection is underway and implementation of the adaptive signal control system is expected to start by the end of 2016, and be completed in 2018.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design	200								0	200
Construction		1,800							1,800	1,800
TOTAL ESTIMATED COSTS	\$200	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800	\$2,000

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	5	46							46	51
Capital Improvement Fund (City of Everett Contribution)	4	32							32	36
Capital Improvement Fund (SnoCo Cty Contribution)	5	46							46	51
WSDOT Contribution	13	119							119	132
Grant Awarded (Federal)	173	1,557							1,557	1,730
TOTAL SECURED FUNDING	\$200	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800	\$2,000

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	200	1,800	0	0	0	0	0	0	1,800	2,000
Estimated Project Cost	200	1,800	0	0	0	0	0	0	1,800	2,000
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Future M&O Impact Not Determined Yet							

Adaptive Signal Control System: Phase 2

1 DESCRIPTION:

This is the second phase of the project that will install adaptive signal control systems in city traffic signals to improve traffic circulation and reduce delay. This project will install the systems in eleven (11) Bothell intersections along Bothell Way (NE 191st St to SR 522) and SR 522 (96th Ave NE to Campus Way S). A regional federal grant application has been awarded and Snohomish County will be the project lead. Mill Creek, Lynnwood, Mountlake Terrace, and WSDOT are other partners.

2 JUSTIFICATION:

Poor traffic signal timing contributes to traffic congestion and delay. Conventional signal systems use pre-programmed, daily signal timing schedules. Adaptive signal control technology adjusts the timing of red, yellow, and green lights to accommodate changing traffic patterns and ease traffic congestion. The main benefits of adaptive signal control technology over conventional signal systems are that it can: 1) Continually distribute green light time equitably for all traffic movements, 2) Improve traffic time reliability by progressively moving vehicles through green lights, 3) Reduce congestion by creating smoother flow, and 4) Prolong the effectiveness of traffic signal timing.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

To be determined.

4 TIMING PRIORITY CONSIDERATIONS:

A federal regional grant has been awarded and Snohomish County will be the lead agency. Timing of the project must comply with grant timelines. It is anticipated that design will occur in 2017 and construction in 2018.

5 PROJECT COMMENCEMENT REQUIREMENTS:

Project spending is authorized for design and construction.

6 PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources.

7 STATUS:

Federal grant was awarded in 2016 and funds will be programmed to start in 2017.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design		65							65	65
Construction			560						560	560
TOTAL ESTIMATED COSTS	\$0	\$65	\$560	\$0	\$0	\$0	\$0	\$0	\$625	\$625

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)		13	122						135	135
Grant Awarded (Federal)		52	438						490	490
TOTAL SECURED FUNDING	\$0	\$65	\$560	\$0	\$0	\$0	\$0	\$0	\$625	\$625

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	0	65	560	0	0	0	0	0	625	625
Estimated Project Cost	0	65	560	0	0	0	0	0	625	625
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Future M&O Impact Not Determined Yet							

240th St SE & Meridian Ave S Compact Roundabout

1 DESCRIPTION:

This project will construct a compact roundabout at the intersection of 240th St SE and Meridian Ave S. In addition, sidewalks, crosswalks, Americans with Disabilities Act (ADA) ramps, drainage, and illumination would be installed.

2 JUSTIFICATION:

Currently, this is an all way stop controlled intersection. Installing a compact roundabout, will improve the level of service and reduce congestion. The project will provide safety enhancements for both pedestrians and motorists as well as improve traffic flow and safety.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

The future maintenance and operating (M&O) costs were developed by analyzing the infrastructure that will be added by this project. In addition to staff needed to conduct the M&O activities, costs associated with materials, additional utilities such as electricity, etc. are included.

4 TIMING PRIORITY CONSIDERATIONS:

The City applied for, but was not awarded, a federal grant and remains in the contingency list should additional federal funds become available. There is a small chance of obtaining grant contingency funding. If the City is successful in obtaining contingency grant funding, design would likely begin in 2017 with construction in 2019. Meeting grant funding timeline requirements would be critical. If contingency grant funds are not obtained, the City will have to re-evaluate project timing.

5 PROJECT COMMENCEMENT REQUIREMENTS:

The project will not proceed unless funding is obtained.

6 PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources.

7 STATUS:

There is no activity on this project at this time.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design		215							215	215
ROW Acquisition			74						74	74
Construction				1,150					1,150	1,150
TOTAL ESTIMATED COSTS	\$0	\$215	\$74	\$1,150	\$0	\$0	\$0	\$0	\$1,439	\$1,439

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
UNSECURED FUNDING										
Funding Source (TBD)		54	74	287					415	415
Contingency Grant Pending (Federal)		161		863					1,024	1,024
TOTAL UNSECURED FUNDING	\$0	\$215	\$74	\$1,150	\$0	\$0	\$0	\$0	\$1,439	\$1,439

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Unsecured Funding	0	215	74	1,150	0	0	0	0	1,439	1,439
Estimated Project Cost	0	215	74	1,150	0	0	0	0	1,439	1,439
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
Street Fund			44	44	44	44	44	222
	Dollars include .31 FTEs starting in 2019							
Storm & Surface Water Fund			6	6	6	6	6	31
	Dollars include .01 FTEs starting in 2019							
TOTAL FUTURE M&O COSTS	\$0	\$0	\$51	\$51	\$51	\$51	\$51	\$253
TOTAL FTE IMPACT	Dollars include .31 FTEs starting in 2019							

Pedestrian Crossing Beacons at Beardslee Blvd & NE 185th St

1 DESCRIPTION:

This project will construct a pedestrian crossing in the vicinity of Beardslee Blvd and NE 185th St. The pedestrian crossing will include a pedestrian signal that will stop vehicles when the call button is pressed. In addition, an intersection bulb-out, illumination, and Americans with Disabilities Act (ADA) ramps will be installed.

2 JUSTIFICATION:

This project will provide immediate relief for pedestrians, many of whom are UWB/CC students, crossing Beardslee Blvd. Currently there are marked crossings only at the UWB/CC campus entrance and at the Kaysner Way intersection.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

To be determined.

4 TIMING PRIORITY CONSIDERATIONS:

This project depends on partnering with the UWB/CC campus.

5 PROJECT COMMENCEMENT REQUIREMENTS:

The project will not proceed unless funding is obtained.

6 PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources.

7 STATUS:

There is no activity on this project at this time.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design		20							20	20
Construction		100							100	100
TOTAL ESTIMATED COSTS	\$0	\$120	\$0	\$0	\$0	\$0	\$0	\$0	\$120	\$120

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)		10							10	10
TOTAL SECURED FUNDING	\$0	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$10	\$10
UNSECURED FUNDING										
Funding Source (TBD)		110							110	110
TOTAL UNSECURED FUNDING	\$0	\$110	\$0	\$0	\$0	\$0	\$0	\$0	\$110	\$110

TOTAL ESTIMATED FUNDING	\$0	\$120	\$0	\$0	\$0	\$0	\$0	\$0	\$120	\$120
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PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	0	10	0	0	0	0	0	0	10	10
Unsecured Funding	0	110	0	0	0	0	0	0	110	110
Estimated Project Cost	0	120	0	0	0	0	0	0	120	120
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Future M&O Impact Not Determined Yet							

228th St SE & 29th Dr SE Traffic & Intersection Improvements

1 DESCRIPTION:

This project will install a traffic signal at the busy 228th St SE and 29th Dr SE intersection that serves the Canyon Park Business Center. Improvements will include channelization and Americans with Disabilities Act (ADA) ramp installation as well.

2 JUSTIFICATION:

This intersection is identified in the Transportation Element of the City's Comprehensive Plan as operating at a level of service F. It is identified as needing a traffic signal in order to meet future traffic demands and is an important impact fee project. It is a key access point to the City's regional Canyon Park growth center.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

The future maintenance and operating (M&O) costs were developed by analyzing the infrastructure that will be added by this project. In addition to staff needed to conduct the M&O activities, costs associated with materials, additional utilities such as electricity, etc. are included.

4 TIMING PRIORITY CONSIDERATIONS:

The City received a federal grant to fund this project. Meeting grant funding timeline requirements will be critical.

5 PROJECT COMMENCEMENT REQUIREMENTS:

Project spending is authorized for design and construction.

6 PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources.

7 STATUS:

Design is 70% complete. Acquisition of right of way from one property owner is underway. Construction is anticipated to begin in fall 2016 pending acquisition of right of way and be completed in summer of 2017.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design	200								0	200
Construction	367	172							172	539
TOTAL ESTIMATED COSTS	\$567	\$172	\$0	\$0	\$0	\$0	\$0	\$0	\$172	\$739

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Capital Improvement Fund (Traffic Impact Fees Transfer)	259	48							48	307
Grant Awarded (STP)	308	124							124	432
TOTAL SECURED FUNDING	\$567	\$172	\$0	\$0	\$0	\$0	\$0	\$0	\$172	\$739

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	567	172	0	0	0	0	0	0	172	739
Estimated Project Cost	567	172	0	0	0	0	0	0	172	739
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
Street Fund	2	2	2	2	2	2	2	13
Dollars include 0 FTEs starting in 2017								
TOTAL FUTURE M&O COSTS	\$2	\$2	\$2	\$2	\$2	\$2	\$2	\$13
TOTAL FTE IMPACT	Dollars include no FTEs							

Bothell Way Sidewalk 19300 Block

1 DESCRIPTION:
This project will complete the missing gap in the sidewalk at the 19300 block of Bothell Way on the east side. The majority of the gap crosses a stream and wetland.

2 JUSTIFICATION:
This project will complete a missing link in the Bothell Way sidewalk system.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:
The future maintenance and operating (M&O) costs were developed by analyzing the infrastructure that will be added by this project. In addition to staff needed to conduct the M&O activities, costs associated with materials, additional utilities such as electricity, etc. are included.

4 TIMING PRIORITY CONSIDERATIONS:
The City applied for, but was not awarded, a federal grant and remains in the contingency should additional federal funds become available. There is a small chance of obtaining grant contingency funding. If the City is successful in obtaining this contingency grant funding, design would likely begin in 2018 with construction in 2019. Meeting grant funding timeline requirements would be critical. If contingency grant funds are not obtained, the City will have to re-evaluate project timing.

5 PROJECT COMMENCEMENT REQUIREMENTS:
The project will not proceed unless funding is obtained.

6 PROJECT STOPPING POINT(S):
The project is not approved to commence until funding is secured.

7 STATUS:
There is no activity on this project at this time.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design			100	100					200	200
ROW Acquisition				25	75				100	100
Construction						300			300	300
TOTAL ESTIMATED COSTS	\$0	\$0	\$100	\$125	\$75	\$300	\$0	\$0	\$600	\$600

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Capital Improvement Fund * (Sidewalk & Walkway Program)			13	16	10	40			79	79
TOTAL SECURED FUNDING	\$0	\$0	\$13	\$16	\$10	\$40	\$0	\$0	\$79	\$79
UNSECURED FUNDING										
Contingency Grant Pending (Federal)			87	109	65	260			521	521
TOTAL UNSECURED FUNDING	\$0	\$0	\$87	\$109	\$65	\$260	\$0	\$0	\$521	\$521
TOTAL ESTIMATED FUNDING	\$0	\$0	\$100	\$125	\$75	\$300	\$0	\$0	\$600	\$600

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	0	0	13	16	10	40	0	0	79	79
Unsecured Funding	0	0	87	109	65	260	0	0	521	521
Estimated Project Cost	0	0	100	125	75	300	0	0	600	600
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
Street Fund					7	7	7	22
Dollars include .07 FTEs starting in 2021								
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$7	\$7	\$7	\$22
TOTAL FTE IMPACT	Dollars include .07 FTEs starting in 2021							

* Allocated from Sidewalk & Walkway Program (OP6) \$79K.

Beardslee Blvd Widening (Campus to I-405)

1 DESCRIPTION:

This project provides an additional eastbound lane along Beardslee Blvd from 110th Ave NE (the entrance to the University of Washington Bothell/Cascadia College Campus) to I-405.

2 JUSTIFICATION:

This project would provide the full cross-section for this segment of Beardslee Blvd. There are developer mitigation funds available to serve as matching funds if a grant is obtained.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

The future maintenance and operating (M&O) costs were developed by analyzing the infrastructure that will be added by this project. In addition to staff needed to conduct the M&O activities, costs associated with materials, additional utilities such as electricity, etc. are included.

4 TIMING PRIORITY CONSIDERATIONS:

The City applied for, but was not awarded, a federal grant and remains in the contingency should additional federal funds become available. There is a small chance of obtaining grant contingency funding. If the City is successful in obtaining this contingency grant funding, design would likely begin in 2018 with construction in 2019. Meeting grant funding timeline requirements would be critical. If contingency grant funds are not obtained, the City will have to re-evaluate project timing.

5 PROJECT COMMENCEMENT REQUIREMENTS:

The project will not proceed unless funding is obtained.

6 PROJECT STOPPING POINT(S):

The project is not approved to commence until funding is secured.

7 STATUS:

There is no activity on this project at this time.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design			780						780	780
ROW Acquisition				39					39	39
Construction				2,830					2,830	2,830
TOTAL ESTIMATED COSTS	\$0	\$0	\$780	\$2,869	\$0	\$0	\$0	\$0	\$3,649	\$3,649

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Capital Improvement Fund (Koll Traffic Impact Fees)			169						169	169
TOTAL SECURED FUNDING	\$0	\$0	\$169	\$0	\$0	\$0	\$0	\$0	\$169	\$169
UNSECURED FUNDING										
Funding Source (TBD)				2,869					2,869	2,869
Contingency Grant Pending (Federal)			611						611	611
TOTAL UNSECURED FUNDING	\$0	\$0	\$611	\$2,869	\$0	\$0	\$0	\$0	\$3,480	\$3,480
TOTAL ESTIMATED FUNDING	\$0	\$0	\$780	\$2,869	\$0	\$0	\$0	\$0	\$3,649	\$3,649

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	0	0	169	0	0	0	0	0	169	169
Unsecured Funding	0	0	611	2,869	0	0	0	0	3,480	3,480
Estimated Project Cost	0	0	780	2,869	0	0	0	0	3,649	3,649
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
Street Fund			3	3	3	3	3	16
Dollars include .01 FTEs starting in 2019								
TOTAL FUTURE M&O COSTS	\$0	\$0	\$3	\$3	\$3	\$3	\$3	\$16
TOTAL FTE IMPACT	Dollars include .01 FTEs starting in 2019							

NE 188th St Non-Motorized Improvements

1 DESCRIPTION:

The improvements include a five foot sidewalk and a five foot bicycle lane on the south side of the street. The project will include required storm drain and Americans with Disabilities Act (ADA) improvements within the project limits.

2 JUSTIFICATION:

This is a high-priority project in the sidewalk program inventory. There have been many public comments indicating the desire to build a sidewalk along this roadway. The project would link Bothell High School to the Pop Keeney Field. It would link the neighborhood to the Downtown. There is currently sidewalk only along a portion of the roadway. The roadway pavement is fairly narrow and the tree canopy makes the roadway fairly dark. An incremental additional cost will enable inclusion of a bicycle lane.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

The future maintenance and operating (M&O) costs were developed by analyzing the infrastructure that will be added by this project. In addition to staff needed to conduct the M&O activities, costs associated with materials, additional utilities such as electricity, etc. are included.

