

2019-2025 Capital Facilities Plan

Adopted November 13, 2018



City of Bothell™

City Council

Andy Rheaume, Mayor

Davina Duerr, Deputy Mayor

Jeanne Zornes, Council Member

Rosemary McAuliffe, Council Member

James McNeal, Council Member

Liam Olsen, Council Member

Tom Agnew, Council Member

Capital Facilities Plan Process Committee

Davina Duerr, Deputy Mayor

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Kevin Kiernan, Planning Commissioner

Mason Thompson, Parks & Recreation Board Member

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Executive Summary

In February 2006, the Bothell City Council adopted [Resolution 1183](#), 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 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 2019–2025 CFP are designed to be incorporated into the City's 2019–2020 biennial budget.

CFPPC'S PRIMARY RESPONSIBILITY

Evaluate and prioritize the City's capital needs for each seven-year capital planning period – based on input gathered from the community and data provided by staff – along with a corresponding funding plan.

Once the CFPPC agrees to the prioritization and funding plan, staff prepares and presents the CFPPC's recommended Plan to the City Council for 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 \(TIP\)](#), [Parks, Recreation & Open Space Action Plan \(PROSAP\)](#) and Utility Comprehensive Plans ([Water](#), [Sewer](#) and [Storm & Surface Water](#)).

The 2019–2025 CFP continues the community's long-term vision for Bothell by bringing vital capital projects to fruition, including material completion of Bothell's historic downtown revitalization and the acquisition of the former Wayne Golf Course. Capital projects described in this CFP continue to bring our community vision to reality.

Downtown Subarea Plan

A substantial portion of the City Actions identified in the Downtown Subarea Plan have been completed and private developments continue to invest, bringing both residents and visitors into the historic downtown area. The plan's intent was to develop a pedestrian-friendly urban core with an emphasis on encouraging transit improvements. The recent passage by voters of Sound Transit 3 will bring bus rapid transit (BRT) to the downtown. Transit improvements that have been identified in the CFP as part of this plan include the SR 522 Stage 3 improvements project. Contaminated soil and groundwater clean up efforts continue in downtown to sustain a healthy environment and support resale and development of city-owned surplus properties.

Safe Streets and Sidewalks Projects

The CFP includes voter-approved Safe Streets & Sidewalks projects, including arterial street pavement overlays and several sidewalk projects. Levy resources are being augmented with grant monies to further fund the City's Safe Streets and Sidewalks initiative.



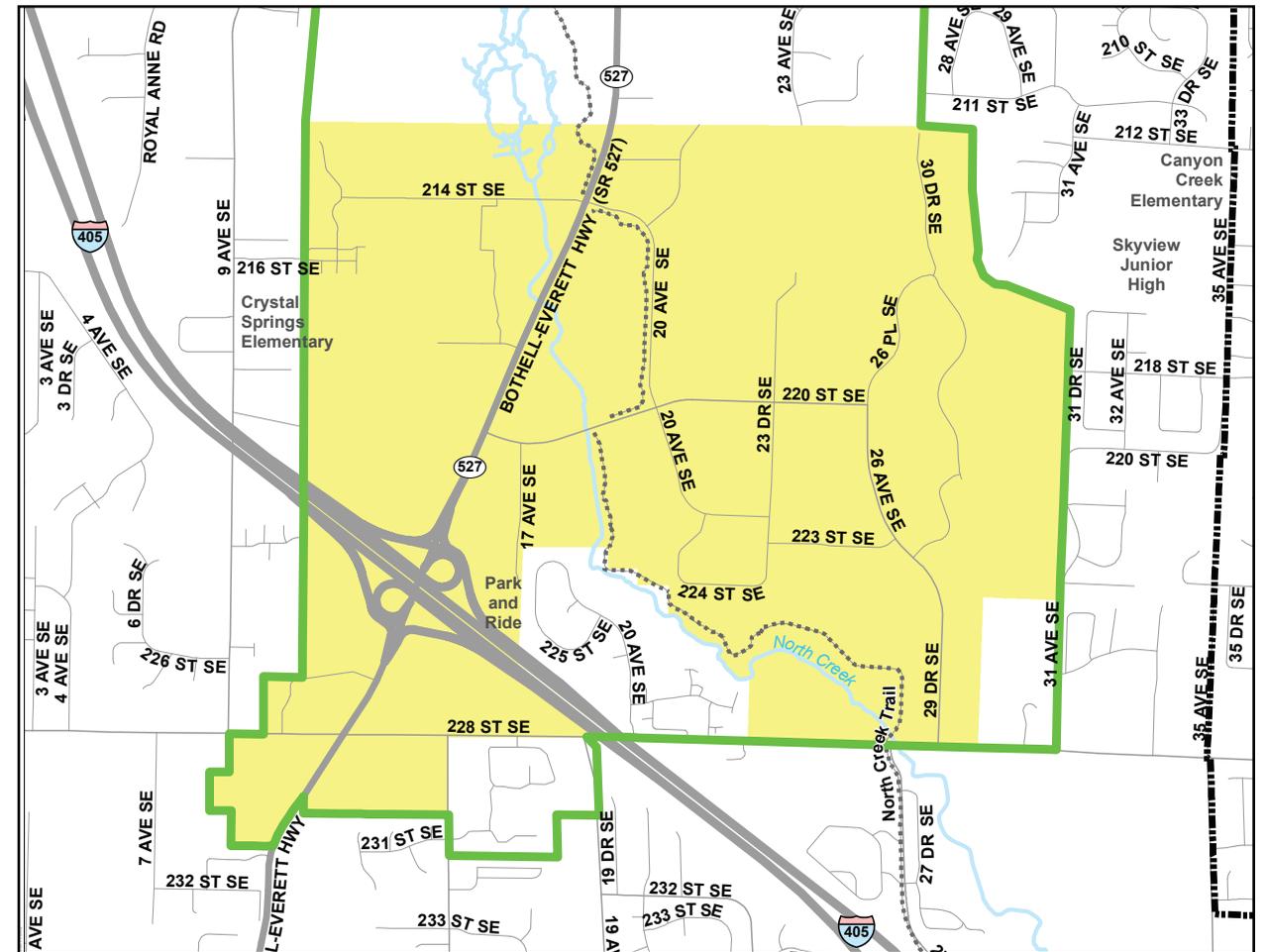
Park Projects

Parks and Recreation supports Bothell's quality of life and community vision by providing outdoor recreation opportunities. This CFP provides the roadmap for the construction of Madrazo Park and East Norway Hill Park. These new parks will bring an off-leash dog park, basketball courts, open play fields, trails and picnic areas to our community. The CFP also calls for the completion of necessary field drainage improvements to Cedar Grove Park. Finally, it will assist with the future vision and planning for young adult amenities and comprehensive approach to the 6 contiguous parks that wind through the downtown core – Park at Bothell Landing, Sammamish River Park, Blyth Park, Red Brick Road Park, and the former Wayne Golf Course. This Plan will chart the City's course for the next decade of improvements and great spaces for all to gather and enjoy.



Canyon Park Subarea

The Canyon Park Regional Growth Center, with over 400 companies and 10,000 employees, is critical to the long-term economic health of Bothell. The subarea plan will update policies and regulations to accommodate additional employment and residential growth anticipated for the area to retain regional growth center designation, leverage regional funding for transportation projects, and identify other capital investment needs.



Since Bothell implemented a formal capital planning process the city initiated a total of...

62 facility, park, transportation and utility projects.

3 FACILITIES	3 WATER	5 SEWER	7 SURFACE & STORMWATER	11 PARKS	33 TRANSPORTATION
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- Bothell Operations Center
- Bothell Police IT Server Room
- City Hall

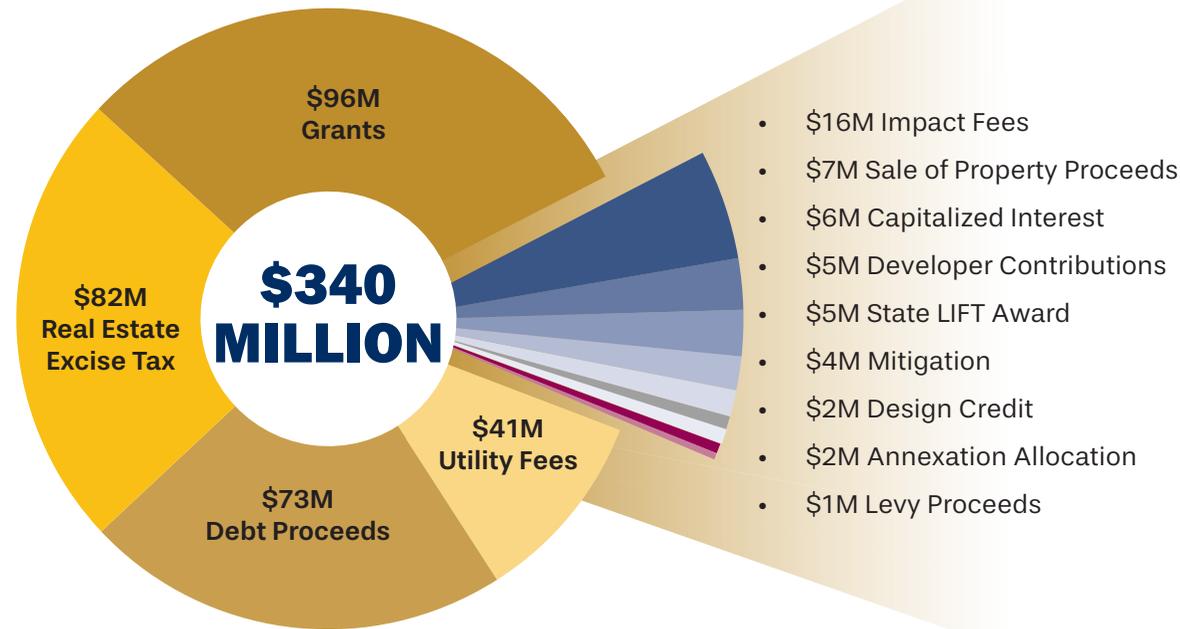
- Downtown Revitalization Utility Improvements
- Morningside Water System Improvements
- Penn Park Reservoir Replacement

- Downtown Revitalization Utility Improvements
- Lift station #2
- Lift station #3
- Promontory Hillside Sewer Main Replacement
- Valhalla Lift Station

- Blyth Creek Erosion Control
- Downtown Revitalization Utility Improvements
- Horse Creek Improvements
- Monte Villa Drainage Improvements
- Parr Creek Flood Mitigation
- Perry Creek & 228th St SE Culverts
- Sammamish River Side Channel Improvements

- 1st Lt Nicholas Madrazo Memorial Park
- Cedar Grove Park
- Centennial Park
- Horse Creek Plaza
- North Creek Fields
- North Creek Forest
- Park @ Bothell Landing Pedestrian Bridge Replacement
- Stevens Property Acquisition
- Wayne Golf Course Aquisition

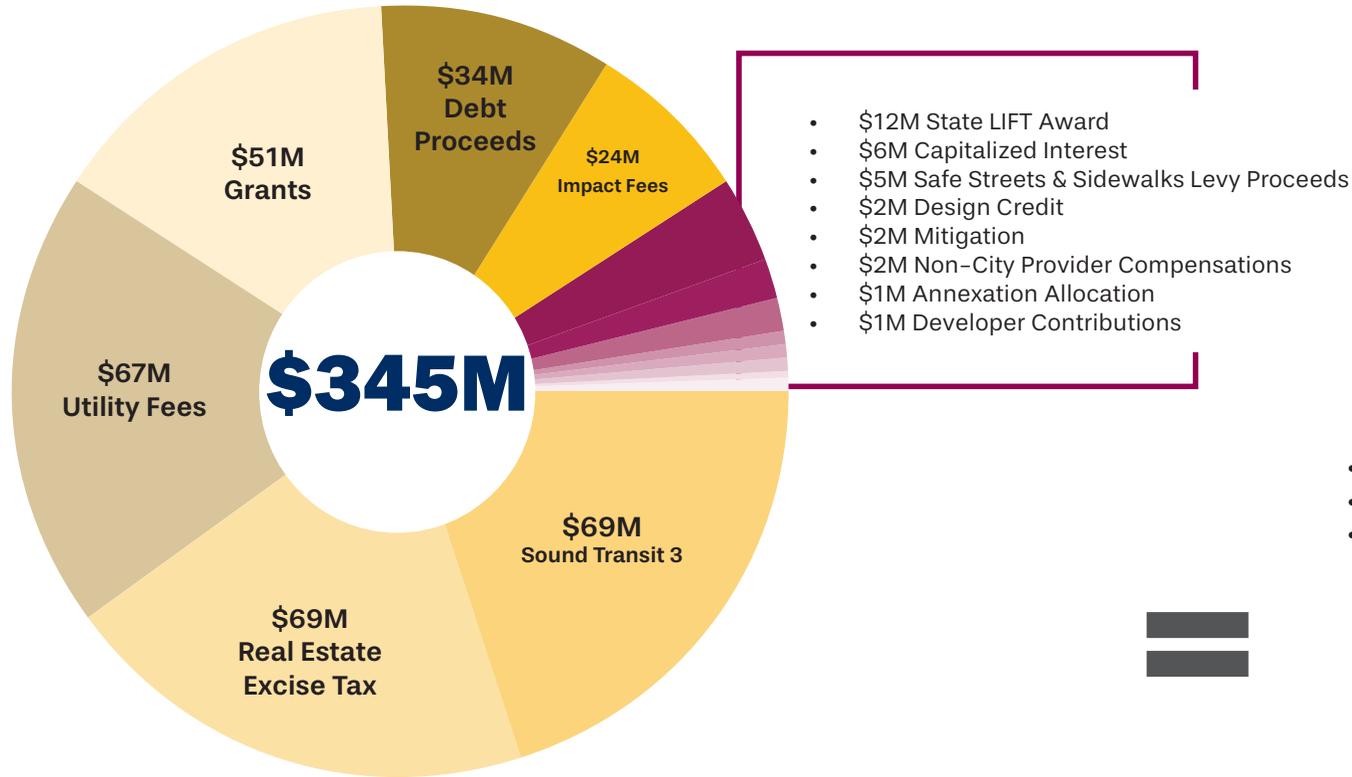
- 102nd Ave NE Bridge Replacement
- 19th Ave NE & 232nd St SE Pedestrian & Bicycle Improvements
- 228th St SE & 29th Dr SE Traffic & Intersection
- 228th St SE Corridor & Citywide Transportation Safety
- 228th St SE Pavement Preservation
- 240th St SE Bridge Replacement
- 240th St SE Sidewalk
- 7th Ave SE/88th Ave NE Sidewalk Improvements
- Adaptive Signal Control Systems
- Bothell Crossroads
- Bothell–Everett Highway & 228th St SE Intersection
- Bothell–Everett Highway Widening
- Canyon Park Subarea
- Downtown Contaminated Soil & Groundwater Clean Up
- East Riverside Drive Improvements
- Main Street Enhancement
- Main Street Extension
- Multiway Boulevard: Phases 1 & 2
- NE 188th St Non–Motorized Improvements
- NE 195th St Bridge Seismic Retrofit
- NE 195th Widening Improvements
- NE 200th St Sidewalk & Sewer Improvements
- North Creek Trail (7 Segments)
- Pop Kenney Way
- Sammamish River Bridge Seismic Retrofit
- SR 522 Stage 1, 2A, 2B & 3
- SR 524 Corridor Improvements
- SR 527 & Citywide Intelligent Transportation Systems



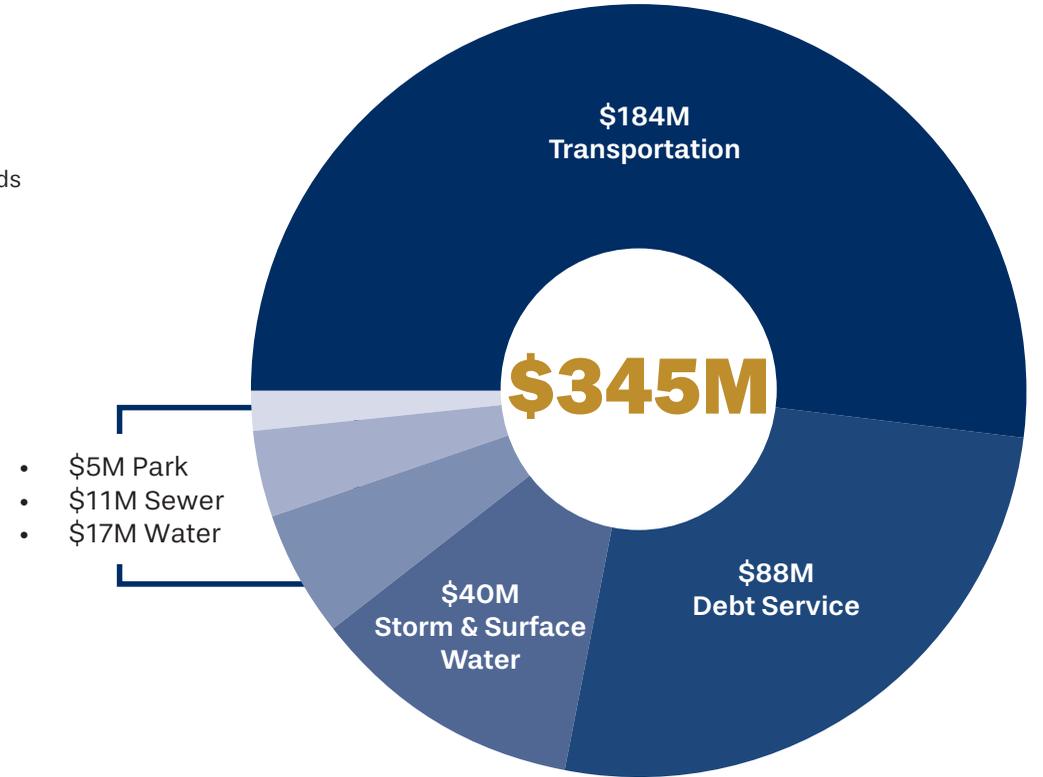
The 2006–2018 Projects by Funding Source graph illustrates that many of these vital infrastructure achievements were made possible due to third-party funding (35 percent) such as grants, capitalized interest, mitigation, design credit, impact fees and developer contributions.

The 2019–2025 CFP is a catalyst for a positive and long-lasting legacy for our community by providing the means to address infrastructure needs with capital-restricted revenue sources. The approximately \$345 million CFP incorporates ...

...53 projects over the seven-year planning period.



2019 - 2025 FUNDING SOURCE



2019 - 2025 CAPITAL SPENDING

42¢ of every \$1, Bothell plans to invest in infrastructure from 2019 through 2025 is being funded from non-city resources such as grants, other agencies, mitigation fees and developer contributions.

Estimated Costs & Funding Sources
Summary of Capital Debt Services

WORKSHEETS

DOLLARS IN THOUSAND (000)

CFP No.	CFP Project Name	Spent Thru 2018	Projected Secured Spending 2019-2025							Total Estimated Spending 2019-2025	Total Project Costs Thru 2025
			2019	2020	2021	2022	2023	2024	2025		
CAPITAL DEBT SERVICE - 100% FUNDED											
D1	Local Infrastructure Financing Tool Bond Debt Service	9,060	1,998	1,997	1,996	1,999	1,996	1,996	1,994	13,976	23,036
D2	City Hall Lease	12,239	3,249	3,247	3,323	3,328	3,323	3,325	3,328	23,123	35,362
D4	Public Works Trust Fund Debt Service (Crossroads - T6)	2,300	462	461	459	458	457	456	455	3,208	5,508
D6	Public Works Trust Fund Debt Service (Horse Creek - SW11)	171	47	47	47	47	47	47	46	328	499
D7	2013 A & B Bond Debt Service	3,781	696	699	696	698	695	697	698	4,879	8,660
D8	Utility Revenue Bond Debt Service	5,386	1,310	1,312	1,312	1,308	1,307	1,309	1,309	9,167	14,553
TOTAL - CAPITAL DEBT SERVICE COSTS (100% FUNDED)		\$32,937	\$7,762	\$7,763	\$7,833	\$7,838	\$7,825	\$7,830	\$7,830	\$54,681	\$87,618

SUMMARY ALLOCATION OF SECURED FUNDING SOURCES	Funded Thru 2018	Projected Secured Funding 2019-2025							Total Secured Funding 2019-2025	Total Secured Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Real Estate Excise Tax	5,592	3,577	3,570	3,651	3,656	3,650	3,653	3,656	25,413	31,005
Annexation Allocation (City Hall Lease - D2)	1,000								0	1,000
Design Credit (City Hall Lease - D2)	2,213								0	2,213
State LIFT Award (LIFT Bond Debt Service - D1)	5,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	7,000	12,000
Traffic Impact Fees	7,350	1,828	1,834	1,823	1,827	1,821	1,821	1,819	12,773	20,123
Unspent Capitalized Interest & Contingency (City Hall Lease - D2)	6,225								0	6,225
Utilities - Sewer	519	126	123	125	127	123	124	124	872	1,391
Utilities - Storm	3,899	957	957	957	954	956	956	954	6,691	10,590
Utilities - Water	1,139	274	279	277	274	275	276	277	1,932	3,071
TOTAL - SUMMARY ALLOCATION OF SECURED FUNDING SOURCES	\$32,937	\$7,762	\$7,763	\$7,833	\$7,838	\$7,825	\$7,830	\$7,830	\$54,681	\$87,618

TOTAL DEBT SERVICE FUNDING SOURCES	\$32,937	\$7,762	\$7,763	\$7,833	\$7,838	\$7,825	\$7,830	\$7,830	\$54,681	\$87,618
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Estimated Costs & Funding Sources Summary of Park Capital Projects

WORKSHEETS

DOLLARS IN THOUSAND (000)