4 TIMING PRIORITY CONSIDERATIONS:

The City has applied for a Safe Routes to School grant. Notification of award occurs in spring 2017. This is an extremely high-priority project and design will start in fall 1016 such that construction can begin in mid to late 2017.

5 PROJECT COMMENCEMENT REQUIREMENTS:

Construction will not proceed unless funding is obtained.

6 PROJECT STOPPING POINT(S):

The project is not approved to commence until funding is secured.

7 STATUS:

There is no activity on this project at this time.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design	100	136							136	236
Construction		1,244							1,244	1,244
TOTAL ESTIMATED COSTS	\$100	\$1,380	\$0	\$0	\$0	\$0	\$0	\$0	\$1,380	\$1,480

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Capital Improvement Fund * (Sidewalk & Walkway Program)	100	492							492	592
Grant Pending (Federal)		888							888	888
TOTAL SECURED FUNDING	\$100	\$1,380	\$0	\$0	\$0	\$0	\$0	\$0	\$1,380	\$1,480

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	100	1,380	0	0	0	0	0	0	1,380	1,480
Estimated Project Cost	100	1,380	0	0	0	0	0	0	1,380	1,480
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
Street Fund	2	2	2	2	2	2	2	17
	Dollars include .02 FTEs starting in 2017							
Storm & Surface Water Fund	42	42	42	42	42	42	42	297
	Dollars include .14 FTEs starting in 2017							
TOTAL FUTURE M&O COSTS	\$45	\$45	\$45	\$45	\$45	\$45	\$45	\$314
TOTAL FTE IMPACT	Dollars include .16 FTEs starting in 2019							

* Allocated from Sidewalk & Walkway Program (OP6) \$592K.

Meridian Ave S Pedestrian & Bicycle Improvements: Phase 1

1 DESCRIPTION:

This project will provide pedestrian and bicycle improvements on the east side of Meridian Ave S between 240th St SE and 234th PI SE. The proposed improvements include a five foot sidewalk, five foot bicycle lane, planter strip, curb/gutter, storm drainage, and Americans with Disabilities Act (ADA) ramps. This project will result in a continuous sidewalk between the City's newly installed crossing at Meridian Ave S & 234th PI SW and the planned compact roundabout at Meridian Ave S & 240th St SE.

2 JUSTIFICATION:

Meridian Ave S is a busy arterial near Shelton View Elementary School. A high-priority is to fill in missing sidewalk gaps along the road. This first phase coordinates well with the Citywide Safety project that will install a crossing at 234th PI SW. Since the project will necessitate installation of curb/gutter and storm drainage, for an incremental increase in cost, a bicycle lane can be installed as well. The bicycle lane is addressed in the City's Comprehensive Plan. The second phase would be to continue the sidewalk on the east side north to 228th St SE.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

The future maintenance and operating (M&O) costs were developed by analyzing the infrastructure that will be added by this project. In addition to staff needed to conduct the M&O activities, costs associated with materials, additional utilities such as electricity, etc. are included.

4 TIMING PRIORITY CONSIDERATIONS:

The City applied for, but was not awarded, a federal grant but remains on the contingency list should additional federal funds become available. There is a small chance of obtaining grant contingency funding. If the City is successful in obtaining contingency grant funding, design would likely begin in 2018 with construction in 2019. Meeting grant funding timeline requirements would be critical.

5 PROJECT COMMENCEMENT REQUIREMENTS:

The project will not proceed unless funding is obtained.

6 PROJECT STOPPING POINT(S):

The project is not approved to commence until funding is secured.

7 STATUS:

There is no activity on this project at this time.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design		177							177	177
Construction				706					706	706
TOTAL ESTIMATED COSTS	\$0	\$177	\$0	\$706	\$0	\$0	\$0	\$0	\$883	\$883

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Capital Improvement Fund * (Sidewalk & Walkway Program)		53		212					265	265
TOTAL SECURED FUNDING	\$0	\$53	\$0	\$212	\$0	\$0	\$0	\$0	\$265	\$265
UNSECURED FUNDING										
Contingency Grant Pending (Federal)		124		494					618	618
TOTAL UNSECURED FUNDING	\$0	\$124	\$0	\$494	\$0	\$0	\$0	\$0	\$618	\$618
TOTAL ESTIMATED FUNDING	\$0	\$177	\$0	\$706	\$0	\$0	\$0	\$0	\$883	\$883

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	0	53	0	212	0	0	0	0	265	265
Unsecured Funding	0	124	0	494	0	0	0	0	618	618
Estimated Project Cost	0	177	0	706	0	0	0	0	883	883
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
Street Fund			2	2	2	2	2	12
	Dollars include .02 FTEs starting in 2019							
Storm & Surface Water Fund			20	20	20	20	20	101
	Dollars include .04 FTEs starting in 2019							
TOTAL FUTURE M&O COSTS	\$0	\$0	\$23	\$23	\$23	\$23	\$23	\$113
TOTAL FTE IMPACT	Dollars include .06 FTEs starting in 2019							

* Allocated from Sidewalk & Walkway Program (OP6) \$265K.

228th St SE from 35th St SE to 39th Ave SE Widening

1 DESCRIPTION:

This project will improve 228th St SE between 35th St SE and 39th Ave SE for approximately 1500 feet in length with an additional 300 feet of 228th St SE west of 35th St SE. Work will include widening 228th St SE to a four lane roadway, installing bicycle lanes and sidewalks on both sides of the street, and installing landscaping and drainage improvements. It will also include intersection improvements at 228th St SE & 35th St SE and 228th St & 39th Ave SE, including adding an eastbound right turn pocket at the 228th St SE and 35th St SE intersection and Americans with Disabilities Act (ADA) ramps at both intersections.

2 JUSTIFICATION:

Both the intersections of 228th/35th and 228th/39th are congested during weekday peak hours, as well as some weekends. Both are operating at or near acceptable LOS limits. With the growth of the business activities within the Canyon Park Regional Center and the North Creek Business Park, there is a need to make safety and traffic capacity improvements along the 228th corridor and its intersections with 35th and 39th Ave SE. This project would include Snohomish County as a partner.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

The future maintenance and operating (M&O) costs were developed by analyzing the infrastructure that will be added by this project. In addition to staff needed to conduct the M&O activities, costs associated with materials, additional utilities such as electricity, etc. are included. The majority of this project lies in Snohomish County. As such, the majority of the M&O would be their responsibility.

4 TIMING PRIORITY CONSIDERATIONS:

The City applied for, but was not awarded, a federal grant and remains in the contingency should additional federal funds become available. There is a small chance of obtaining grant contingency funding. If the City is successful in obtaining this contingency grant funding, design would likely begin in 2018 with construction in 2019. Meeting grant funding timeline requirements would be critical. If contingency grant funds are not obtained, the City will have to re-evaluate project timing.

5 PROJECT COMMENCEMENT REQUIREMENTS:

The project will not proceed unless funding is obtained.

6 PROJECT STOPPING POINT(S):

The project is not approved to commence until funding is secured.

7 STATUS:

There is no activity on this project at this time.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design			891						891	891
ROW Acquisition				731					731	731
Construction					6,049				6,049	6,049
TOTAL ESTIMATED COSTS	\$0	\$0	\$891	\$731	\$6,049	\$0	\$0	\$0	\$7,671	\$7,671

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023	
		2017	2018	2019	2020	2021	2022	2023			
UNSECURED FUNDING											
Funding Source (TBD)			42	731	6,049					6,822	6,822
Contingency Grant Pending (STP)			730							730	730
Snohomish County Pending (TBD)			119							119	119
TOTAL UNSECURED FUNDING	\$0	\$0	\$891	\$731	\$6,049	\$0	\$0	\$0	\$7,671	\$7,671	

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Unsecured Funding	0	0	891	731	6,049	0	0	0	7,671	7,671
Estimated Project Cost	0	0	891	731	6,049	0	0	0	7,671	7,671
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
Street Fund				53	53	53	53	211
	Dollars include .40 FTEs starting in 2020							
Storm & Surface Water Fund				48	48	48	48	193
	Dollars include .12 FTEs starting in 2020							
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$101	\$101	\$101	\$101	\$404
TOTAL FTE IMPACT	Dollars include .52 FTEs starting in 2020							

SR 527/Bothell-Everett Hwy/Bothell Way Corridor

1 DESCRIPTION:

This project will study the SR 527/Bothell-Everett Highway/Bothell Way corridor from SR 524 to SR 522 to develop a long-range plan to address capacity and congestion. This corridor contains some of the most congested intersections in Bothell. In order to develop optimum solutions, each intersection should not be addressed individually but rather with an understanding of how the entire corridor is interrelated. This study will involve alternative analyses and public involvement.

2 JUSTIFICATION:

This corridor contains many of the top priority congestion project locations. It is critical to study this corridor as a whole and develop an overall plan on how to reduce congestion. Without this study, it is difficult to develop an optimum solution. Once this study is complete and solutions identified, the City will be positioned to create discrete projects that can compete for funding.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

This is a planning project. M&O costs will be developed when specific projects are identified and scoped.

4 TIMING PRIORITY CONSIDERATIONS:

The City applied for, but was not awarded, a federal grant and remains in the contingency should additional federal funds become available. There is a small chance of obtaining grant contingency funding. If the City is successful in obtaining this contingency grant funding, planning would likely begin in 2017. Meeting grant funding timeline requirements would be critical. If contingency grant funds are not obtained, the City will have to re-evaluate project timing.

5 PROJECT COMMENCEMENT REQUIREMENTS:

The project will not proceed unless funding is obtained.

6 PROJECT STOPPING POINT(S):

The project is not approved to commence until funding is secured.

7 STATUS:

There is no activity on this project at this time.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design		750							750	750
TOTAL ESTIMATED COSTS	\$0	\$750	\$0	\$0	\$0	\$0	\$0	\$0	\$750	\$750

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
UNSECURED FUNDING										
Funding Source (TBD)		144							144	144
Contingency Grant Pending (Federal)		606							606	606
TOTAL UNSECURED FUNDING	\$0	\$750	\$0	\$0	\$0	\$0	\$0	\$0	\$750	\$750

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Unsecured Funding	0	750	0	0	0	0	0	0	750	750
Estimated Project Cost	0	750	0	0	0	0	0	0	750	750
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Future M&O Impact Not Determined Yet							

19th Ave NE & 232nd St SE Pedestrian & Bicycle Improvements

1 DESCRIPTION:

This project consists of three segments: 1) Along the west side of 19th Ave SE between 228th St SE and the intersection of 19th Ave SE and 232nd St SE; 2) Along the north side of 232nd St SE between 19th Ave SE and 23rd Ave SE; and 3) Along the east side of 23rd Ave SE between 232nd St SE and 237th St SE. The proposed improvements include a five foot concrete sidewalk, a five foot bicycle lane, curb and gutter, storm drainage, Americans with Disabilities Act (ADA) curb ramps, and pedestrian crossings at the intersection of 232nd St SE/19th Ave SE.

2 JUSTIFICATION:

This is a high-priority pedestrian sidewalk project as it fills in missing pieces of sidewalk along 19th Ave SE, 232nd St SE, and 23rd Ave SE that connects to Canyon Park Junior High School. Because a curb/gutter and storm drain system must be installed in order to construct the sidewalk, an incremental additional cost will enable inclusion of a much-needed bicycle lane as well. The bicycle lane is identified in the City's Comprehensive Plan.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

The future maintenance and operating (M&O) costs were developed by analyzing the infrastructure that will be added by this project. In addition to staff needed to conduct the M&O activities, costs associated with materials, additional utilities such as electricity, etc. are included.

4 TIMING PRIORITY CONSIDERATIONS:

The City has applied for Transportation Improvement Board (TIB) and Safe Routes to School grants. Notification of award occurs in November 2016 and spring 2017, respectively. If the City is successful in obtaining a grant, design will start in 2017 with construction in 2018-2019. If the grant funds are not obtained, the City will have to re-evaluate project timing.

5 PROJECT COMMENCEMENT REQUIREMENTS:

The project will not proceed unless funding is obtained.

6 PROJECT STOPPING POINT(S):

The project is not approved to commence until funding is secured.

7 STATUS:

There is no activity on this project at this time.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design		50	161						211	211
Construction			300	1,110					1,410	1,410
TOTAL ESTIMATED COSTS	\$0	\$50	\$461	\$1,110	\$0	\$0	\$0	\$0	\$1,621	\$1,621

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Capital Improvement Fund * (Sidewalk & Walkway Program)		20	185	444					649	649
Grant Pending (Federal)		30	276	666					972	972
TOTAL SECURED FUNDING	\$0	\$50	\$461	\$1,110	\$0	\$0	\$0	\$0	\$1,621	\$1,621

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	0	50	461	1,110	0	0	0	0	1,621	1,621
Estimated Project Cost	0	50	461	1,110	0	0	0	0	1,621	1,621
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
Street Fund			6	6	6	6	6	32
	Dollars include .07 FTEs starting in 2019							
Storm & Surface Water Fund			17	17	17	17	17	87
	Dollars include .04 FTEs starting in 2019							
TOTAL FUTURE M&O COSTS	\$0	\$0	\$24	\$24	\$24	\$24	\$24	\$119
TOTAL FTE IMPACT	Dollars include .11 FTEs starting in 2019							

* Allocated from Sidewalk & Walkway Program (OP6) \$649K.

19th Ave NE & 242nd St SE Pedestrian & Bicycle Improvements

1 DESCRIPTION:

This project is located along the west side of 19th Ave SE between 228th St SE and the existing walk path north of 242nd St SE. The proposed improvements include a five foot concrete sidewalk, a five foot bicycle lane, curb and gutter, storm drainage, Americans with Disabilities Act (ADA) curb ramps, and pedestrian crossings at the intersection of 242nd St SE/19th Ave SE.

2 JUSTIFICATION:

This is a high-priority pedestrian sidewalk project as it fills in missing pieces of sidewalk along a busy arterial. The sidewalk also falls within the walk-zone of Canyon Park Junior High School. Because a curb/gutter and storm drain system must be installed in order to construct the sidewalk, an incremental additional cost will enable inclusion of a much-needed bicycle lane as well. The bicycle lane is identified in the City's Comprehensive Plan.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

The future maintenance and operating (M&O) costs were developed by analyzing the infrastructure that will be added by this project. In addition to staff needed to conduct the M&O activities, costs associated with materials, additional utilities such as electricity, etc. are included.

4 TIMING PRIORITY CONSIDERATIONS:

The City applied for, but was not awarded, a federal grant and remains in the contingency should additional federal funds become available. There is a small chance of obtaining grant contingency funding. If the City is successful in obtaining this contingency grant funding, design would likely begin in 2018 with construction in 2019. Meeting grant funding timeline requirements would be critical. If contingency grant funds are not obtained, the City will have to re-evaluate project timing.

5 PROJECT COMMENCEMENT REQUIREMENTS:

The project will not proceed unless funding is obtained.

6 PROJECT STOPPING POINT(S):

The project is not approved to commence until funding is secured.