CFP No.	CFP Project Name	Spent Thru 2018	Projected Secured Spending 2019-2025							Total Estimated Spending 2019-2025	Total Project Costs Thru 2025
			2019	2020	2021	2022	2023	2024	2025		
PARK CAPITAL PROJECTS - 100% FUNDED											
P6	Cedar Grove Park Field Improvements	371	350							350	721
P11	1 st Lieutenant Nicholas Madrazo US Marine Corps Memorial Park	234	620							620	854
P21	Horse Creek Plaza	195	938							938	1,133
P24	Park at Bothell Landing Pedestrian Bridge Replacement	378	2,222							2,222	2,600
TOTAL - PARK CAPITAL PROJECTS COSTS (100% FUNDED)		\$1,178	\$4,130	\$0	\$0	\$0	\$0	\$0	\$0	\$4,130	\$5,308
PARK CAPITAL PROJECTS - UNFUNDED											
P23	East Norway Hill Park	44							2,000	2,000	2,044
P25	North Bothell Park Acquisition			4,000	200	1,300				5,500	5,500
TOTAL - PARK CAPITAL PROJECTS COSTS (UNFUNDED)		\$44	\$0	\$4,000	\$200	\$1,300	\$0	\$0	\$2,000	\$7,500	\$7,544
PARK CAPITAL PROJECT COSTS (FUNDED & UNFUNDED)		\$2,003	\$3,342	\$4,000	\$200	\$1,300	\$0	\$0	\$2,000	\$10,842	\$12,825
SUMMARY ALLOCATION OF SECURED FUNDING SOURCES		Funded Thru 2018	Projected Secured Funding 2019-2025							Total Secured Funding 2019-2025	Total Secured Funding Thru 2025
			2019	2020	2021	2022	2023	2024	2025		
	Real Estate Excise Tax	108	268							268	376
	Developer Contributions (Horse Creek Plaza - P21)	195	763							763	958
	Donations (1st Lt Madrazo Park - P11)		40							40	40
	Grants (Awarded)	133	1,042							1,042	1,175
	Grants (Pending)	53	1,327							1,327	1,380
	Mitigation - King County Pump Station (1st Lt Madrazo Park - P11)	63	537							537	600
	Mitigation - Brightwater (Cedar Grove Park - P6)	140								0	140
	Park Impact Fees (Cedar Grove Park - P6, 1st Lt Madrazo Park - P11)	338								0	338
	Proposition 1 & 2 Parks Levy (Park at Bothell Landing Pedestrian Bridge - P24)	192	153							153	345
TOTAL - SUMMARY ALLOCATION OF SECURED FUNDING SOURCES		\$1,222	\$4,130	\$0	\$0	\$0	\$0	\$0	\$0	\$4,130	\$5,352
SUMMARY ALLOCATION OF UNSECURED FUNDING SOURCES		Funded Thru 2018	Projected Unsecured Funding 2019-2025							Total Unsecured Funding 2019-2025	Total Unsecured Funding Thru 2025
			2019	2020	2021	2022	2023	2024	2025		
	Funding Source (TBD)			4,000	200	1,300			1,000	6,500	6,500
	Potential Grant Funding (TBD)								1,000	1,000	1,000
TOTAL - SUMMARY ALLOCATION OF UNSECURED FUNDING SOURCES		\$0	\$0	\$4,000	\$200	\$1,300	\$0	\$0	\$2,000	\$7,500	\$7,500
TOTAL PARK FUNDING SOURCES		\$1,222	\$4,130	\$4,000	\$200	\$1,300	\$0	\$0	\$2,000	\$11,630	\$12,852

Estimated Costs & Funding Sources Summary of Transportation Capital Projects

WORKSHEETS

DOLLARS IN THOUSAND (000)

CFP No.	CFP Project Name	Spent Thru 2018	Projected Secured Spending 2019-2025							Total Estimated Spending 2019-2025	Total Project Costs Thru 2025
			2019	2020	2021	2022	2023	2024	2025		

TRANSPORTATION CAPITAL PROJECTS - 100% FUNDED

T2e	North Creek Trail - Section 3	1,793	34	4	4	4				46	1,839
T6	Bothell Crossroads	52,632	9	9	9					27	52,659
T41	Main Street Enhancement	7,670	30							30	7,700
T44	SR 522 Stage 2B Improvements	456	102	548	3,538	3,747	5,184	7,207	112	20,438	20,894
T47	Downtown Contaminated Soil & Groundwater Clean Up	14,815	2,117	468	447	427	325			3,784	18,599
T54	SR 522 Stage 3 Improvements	3,860	13,594	16,200	5,600					35,394	39,254
T57	Sammamish River Bridge (BOT-10) Seismic Retrofit	51	1,211							1,211	1,262
T60	NE 185 th St Reconstruction & Transit Center		103	512	1,156	796	7,797	5,622	81	16,067	16,067
T65b	Adaptive Signal Control System: Phase 2		543	82						625	625
T66	Meridian Ave S & 240 th St SE Signalized Intersection		187	228	1,380					1,795	1,795
T71	NE 188 th St Non-Motorized Improvements	221	1,733	525						2,258	2,479
T75	19 th Ave NE & 232 nd St SE Pedestrian & Bicycle Improvements	310	3,186							3,186	3,496
T77	7 th Ave SE/88 th Ave NE Non-Motorized Sidewalk Improvements	48	346	293						639	687
T79	Bothell-Everett Hwy Interim Rechannelization		107							107	107
T83	9 th Ave SE Non-Motorized Improvements: North Phase		32	250	1,099					1,381	1,381
T84	130 th PI NE & 132 nd Ave NE Non-Motorized Sidewalk Improvements		87	121	31	997				1,236	1,236
T85	Juanita-Woodinville Way / NE 160 th St Overlay Project			211	2,228					2,439	2,439
T87	228th St SE Pavement Preservation (19 th Ave SE to Bothell-Everett Hwy)					198	1,436			1,634	1,634
T88	Canyon Park Subarea Plan Update	20	80							80	100
TOTAL - TRANSPORTATION CAPITAL PROJECTS COSTS (100% FUNDED)		\$81,876	\$23,501	\$19,451	\$15,492	\$6,169	\$14,742	\$12,829	\$193	\$92,377	\$174,253

TRANSPORTATION CAPITAL PROJECTS (5% - 75% FUNDED)

T2g	North Creek Trail - Section 4	596	1,178	322	1,748	892				4,140	4,736
T70	Beardslee Blvd Widening				391	455				846	846
T73	228 th St SE from 35 th St SE to 39 th Ave SE Widening				345	435				780	780
T74	Bothell Way NE Widening (Reder Way to 240 th St NE)				2,675	824				3,499	3,499
T81	East Riverside Drive Trail				25	25				50	50
T86	Downtown Non-Motorized Access Improvements				275	122				397	397
TOTAL - TRANSPORTATION CAPITAL PROJECTS COSTS (5% - 75% FUNDED)		\$596	\$1,178	\$322	\$5,459	\$2,753	\$0	\$0	\$0	\$9,712	\$10,308

Estimated Costs & Funding Sources Summary of Transportation Capital Projects

WORKSHEETS

DOLLARS IN THOUSAND (000)

TRANSPORTATION CAPITAL PROJECTS (30% - 100% UNFUNDED)												
T2g	North Creek Trail - Section 4						1,302	558		1,860	1,860	
T9	102 nd Ave NE Bridge Replacement					1,163	777	14,328		16,268	16,268	
T70	Beardslee Blvd Widening						5,262			5,262	5,262	
T73	228 th St SE from 35 th St SE to 39 th Ave SE Widening						742	2,292	2,956	5,990	5,990	
T74	Bothell Way NE Widening (Reder Way to 240 th St NE)						5,163	5,387	10,348	20,898	20,898	
T81	East Riverside Drive Trail				400	400	3,200			4,000	4,000	
T86	Downtown Non-Motorized Access Improvements						2,114	18		2,132	2,132	
TOTAL - TRANSPORTATION CAPITAL PROJECTS COSTS (30% - 100% UNFUNDED)			\$0	\$0	\$0	\$400	\$1,563	\$18,560	\$22,583	\$13,304	\$56,410	\$56,410

TRANSPORTATION CAPITAL PROJECT COSTS (FUNDED & UNFUNDED)	\$82,472	\$24,679	\$19,773	\$21,351	\$10,485	\$33,302	\$35,412	\$13,497	\$158,499	\$240,971
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SUMMARY ALLOCATION OF SECURED FUNDING SOURCES	Funded Thru 2018	Projected Secured Funding 2019-2025							Total Secured Funding 2019-2025	Total Secured Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Real Estate Excise Tax	29,921	4,045	681	1,818	1,028	226		81	7,899	37,800
Arterial Street Fund	310								0	310
Bond Anticipation Note (Crossroads - T6, Downtown Contaminated Soil Clean Up - T47)	11,385								0	11,385
Grants (Awarded)	27,359	5,439	880	203	194	99			6,795	34,174
Grants (Pending)		193	387	7,092	2,504	718			10,894	10,894
Mitigation - Brightwater (North Creek Trail 3 - T2e, Crossroads - T6)	736								0	736
Non-City Provider Compensations	925	322	27	76	238				663	1,588
Other Agency (Sound Transit 3)		12,112	16,882	10,167	4,543	12,544	12,393	112	68,753	68,753
Proceeds From Safe Streets & Sidewalks Levy	242	1,918	523	1,374	318	718			4,851	5,093
Public Works Trust Fund Loan (Crossroads - T6, Downtown Soil Clean Up - T47)	8,000								0	8,000
Settlement Claim (Downtown Contaminated Soil Clean Up - T47)	167								0	167
Traffic Impact Fees	1,701	650	393	221	97				1,361	3,062
Utilities - Sewer	430					241	241		482	912
Utilities - Storm	34								0	34
Utilities - Water	1,262					196	195		391	1,653
TOTAL - SUMMARY ALLOCATION OF SECURED FUNDING SOURCES	\$82,472	\$24,679	\$19,773	\$20,951	\$8,922	\$14,742	\$12,829	\$193	\$102,089	\$184,561

SUMMARY ALLOCATION OF UNSECURED FUNDING SOURCES	Funded Thru 2018	Projected Unsecured Funding 2019-2025							Total Unsecured Funding 2019-2025	Total Unsecured Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Funding Source (TBD)				400	1,563	11,242	17,393	5,201	35,799	35,799
Potential Grant Funding (TBD)						7,318	5,190	8,103	20,611	20,611
TOTAL - SUMMARY ALLOCATION OF UNSECURED FUNDING SOURCES	\$0	\$0	\$0	\$400	\$1,563	\$18,560	\$22,583	\$13,304	\$56,410	\$56,410

TOTAL TRANSPORTATION FUNDING SOURCES	\$82,472	\$24,679	\$19,773	\$21,351	\$10,485	\$33,302	\$35,412	\$13,497	\$158,499	\$240,971
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DOLLARS IN THOUSAND (000)

CFP No.	CFP Project Name	Spent Thru 2018	Projected Secured Spending 2019-2025							Total Estimated Spending 2019-2025	Total Project Costs Thru 2025
			2019	2020	2021	2022	2023	2024	2025		

SEWER CAPITAL PROJECTS - 100% FUNDED

S1	Annual Sewer Main Capital Replacement	1,858	3,281	250	450	475	1,359	250	250	6,315	8,173
S9	Downtown Revitalization Utility Improvements	735								0	735
S12	Lift Station 4 Replacement Project			100	794					894	894
S13	Lift Station 1 Improvements			894						894	894
TOTAL - SEWER CAPITAL PROJECTS COSTS (100% FUNDED)		\$2,593	\$3,281	\$1,144	\$550	\$1,269	\$1,359	\$250	\$250	\$8,103	\$10,696

SUMMARY ALLOCATION OF SECURED FUNDING SOURCES		Funded Thru 2018	Projected Secured Funding 2019-2025							Total Secured Funding 2019-2025	Total Secured Funding Thru 2025
			2019	2020	2021	2022	2023	2024	2025		
Mitigation - Brightwater (Annual Sewer Main Capital Replacement - S1)			100							100	100
Utility Revenue Bond		260								0	260
Utilities - Sewer		2,333	3,181	1,144	550	1,269	1,359	250	250	8,003	10,336
TOTAL - SUMMARY ALLOCATION OF SECURED FUNDING SOURCES		\$2,593	\$3,281	\$1,144	\$550	\$1,269	\$1,359	\$250	\$250	\$8,103	\$10,696

TOTAL SEWER FUNDING SOURCES		\$2,593	\$3,281	\$1,144	\$550	\$1,269	\$1,359	\$250	\$250	\$8,103	\$10,696
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Estimated Costs & Funding Sources Summary of Storm & Surface Water Capital Projects

WORKSHEETS

DOLLARS IN THOUSAND (000)

CFP No.	CFP Project Name	Spent Thru 2018	Projected Secured Spending 2019-2025						Total Estimated Spending 2019-2025	Total Project Costs Thru 2025	
			2019	2020	2021	2022	2023	2024			2025
STORM & SURFACE WATER CAPITAL PROJECTS - 100% FUNDED											
SW1	Annual Storm & Surface Water Main Capital Replacement	3,758	750	450	450	500	500	500	500	3,650	7,408
SW11	Horse Creek Improvements	19,503	76	66	67					209	19,712
SW12	Sammamish River Side Channel Restoration	1,440	9	9	9	9	9	9	9	63	1,503
SW13	Downtown Revitalization Utility Improvements	1,611	520							520	2,131
SW14	Blyth Creek Erosion Control	183	400							400	583
SW16	Parr Creek Flood Mitigation	150	300	1,500	500					2,300	2,450
SW18	Royal Ann & Filbert Creek Culverts				500	1,000				1,500	1,500
SW19	East Riverside Dr Drainage & Sediment		50	80	240	560				930	930
SW20	Sammamish River & Waynita Creek Restoration			200	650	650				1,500	1,500
SW21	Palm Creek & 228 th St SE Storm Improvements		175	175						350	350
SW22	Perry Creek & 228 th St SE Culverts		390							390	390
SW23	Monte Villa Drainage Improvements	252	100	100	500	250	25	25	25	1,025	1,277
SW24	Village Square Drainage Improvements		80	150						230	230
SW25	Norway Hill - 104 th Ave from 16039 to 15949			80	250					330	330
SW26	Downtown - 103 rd Ave between NE 190 th & NE 192 nd					50	150	100		300	300
TOTAL - STORM & SURFACE WATER CAPITAL PROJECTS COSTS (100% FUNDED)		\$26,897	\$2,850	\$2,810	\$3,166	\$3,019	\$684	\$634	\$534	\$13,697	\$40,594

SUMMARY ALLOCATION OF SECURED FUNDING SOURCES	Funded Thru 2018	Projected Secured Funding 2019-2025						Total Secured Funding 2019-2025	Total Secured Funding Thru 2025	
		2019	2020	2021	2022	2023	2024			2025
Developer Contributions (Horse Creek - SW11)	38								0	38
Grants (Awarded)	1,215								0	1,215
Grants (Pending)	80	120	70	845	1,375				2,410	2,490
Non-City Provider Compensations	164								0	164
Public Works Trust Fund Loan (Horse Creek - SW11)	800								0	800
Utility Revenue Bond	12,500								0	12,500
Utilities - Sewer	806								0	806
Utilities - Storm	10,843	2,730	2,740	2,321	1,644	684	634	534	11,287	22,130
Utilities - Water	451								0	451
TOTAL - SUMMARY ALLOCATION OF SECURED FUNDING SOURCES	\$26,897	\$2,850	\$2,810	\$3,166	\$3,019	\$684	\$634	\$534	\$13,697	\$40,594

TOTAL STORM & SURFACE WATER FUNDING SOURCES	\$26,897	\$2,850	\$2,810	\$3,166	\$3,019	\$684	\$634	\$534	\$13,697	\$40,594
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DOLLARS IN THOUSAND (000)

CFP No.	CFP Project Name	Spent Thru 2018	Projected Secured Spending 2019-2025							Total Estimated Spending 2019-2025	Total Project Costs Thru 2025
			2019	2020	2021	2022	2023	2024	2025		

WATER CAPITAL PROJECTS - 100% FUNDED											
W1	Annual Water Main Capital Replacement	5,088	1,672	770	250	625	1,370	1,000	1,000	6,687	11,775
W6	Morningside Water System Improvements	661	500		250					750	1,411
W10	Bloomberg Reservoir Painting	5		250	1,723					1,973	1,978
W11	Downtown Revitalization Utility Improvements	581	180							180	761
W12	Maywood Hills Reservoir Painting				50	638				688	688
TOTAL - WATER CAPITAL PROJECTS COSTS (100% FUNDED)		\$6,335	\$2,352	\$1,020	\$1,973	\$925	\$2,008	\$1,000	\$1,000	\$10,278	\$16,613

SUMMARY ALLOCATION OF SECURED FUNDING SOURCES	Funded Thru 2018	Projected Secured Funding 2019-2025							Total Secured Funding 2019-2025	Total Secured Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Utility Revenue Bond	510								0	510
Utilities - Water	5,825	2,352	1,020	1,973	925	2,008	1,000	1,000	10,278	16,103
TOTAL - SUMMARY ALLOCATION OF SECURED FUNDING SOURCES	\$6,335	\$2,352	\$1,020	\$1,973	\$925	\$2,008	\$1,000	\$1,000	\$10,278	\$16,613

TOTAL WATER FUNDING SOURCES	\$6,335	\$2,352	\$1,020	\$1,973	\$925	\$2,008	\$1,000	\$1,000	\$10,278	\$16,613
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Revenues

Capital Facilities Revenue 1 – 4

Capital Utility Revenue 5 – 6

Revenue – Debt Services 7 – 12

Revenue – Opportunity Funds 13

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 2018, economic data was again collected to establish realistic revenue estimates for the 2019–2025 Capital Facilities Plan.

The following **fiscal strategies** are incorporated in the Plan:

10%

Minimum 10% of projected Real Estate Excise Tax (REET) revenue 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.

1M

\$1 million REET receipts should be held in reserve. These funds are reserved to address any cash flow issues that should arise.

GENERAL OBLIGATION DEBT

Councilmanic General Obligation debt service should not exceed REET revenue estimates unless other secured funding is identified.

25%

Minimum one half of one-time revenue transfers is allocated as follows:

- 25% Park Improvements
- 25% Pavement Improvements

The objective of this Capital Facilities Plan process is to establish a spending plan that identifies and prioritizes the capital needs with available funding sources.

FUNDING SOURCES

The following funding sources are available for allocation to the capital projects:

1. Real Estate Excise Tax
2. General fund reserve transfer
3. One-time revenue transfers
4. Mitigation from:
 - Developers for streets & parks
 - Solid Waste Management street fee
 - Brightwater – general & transportation
 - King County Wastewater Storage Facility
1. Arterial street funds
2. Bonds
3. 63–20 Lease Financing
4. Public Works Trust Fund Loans
5. Grants
6. Other sources:
 - Private donations
 - Contributions by others
 - Sale of property

Description of funding sources along with the assumptions used to build potential financing scenarios.

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 (0.25%) 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 (0.25%) 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.

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.

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.

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 revenues may be used to finance capital projects. There are two main types of bonds – general obligation bonds (GO bonds) and revenue bonds.

- GO bonds are secured by the municipality's pledge to use its tax revenues to pay interest and principal on the debt as it matures. GO bonds are the traditional form of financing for capital projects such as land acquisition, park development, and transportation projects that are owned and operated by the government.

There are two basic kinds of GO bonds, voted or non-voted (also called councilmanic). Voter-approved bonds approve an excess levy which raises property taxes to cover the debt service payments. Voter-approved bonds can only be used for capital purposes.

Non-voted or "councilmanic" bonds may be issued by a vote of the legislative body. Because the voters have not been asked to approve the tax increase to pay for principal and interest, general municipal revenues must be pledged to pay the debt service. The debt does not provide any additional revenue to fund debt service payments, therefore, it must be paid from existing revenue sources.

- Revenue bonds are generally used to finance water, sewer, and storm and surface water system projects. Payment for debt service on revenue bonds comes from user fees or charge for services. Revenue bonds are not subject to either statutory or constitutional debt limits.

Under Washington State law the City's total legal limit of indebtedness is 7.5% of the assessed property value, of which 1.5% may be for general purpose debt without a vote of the people, 1% for general purpose debt with a vote of the people, 2.5% for utility purpose debt with a vote of the people, and 2.5% for open space, parks, and capital facilities debt with a vote of the people.

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.

GRANTS

The City pursues federal, state and local grants 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.



Six Oaks & Junction

The city operates **3 utility enterprise funds:**

- **water**
- **sewer**
- **storm & surface water**

The revenues and expenditures for each of the three utilities are accounted for independently.

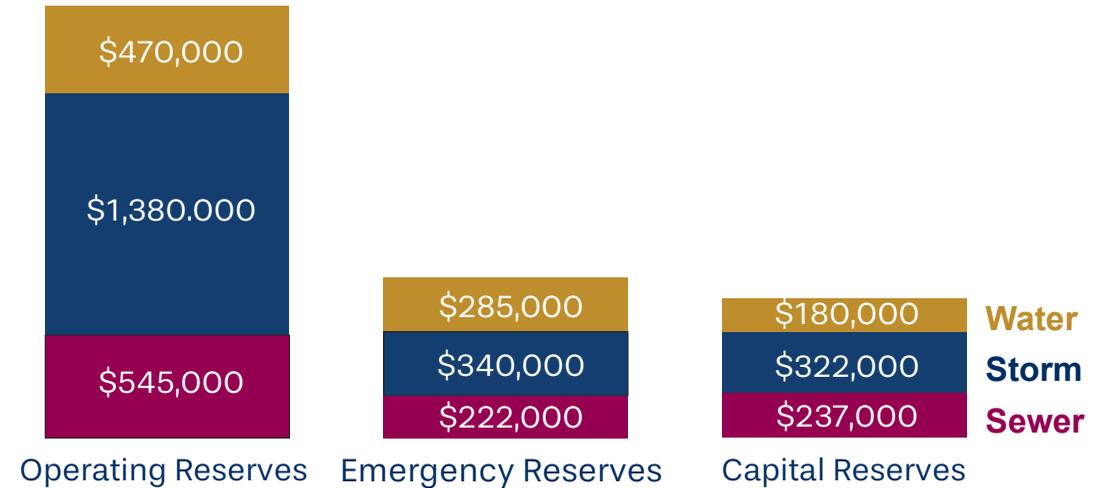
As part of the biennial budget, an evaluation of appropriate reserve levels and determination of an equitable breakdown of existing reserves between operating and capital funds is completed. The purpose of setting aside capital funds is to provide for necessary future capital improvements. The utilities 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 2017–2023 Capital Facilities Plan (CFP), the following financial strategies were carried forward into the 2019–2025 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 emergency 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:



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:

1. Customer user fees on utility bills
2. Interest earnings
3. Facility charges/connection fees
4. Mitigation fees from new street projects
5. Revenue Bonds
6. Public Works Trust Fund Loans
7. Interfund Loans
8. Grants

Description of funding sources along with the assumptions used to build potential financing scenarios.