7 STATUS:

There is no activity on this project at this time.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design		243							243	243
Construction				1,450					1,450	1,450
TOTAL ESTIMATED COSTS	\$0	\$243	\$0	\$1,450	\$0	\$0	\$0	\$0	\$1,693	\$1,693

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Capital Improvement Fund * (Sidewalk & Walkway Program)		97							97	97
TOTAL SECURED FUNDING	\$0	\$97	\$0	\$0	\$0	\$0	\$0	\$0	\$97	\$97
UNSECURED FUNDING										
Funding Source (TBD)				580					580	580
Contingency Grant Pending (Federal)		146		870					1,016	1,016
TOTAL UNSECURED FUNDING	\$0	\$146	\$0	\$1,450	\$0	\$0	\$0	\$0	\$1,596	\$1,596
TOTAL ESTIMATED FUNDING	\$0	\$243	\$0	\$1,450	\$0	\$0	\$0	\$0	\$1,693	\$1,693

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	0	97	0	0	0	0	0	0	97	97
Unsecured Funding	0	146	0	1,450	0	0	0	0	1,596	1,596
Estimated Project Cost	0	243	0	1,450	0	0	0	0	1,693	1,693
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
Street Fund			6	6	6	6	6	32
Dollars include .07 FTEs starting in 2019								
Storm & Surface Water Fund			13	13	13	13	13	63
Dollars include .03 FTEs starting in 2019								
TOTAL FUTURE M&O COSTS	\$0	\$0	\$19	\$19	\$19	\$19	\$19	\$95
TOTAL FTE IMPACT	Dollars include .10 FTEs starting in 2019							

* Allocated from Sidewalk & Walkway Program (OP6) \$97K.

7th Ave SE/88th Ave NE Non-Motorized Sidewalk Improvements

1 DESCRIPTION:

The project will provide a safe and continuous walk route for students from the residential neighborhoods north of NE 203rd St to Westhill Elementary School or Bothell High School. The project will fill in the missing sidewalk segments between 240th St SE and the existing walk path south of NE 203rd St on the west side of the road. The project will also install a five foot bicycle lane on the west side of the road and a pedestrian crossing at the intersection of 7th Ave SE and NE 203rd St.

2 JUSTIFICATION:

This project fills in a high-priority sidewalk missing link. For an incremental increase in cost, a bicycle lane will be added.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

The future maintenance and operating (M&O) costs were developed by analyzing the infrastructure that will be added by this project. In addition to staff needed to conduct the M&O activities, costs associated with materials, additional utilities such as electricity, etc. are included.

4 TIMING PRIORITY CONSIDERATIONS:

The City has applied for Transportation Improvement Board (TIB) and Safe Routes to School grants. Notification of award occurs in November 2016 and spring 2017, respectively. If the City is successful in obtaining a grant, design will start in 2017 with construction in 2019. If the grant funds are not obtained, the City will have to re-evaluate project timing.

5 PROJECT COMMENCEMENT REQUIREMENTS:

The project will not proceed unless funding is obtained.

6 PROJECT STOPPING POINT(S):

The project is not approved to commence until funding is secured.

7 STATUS:

There is no activity on this project at this time.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design		20	115						135	135
Construction				915					915	915
TOTAL ESTIMATED COSTS	\$0	\$20	\$115	\$915	\$0	\$0	\$0	\$0	\$1,050	\$1,050

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Capital Improvement Fund * (Sidewalk & Walkway Program)		8	46	366					420	420
Grant Pending (Federal)		12	69	549					630	630
TOTAL SECURED FUNDING	\$0	\$20	\$115	\$915	\$0	\$0	\$0	\$0	\$1,050	\$1,050

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	0	20	115	915	0	0	0	0	1,050	1,050
Estimated Project Cost	0	20	115	915	0	0	0	0	1,050	1,050
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
Street Fund			1	1	1	1	1	5
	Dollars include .01 FTEs starting in 2019							
Storm & Surface Water Fund			39	39	39	39	39	196
	Dollars include .12 FTEs starting in 2019							
TOTAL FUTURE M&O COSTS	\$0	\$0	\$40	\$40	\$40	\$40	\$40	\$201
TOTAL FTE IMPACT	Dollars include .13 FTEs starting in 2019							

* Allocated from Sidewalk & Walkway Program (OP6) \$420K.

Stream Rockery Repair North of NE 190th St

1 DESCRIPTION:

This project will repair a small portion of a rockery along Horse Creek just north of 19213 Bothell Way NE that has failed.

2 JUSTIFICATION:

The rockery is important in supporting Bothell Way. Currently the failure is largely localized. The longer this remains unaddressed, the more risk that the failure zone will enlarge.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

No maintenance and operating (M&O) costs are associated with the implementation of this project.

4 TIMING PRIORITY CONSIDERATIONS:

This is a high-priority repair project that should be completed as soon as possible to minimize further damage. It is anticipated that design would be completed in 2017 and construction in 2018.

5 PROJECT COMMENCEMENT REQUIREMENTS:

The project will not proceed unless funding is obtained.

6 PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources.

7 STATUS:

Work has not started on this project. An assessment has been performed and a cost estimate generated.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design		8							8	8
ROW Acquisition			42						42	42
TOTAL ESTIMATED COSTS	\$0	\$8	\$42	\$0	\$0	\$0	\$0	\$0	\$50	\$50

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)		8	42						50	50
TOTAL SECURED FUNDING	\$0	\$8	\$42	\$0	\$0	\$0	\$0	\$0	\$50	\$50

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	0	8	42	0	0	0	0	0	50	50
Estimated Project Cost	0	8	42	0	0	0	0	0	50	50
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Bothell-Everett Hwy Interim Rechanelization

1 DESCRIPTION:

This project will shift the Bothell-Everett Highway (BEH) north of 242nd St SE to the west by approximately one lane's width to remove traffic loading from the edge of the slope. The median will be eliminated and the lanes restriped. This is an interim improvement until such time that a permanent solution can be funded. The permanent solution is estimated to cost over \$3 million.

2 JUSTIFICATION:

The rockery on the east side of BEH has experienced local failures, including loss of rock down the slope. Initial geotechnical investigation and analysis indicates that the fill on this slope could experience failure on a larger scale. This segment of BEH will eventually be widened to the east. The cost to structurally address the slope issues in the final highway configuration will cost over \$3 million. As such, a temporary measure is required until the larger, final project can be funded.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

No maintenance and operating (M&O) costs are associated with the implementation of this project.

4 TIMING PRIORITY CONSIDERATIONS:

This is a high-priority repair project that should be completed as soon as possible to minimize further damage. It is anticipated that design would be completed in 2017 and construction in 2018.

5 PROJECT COMMENCEMENT REQUIREMENTS:

The project will not proceed unless funding is obtained.

6 PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources.

7 STATUS:

Work has not started on this project. Geotechnical analysis has occurred.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design		5							5	5
ROW Acquisition			102						102	102
TOTAL ESTIMATED COSTS	\$0	\$5	\$102	\$0	\$0	\$0	\$0	\$0	\$107	\$107

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)		5	102						107	107
TOTAL SECURED FUNDING	\$0	\$5	\$102	\$0	\$0	\$0	\$0	\$0	\$107	\$107

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	0	5	102	0	0	0	0	0	107	107
Estimated Project Cost	0	5	102	0	0	0	0	0	107	107
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

228th St SE Pavement Preservation

1 DESCRIPTION:

This project will overlay 228th St SE from 19th Ave SE to 35th Ave SE.

2 JUSTIFICATION:

This is a high-priority pavement preservation project. 228th St SE is a key arterial and will benefit from an overlay. The result will be to extend the life of this segment of roadway with cost-effective treatment rather than wait for further degradation and higher rebuild costs.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

No maintenance and operating (M&O) costs are associated with the implementation of this project.

4 TIMING PRIORITY CONSIDERATIONS:

A federal grant has been awarded for this project. Timing of the project must comply with grant timelines. It is anticipated that design will occur in 2017 and construction in 2018.

5 PROJECT COMMENCEMENT REQUIREMENTS:

Project spending is authorized for design and construction.

6 PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources.

7 STATUS:

Work has not started on this project.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design		179							179	179
Construction			1,263						1,263	1,263
TOTAL ESTIMATED COSTS	\$0	\$179	\$1,263	\$0	\$0	\$0	\$0	\$0	\$1,442	\$1,442

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Capital Improvement Fund * (Annual Overlay Program)		179	433						612	612
Grant Awarded (Federal)			830						830	830
TOTAL SECURED FUNDING	\$0	\$179	\$1,263	\$0	\$0	\$0	\$0	\$0	\$1,442	\$1,442

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	0	179	1,263	0	0	0	0	0	1,442	1,442
Estimated Project Cost	0	179	1,263	0	0	0	0	0	1,442	1,442
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Additional M&O Impact							

* Allocated from Annual Overlay Program (OP3) \$612K.

East Riverside Drive Trail

1 DESCRIPTION:

This project would construct a 12' wide multi-use trail along the north side of East Riverside Drive within the old railroad right of way. This segment of trail would extend from just east of 102nd Ave NE to the City's eastern City Limits east of Brickyard Road. It is assumed that the City would not need to purchase right of way for the approximately 8,000 linear foot long trail segment. This project would have to be coordinated with King County.

2 JUSTIFICATION:

The trail would provide an important pedestrian and bicycle connection between residents in this area and Blyth Park and the Sammamish River Trail.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

The future maintenance and operating (M&O) costs were developed by analyzing the infrastructure that will be added by this project. In addition to staff needed to conduct the M&O activities, costs associated with materials, additional utilities such as electricity, etc. are included.

4 TIMING PRIORITY CONSIDERATIONS:

Staff will open discussions with King County regarding use of their right-of-way. Conceptual planning layouts and cost estimates may need to be completed in support of these discussions.

5 PROJECT COMMENCEMENT REQUIREMENTS:

The project will not proceed further than the initial planning phase unless funding is obtained.

6 PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources.

7 STATUS:

Work has not started on this project.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023*
		2017	2018	2019	2020	2021	2022	2023		
Design		25	25	400	400				850	850
Construction						3,200			3,200	3,200
TOTAL ESTIMATED COSTS	\$0	\$25	\$25	\$400	\$400	\$3,200	\$0	\$0	\$4,050	\$4,050

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)		25	25						50	50
TOTAL SECURED FUNDING	\$0	\$25	\$25	\$0	\$0	\$0	\$0	\$0	\$50	\$50
UNSECURED FUNDING										
Funding Source (TBD)				400	400	3,200			4,000	4,000
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$400	\$400	\$3,200	\$0	\$0	\$4,000	\$4,000
TOTAL ESTIMATED FUNDING	\$0	\$25	\$25	\$400	\$400	\$3,200	\$0	\$0	\$4,050	\$4,050

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	0	25	25	0	0	0	0	0	50	50
Unsecured Funding	0	0	0	400	400	3,200	0	0	4,000	4,000
Estimated Project Cost	0	25	25	400	400	3,200	0	0	4,050	4,050
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Future M&O Impact Not Determined Yet							

Transit Park & Ride

1 DESCRIPTION:
This project would site and build a 300 parking-stall park and ride.

2 JUSTIFICATION:
This new park and ride has been coordinated with the development of NE 185th St as a transit-oriented street (TOS). Transit agencies have committed to relocating their east-west routes to NE 185th St when a park and ride has been established somewhere along this corridor. This plan was a result of the Downtown Revitalization planning. The park and ride is currently in the draft Sound Transit 3 initiative. The Sound Transit 2 initiative provided \$5 million toward this project.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:
M&O costs have not been developed as this is likely to be a Sound Transit facility.

4 TIMING PRIORITY CONSIDERATIONS:
The Sound Transit 2 initiative provided \$5 million toward this project. The City will begin discussions with Sound Transit on siting the Park and Ride in 2017. The project is also included in the voter-approved Sound Transit 3 initiative as part of the SR 522 BRT via NE 145th Street project. The project timeline is dependent on Sound Transit's allocation of funding with the current plan calling for this project to be completed by 2024. This project may be led by Sound Transit.

5 PROJECT COMMENCEMENT REQUIREMENTS:
The project will not proceed unless funding is obtained.

6 PROJECT STOPPING POINT(S):
Project spending is not authorized in excess of adopted funding resources.

7 STATUS:
Work has not started on this project.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design			500	1,500	500				2,500	2,500
ROW Acquisition				2,000					2,000	2,000
Construction					6,000	4,500			10,500	10,500
TOTAL ESTIMATED COSTS	\$0	\$0	\$500	\$3,500	\$6,500	\$4,500	\$0	\$0	\$15,000	\$15,000

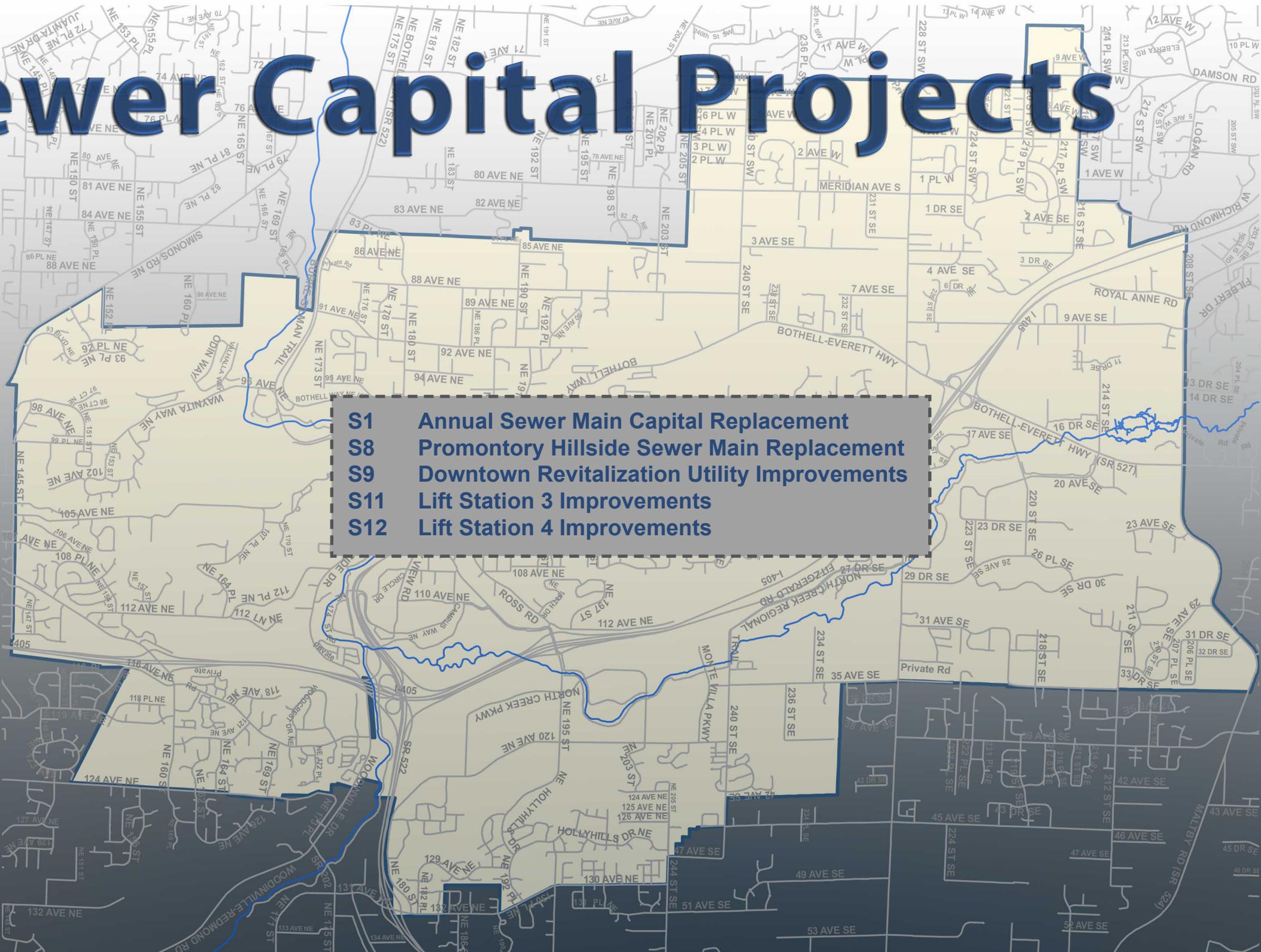
ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
UNSECURED FUNDING										
Sound Transit 2 (TBD)			500	3,500	1,000				5,000	5,000
Sound Transit 3 (TBD)					5,500	4,500			10,000	10,000
TOTAL UNSECURED FUNDING	\$0	\$0	\$500	\$3,500	\$6,500	\$4,500	\$0	\$0	\$15,000	\$15,000