CUSTOMER USER FEES ON 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 water, sewer, storm & surface 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 water, sewer, storm & surface water utility systems combined are expected to collect an estimated \$1,525,000 in Water, \$1,675,000 in Sewer, and \$4,407,000 in Storm & Surface Water connection fee revenues during the seven-year Capital Facilities Planning period (total utility connection fee revenues = \$7,607,000).

MITIGATION FEES FROM NEW STREET PROJECTS

The City receives revenues from developers to mitigate impacts on new street systems. These revenues have restrictions on how the funds are expended.

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.

GRANTS

The City pursues federal, state and local grants to help finance City utility 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.

D1	Local Infrastructure Financing Tool Bond Debt Service	7
D2	City Hall Lease	8
D4	Public Works Trust Fund Debt Service (Crossroads - T6)	9
D6	Public Works Trust Fund Debt Service (Horse Creek - SW11)	10
D7	2013 A & B Bond Debt Service	11
D8	Utility Revenue Bond Debt Service	12
OP1	General Opportunity Funds	13

D1 – 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

No longer applicable. 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 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
LIFT GO Bond Debt Service	9,060	1,998	1,997	1,996	1,999	1,996	1,996	1,994	13,976	23,036
TOTAL ESTIMATED COSTS	\$9,060	\$1,998	\$1,997	\$1,996	\$1,999	\$1,996	\$1,996	\$1,994	\$13,976	\$23,036

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	847								0	847
Capital Improvement Fund (State LIFT Award)	5,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	7,000	12,000
Capital Improvement Fund (Traffic Impact Fees Transfer)	3,213	998	997	996	999	996	996	994	6,976	10,189
TOTAL SECURED FUNDING	\$9,060	\$1,998	\$1,997	\$1,996	\$1,999	\$1,996	\$1,996	\$1,994	\$13,976	\$23,036

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2015 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	9,060	1,998	1,997	1,996	1,999	1,996	1,996	1,994	13,976	23,036
Estimated Project Cost	9,060	1,998	1,997	1,996	1,999	1,996	1,996	1,994	13,976	23,036
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

D2 – 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, will require major maintenance renovations over the next 10 years.

3 FUTURE DEBT SERVICE COSTS

As outlined in Council's City Hall Ordinance (2150) that was adopted June 3, 2014, the annual City Hall lease payment would be based on a 30 year financing period and was not to exceed \$3.324 million. The actual City Hall lease payment is based on a 25 year financing period, which begins 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).

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Lease Payments	12,239	3,249	3,247	3,323	3,328	3,323	3,325	3,328	23,123	35,362
TOTAL ESTIMATED COSTS	\$12,239	\$3,249	\$3,247	\$3,323	\$3,328	\$3,323	\$3,325	\$3,328	\$23,123	\$35,362

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	2,801	1,899	2,847	3,323	3,328	3,323	3,325	3,328	21,373	24,174
Capital Improvement Fund (General Opportunity Funds)		1,350	400						1,750	1,750
Annexation Allocation	1,000								0	1,000
Design Credit	2,213								0	2,213
Unspent Capitalized Interest & Contingency *	6,225								0	6,225
TOTAL SECURED FUNDING	\$12,239	\$3,249	\$3,247	\$3,323	\$3,328	\$3,323	\$3,325	\$3,328	\$23,123	\$35,362

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	12,239	3,249	3,247	3,323	3,328	3,323	3,325	3,328	23,123	35,362
Estimated Project Cost	12,239	3,249	3,247	3,323	3,328	3,323	3,325	3,328	23,123	35,362
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

* These monies can only be applied to City Hall Lease principal.

4 TIMING PRIORITY CONSIDERATIONS

No longer applicable.

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 mid-October 2015 under a 63-20 developer-lease option with debt service payments over a 25 year period that began in 2016.

D4 – 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 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
PW Trust Loan Debt Service	2,300	462	461	459	458	457	456	455	3,208	5,508
TOTAL ESTIMATED COSTS	\$2,300	\$462	\$461	\$459	\$458	\$457	\$456	\$455	\$3,208	\$5,508

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Capital Improvement Fund (Traffic Impact Fees Transfer)	2,300	462	461	459	458	457	456	455	3,208	5,508
TOTAL SECURED FUNDING	\$2,300	\$462	\$461	\$459	\$458	\$457	\$456	\$455	\$3,208	\$5,508

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	2,300	462	461	459	458	457	456	455	3,208	5,508
Estimated Project Cost	2,300	462	461	459	458	457	456	455	3,208	5,508
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

D6 – Public Works Trust Fund Debt Service (Horse Creek Improvements – 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 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
PW Trust Loan Debt Service	171	47	47	47	47	47	47	46	328	499
TOTAL ESTIMATED COSTS	\$171	\$47	\$47	\$47	\$47	\$47	\$47	\$46	\$328	\$499

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Utilities - Storm & Surface Water	171	47	47	47	47	47	47	46	328	499
TOTAL SECURED FUNDING	\$171	\$47	\$47	\$47	\$47	\$47	\$47	\$46	\$328	\$499

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	171	47	47	47	47	47	47	46	328	499
Estimated Project Cost	171	47	47	47	47	47	47	46	328	499
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

D7 – 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 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
2013 A Bond (Taxable) Debt Service	1,597								0	1,597
2013 B Bond (Tax-Exempt) Debt Service	2,184	696	699	696	698	695	697	698	4,879	7,063
TOTAL ESTIMATED COSTS	\$3,781	\$696	\$699	\$696	\$698	\$695	\$697	\$698	\$4,879	\$8,660

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	1,944	328	323	328	328	327	328	328	2,290	4,234
Capital Improvement Fund (Traffic Impact Fees Transfer)	1,837	368	376	368	370	368	369	370	2,589	4,426
TOTAL SECURED FUNDING	\$3,781	\$696	\$699	\$696	\$698	\$695	\$697	\$698	\$4,879	\$8,660

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	3,781	696	699	696	698	695	697	698	4,879	8,660
Estimated Project Cost	3,781	696	699	696	698	695	697	698	4,879	8,660
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

D8 – 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 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Utility Revenue Bond Debt Service	5,386	1,310	1,312	1,312	1,308	1,307	1,309	1,309	9,167	14,553
TOTAL ESTIMATED COSTS	\$5,386	\$1,310	\$1,312	\$1,312	\$1,308	\$1,307	\$1,309	\$1,309	\$9,167	\$14,553

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Utilities - Sewer	519	126	123	125	127	123	124	124	872	1,391
Utilities - Storm & Surface Water	3,728	910	910	910	907	909	909	908	6,363	10,091
Utilities - Water	1,139	274	279	277	274	275	276	277	1,932	3,071
TOTAL SECURED FUNDING	\$5,386	\$1,310	\$1,312	\$1,312	\$1,308	\$1,307	\$1,309	\$1,309	\$9,167	\$14,553

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	5,386	1,310	1,312	1,312	1,308	1,307	1,309	1,309	9,167	14,553
Estimated Project Cost	5,386	1,310	1,312	1,312	1,308	1,307	1,309	1,309	9,167	14,553
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

OP1 – 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 (2019–2025). 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 MAINTENANCE AND OPERATING (M & O) 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 is authorized for the following: City Hall Lease Payments (CFP D2), 1st Lt Nicholas Madrazo US Marine Corps Memorial Park (CFP P11), and Canyon Park Subarea Plan Update (CFP T88). Any other general opportunities that arise over the planning period (2019–2025) 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

Council supported the use of Opportunity Funds for the City Hall Lease payments in 2019 and 2020. Opportunity spending is authorized in 2019 for the following: 1st Lt Nicholas Madrazo US Marine Corps Memorial Park (CFP P11) and Canyon Park Subarea Plan Update (CFP T88).

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Estimated Opportunity Monies Available at 12/31/2018	Estimated		Projected Estimated Opportunity Monies Available at 12/31/2020
		2019	2020	
Opportunity Monies Available	2,272	2,762	1,823	1,423
Opportunity Monies Reserved (City Hall Lease Payments – D2)		(1,350)	(400)	
Opportunity Reserved (1st Lt Madrazo USMC Park – P11)		(43)		
Opportunity Reserved (Canyon Park Subarea Update – T88)	(20)	(80)		
TOTAL ESTIMATED OPPORTUNITY MONIES PER YEAR	\$2,252	\$1,289	\$1,423	\$1,423

ESTIMATED PROJECT FUNDING	Projected Estimated Opportunity Monies Available at 12/31/2018	Estimated		Projected Estimated Opportunity Monies Available at 12/31/2020
		2019	2020	
SECURED FUNDING				
Capital Improvement Fund (Real Estate Excise Tax)	2,272	1,289	1,423	1,423
TOTAL ESTIMATED OPPORTUNITY MONIES PER YEAR	\$2,272	\$1,289	\$1,423	\$1,423

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Projected to 12/31/2020
		2019	2020	
Secured Funding	2,272	1,289	1,423	1,423
Estimated Project Cost	2,252	1,289	1,423	1,423
TOTAL PROJECT VARIANCES	\$20	\$0	\$0	\$0

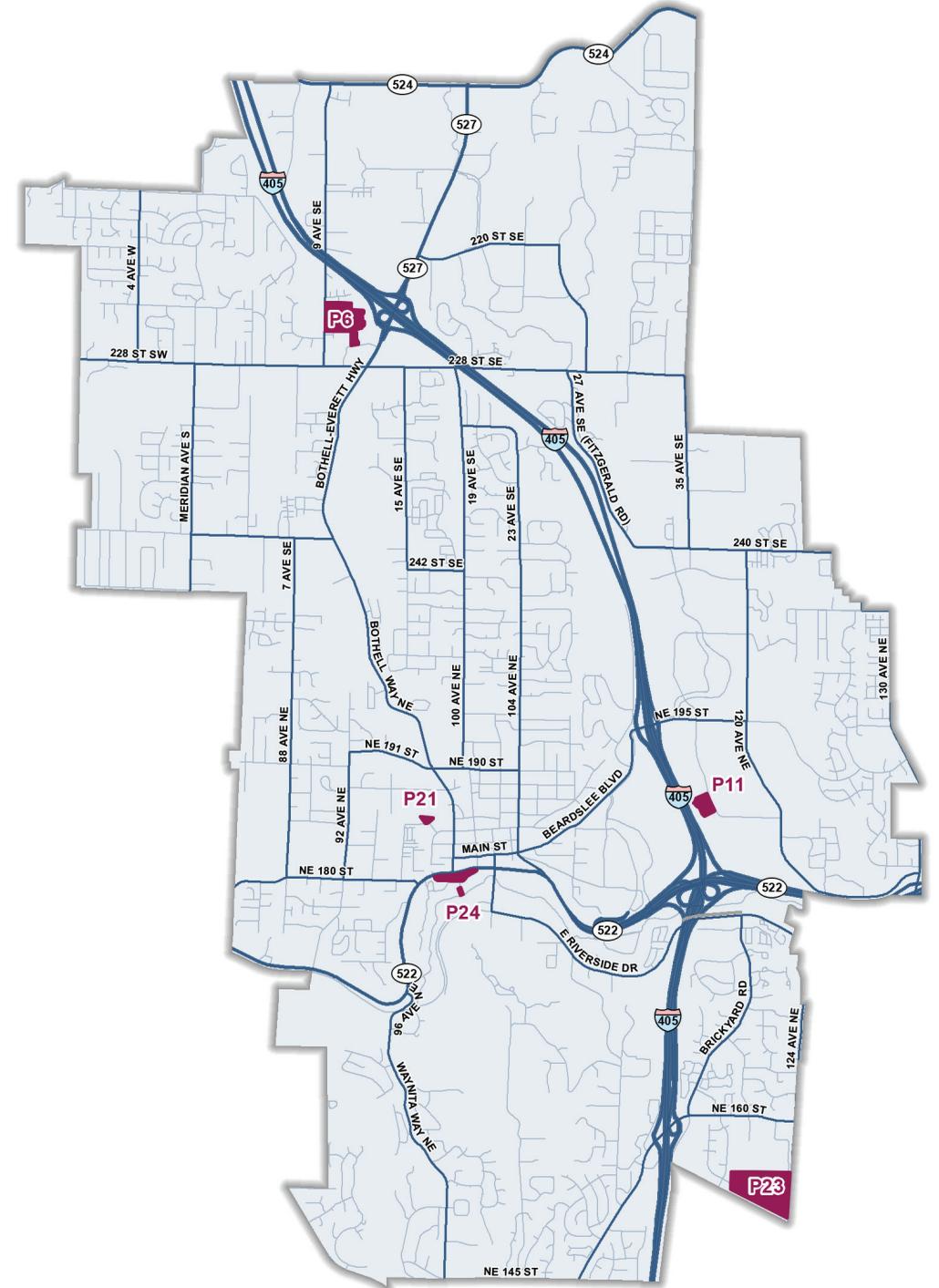
Opportunity monies are not identified as "available" until they are actually received.



Park Capital Projects

Park Capital Projects

P6	Cedar Grove Park Field Improvements
P11	1st Lieutenant Nicholas Madrazo US Marine Corps Memorial Park
P21	Horse Creek Plaza
P23	East Norway Hill Park
P24	Park at Bothell Landing Pedestrian Bridge Replacement
P25	North Bothell Park Aquisition (not displayed on map)



P6 – Cedar Grove Park Field Improvements

- 1 DESCRIPTION**
Complete development of this park, including athletic field drainage improvements.
- 2 JUSTIFICATION**
Athletic field improvements are 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. This project will allow additional field usage due to drainage improvements.
- 3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS**
No maintenance and operating (M&O) costs are associated with the implementation of this project during 2019–2025 planning period.
- 4 TIMING PRIORITY CONSIDERATIONS**
Grant funding that will expire.
- 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**
There is no activity on this project at this time.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design		125							125	125
Construction	371	225							225	596
TOTAL ESTIMATED COSTS	\$371	\$350	\$0	\$0	\$0	\$0	\$0	\$0	\$350	\$721

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	64	50							50	114
Capital Improvement Fund (Park Impact Fees Transfer)	167								0	167
Grant Pending (Wa St RCO)		300							300	300
Mitigation - Brightwater	140								0	140
TOTAL SECURED FUNDING	\$371	\$350	\$0	\$0	\$0	\$0	\$0	\$0	\$350	\$721

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	371	350	0	0	0	0	0	0	350	721
Estimated Project Cost	371	350	0	0	0	0	0	0	350	721
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Future M&O Impact Not Determined Yet							

P11 – 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 one basketball court, walking paths, informal play field, parking lot (26 spaces), landscaping, picnic tables and benches, a restroom, picnic shelter and a memorial to 1st Lieutenant Nicholas Madrazo and veterans.

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

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

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

Council adopted mater plan in 2013. City and King County jointly approved a Use Agreement. Staff is finalizing bid specifications and anticipates bid award in late 2018 or 2019.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design	174								0	174
Construction	60	620							620	680
TOTAL ESTIMATED COSTS	\$234	\$620	\$0	\$0	\$0	\$0	\$0	\$0	\$620	\$854

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Capital Improvement Fund (General Opportunity Funds)		43							43	43
Capital Improvement Fund (KC Pump Station Mitigation)	63	537							537	600
Capital Improvement Fund (Park Impact Fees Transfer)	171								0	171
Donations		40							40	40
TOTAL SECURED FUNDING	\$234	\$620	\$0	\$0	\$0	\$0	\$0	\$0	\$620	\$854

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	234	620	0	0	0	0	0	0	620	854
Estimated Project Cost	234	620	0	0	0	0	0	0	620	854
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
General Fund - Park	77	77	77	77	77	77	77	539
Dollars include .75 FTEs starting in 2019								
TOTAL FUTURE M&O COSTS	\$77	\$77	\$77	\$77	\$77	\$77	\$77	\$539
TOTAL FTE IMPACT	Dollars include .75 FTEs starting in 2019							

P21 – 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 2018.

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 began in 2018. Construction anticipated to begin in 2019.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design	195	132							132	327
Construction		806							806	806
TOTAL ESTIMATED COSTS	\$195	\$938	\$0	\$0	\$0	\$0	\$0	\$0	\$938	\$1,133

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)		175							175	175
Contributions (Developers) *	195	763							763	958
TOTAL SECURED FUNDING	\$195	\$938	\$0	\$0	\$0	\$0	\$0	\$0	\$938	\$1,133

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	195	938	0	0	0	0	0	0	938	1,133
Estimated Project Cost	195	938	0	0	0	0	0	0	938	1,133
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
General Fund - Park		66	66	66	66	66	66	396
	Dollars include .43 FTEs starting in 2020							
Water Fund								1
	Dollars include .001 FTEs starting in 2020							
Sewer Fund								1
	Dollars include .002 FTEs starting in 2020							
Storm & Surface Water Fund		97	97	97	97	97	97	580
	Dollars include .39 FTEs starting in 2020							
TOTAL FUTURE M&O COSTS	\$0	\$163	\$163	\$163	\$163	\$163	\$163	\$976
TOTAL FTE IMPACT	Dollars include .82 FTEs starting in 2020							

* Developers: Lot K (Six Oaks) \$183,000, Lot L (Junction) \$167,000, Lots O & P (North & South) \$608,000

P23 – East Norway Hill Park

1 DESCRIPTION

This undeveloped park site came to the City of Bothell from King County upon 2014 annexation. The site has improvements that consist of two small sportsfields and a few informal trails. This project will add parking, restrooms, open field, trails and off-leash dog park.

2 JUSTIFICATION

This project is listed as a priority in the adopted 2014 Parks, Recreation & Open Space Action Program (PROSAP). Recommended by Parks & Recreation Board.

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 is anticipated as a result of this project.

4 TIMING PRIORITY CONSIDERATIONS

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

5 PROJECT COMMENCEMENT REQUIREMENTS

Project spending 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

There is no activity on this project at this time. Staff will be applying for grant funding.

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design	44							200	200	244
Construction								1,800	1,800	1,800
TOTAL ESTIMATED COSTS	\$44	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$2,000	\$2,044

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	44								0	44
TOTAL SECURED FUNDING	\$44	\$0	\$0	\$44						
UNSECURED FUNDING										
Funding Source(TBD)								1,000	1,000	1,000
Grant Pending (TBD)								1,000	1,000	1,000
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$2,000	\$2,000
TOTAL ESTIMATED FUNDING	\$44	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$2,000	\$2,044

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	44	0	0	0	0	0	0	0	0	44
Unsecured Funding	0	0	0	0	0	0	0	2,000	2,000	2,000
Estimated Project Cost	44	0	0	0	0	0	0	2,000	2,000	2,044
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Future M&O Impact Not Determined Yet							

P24 – 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. Structural inspection and small repairs will occur through the Bridge Inspection, Maintenance, Repairs and Rehabilitation program.

4 TIMING PRIORITY CONSIDERATIONS

A Recreation Conservation Office (RCO) Trails grant application was submitted in spring 2018 for state construction funds. The project will need to proceed to construction in 2019 or lose federal grant funds.

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

The project is 90 percent designed. Environmental permits have been applied for. Construction anticipated to begin June 2019.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design	378	2							2	380
Construction		2,220							2,220	2,220
TOTAL ESTIMATED COSTS	\$378	\$2,222	\$0	\$0	\$0	\$0	\$0	\$0	\$2,222	\$2,600

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Capital Improvement Fund (Proposition 1 & 2 Transfer)	192	153							153	345
Grant Awarded (Federal - CMAQ)	133	1,042							1,042	1,175
Grant Pending (State)	53	1,027							1,027	1,080
TOTAL SECURED FUNDING	\$378	\$2,222	\$0	\$0	\$0	\$0	\$0	\$0	\$2,222	\$2,600

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	378	2,222	0	0	0	0	0	0	2,222	2,600
Estimated Project Cost	378	2,222	0	0	0	0	0	0	2,222	2,600
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Incorporated into 2019-2020 Budget							

P25 – North Bothell Park Acquisition

- 1 DESCRIPTION**
Acquisition and development of a community park in Snohomish County. Location to be determined once funding is secured.
- 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**
There is no activity on this project at this time. Potential funding source would need to be determined.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design				200					200	200
Land Acquisition			4,000						4,000	4,000
Construction					1,300				1,300	1,300
TOTAL ESTIMATED COSTS	\$0	\$0	\$4,000	\$200	\$1,300	\$0	\$0	\$0	\$5,500	\$5,500

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
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

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Unsecured Funding	0	0	4,000	200	1,300	0	0	0	5,500	5,500
Estimated Project Cost	0	0	4,000	200	1,300	0	0	0	5,500	5,500
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