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Unsecured Funding	0	0	500	3,500	6,500	4,500	0	0	15,000	15,000
Estimated Project Cost	0	0	500	3,500	6,500	4,500	0	0	15,000	15,000
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

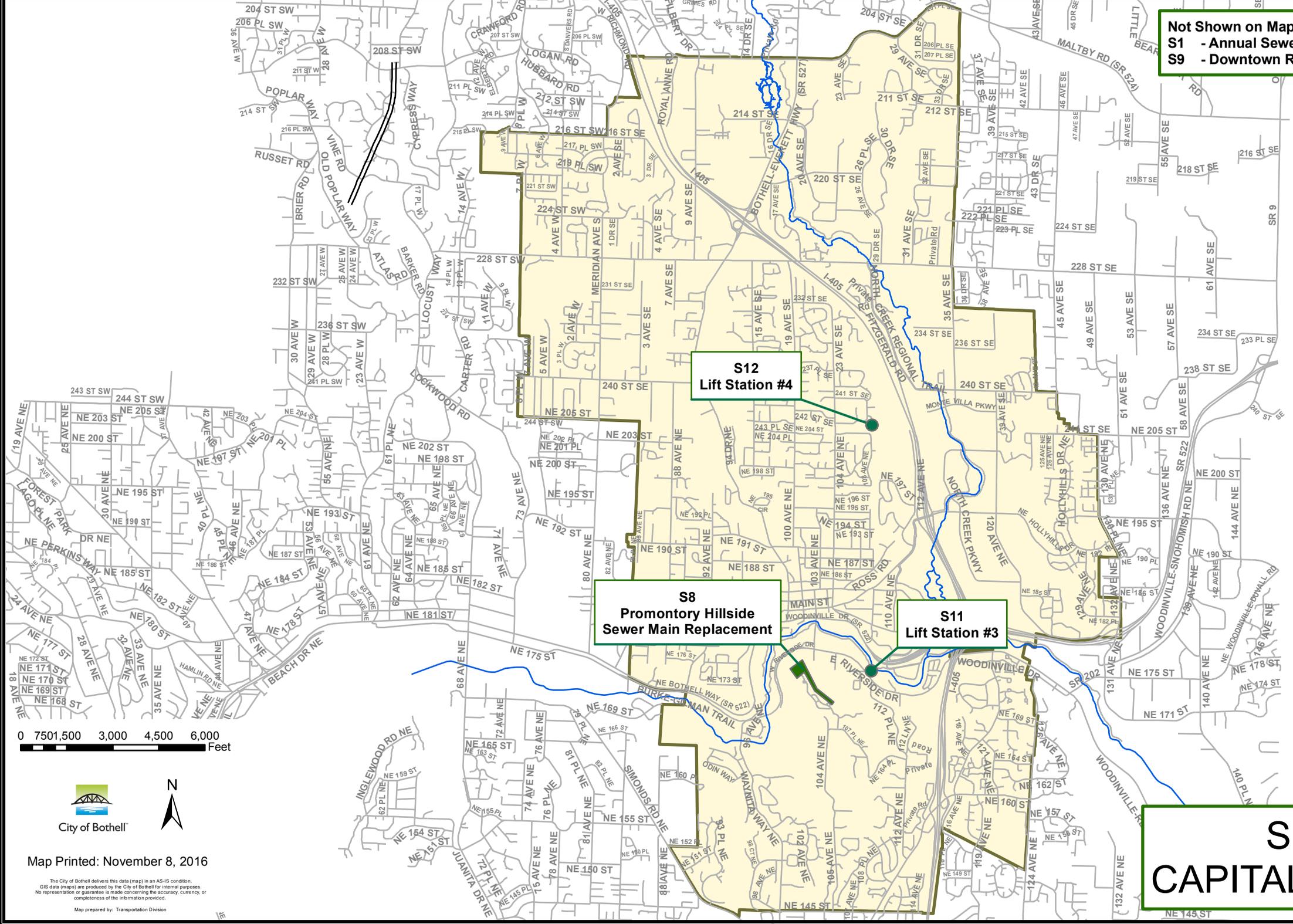
Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Future M&O Impact Not Determined Yet							

Sewer Capital Projects



Not Shown on Map:
S1 - Annual Sewer Main Capital Replacement
S9 - Downtown Revitalization Utility Improvements



S12
Lift Station #4

S8
Promontory Hillside
Sewer Main Replacement

S11
Lift Station #3

SEWER
CAPITAL PROJECTS

0 7501,500 3,000 4,500 6,000
 Feet



Map Printed: November 8, 2016

The City of Bothell delivers this data (map) in an AS-IS condition. GIS data (maps) are produced by the City of Bothell for internal purposes. No representation or guarantee is made concerning the accuracy, currency, or completeness of the information provided.

Map prepared by: Transportation Division

Path: Q:\PW\Transportation\Aidan_CICFP_Projects\2017CICFP_Sewer.mxd

Annual Sewer Main Capital Replacement

1 DESCRIPTION:

This program will provide sewer system improvements that will either repair or replace aging sewer mains and other related miscellaneous sewer pump station/structures, or provide necessary capacity improvements.

2 JUSTIFICATION:

This program provides programmatic replacement of aging sewer mains and miscellaneous sewer components consistent with the City's Sewer Comprehensive Plan.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

This project benefits the City's annual sewer maintenance program by reducing problems through the construction of improvements, resulting in reduced cleaning, pipe repair and the number of responses required.

4 TIMING PRIORITY CONSIDERATIONS:

Projects are identified and prioritized in the City's adopted 2006 Sewer Comprehensive Plan.

5 PROJECT COMMENCEMENT REQUIREMENTS:

Annual Sewer Replacement Program projects are approved to commence when financing is secured and funding resources are appropriated in the City's budget.

6 PROJECT STOPPING POINT(S):

Program spending is not authorized in excess of adopted funding resources.

7 STATUS:

The major projects scheduled for replacement/repairs are: 2017: NE 190th St, NE 189th Pl, NE187th St , 88th Ave NE, 101st Pl NE, and 88th Ave NE (Westhill Neighborhood area), 2018: Beardslee, Sunrise, Valley View, 94th Ave. 2019: NE 98th Ave, Waynita Dr., NE 191st & SR 527. Other replacement projects are identified in the adopted Sewer Comprehensive Plan.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design	147								0	147
Construction	1,344	855	1,077	829	175	975	975	975	5,861	7,205
TOTAL ESTIMATED COSTS	\$1,491	\$855	\$1,077	\$829	\$175	\$975	\$975	\$975	\$5,861	\$7,352

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Mitigation - Brightwater	100								0	100
Utilities - Sewer	1,391	855	1,077	829	175	975	975	975	5,861	7,252
TOTAL SECURED FUNDING	\$1,491	\$855	\$1,077	\$829	\$175	\$975	\$975	\$975	\$5,861	\$7,352

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	1,491	855	1,077	829	175	975	975	975	5,861	7,352
Estimated Project Cost	1,491	855	1,077	829	175	975	975	975	5,861	7,352
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Promontory Hillside Sewer Main Replacement

1 DESCRIPTION:

A city sanitary sewer main, located along a pedestrian trail, which collects wastewater from homes on 102nd Ave NE was damaged as a result of a landslide event. The trail traverses a steep hillside and then reconnects to 102nd Ave NE south of West Riverside Drive. In response, the City installed a temporary sewer system consisting of a submersible pump in a manhole upstream of the slide area to facilitate bypass pumping of the sewer flow into a manhole downstream of the slide area. The permanent replacement project involves constructing a new sewer system installed along a new alignment away from the active landslide area, anchored on the hillside.

2 JUSTIFICATION:

The City needs to construct a permanent sewer system to replace a sewer system compromised by a landslide event.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

No change from (pre)existing condition. Current temporary system involves more operations and maintenance than proposed permanent solution.

4 TIMING PRIORITY CONSIDERATIONS:

Project should commence in summer of 2017.

5 PROJECT COMMENCEMENT REQUIREMENTS:

This sewer project is approved to commence after easements have been acquired, when financing is secured and funding resources are appropriated in the City's budget.

6 PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources.

7 STATUS:

Design work is complete and construction is pending acquisition of necessary easements for placement of the new sewer line. In addition, coordination with Homeowners Association of Promontory West subdivision will be required.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design	125								0	125
ROW Acquisition	60								0	60
Construction	2	298							298	300
TOTAL ESTIMATED COSTS	\$187	\$298	\$0	\$0	\$0	\$0	\$0	\$0	\$298	\$485

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Revenue Bond	97	263							263	360
Utilities - Sewer	90	35							35	125
TOTAL SECURED FUNDING	\$187	\$298	\$0	\$0	\$0	\$0	\$0	\$0	\$298	\$485

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	187	298	0	0	0	0	0	0	298	485
Estimated Project Cost	187	298	0	0	0	0	0	0	298	485
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Additional M&O Impact							

Downtown Revitalization Utility Improvements

1 DESCRIPTION:

This program provides programmatic replacement of aging sewer mains and miscellaneous sewer components consistent with the City's Sewer Comprehensive Plan in the Downtown Revitalization area. The projects are specifically identified in the April 2011 Downtown Revitalization Utility Phasing, Cost partitioning, and Financing Study by Gray and Osborne, Inc. The Downtown Study identifies the City Utility portion/share of the Sewer System improvements (as well as identifying developer costs).

2 JUSTIFICATION:

The projects are specifically identified in the April 2011 Downtown Revitalization Utility Phasing, Cost Partitioning, and Financing Study by Gray and Osborne, Inc. The Downtown Study identifies the City Utility portion/share of the Sewer System improvements (as well as identifying developer costs).

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

This project benefits the City's annual sewer maintenance program, it reduces capacity/overflow problems through the elimination of root intrusion and increase in pipe capacity. Construction of these improvements will reduce cleaning, pipe repair and the number of responses required.

4 TIMING PRIORITY CONSIDERATIONS:

Projects are identified and prioritized in the City's adopted 2006 Sewer Comprehensive Plan and April 2011 Downtown Revitalization Utility Study.

5 PROJECT COMMENCEMENT REQUIREMENTS:

This sewer project is approved to commence when financing is secured and funding resources are appropriated in the City's budget.

6 PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources.

7 STATUS:

Project start dates will be coordinated with downtown developments' construction timing. The major projects scheduled for replacement/repairs are: 98th Ave NE and 185th St. Other replacement projects are identified in the adopted Sewer Comprehensive Plan.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Construction	1,581			416					416	1,997
TOTAL ESTIMATED COSTS	\$1,581	\$0	\$0	\$416	\$0	\$0	\$0	\$0	\$416	\$1,997

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Revenue Bond	260								0	260
Utilities - Sewer *	1,321			416					416	1,737
TOTAL SECURED FUNDING	\$1,581	\$0	\$0	\$416	\$0	\$0	\$0	\$0	\$416	\$1,997

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	1,581	0	0	416	0	0	0	0	416	1,997
Estimated Project Cost	1,581	0	0	416	0	0	0	0	416	1,997
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

* Designated to Horse Creek Improvements (SW11) \$826K, Multiway Blvd: Phase 2 (T39) \$459K, and NE 185th St Reconstruction (T60) \$416K.

Lift Station 3 Improvements

1 DESCRIPTION:

The lift station is known as the Bothell Station Lift Station and serves the Cedar Park Basin, which consists of a portion of Norway Hill to the south of the Sammamish River. This project replaces the existing lift station which has reached the end of its useful life. The project will install new pumps, controls, underground wet well, a small structure to house the controls, and an emergency generator. The lift station will be enclosed with a fence for security.

2 JUSTIFICATION:

The existing lift station was constructed in 1980 and consists of pumps, controls, and an emergency generator. All of these items have reached the end of their useful life. The existing wet well is undersized and does not provide adequate storage capacity to allow for a reasonable response time in case of mechanical or electrical failure. The current lift station has experienced numerous failures in the past several years including to that caused sewage to spill into private property. This project will reduce the likelihood of failures by improving the redundancy and reliability of the facility. The existing pumps are failing and require frequent, expensive repairs to continue operation. Replacement of the facility will reduce the repair expenses.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

This project benefits the City's annual sewer maintenance program by reducing problems through the construction of improvements, resulting in fewer repairs and emergency responses required.

4 TIMING PRIORITY CONSIDERATIONS:

This project was identified and prioritized in the City's Sewer Comprehensive Plan. Staff is continuing to monitor the performance of the existing station. Pumps are already failing and leaking frequently.

5 PROJECT COMMENCEMENT REQUIREMENTS:

This sewer project was approved to commence.

6 PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources.

7 STATUS:

Construction is anticipated to start in fall 2016 and be complete in early 2017.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design	170								0	170
Construction	800	200							200	1,000
TOTAL ESTIMATED COSTS	\$970	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$1,170

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Revenue Bond	533	70							70	603
Utilities - Sewer	437	130							130	567
TOTAL SECURED FUNDING	\$970	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$1,170

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	970	200	0	0	0	0	0	0	200	1,170
Estimated Project Cost	970	200	0	0	0	0	0	0	200	1,170
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Additional M&O Impact							

Lift Station 4 Improvements

1 DESCRIPTION:

This project will replace Lift Station 4 (Camden Highlands) with either a new Lift Station or alternatively a gravity sewer line to replace the need.

2 JUSTIFICATION:

This project will reduce the likelihood of failures by improving the reliability of the facility. This lift station was built in 1984 with components that are becoming difficult to find or not available. Replacement of the facility will reduce the repair expenses.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

This project benefits the City's annual sewer maintenance program by reducing problems through the construction of improvements, resulting in fewer repairs and emergency responses required.