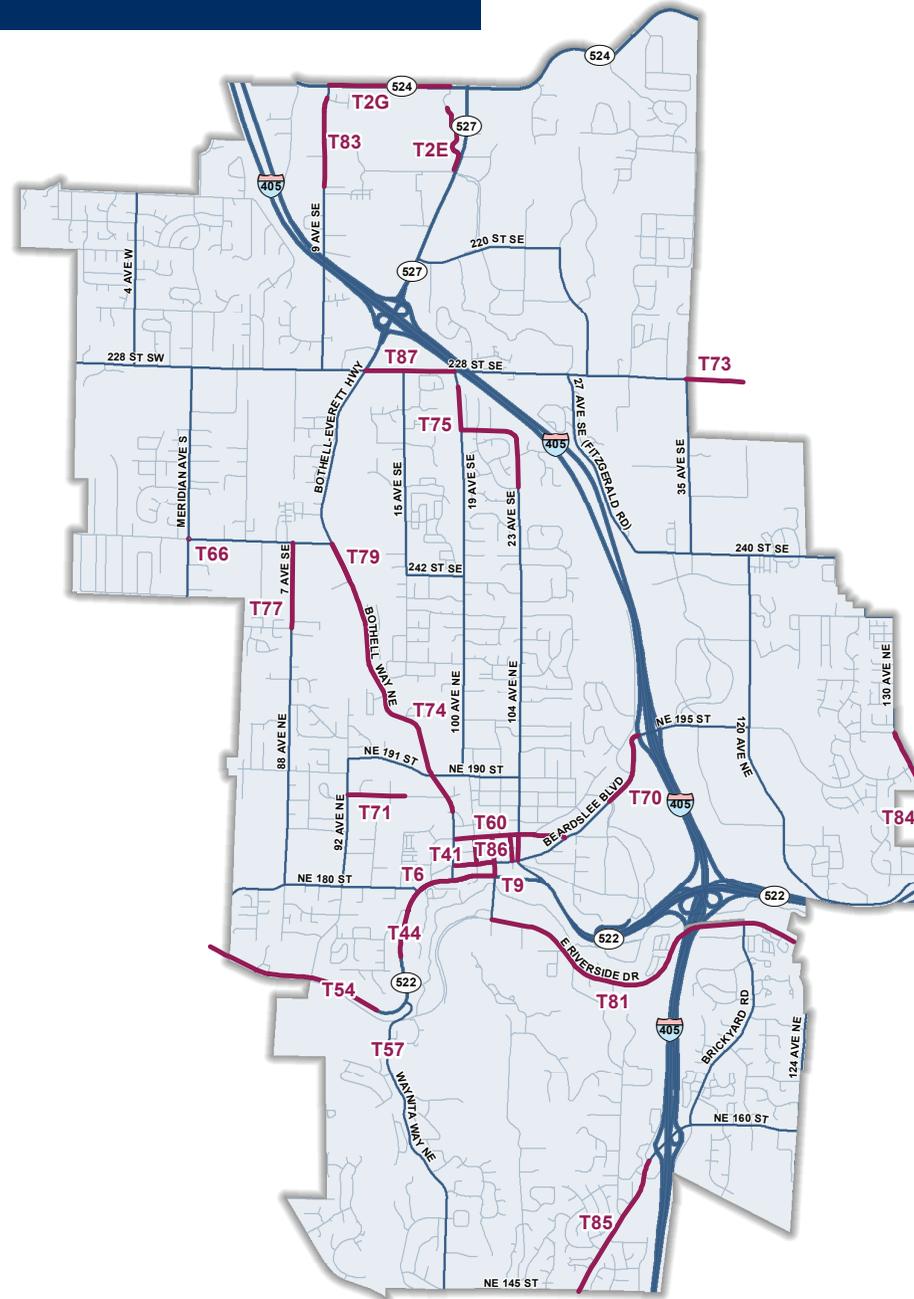
PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							



Transportation Capital Projects

Transportation Capital Projects

T2e	North Creek Trail – Section 3
T2g	North Creek Trail – Section 4
T6	Bothell Crossroads
T9	102nd Ave NE Bridge Replacement
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 (not displayed on map)
T54	SR 522 Stage 3 Improvements
T57	Sammamish River Bridge (BOT 10) Seismic Retrofit
T60	NE 185th St Transit-Oriented Street
T65b	Adaptive Signal Control System: Phase 2 (not displayed on map)
T66	Meridian Ave S & 240th St SE Signalized Intersection
T70	Beardslee Blvd Widening (Campus to I-405)



T71	NE 188th St Non-Motorized Improvements
T73	228th St SE from 35th St to 39th Ave SE Widening
T74	Bothell Way NE Widening (Reder Way to 240th St NE)
T75	19th Ave NE & 232nd St SE Pedestrian Bicycle Improvements
T77	7th Ave SE/88th Ave NE Non-Motorized Sidewalk Improvements
T79	Bothell–Everett Hwy Interim Rechannelization
T81	East Riverside Drive Trail
T83	9th Ave SE Non-Motorized Improvements: North Phase
T84	130th PI NE & 132nd Ave NE Sidewalk Improvements
T85	Juanita–Woodinville Way / NE 160th St Overlay Project
T86	Downtown Non-Motorized Access Improvements
T87	228th St SE Pavement Preservation (19th Ave SE to Bothell Everett Hwy & Paving West)
T88	Canyon Park Subarea Plan Update (not displayed on map)

T2e – 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. 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.
- 2 JUSTIFICATION**
 The project filed in a missing gap in the regional 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 water for plant establishment, wetland plant monitoring and replacement, etc. are included.
- 4 TIMING PRIORITY CONSIDERATIONS**
 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 section of the trail is open. This project is subject to a five year mitigation monitoring period. City's portion of monitoring period started in Oct. 2014. King County's portion of monitoring period started in July 2017.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2018 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design	382								0	382
ROW Acquisition	310								0	310
Construction	1,101	34	4	4	4				46	1,147
TOTAL ESTIMATED COSTS	\$1,793	\$34	\$4	\$4	\$4	\$0	\$0	\$0	\$46	\$1,839

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	568	34	4	4	4				46	614
Grant Awarded (Federal)	1,139								0	1,139
Mitigation - Brightwater	86								0	86
TOTAL SECURED FUNDING	\$1,793	\$34	\$4	\$4	\$4	\$0	\$0	\$0	\$46	\$1,839

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2018 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	1,793	34	4	4	4	0	0	0	46	1,839
Estimated Project Cost	1,793	34	4	4	4	0	0	0	46	1,839
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
Street Fund	3	3	3	3	3	3	3	23
Dollars include .01 FTEs starting in 2019								
TOTAL FUTURE M&O COSTS	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$23
TOTAL FTE IMPACT	Dollars include .01 FTEs starting in 2019							

T2g – 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 existing 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 2019 to meet grant funding timing requirements. The project will be constructed in phases. A federal grant was submitted for construction of Phase 1 in 2021. Phase 1 is from Filbert Road to Centennial Park.

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 in 2016 and programmed for use in 2019. Federal funds were previously received for the design phase. The design phase started in spring 2016 and is expected to be completed in early 2020.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design	596	152	102						254	850
ROW Acquisition		1,026	220						1,246	1,246
Construction				1,748	892	1,302	558		4,500	4,500
TOTAL ESTIMATED COSTS	\$596	\$1,178	\$322	\$1,748	\$892	\$1,302	\$558	\$0	\$6,000	\$6,596

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	79	220	46	698	442				1,406	1,485
Grant Awarded (Federal - WSDOT)	517	131	88						219	736
Grant Awarded (STP)		827	188						1,015	1,015
Grant Pending (STP)				1,050	450				1,500	1,500
TOTAL SECURED FUNDING	\$596	\$1,178	\$322	\$1,748	\$892	\$0	\$0	\$0	\$4,140	\$4,736
UNSECURED FUNDING										
Funding Source (TBD)						391	168		559	559
Grant Pending (STP)						911	390		1,301	1,301
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$1,302	\$558	\$0	\$1,860	\$1,860

TOTAL ESTIMATED FUNDING	\$596	\$1,178	\$322	\$1,748	\$892	\$1,302	\$558	\$0	\$6,000	\$6,596
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PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	596	1,178	322	1,748	892	0	0	0	4,140	4,736
Unsecured Funding	0	0	0	0	0	1,302	558	0	1,860	1,860
Estimated Project Cost	596	1,178	322	1,748	892	1,302	558	0	6,000	6,596
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
General Fund - Park				11	11	11	11	44
Dollars include .15 FTEs starting in 2022								
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$11	\$11	\$11	\$11	\$44
TOTAL FTE IMPACT	Dollars include .15 FTEs starting in 2022							

Transportation Capital Projects

T6 – 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 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Predesign	62								0	62
Design	6,793								0	6,793
ROW Acquisition	25,315								0	25,315
Construction	20,462	9	9	9					27	20,489
TOTAL ESTIMATED COSTS	\$52,632	\$9	\$9	\$9	\$0	\$0	\$0	\$0	\$27	\$52,659

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	20,914								0	20,914
Capital Improvement Fund (Traffic Impact Fees Transfer)	577	9	9	9					27	604
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	\$52,632	\$9	\$9	\$9	\$0	\$0	\$0	\$0	\$27	\$52,659

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	52,632	9	9	9	0	0	0	0	27	52,659
Estimated Project Cost	52,632	9	9	9	0	0	0	0	27	52,659
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Incorporated into 2019-2020 Budget							

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



T9 – 102nd Ave NE Bridge Replacement

1 DESCRIPTION

This project will replace the existing 102nd Ave NE Bridge and re-construct the roadway approaches.

2 JUSTIFICATION

This is the bridge that most needs to be replaced in the City. The bridge has the lowest structural deficiency rating of the City's bridges. The existing bridge is not currently rated for certain types of emergency vehicles due to age and design. It also has periodic damage due to permit vehicles traveling on State Route 522 that exceed height restrictions. With time, the bridge is expected to be rated for a lower vehicular loading which will require weight restrictions.

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

Staff recommends that this bridge be replaced within the next 7 years.

5 PROJECT COMMENCEMENT REQUIREMENTS

The project will not proceed unless funding is obtained.

6 PROJECT STOPPING POINT(S)

Project spending is not authorized at this time.

7 STATUS

There is no activity on this project at this time.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design					1,163				1,163	1,163
ROW Acquisition						777			777	777
Construction							14,328		14,328	14,328
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$0	\$1,163	\$777	\$14,328	\$0	\$16,268	\$16,268

ESTIMATED PROJECT FUNDING	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
UNSECURED FUNDING										
Funding Source (TBD)					1,163	777	14,328		16,268	16,268
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$1,163	\$777	\$14,328	\$0	\$16,268	\$16,268

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Unsecured Funding	0	0	0	0	1,163	777	14,328	0	16,268	16,268
Estimated Project Cost	0	0	0	0	1,163	777	14,328	0	16,268	16,268
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

T41 – Main St 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 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 was awarded to the City.

5 PROJECT COMMENCEMENT REQUIREMENTS

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

6 PROJECT STOPPING POINT(S)

Spending is not authorized to exceed monies received and available.

7 STATUS

The project is complete. The contractor's plant maintenance period of one year will expire in spring 2019.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design	1,630								0	1,630
ROW Acquisition									0	0
Construction	6,040	30							30	6,070
TOTAL ESTIMATED COSTS	\$7,670	\$30	\$0	\$0	\$0	\$0	\$0	\$0	\$30	\$7,700

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	1,495	30							30	1,525
Grant Awarded (STP)	1,004								0	1,004
Grant Awarded (TIB)	4,663								0	4,663
Utilities - Storm & Surface Water	34								0	34
Utilities - Water	474								0	474
TOTAL SECURED FUNDING	\$7,670	\$30	\$0	\$0	\$0	\$0	\$0	\$0	\$30	\$7,700

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	7,670	30	0	0	0	0	0	0	30	7,700
Estimated Project Cost	7,670	30	0	0	0	0	0	0	30	7,700
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
Street Fund	5	5	5	5	5	5	5	36
	Dollars include .04 FTEs starting in 2019							
Water Fund	0	0	0	0	0	0	0	1
	Dollars include .001 FTEs starting in 2019							
Sewer Fund	0	0	0	0	0	0	0	2
	Dollars include .002 FTEs starting in 2019							
Storm & Surface Water Fund	13	13	13	13	13	13	13	89
	Dollars include .04 FTEs starting in 2019							
TOTAL FUTURE M&O COSTS	\$18	\$18	\$18	\$18	\$18	\$18	\$18	\$128
TOTAL FTE IMPACT	Dollars include .08 FTEs starting in 2019							

T44 – 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 will be determined during the design phase and included in the 2021–2027 Capital Facilities Plan.