4 TIMING PRIORITY CONSIDERATIONS:

Staff is continuing to monitor the performance of the existing station.

5 PROJECT COMMENCEMENT REQUIREMENTS:

This sewer project will be designed after completion of an alternative analysis. Construction will commence after design is complete and funding resources are appropriated in the City's budget.

6 PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources.

7 STATUS:

Alternative analysis and design is planned for 2019. Construction is planned for 2020.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design				100					100	100
Construction					900				900	900
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$100	\$900	\$0	\$0	\$0	\$1,000	\$1,000

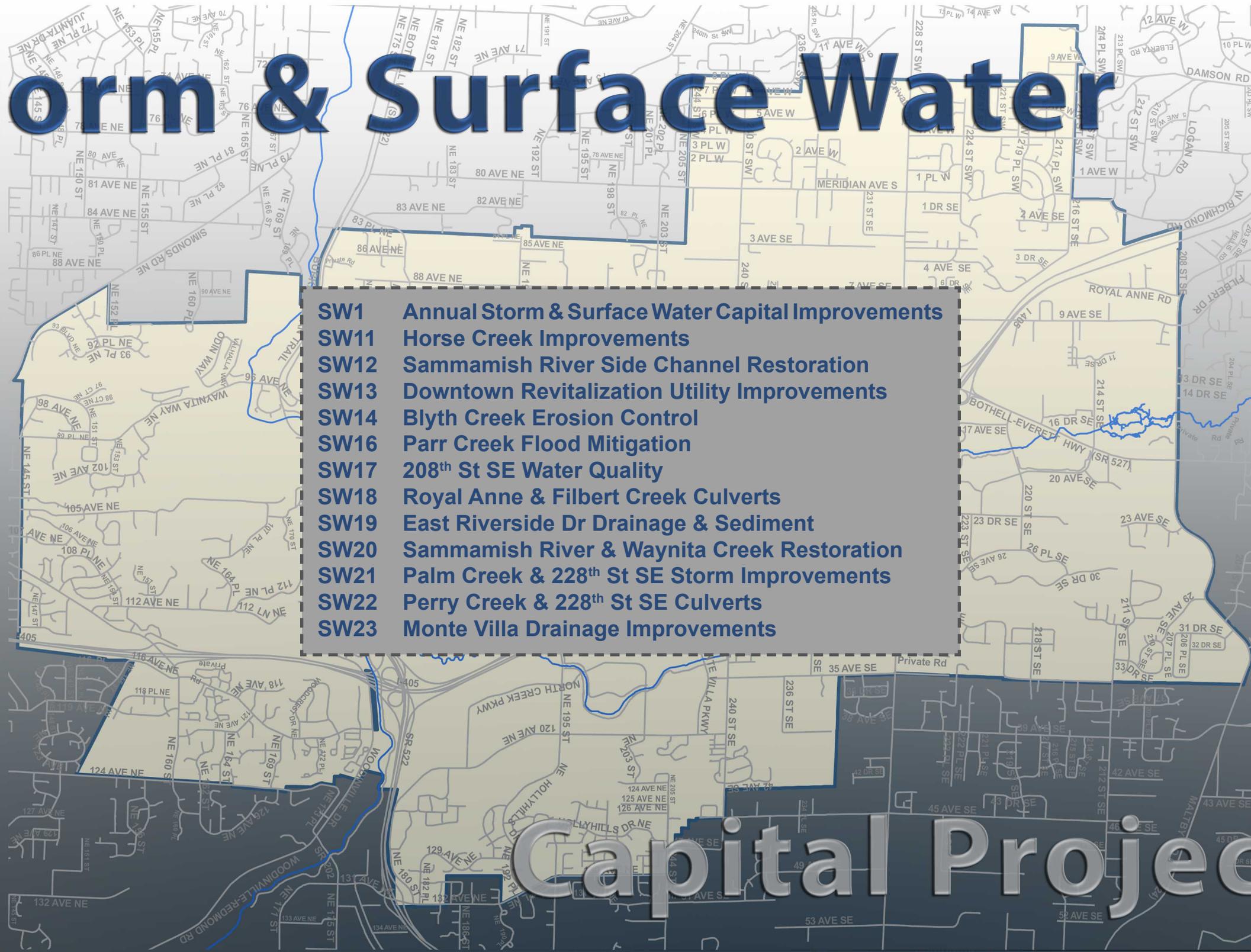
ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Utilities - Sewer				100	900				1,000	1,000
TOTAL SECURED FUNDING	\$0	\$0	\$0	\$100	\$900	\$0	\$0	\$0	\$1,000	\$1,000

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	0	0	0	100	900	0	0	0	1,000	1,000
Estimated Project Cost	0	0	0	100	900	0	0	0	1,000	1,000
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Additional M&O Impact							

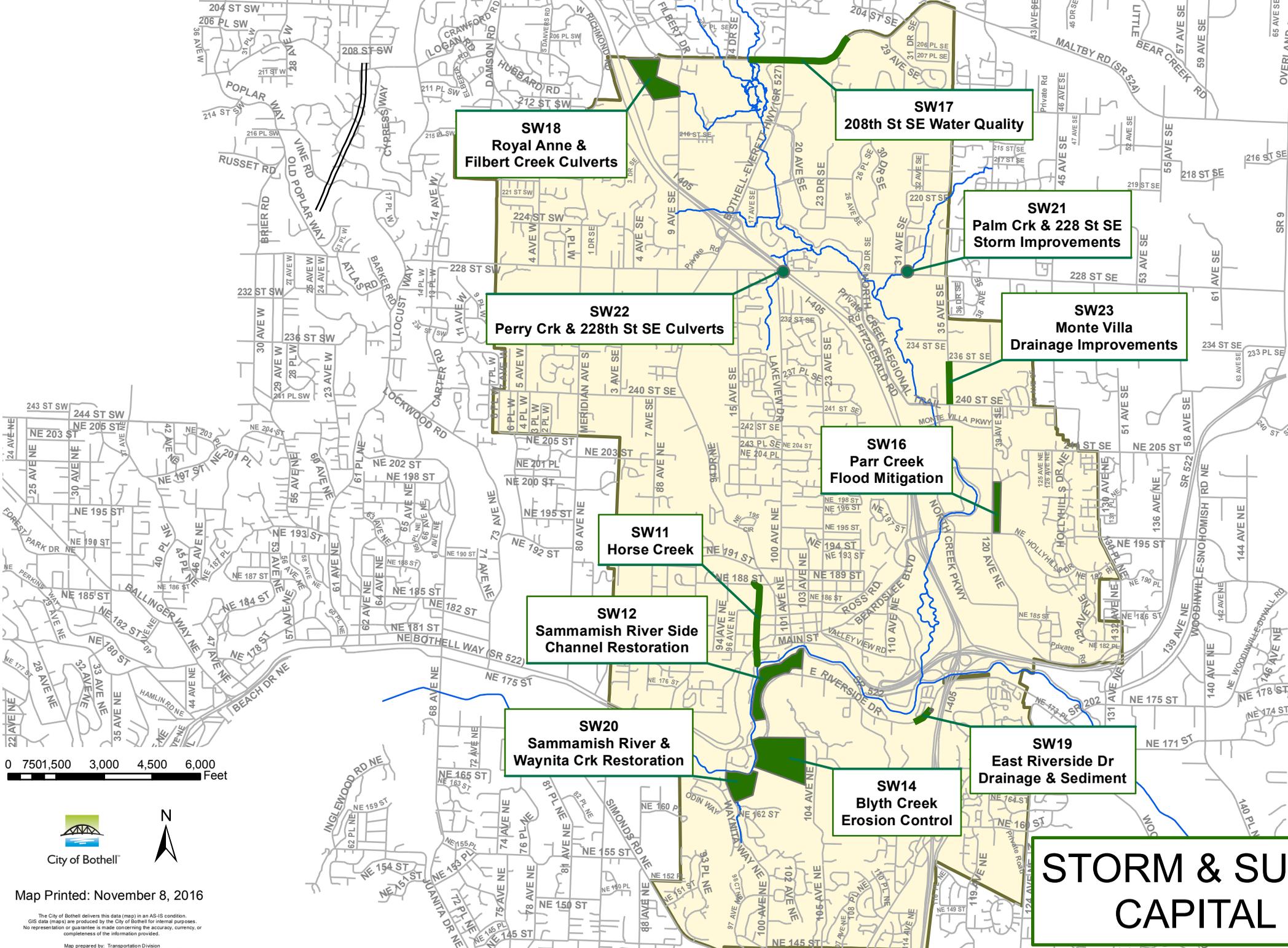
Storm & Surface Water



- SW1 Annual Storm & Surface Water Capital Improvements**
- SW11 Horse Creek Improvements**
- SW12 Sammamish River Side Channel Restoration**
- SW13 Downtown Revitalization Utility Improvements**
- SW14 Blyth Creek Erosion Control**
- SW16 Parr Creek Flood Mitigation**
- SW17 208th St SE Water Quality**
- SW18 Royal Anne & Filbert Creek Culverts**
- SW19 East Riverside Dr Drainage & Sediment**
- SW20 Sammamish River & Waynita Creek Restoration**
- SW21 Palm Creek & 228th St SE Storm Improvements**
- SW22 Perry Creek & 228th St SE Culverts**
- SW23 Monte Villa Drainage Improvements**

Capital Projects

Not Shown on Map:
SW1 - Annual Storm & Surface Water Capital Improvements
SW13 - Downtown Revitalization Utility Improvements



SW18
Royal Anne & Filbert Creek Culverts

SW17
208th St SE Water Quality

SW21
Palm Crk & 228 St SE Storm Improvements

SW22
Perry Crk & 228th St SE Culverts

SW23
Monte Villa Drainage Improvements

SW16
Parr Creek Flood Mitigation

SW11
Horse Creek

SW12
Sammamish River Side Channel Restoration

SW20
Sammamish River & Waynita Crk Restoration

SW14
Blyth Creek Erosion Control

SW19
East Riverside Dr Drainage & Sediment

STORM & SURFACE WATER CAPITAL PROJECTS

0 7501,500 3,000 4,500 6,000 Feet



Map Printed: November 8, 2016

The City of Bothell delivers this data (map) in an AS-IS condition. GIS data (maps) are produced by the City of Bothell for internal purposes. No representation or guarantee is made concerning the accuracy, currency, or completeness of the information provided.

Path: Q:\PW\Transportation\Aidan_CICFP_Projects\2017\CIFP_Storm_and_Surface_Water_Legal.mxd

Map prepared by: Transportation Division

Annual Storm & Surface Water Capital Improvements

1 DESCRIPTION:

Annual capital projects to correct existing storm & surface water deficiencies, prevent flooding, and replace aging infrastructure. Each year small miscellaneous improvements will be accomplished in addition to continuation of the Flood Mitigation Program.

2 JUSTIFICATION:

These projects will reduce flooding and erosion and improve water quality, as well as maintain the integrity of the storm & surface water infrastructure.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

This project benefits the City's annual storm & surface water maintenance program, it reduces flooding through the elimination of root intrusion, increase in pipe capacity, elimination of excessive erosion and better encatchment. Construction of these improvements will reduce cleaning, pipe repair and the number of responses required during major rain events.

4 TIMING PRIORITY CONSIDERATIONS:

Projects are identified and prioritized annually.

5 PROJECT COMMENCEMENT REQUIREMENTS:

Annual Storm & Surface Water Capital Improvement projects are approved to commence when financing is secured and funding resources are appropriated in the City's budget.

6 PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources.

7 STATUS:

Funding has been planned for the City's Flood Mitigation Program and other aging or failed drainage infrastructures throughout the City.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design	304								0	304
Construction	2,854	250	650	250	250	775	800	800	3,775	6,629
TOTAL ESTIMATED COSTS	\$3,158	\$250	\$650	\$250	\$250	\$775	\$800	\$800	\$3,775	\$6,933

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Grant Awarded (KC Flood Conservation District)	38								0	38
Utilities - Storm & Surface Water	3,120	250	650	250	250	775	800	800	3,775	6,895
TOTAL SECURED FUNDING	\$3,158	\$250	\$650	\$250	\$250	\$775	\$800	\$800	\$3,775	\$6,933

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	3,158	250	650	250	250	775	800	800	3,775	6,933
Estimated Project Cost	3,158	250	650	250	250	775	800	800	3,775	6,933
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Horse Creek Improvements

1 DESCRIPTION:

This project replaces the Horse Creek pipe with a hybrid open-channel/culvert system along 98th Ave NE. The system was designed to convey flows exceeding the 100-year storm event and will meet the fish passage criteria established by the State Department of Fish and Wildlife. The project begins at NE 188th St, north of Pop Keeney Field, and extends along 98th Ave to the Sammamish River. The stream is within an open channel south of the realigned SR 522. The cost for the culvert beneath SR 522 is excluded from this project cost.

2 JUSTIFICATION:

The existing Horse Creek pipe through downtown did not adequately pass large storm event flows, which put downtown properties at risk for flooding. With downtown redevelopment underway, it was critical to improve the capacity and reliability of Horse Creek. This project will protect existing and future downtown investments. The location of the former pipe also impeded redevelopment of key downtown properties. This project eliminated this obstacle.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

The future maintenance and operating (M&O) costs were developed by analyzing the infrastructure that will be added by this project. Staff, materials and other costs were incorporated into the 2017-2018 budget per the 2015-2021 Capital Facilities Plan (CFP).

4 TIMING PRIORITY CONSIDERATIONS:

Construction of this project began in 2014 and is anticipated to be completed in 2016.

5 PROJECT COMMENCEMENT REQUIREMENTS:

This storm & surface water project was approved to commence.

6 PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources.

7 STATUS:

Construction began in 2014 and is anticipated to be complete in fall of 2016.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design	2,524								0	2,524
ROW Acquisition *	2,100								0	2,100
Construction	14,756	61	62	64	66	67			320	15,076
TOTAL ESTIMATED COSTS	\$19,380	\$61	\$62	\$64	\$66	\$67	\$0	\$0	\$320	\$19,700

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Revenue Bond	12,500								0	12,500
Contributions (Developers) **	38								0	38
Non-City Utility Costs ***	164								0	164
Public Works Trust Fund	800								0	800
Utilities - Sewer	826								0	826
Utilities - Storm & Surface Water	4,621	61	62	64	66	67			320	4,941
Utilities - Water	431								0	431
TOTAL SECURED FUNDING	\$19,380	\$61	\$62	\$64	\$66	\$67	\$0	\$0	\$320	\$19,700

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	19,380	61	62	64	66	67	0	0	320	19,700
Estimated Project Cost	19,380	61	62	64	66	67	0	0	320	19,700
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Incorporated into 2017-2018 Budget							

* Does not include the cost of ROW obtained by exchanging surplus property for required land.

** Developers Contribution: McMenamin's

*** Non-City utility providers compensate for their share in construction costs: Frontier \$132K and Comcast \$32K.

Sammamish River Side Channel Restoration

1 DESCRIPTION:

This project will enhance and reconnect riparian wetlands and remnant side channels on the left bank of the Sammamish River adjacent to 102nd Ave bridge. Note that wetland mitigation on this project will require monitoring and maintenance for 10 years. As such, beyond 2021 it is estimated that an additional \$92,600 will be necessary to ensure permit requirements are met.

2 JUSTIFICATION:

This project will restore highly valuable salmon habitat, improve water quality, increase habitat diversity for wildlife (amphibians, insects, birds and mammals), reduce potential of downstream flooding by adding water storage capacity to the Sammamish River flood plain, and serve as educational outreach for citizens while connecting them to this important amenity of Bothell. It is listed in the 2010 Salmon Recovery WRIA 08 3-year Work Plan Updates as a needed restoration effort.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

The future maintenance and operating (M&O) costs were developed by analyzing the infrastructure that will be added by this project. In addition to staff needed to conduct the M&O activities, costs associated with materials, etc. are included.

4 TIMING PRIORITY CONSIDERATIONS:

Construction begin in summer 2016.

5 PROJECT COMMENCEMENT REQUIREMENTS:

This storm & surface water project was approved to commence.

6 PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources.

7 STATUS:

Construction began in summer 2016 and is anticipated to end in fall 2016.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design	365								0	365
Construction	880	125							125	1,005
TOTAL ESTIMATED COSTS	\$1,245	\$125	\$0	\$0	\$0	\$0	\$0	\$0	\$125	\$1,370

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Grant Awarded (KC Coop Watershed)	315								0	315
Grant Awarded (KC Conservation District)	65								0	65
Grant Awarded (Wa St RCO)	773	74							74	847
Utilities - Storm & Surface Water	92	51							51	143
TOTAL SECURED FUNDING	\$1,245	\$125	\$0	\$0	\$0	\$0	\$0	\$0	\$125	\$1,370

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	1,245	125	0	0	0	0	0	0	125	1,370
Estimated Project Cost	1,245	125	0	0	0	0	0	0	125	1,370
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
Storm & Surface Water Fund	11	11	11	11	11	11	11	77
Dollars include .02 FTE starting in 2017								
TOTAL FUTURE M&O COSTS	\$11	\$11	\$11	\$11	\$11	\$11	\$11	\$77
TOTAL FTE IMPACT	Dollars include .019 FTE starting in 2017							

Downtown Revitalization Utility Improvements

1 DESCRIPTION:

Capital projects to correct existing storm & surface water deficiencies, prevent flooding, and replace aging infrastructure in the Downtown Revitalization Area. The projects are identified in the April 2011 Downtown Revitalization Utility Phasing, Cost partitioning, and Financing Study by Gray and Osborne, Inc. The Downtown Study identifies the City Utility portion/share of the Storm & Surface Water System improvements (as well as identifying developer costs).

2 JUSTIFICATION:

These projects will reduce flooding and erosion and improve water quality, as well as maintain the integrity of the storm & surface water infrastructure.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

This project benefits the City's annual storm & surface water maintenance program, it reduces flooding through the elimination of root intrusion, increase in pipe capacity, elimination of excessive erosion and better encatchment. Construction of these improvements will reduce cleaning, pipe repair and the number of responses required during major rain events.

4 TIMING PRIORITY CONSIDERATIONS:

Projects are identified and prioritized annually.

5 PROJECT COMMENCEMENT REQUIREMENTS:

Storm & Surface Water projects are approved to commence when financing is secured and funding resources are appropriated in the City's budget.

6 PROJECT STOPPING POINT(S):

Program spending is not authorized in excess of adopted funding resources.

7 STATUS:

Projects may be advanced to coincide with downtown developments' construction timing. The following projects are currently identified: NE 182nd St (96th Ave NE to 98th Ave NE), Ormbrek, Outfall rehab, and daylighting unnamed stream south of SR 522.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design	127								0	127
Construction	665	117	494						611	1,276
TOTAL ESTIMATED COSTS	\$792	\$117	\$494	\$0	\$0	\$0	\$0	\$0	\$611	\$1,403

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Utilities - Storm & Surface Water *	792	117	494						611	1,403
TOTAL SECURED FUNDING	\$792	\$117	\$494	\$0	\$0	\$0	\$0	\$0	\$611	\$1,403

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	792	117	494	0	0	0	0	0	611	1,403
Estimated Project Cost	792	117	494	0	0	0	0	0	611	1,403
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

* Designated to Multiway Blvd: Phase 2 (T39) \$328K.

Blyth Creek Erosion Control

1 DESCRIPTION:

This project will reduce stream erosion in Blyth Creek by installing log structures and side slope stabilization. Work may also include renovating the City-maintained sediment basin to improve service and reduce maintenance.

2 JUSTIFICATION:

Stream erosion in Blyth Creek produces sediments which are captured in a downstream pond prior to discharge to the Sammamish River. The sediment overwhelms the pond and overflows into the Sammamish River despite the City's annual pond dredging. Citizens have voiced concern over the turbidity levels in the River and the enlarging sediment bar downstream of the confluence with the Sammamish River. The City identified sediment erosion as an issue in the Master Plan for Blyth Park in 2011.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

Installation of log structures, slope stabilization and renovation of the sediment pond will not result in additional maintenance and operations demands. The project may lower current maintenance costs by reducing dredging from two or three times a year to once annually.

4 TIMING PRIORITY CONSIDERATIONS:

Delay in renovating the sediment pond will mean that the current high level of maintenance activity will continue and that sediment may continue to spill over into the Sammamish River.

5 PROJECT COMMENCEMENT REQUIREMENTS:

Final design and construction will not begin unless the City receives additional grant funding. Grant funding is expected to include a match from City utility funds. Sources of grant funds for final design and construction have not been fully identified.

6 PROJECT STOPPING POINT(S):

The project will not continue beyond conceptual design until grant funding is secured.

7 STATUS:

Concept design was funded by a King County Flood District grant and was completed in November 2013. Final design is expected to be performed in 2017 and construction could begin in 2018, depending on receipt of grant funding.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design		61							61	61
Construction			122						122	122
TOTAL ESTIMATED COSTS	\$0	\$61	\$122	\$0	\$0	\$0	\$0	\$0	\$183	\$183

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Grant Pending (KC Flood District)		21	42						63	63
Utilities - Storm & Surface Water		40	80						120	120
TOTAL SECURED FUNDING	\$0	\$61	\$122	\$0	\$0	\$0	\$0	\$0	\$183	\$183

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	0	61	122	0	0	0	0	0	183	183
Estimated Project Cost	0	61	122	0	0	0	0	0	183	183
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Parr Creek Flood Mitigation

1 DESCRIPTION:

This project will assist in addressing flooding of roadway and sidewalk along 120th Ave NE, north of NE 195th St. Proposed work may include installation of a sediment trap and culvert work to minimized backup of Parr Creek onto 120th. Work will be completed within the right-of-way and coordinated with private drainage repairs and creek restoration/dredging.

2 JUSTIFICATION:

Currently, Parr Creek overflows its channel and flows along the sidewalk and roadway gutter in 120th Ave NE. During rain events roadway lanes are flooded and are often closed due to standing water. The creek's overflow deposits sediment onto the sidewalk and the roadway.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

Maintenance of 120th Ave NE and its storm system is a private property responsibility and will decrease as a result of this and other private projects along Parr Creek. By installing a sediment trap and redirecting the street storm system, the impacts of Parr Creek overflow onto the roadway may be reduced. Operations will be responsible for routinely cleaning the sediment trap, if installed.

4 TIMING PRIORITY CONSIDERATIONS:

Delays in schedule would mean missing the annual fish window to complete construction prior to the rainy season, when road closures increase and are most problematic.

5 PROJECT COMMENCEMENT REQUIREMENTS:

Construction of some parts of the project in the public right-of-way could begin as soon as design is complete. Other elements of the project may require formal agreements with private property owners and businesses. Any work in the creek and wetland will also require permitting with Washington State Department of Fish and Wildlife before start of construction.

6 PROJECT STOPPING POINT(S):

The project could be stopped or delayed pending issuance of permits from the Department of Fish and Wildlife. The project would be a temporary solution contingent upon a more permanent solution for the creek channel on private property.

7 STATUS:

Staff is currently seeking compliance by the property owner for maintenance of the creek channel. Some roadway design can proceed ahead of compliance by the property owner, and could be completed in late 2016 with construction in 2017.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design	50	25							25	75
Construction			125						125	125
TOTAL ESTIMATED COSTS	\$50	\$25	\$125	\$0	\$0	\$0	\$0	\$0	\$150	\$200

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Utilities - Storm & Surface Water	50	25	125						150	200
TOTAL SECURED FUNDING	\$50	\$25	\$125	\$0	\$0	\$0	\$0	\$0	\$150	\$200

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	50	25	125	0	0	0	0	0	150	200
Estimated Project Cost	50	25	125	0	0	0	0	0	150	200
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023	
	2017	2018	2019	2020	2021	2022	2023		
TOTAL FUTURE M&O COSTS		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact								

208th St SE Water Quality

1 DESCRIPTION:
This project would design and install roadway runoff treatment for 208th St SE before it enters North Creek.

2 JUSTIFICATION:
Runoff from 208th St SE/Filbert Road currently flows untreated into North Creek.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:
Costs to maintain water quality systems along 208th will depend on the type of systems to be installed.

4 TIMING PRIORITY CONSIDERATIONS:
Commencement of design is grant dependent.

5 PROJECT COMMENCEMENT REQUIREMENTS:
Right-of-way permits will be required. Work may require cooperation with adjacent properties.

6 PROJECT STOPPING POINT(S):
The project will not proceed as currently budgeted unless grant funds are received.

7 STATUS:
This project is identified in the North Creek Drainage Needs Report, 2002. Preliminary design has not commenced.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design			100						100	100
Construction				400					400	400
TOTAL ESTIMATED COSTS	\$0	\$0	\$100	\$400	\$0	\$0	\$0	\$0	\$500	\$500

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Grant Pending (Federal)			50	200					250	250
Utilities - Storm & Surface Water			50	200					250	250
TOTAL SECURED FUNDING	\$0	\$0	\$100	\$400	\$0	\$0	\$0	\$0	\$500	\$500

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	0	0	100	400	0	0	0	0	500	500
Estimated Project Cost	0	0	100	400	0	0	0	0	500	500
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Royal Anne & Filbert Creek Culverts

1 DESCRIPTION:
This project would improve creek crossings and stream habitat areas near 208th St SE.

2 JUSTIFICATION:
Creek crossings and stream habitat areas in the vicinity of 208th St SE are impacted by flooding and erosion. Fish passage and habitat are affected.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:
Some ongoing additional maintenance effort will be needed to support plantings associated with habitat mitigation.

4 TIMING PRIORITY CONSIDERATIONS:
The project is currently identified in the Surface Water Master Plan as commencing in 2020.

5 PROJECT COMMENCEMENT REQUIREMENTS:
Project is grant dependent and will depend on adequate utility funds.

6 PROJECT STOPPING POINT(S):
The project will only proceed as planned if grant funds are obtained for habitat restoration. Construction would require permits for work in aquatic areas.

7 STATUS:
This project is identified in the North Creek Drainage Needs Report, 2002. No design work has commenced.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design				500					500	500
Construction					1,000				1,000	1,000
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$500	\$1,000	\$0	\$0	\$0	\$1,500	\$1,500

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Grant Pending (Federal)				350	750				1,100	1,100
Utilities - Storm & Surface Water				150	250				400	400
TOTAL SECURED FUNDING	\$0	\$0	\$0	\$500	\$1,000	\$0	\$0	\$0	\$1,500	\$1,500

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	0	0	0	500	1,000	0	0	0	1,500	1,500
Estimated Project Cost	0	0	0	500	1,000	0	0	0	1,500	1,500
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

East Riverside Dr Drainage & Sediment

1 DESCRIPTION:

A combination of inlet and conveyance improvements along with sediment and debris control is needed to reduce flooding potential. Improvements constructed by the City following the 2007 flooding events partially addressed the flooding risk.

2 JUSTIFICATION:

Flooding problems have occurred in and around East Riverside Dr from two un-named tributaries to the Sammamish River. These tributaries discharge water from property to the south of East Riverside Dr, including I-405 right-of-way. The tributaries transmit sediments from upstream and are constricted by existing culverts and channels in and around the roadway. Significant flood events occurred in 2007 and the City removed sediment and debris from the system. In subsequent years the City has installed some conveyance improvements in the area to reduce flooding potential.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

Additional system maintenance costs will be off-set by reduced flood response and sediment management.

4 TIMING PRIORITY CONSIDERATIONS:

The projects could be phased in 2017-2018 and 2020-2021.

5 PROJECT COMMENCEMENT REQUIREMENTS:

Grant funding, cooperative partnerships with private parties and WSDOT and permitting are all commencement requirements.

6 PROJECT STOPPING POINT(S):

Grant funding and permitting are necessary for the project to proceed to design and construction.

7 STATUS:

Some preliminary design work and conceptual planning was completed after the 2007 flood event.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design		130							130	130
Construction			200		200	400			800	800
TOTAL ESTIMATED COSTS	\$0	\$130	\$200	\$0	\$200	\$400	\$0	\$0	\$930	\$930

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Grant Pending (Federal)		35	50		95	95			275	275
Utilities - Storm & Surface Water		95	150		105	305			655	655
TOTAL SECURED FUNDING	\$0	\$130	\$200	\$0	\$200	\$400	\$0	\$0	\$930	\$930

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	0	130	200	0	200	400	0	0	930	930
Estimated Project Cost	0	130	200	0	200	400	0	0	930	930
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Sammamish River & Waynita Creek Restoration

1 DESCRIPTION:

This project includes restoration and reconnection of wetlands and side channels in the confluence area to address fish refuge and water temperature. It is intended to protect and restore tributaries (Waynita Creek) to the Sammamish River in this vicinity.

2 JUSTIFICATION:

The Sammamish River channel has been modified from its historic conditions and the habitat suffers from a combination of fish passage issues, disconnected and degraded riparian habitat and side channels, and lack of cool-water refuge pools. Fish habitat and water quality are impacted by the current conditions. US EPA and the State Department of Ecology have identified concerns with water temperature and dissolved oxygen in the Sammamish River through Bothell.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

Restored areas will require ongoing maintenance and support of plantings. Costs will be determined depending on the extent and type of plantings.

4 TIMING PRIORITY CONSIDERATIONS:

The project design and construction will depend on property acquisition and grant funding.

5 PROJECT COMMENCEMENT REQUIREMENTS:

The project could begin design in 2018 with construction in 2019-2020 if property acquisition and grant funding are complete.

6 PROJECT STOPPING POINT(S):

Property acquisition, permitting, and grant funding are all potential stopping points.

7 STATUS:

Property acquisition is in process.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design			200						200	200
Construction				650	650				1,300	1,300
TOTAL ESTIMATED COSTS	\$0	\$0	\$200	\$650	\$650	\$0	\$0	\$0	\$1,500	\$1,500

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Grant Pending (Federal)			70	400	530				1,000	1,000
Utilities - Storm & Surface Water			130	250	120				500	500
TOTAL SECURED FUNDING	\$0	\$0	\$200	\$650	\$650	\$0	\$0	\$0	\$1,500	\$1,500

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	0	0	200	650	650	0	0	0	1,500	1,500
Estimated Project Cost	0	0	200	650	650	0	0	0	1,500	1,500
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Palm Creek & 228th St SE Storm Improvements

1 DESCRIPTION:

The culvert crossing across the 228th/31st intersection should be replaced with a larger box culvert crossing. The stormwater pond upstream of the intersection should be enlarged and the structure controlling the outflow from the pond should be evaluated for reconfiguration.

2 JUSTIFICATION:

Flooding problems during the December 3, 2007 storm event occurred in the Palm Creek area at the intersection of 228th St SE near 31st Ave SE. An existing stormwater pond at the northeast corner of the 31st Ave SE and 228th St SE intersection contributed to flooding of the intersection due to a combination of system blockage and inadequate pond capacity. The culvert crossing for 228th/31st that outlets the pond is potentially undersized, also contributing to flooding in the area.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

Minor increased costs for maintenance of new culvert, offset by reduced flood response costs.

4 TIMING PRIORITY CONSIDERATIONS:

The project is planned for 2017-2018 depending on adequate surface water utility funds.

5 PROJECT COMMENCEMENT REQUIREMENTS:

Permitting will be required for any in-stream work.

6 PROJECT STOPPING POINT(S):

Funding will depend on adequate storm & surface water revenues.

7 STATUS:

Project is in initial planning phase only.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Construction				175	175				350	350
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$175	\$175	\$0	\$0	\$0	\$350	\$350

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Utilities - Storm & Surface Water				175	175				350	350
TOTAL SECURED FUNDING	\$0	\$0	\$0	\$175	\$175	\$0	\$0	\$0	\$350	\$350

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	0	0	0	175	175	0	0	0	350	350
Estimated Project Cost	0	0	0	175	175	0	0	0	350	350
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Perry Creek & 228th St SE Culverts

1 DESCRIPTION:

This project involves installation of new culvert across 19th Ave SE for Perry Creek and storm pipe along 19th Ave.

2 JUSTIFICATION:

Flooding problems during the December 3, 2007 storm event occurred in the Perry Creek area south of 228th St SE along 19th Ave SE. The Perry Creek system overflowed onto the street for several hours. Several intersections were impacted by flooding. Undersized and failing pipes and culverts contributed to the flooding. Siltation within channel and pond and ditch systems contributed as well. The drainage inlets in this area are easily clogged and need frequent maintenance. The wetland does not drain adequately and can lead to over topping of the roadways.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

Minor costs associated with new storm pipe and culvert - offset by lower flood response costs.

4 TIMING PRIORITY CONSIDERATIONS:

A historical record of flooding exists in this area and has affected homes, other properties and roadways. Flooding severity during the December 3, 2007 storm was rated as high.

5 PROJECT COMMENCEMENT REQUIREMENTS:

Permitting for the creek crossing will be required.

6 PROJECT STOPPING POINT(S):

Permitting.

7 STATUS:

A culvert crossing for Perry Creek near 19th is currently failed and a design has been completed for replacing this culvert. This portion of the overall Perry Creek project is ready for construction in 2017. The remaining portions of the project would be designed in 2019 and constructed in 2020.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Construction			390						390	390
TOTAL ESTIMATED COSTS	\$0	\$0	\$390	\$0	\$0	\$0	\$0	\$0	\$390	\$390

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Utilities - Storm & Surface Water			390						390	390
TOTAL SECURED FUNDING	\$0	\$0	\$390	\$0	\$0	\$0	\$0	\$0	\$390	\$390

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	0	0	390	0	0	0	0	0	390	390
Estimated Project Cost	0	0	390	0	0	0	0	0	390	390
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Monte Villa Drainage Improvements

1 DESCRIPTION:

This project would improve the roadside drainage along 35th Ave SE between 228th and 240th. Design could include a combination of improved ditch and pipe conveyance and control of road runoff with curb, gutter, and inlets.

2 JUSTIFICATION:

Flooding occurred in 2007 at the crossing at 23600 block of 35th Ave SE and along 35th Ave SE corridor between 228th and 240th overflowing from the north down the ditch lines. Culverts and inlets were clogged with debris and the culverts are undersized. During the December 3, 2007 storm, the ditch overtopped 35th Ave and flowed into Monte Villa Business Park. Flooding concerns was prioritized as “Low” in the 2008 Flood Action Plan, however, City Operations staff indicates that this is a chronic flooding area. Part of the need for this project is related to the existing road and private ditch system. The storm and surface water utility is only assumed to provide about half of the total cost of the project, with other possible sources to include grants, City General Funds, and private funds.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

The M&O costs associated with the facilities installed by this project would be offset by lower maintenance and flood response costs associated with the existing system.

4 TIMING PRIORITY CONSIDERATIONS:

This project could be pursued during 2017-2018 if grant funds are received.

5 PROJECT COMMENCEMENT REQUIREMENTS:

Receipt of grant funds and agreement for adjacent property owners are necessary to commence this project.

6 PROJECT STOPPING POINT(S):

If grant funding is not received, the project is not planned to continue.

7 STATUS:

Conceptual design has not been performed.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Construction		250							250	250
TOTAL ESTIMATED COSTS	\$0	\$250	\$0	\$0	\$0	\$0	\$0	\$0	\$250	\$250

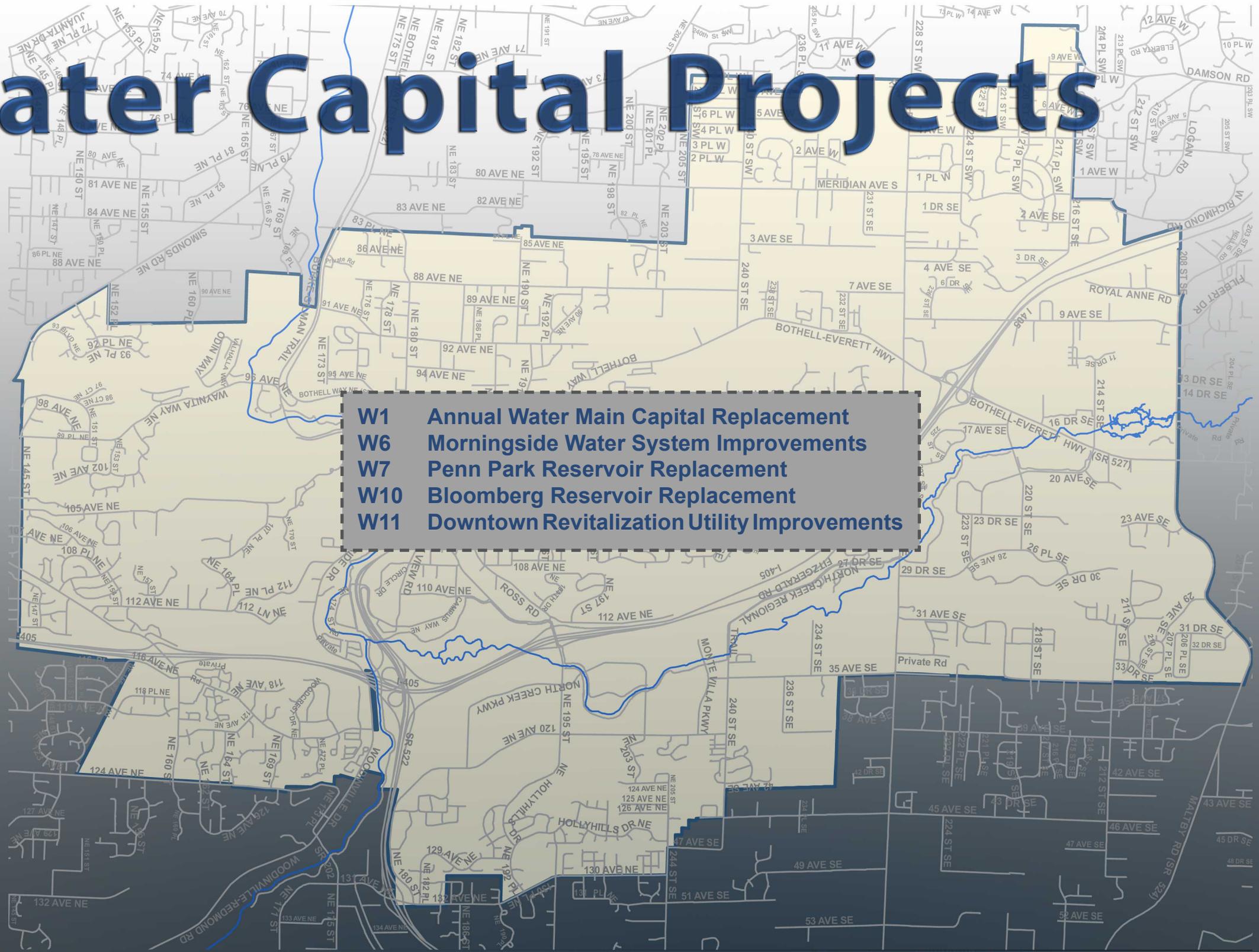
ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Utilities - Storm & Surface Water		250							250	250
TOTAL SECURED FUNDING	\$0	\$250	\$0	\$0	\$0	\$0	\$0	\$0	\$250	\$250

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	0	250	0	0	0	0	0	0	250	250
Estimated Project Cost	0	250	0	0	0	0	0	0	250	250
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Water Capital Projects



- W1** Annual Water Main Capital Replacement
- W6** Morningside Water System Improvements
- W7** Penn Park Reservoir Replacement
- W10** Bloomberg Reservoir Replacement
- W11** Downtown Revitalization Utility Improvements

Not Shown on Map:
W1 - Annual Water Main Capital Replacement
W11 - Downtown Revitalization Utility Improvements

W6
Morningside Booster Station Retrofit
&
W10
Bloomberg Reservoir Painting

W7
Penn Park Reservoir Replacement

WATER CAPITAL PROJECTS



Map Printed: November 8, 2016

The City of Bothell delivers this data (map) in an AS-IS condition. GIS data (maps) are produced by the City of Bothell for internal purposes. No representation or guarantee is made concerning the accuracy, currency, or completeness of the information provided.

Map prepared by: Transportation Division

Path: Q:\PMT\transportation\Aidan_CIGFP_Projects\2017\CIFP_Water_Legal.mxd

Annual Water Main Capital Replacement

1 DESCRIPTION:

This program will provide water system improvements that will either repair or replace aging mains and other related water components, or provide necessary level-of-service improvements to improve pressure, water quality and/or fire flow.

2 JUSTIFICATION:

This program provides improvements to meet the water system needs identified in the Water Comprehensive Plan and in coordination with major street reconstruction projects.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

This project benefits the City's annual water maintenance program, it reduces maintenance and fire flow problems by installation of larger and newer water mains. Construction of these improvements will reduce pipe repair and the number of responses required.

4 TIMING PRIORITY CONSIDERATIONS:

Projects are identified and prioritized in the City's Water Comprehensive Plan.

5 PROJECT COMMENCEMENT REQUIREMENTS:

Annual Water Replacement Program projects are approved to commence when financing is secured and funding resources are appropriated in the City's budget.

6 PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources.

7 STATUS:

The following projects are currently identified: 2018: 192nd Pl and 129th Ave. 2019: Piper's Glen, 192nd St and 196th St. 2020-2021: Valhalla Dr and Odin Way.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design	422								0	422
Construction	4,376	50	600	945	425	1,170	700	900	4,790	9,166
TOTAL ESTIMATED COSTS	\$4,798	\$50	\$600	\$945	\$425	\$1,170	\$700	\$900	\$4,790	\$9,588

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Utilities - Water	4,798	50	600	945	425	1,170	700	900	4,790	9,588
TOTAL SECURED FUNDING	\$4,798	\$50	\$600	\$945	\$425	\$1,170	\$700	\$900	\$4,790	\$9,588

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	4,798	50	600	945	425	1,170	700	900	4,790	9,588
Estimated Project Cost	4,798	50	600	945	425	1,170	700	900	4,790	9,588
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Morningside Water System Improvements

1 DESCRIPTION:

As identified in the City's approved 2012 Water System Plan and in the 2015-2021 Capital Facilities Plan, the existing Morningside Booster Station cannot currently meet the City's minimum residential fire flow requirement. The Water System Plan identified a project to upgrade the booster station in order to meet fire flow requirements. A viable alternative to that solution has been modeled and analyzed by staff. This alternative would extend the Bothell water system to the north and intertie with the Alderwood Water and Waste Water District. Alderwood Water and Waste Water District (AWWD) has agreed to this alternative plan. The intertie will also be located in an ideal location for a future domestic water intertie to the AWWD system.

2 JUSTIFICATION:

This project provides improvements to meet the water system needs identified in the Water Comprehensive Plan and established fire flow requirements for the system.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

After completion of the project the improved pump system will require less Operations and Maintenance (M & O) requirement than the existing, older, less efficient system.

4 TIMING PRIORITY CONSIDERATIONS:

This project is identified and prioritized in the City's Water Comprehensive Plan.

5 PROJECT COMMENCEMENT REQUIREMENTS:

This water project is approved to commence when financing is secured and funding resources are appropriated in the City's budget.

6 PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources.

7 STATUS:

Project design is underway.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design	7								0	7
Construction	50	520				180			700	750
TOTAL ESTIMATED COSTS	\$57	\$520	\$0	\$0	\$0	\$180	\$0	\$0	\$700	\$757

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Utilities - Water	57	520				180			700	757
TOTAL SECURED FUNDING	\$57	\$520	\$0	\$0	\$0	\$180	\$0	\$0	\$700	\$757

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	57	520	0	0	0	180	0	0	700	757
Estimated Project Cost	57	520	0	0	0	180	0	0	700	757
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Penn Park Reservoir Replacement

1 DESCRIPTION:

The storage requirement for the 284 pressure zone per the Water Comprehensive Plan is 1 million gallons. The Penn Park Reservoir, built in 1960 is a half-million gallon tank that has reached the end of its service life. A new 1 million gallon tank will be constructed to replace the existing tank.

2 JUSTIFICATION:

The need for this project is identified in the City's Water Comprehensive plan. Replacement of this reservoir is necessary to ensure the City's water system continues to operate effectively.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

In the near term, the replacement of the older reservoir with a newer reservoir should result in a reduction of overall maintenance and operations requirements. When the interior lining and exterior paint needs to be replaced in the future, higher costs will be incurred due to the increase in tank size.

4 TIMING PRIORITY CONSIDERATIONS:

This project was identified and prioritized in the City's Water Comprehensive Plan.

5 PROJECT COMMENCEMENT REQUIREMENTS:

Construction has commenced.

6 PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources.

7 STATUS:

Construction started in spring 2016 and will end in winter 2017.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design	438								0	438
Construction	2,857	320							320	3,177
TOTAL ESTIMATED COSTS	\$3,295	\$320	\$0	\$0	\$0	\$0	\$0	\$0	\$320	\$3,615

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Revenue Bond	3,040								0	3,040
Utilities - Water	255	320							320	575
TOTAL SECURED FUNDING	\$3,295	\$320	\$0	\$0	\$0	\$0	\$0	\$0	\$320	\$3,615
UNSECURED FUNDING										

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	3,295	320	0	0	0	0	0	0	320	3,615
Estimated Project Cost	3,295	320	0	0	0	0	0	0	320	3,615
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Future M&O Impact Not Determined Yet							

Bloomberg Reservoir Painting

1 DESCRIPTION:

This project will consist of sandblasting, spot repairs, and painting the interior of the 5 million gallon steel tank Bloomberg reservoir.

2 JUSTIFICATION:

The reservoir was constructed in 1985 and the exterior was repainted in early 2000. The interior is due for new paint. Inspection of the interior of the reservoir was performed in 2008 and the original paint was found to be in marginal condition and should be repainted soon.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

Once repainted, there are minimal Maintenance and Operations (M&O) costs. It is recommended that interior inspection be performed once every five years to insure that the interior of the tank is in good condition.

4 TIMING PRIORITY CONSIDERATIONS:

The project is identified in the City's Water Comprehensive Plan.

5 PROJECT COMMENCEMENT REQUIREMENTS:

This water project is approved to commence when financing is secured and funding resources are appropriated in the City's budget.

6 PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources.

7 STATUS:

Construction is anticipated for this project in 2017-2018.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design		121							121	121
Construction			710						710	710
TOTAL ESTIMATED COSTS	\$0	\$121	\$710	\$0	\$0	\$0	\$0	\$0	\$831	\$831

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Utilities - Water		121	710						831	831
TOTAL SECURED FUNDING	\$0	\$121	\$710	\$0	\$0	\$0	\$0	\$0	\$831	\$831

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	0	121	710	0	0	0	0	0	831	831
Estimated Project Cost	0	121	710	0	0	0	0	0	831	831
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Downtown Revitalization Utility Improvements

1 DESCRIPTION:

This program provides programmatic replacement of aging water mains and miscellaneous water system components consistent with the City's Water Comprehensive Plan in the Downtown Revitalization area. The projects are specifically identified in the April 2011 Downtown Revitalization Utility Phasing, Cost partitioning, and Financing Study by Gray and Osborne, Inc. The Downtown Study identifies the City Utility portion/share of the Water System improvements (as well as identifying developer costs).

2 JUSTIFICATION:

The projects are specifically identified in the April 2011 Downtown Revitalization Utility Phasing, Cost Partitioning, and Financing Study by Gray and Osborne, Inc. The Downtown Study identifies the City Utility portion/share of the Sewer System improvements (as well as identifying developer costs).

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

This project benefits the City's annual water maintenance program, it reduces maintenance and fire flow problems by installation of larger and newer water mains. Construction of these improvements will reduce pipe repair and the number of responses required.

4 TIMING PRIORITY CONSIDERATIONS:

Projects are identified and prioritized in the City's Water Comprehensive Plan and April 2011 Downtown Revitalization Utility Study.

5 PROJECT COMMENCEMENT REQUIREMENTS:

This water project is approved to commence when financing is secured and funding resources are appropriated in the City's budget.

6 PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources.

7 STATUS:

Project is anticipated to commence in 2017. Project locations include; Main Street Enhancements, 96th Ave NE, 180th St, and 185th St.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2016	Budgeted		Estimated					Estimated Spending 2017 - 2023	Total Estimated Project Costs Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Design	42								0	42
Construction	962	784		337					1,121	2,083
TOTAL ESTIMATED COSTS	\$1,004	\$784	\$0	\$337	\$0	\$0	\$0	\$0	\$1,121	\$2,125

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2016	Budgeted		Estimated					Estimated Funding 2017 - 2023	Total Estimated Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
SECURED FUNDING										
Revenue Bond	529	431							431	960
Utilities - Water *	475	353		337					690	1,165
TOTAL SECURED FUNDING	\$1,004	\$784	\$0	\$337	\$0	\$0	\$0	\$0	\$1,121	\$2,125

PROJECT VARIANCES	Projected to 12/31/2016	Budgeted		Estimated					Project Variances 2017 - 2023	Total Project Funding Thru 2023
		2017	2018	2019	2020	2021	2022	2023		
Secured Funding	1,004	784	0	337	0	0	0	0	1,121	2,125
Estimated Project Cost	1,004	784	0	337	0	0	0	0	1,121	2,125
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2017 - 2023
	2017	2018	2019	2020	2021	2022	2023	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

* Designated to Horse Creek Improvements (SW11) \$431K, Main St Enhancement (T41) \$326K, and NE 185th St Reconstruction (T60) \$337K.

Future Projects

Project Type	Project Name	Project Description	Source	Estimated Costs (if available)
Facility Projects				
Planning/Capacity/ Condition	Fire Station Facility Needs	A comprehensive facility needs study is needed to analyze response time, levels of service, and potential future locations of fire stations.	Previous CFP/Comp Plan (Capital Facilities Element)	No planning est.
Short Term Financing	Low Interest Façade Improvement Loan Program	Low-interest Façade Loan Program to improve facades, as well as painting, lighting and signage on Bothell's historic Main Street.	New - Staff is investigating the legality of loaning tax dollars	\$250,000
Park Projects				
Capacity/ Condition	Centennial Park Improvements: Phase II	Project plan would include pocket wetland restoration, boardwalk loop, bridges, overlooks and wetland restoration.	Previous CFP	\$2,224,000
Condition	North Creek Field #3	Replacement of grass field to synthetic turf, new fencing and baseball-softball backstop.	Previous CFP	\$1,775,000
Capacity/Planning	Open Space Acquisition & Development	This project consists of acquisition of open space land throughout the City. Funds may be used as a match for grant funded projects, acquisitions identified in the adopted 2014 Parks, Recreation & Open Space Action Program (PROSAP) or other opportunities that might be presented over the next seven years.	Previous CFP	\$614,000
Capacity	Regional Aquatic Center & Community Center	Construction of an aquatic and/or community center to serve either the Northshore School District, the Parks and Recreation Service Area or the local Bothell community. The type and size of the pool/community center will be determined through outreach to the community to ensure it fits the needs of our citizens prior to proceeding with a bond issue. If a regional pool and community center proceeds, the project costs would be equivalent to the City's citizens' share of the total regional bond.	Previous CFP	\$7,500,000
Capacity/Economic/ Planning	Park at Bothell Landing Renovation	This project involves the expansion and redevelopment of the Park at Bothell Landing. The project is associated with the Bothell Crossroads project (realignment of SR 522), and is vital to the City's Downtown Revitalization vision. The park was analyzed in its entirety, but will be developed in phases as funding is secured. The projected development schedule is:	Previous CFP	\$16,542,000
Planning/Capacity	North Creek Forest	Master planning and site development.	Previous CFP	\$375,000
Condition	East Norway Hill Park Development	Master planning, design, and development.	Previous CFP	\$1,040,000
Planning/Capacity	Blyth Park Improvements	In 2011, the City Council adopted the master plan for Blyth Park. The master plan allows for park development in phases: South Gathering Space, Parking & Drives, Restroom and Gathering space, Forest Opening, Large Shelter, Stream Restoration, Meadow, River Edge, Hillside Woodland and Disc Golf. These phases are listed in no particular order.	Previous CFP	\$2,300,000
Planning/Capacity	Shelton View Woods	Land acquisition, master planning and development.	Previous CFP	\$6,000,000
Planning/Capacity	Skatepark	Planning documents recommend building a skatepark at a new North Bothell Park. In the event a North Bothell site is not realized, this project would call for conducting a site search for a skatepark at a Bothell location, or revisiting existing Park Master Plans for potential of building a Bothell Skatepark.	New	\$750,000 Estimated. Does not include land acquisition costs.

Future Projects

Project Type	Project Name	Project Description	Source	Estimated Costs (if available)
Transportation Projects				
Economic	Main Street Enhancement, Phase 2: 102nd Ave NE to Kaysner Way	Implements improvements to Main Street from just east of 102nd Ave NE to Kaysner Way. The project reworks the entire streetscape within the existing right-of-way.	Previous TIP	\$5,654,000
Safety	5th Ave W Pedestrian Safety Improvements	Constructs an extruded curb along the east side of 5th Ave W between 240th St SE and the Shelton View Elementary School.	Previous TIP	\$73,000
Condition	240th Street Improvements (Fitzgerald Road to 240th St SE Bridge)	Rebuilds the 240th St SE roadway west of the bridge to Fitzgerald Road at a higher elevation to raise it about the 100 year flood elevation.	Previous TIP	\$3,184,000
Capacity	SR 522 Corridor, Phase 4: East of 101st	Installs sidewalks, access management, signal prioritization, and non-motorized connections. Improvements to Kaysner Way intersection.	Previous TIP/ Comp Plan/ Congestion List	No planning est.
Capacity	SR 527: SR 524 to I405 Southbound Land and Intersection Improvements	Widens roadway from 2 to 3 lanes southbound from SR 524 to 220th St SE.	Previous TIP/ Comp Plan/ Congestion List	No planning est.
Capacity	Bothell-Everett Highway Widening: Reder Way to 240th Street SE	Widens to 4 or 5 lanes. Includes bicycle lanes, curb/gutter, and sidewalk improvements	Previous TIP/ Comp Plan/ Congestion List	\$53,045,000
Condition	Fitzgerald Road Improvements: 240th Street SE to 228th Street SE	Widens minor roadway and curb/gutter and sidewalks along east side of roadway to meet City standards.	Previous TIP/ Comp Plan	No planning est.
Capacity	9th Avenue SE Widening: 228th St SE to SR 524	Upgrades 9th Ave SE to meet existing Collector standards. Proposed improvements would provide: one travel lane in each direction; a center turn lane; a bicycle lane; curbs/gutters; sidewalks; drainage and utility improvements; and pedestrian improvements. This project will also include improvements at the 228th and SR 524 intersections.	Previous TIP	\$7,839,000
Safety/Capacity	SR 524 Safety and Access Improvements: SR 527 to 39th Ave SE (Also known as SR 524 Corridor Improvements)	Addresses the safety and access concerns on SR 524 between SR 527 and 39th Ave SE. Access improvements will be limited to roadway widening to provide for left turn pockets and improve sight distances.	Previous TIP/ Congestion List	No planning est.
Condition	Sammamish River Bridge Replacement (BOT-10)	Replaces the existing bridge and make road, bicycle, and pedestrian improvements along Waynita Drive NE and 96th Avenue NE.	Previous TIP	\$8,742,000
Condition	108th Ave NE Roadway Rehabilitation	Rebuilds 108th Ave NE/112th PI NE from approximately E. Riverside Dr to NE 164th St to address slope stability and drainage issues and provide pedestrian and bicycle facilities.	Previous TIP	\$29,320,000
Capacity	Beardslee Boulevard Widening (NE 185th Street to 110th Avenue NE)	Widens to 4 or 5 lanes. Add northbound left turn lane (2 left) from 110th Avenue NE. Re-channelize southbound right turn lane to through/right configuration on Beardslee Boulevard.	Previous TIP/ Comp Plan/ Congestion List	\$7,593,000
Capacity	240th St SE & 35th Ave SE Intersection Improvements (Traffic signal or roundabout)	Adds signal and widen intersection with left turn pockets on the eastbound and southbound approaches. Add left and right turn pockets on the westbound approach. Or add a roundabout.	Previous TIP/ Comp Plan/ Congestion List	\$3,416,000
Capacity	240th St SE & 39th Ave SE Intersection Improvements (Traffic signal or roundabout)	Adds signal and eastbound right turn pocket or a roundabout.	Previous TIP/ Comp Plan/ Congestion List	\$1,394,000
Capacity	35th Avenue SE (240th St SE to 228th St SE)	Widens to 3 lanes. Includes curb/gutter and sidewalk improvements. Shared bike facilities or bike lane.	Comp Plan	\$33,427,000

Future Projects

Project Type	Project Name	Project Description	Source	Estimated Costs (if available)
Transportation Projects				
Capacity	SR 527 (211th Street SE to north of SR 524) (Also known as SR 527/SR 524 Intersection Improvements)	Adds third northbound through lane. Add southbound left turn lane at SR 524 (2 left).	Comp Plan/ Congestion List	\$5,609,000
Capacity	112th Ave NE & Juanita-Woodinville Way NE	Adds southbound right turn pocket on Juanita-Woodinville Way.	Comp Plan/ Congestion List	\$900,000
Capacity	NE 160th St & 124th Ave NE	Adds southbound right turn pocket.	Comp Plan/ Congestion List	\$900,000
Capacity	228th Street SE and Fitzgerald Road	Adds eastbound right turn pocket.	Comp Plan/ Congestion List	\$900,000
Capacity	228th Street SE and 29th Drive SE	Adds westbound right turn pocket.	Comp Plan/ Congestion List	\$900,000
Capacity	228th Street SE and 31st Avenue SE	Adds westbound right turn pocket.	Comp Plan/ Congestion List	\$900,000
Capacity	220th Street SE and SR 527	Adds eastbound left turn lane (2 left).	Comp Plan/ Congestion List	\$700,000
Capacity	214th Street SE and SR 527	Re-channelizes westbound through/left lane to through/right.	Comp Plan/ Congestion List	No planning est.
Capacity	SR 524 and 9th Avenue SE	Add northbound left turn lane (2 left).	Comp Plan/ Congestion List	\$900,000
Capacity	Bothell Everett Hwy/228th St SE Intersection Capacity Improvements	No definitive work scope. Planning and alternative analyses need to be completed.	Congestion List	No planning est.
Capacity	228th St SE Corridor Improvements (Meridian Ave to Fitzgerald Rd)	No definitive work scope. Planning and alternative analyses need to be completed.	Congestion List	No planning est.
Capacity	Adaptive Signal Control (228th)	Installs of adaptive signal control system along 228th St SE.	Congestion List	No planning est.
Capacity	Bothell Way/NE 191st Street Intersection Improvements	No definitive work scope. Planning and alternative analyses need to be completed.	Congestion List	No planning est.
Capacity	NE 180th St/132nd Ave NE Intersection (SR 522 Interchange)	No definitive work scope. Planning and alternative analyses need to be completed.	Congestion List	No planning est.
Capacity	SR 522/96th Ave NE Intersection Improvements (Northbound approach)	No definitive work scope. Planning and alternative analyses need to be completed.	Congestion List	No planning est.
Capacity	100th Ave NE/NE 145th Street Intersection Improvements	No definitive work scope. Planning and alternative analyses need to be completed.	Congestion List	No planning est.
Trail	North Creek Trail - Canyon Park	Replaces approximately 600 linear feet of a substandard section of the trail located within Canyon Park along 220th Street SE between North Creek and 20th Ave SE.	Previous CFP	\$700,000
Planning	Canyon Park Regional Growth Center Visioning - Transportation Element	Provides the transportation analyses and input necessary to support the Canyon Park Visioning effort that Community Development is initiating.	New	\$100,000
Capacity	Alternate North-South Corridor (Connect 120th Ave NE to 124th Ave NE)	Constructs an overpass across SR 522 to connect 120th Ave NE to 124th Ave NE to create a continuous north-south corridor.	New	No planning est.
Planning	Downtown Circulation Study	Analyzes traffic within the Downtown Core to develop a plan to address congestion. This study will involve alternative analyses and public involvement.	New	\$100,000
Bike/Ped	Pedestrian/bicycle bridge over the Sammamish River	Constructs a bridge over the Sammamish River to connect the Brickyard Road area to the Sammamish River Trail.	New	No planning est.

Note: Sidewalk projects are included on sidewalk inventory list