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 scope, budget, and 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 2018. 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

Sound Transit is currently the lead on this project. The City is working with Sound Transit on the initial design phase of the project.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design	439	102	548	889					1,539	1,978
ROW Acquisition	17			2,649	3,747				6,396	6,413
Construction						5,184	7,207	112	12,503	12,503
TOTAL ESTIMATED COSTS	\$456	\$102	\$548	\$3,538	\$3,747	\$5,184	\$7,207	\$112	\$20,438	\$20,894

ESTIMATED PROJECT FUNDING	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	101								0	101
Arterial Street Fund	308								0	308
Grant Awarded (TIB)	47								0	47
Other Agency (Sound Transit 3)		102	548	3,538	3,747	5,184	7,207	112	20,438	20,438
TOTAL SECURED FUNDING	\$456	\$102	\$548	\$3,538	\$3,747	\$5,184	\$7,207	\$112	\$20,438	\$20,894

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	456	102	548	3,538	3,747	5,184	7,207	112	20,438	20,894
Estimated Project Cost	456	102	548	3,538	3,747	5,184	7,207	112	20,438	20,894
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Future M&O Impact Not Determined Yet							

T47 – 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 the former Ultra dry cleaner. The fourth is clean-up of the source of solvent contamination in the area of the future Main Street Extension at the former Bothell Service Center site. 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. There may be, however, monitoring and reporting costs for the petroleum sites associated with Crossroads.

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 the petroleum clean-up associated with the Crossroads project. In addition, a substantial portion of the clean-up associated with the former NSD site was completed in 2010 with further work completed in 2014. The City is working to finish characterizing the solvent contamination through an agreement with Ecology at the former Ultra dry cleaner property. An interim action has been implemented to address solvents migrating south toward the Sammamish River as required by Ecology. This site will continue to proceed toward clean up via a consent decree with Ecology. The City has entered into a consent decree with Ecology to clean up the solvent contamination at the former Bothell Service Center site.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design	4,221								0	4,221
Construction	10,594	2,117	468	447	427	325			3,784	14,378
TOTAL ESTIMATED COSTS	\$14,815	\$2,117	\$468	\$447	\$427	\$325	\$0	\$0	\$3,784	\$18,599

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	6,468	1,648	254	244	233	226			2,605	9,073
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) *	5,429	469	214	203	194	99			1,179	6,608
Grant Awarded (EPA - Brownsfield)	200								0	200
Grant Awarded (TIB)	130								0	130
Public Works Trust Fund	48								0	48
TOTAL SECURED FUNDING	\$14,815	\$2,117	\$468	\$447	\$427	\$325	\$0	\$0	\$3,784	\$18,599

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	14,815	2,117	468	447	427	325	0	0	3,784	18,599
Estimated Project Cost	14,815	2,117	468	447	427	325	0	0	3,784	18,599
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
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 and Lot P-South.

T54 – 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 will be determined during the design phase and included in the 2021-2027 Capital Facilities Plan.

4 TIMING PRIORITY CONSIDERATIONS

Design, Right of Way acquisition and environmental work is currently underway with \$4.0 million of federal funding received for the design and \$5.2 million of federal funds received for right of way acquisition. The City of Kenmore will provide a \$50,000 contribution. 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 construction timeline is dependent on Sound Transit's allocation of funding. The City and Sound Transit are in discussions for an agreement on construction funding. Construction is currently planned to begin in 2019. 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 an agreement with Sound Transit 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 acquisition is also approximately 90% complete. Both design and right of way are scheduled to be completed by the end of 2018. Construction funding is anticipated to be provided by Sound Transit 3 and construction will not begin until an agreement with Sound Transit is completed.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design	3,342	515							515	3,857
ROW Acquisition	518	779							779	1,297
Construction		12,300	16,200	5,600					34,100	34,100
TOTAL ESTIMATED COSTS	\$3,860	\$13,594	\$16,200	\$5,600	\$0	\$0	\$0	\$0	\$35,394	\$39,254

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	53								0	53
Capital Improvement Fund (Traffic Impact Fees Transfer)	765	576	327	96					999	1,764
Grant Awarded (Federal)	2,992	1,100							1,100	4,092
Other Agency (Sound Transit 3)		11,918	15,873	5,504					33,295	33,295
TOTAL SECURED FUNDING	\$3,860	\$13,594	\$16,200	\$5,600	\$0	\$0	\$0	\$0	\$35,394	\$39,254

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	3,860	13,594	16,200	5,600	0	0	0	0	35,394	39,254
Estimated Project Cost	3,860	13,594	16,200	5,600	0	0	0	0	35,394	39,254
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Future M&O Impact Not Determined Yet							

T57 – Sammamish River Bridge (BOT-10) Seismic Retrofit

1 DESCRIPTION

This project will seismically retrofit the existing bridge located on Waynita Way/96th Ave NE over the Sammamish River. The bridge was constructed in 1947, prior to the introduction of modern seismic codes. The retrofit will allow the transfer of loads from superstructure to the substructure to help reduce the risk of catastrophic damage in the event of an earthquake.

2 JUSTIFICATION

The existing structure needs to be modified to reduce the risk of bridge damage in case of a seismic event. Based on the preliminary 2011 seismic analysis following the requirements of the FHWA Seismic Retrofit Manual for Highway Structures and reviewed again in 2017 the bridge needs substantial seismic retrofit work, specifically for the timber bent cap beams, connections from superstructure to substructure, and timber bents.

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 for design and construction. Timing of the project must comply with grant timelines. It is anticipated that design and permitting will occur in 2018 and construction in 2019..

5 PROJECT COMMENCEMENT REQUIREMENTS

With the federal grant award received, the 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 took place in 2018 with the anticipation of construction in 2019.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design	51	198							198	249
ROW Acquisition		37							37	37
Construction		976							976	976
TOTAL ESTIMATED COSTS	\$51	\$1,211	\$0	\$0	\$0	\$0	\$0	\$0	\$1,211	\$1,262

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	51	30							30	81
Grant Awarded (Federal)		1,181							1,181	1,181
TOTAL SECURED FUNDING	\$51	\$1,211	\$0	\$0	\$0	\$0	\$0	\$0	\$1,211	\$1,262

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	51	1,211	0	0	0	0	0	0	1,211	1,262
Estimated Project Cost	51	1,211	0	0	0	0	0	0	1,211	1,262
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

T60 – NE 185th St Reconstruction & Transit Center

1 DESCRIPTION

This project will improve NE 185th St between Beardslee Blvd and Bothell Way. Work will include widening, drainage and utility improvements, sidewalks, curb and gutter, landscaping, and urban elements in preparation for use as a transit-oriented-street (TOS). It will also include intersection improvements at the 101st Ave NE, 104th Ave NE, and Beardslee Boulevard intersections. A bus rapid transit (BRT) station will be located at the NE 185th St and 101st Ave NE intersection and near a proposed park and ride parking garage.

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 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 will be determined during the design phase and included in the 2021-2027 Capital Facilities Plan.

4 TIMING PRIORITY CONSIDERATIONS

Sound Transit has started the preliminary engineering phase. Subsequent phases are dependent on Sound Transit's allocation of funding. The Sound Transit 3 plan calls for this project to be completed by 2024.

5 PROJECT COMMENCEMENT REQUIREMENTS

The voter-approved Sound Transit 3 initiative as part of the SR 522 BRT via NE 145th Street project passed in 2017. Design funds are approved for use, but the scope of work has not been agreed upon with the City. Subsequent phases of the project require authorization by Sound Transit.

6 PROJECT STOPPING POINT(S)

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

7 STATUS

Sound Transit is currently the lead on this project. The City is working with Sound Transit on the initial design phase of the project.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design		103	512	311					926	926
ROW Acquisition				845	796				1,641	1,641
Construction						7,797	5,622	81	13,500	13,500
TOTAL ESTIMATED COSTS	\$0	\$103	\$512	\$1,156	\$796	\$7,797	\$5,622	\$81	\$16,067	\$16,067

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)		11	51	31				81	174	174
Other Agency (Sound Transit 3)		92	461	1,125	796	7,360	5,186		15,020	15,020
Utilities - Sewer						241	241		482	482
Utilities - Water						196	195		391	391
TOTAL SECURED FUNDING	\$0	\$103	\$512	\$1,156	\$796	\$7,797	\$5,622	\$81	\$16,067	\$16,067

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	0	103	512	1,156	796	7,797	5,622	81	16,067	16,067
Estimated Project Cost	0	103	512	1,156	796	7,797	5,622	81	16,067	16,067
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Future M&O Impact Not Determined Yet							

T65b – 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. The project is under design and construction is anticipated to be completed in 2019.

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 2019.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design		65							65	65
Construction		478	82						560	560
TOTAL ESTIMATED COSTS	\$0	\$543	\$82	\$0	\$0	\$0	\$0	\$0	\$625	\$625

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)		118	17						135	135
Grant Awarded (Federal)		425	65						490	490
TOTAL SECURED FUNDING	\$0	\$543	\$82	\$0	\$0	\$0	\$0	\$0	\$625	\$625

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	0	543	82	0	0	0	0	0	625	625
Estimated Project Cost	0	543	82	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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Future M&O Impact Not Determined Yet							

T66 – Meridian Ave S & 240th St SE Signalized Intersection

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

2 JUSTIFICATION
Currently, this is an all way stop controlled intersection. Installing a traffic signal will improve air quality, traffic flow, and safety at this intersection. Signalizing this intersection will improve the pedestrian and student crossing, reduce serious accidents, and provide a safer walkway to Shelton View Elementary School.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS
The future maintenance and operating (M&O) costs will be determined during the design phase and included in the 2021–2027 Capital Facilities Plan.

4 TIMING PRIORITY CONSIDERATIONS
The City applied for a federal safety grant. If the City is successful in obtaining the grant funding, design would likely begin in 2019, with ROW acquisition in 2020, and construction in 2021. 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 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design		187							187	187
ROW Acquisition			228						228	228
Construction				1,380					1,380	1,380
TOTAL ESTIMATED COSTS	\$0	\$187	\$228	\$1,380	\$0	\$0	\$0	\$0	\$1,795	\$1,795

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Capital Improvement Fund (Traffic Impact Fees Transfer)		65	57	45					167	167
Grant Pending (Federal)		122	171	1,335					1,628	1,628
TOTAL SECURED FUNDING	\$0	\$187	\$228	\$1,380	\$0	\$0	\$0	\$0	\$1,795	\$1,795

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	0	187	228	1,380	0	0	0	0	1,795	1,795
Estimated Project Cost	0	187	228	1,380	0	0	0	0	1,795	1,795
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Future M&O Impact Not Determined Yet							

T70 – 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. The project will include roadway widening, concrete curb and gutter, bike lane, signal modifications, trail relocation, street illumination, retaining walls and wetland mitigation.

2 JUSTIFICATION
 This project will provide the full cross-section for this segment of Beardslee Blvd to provide adequate traffic capacity. 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 will be determined during the design phase and included in the 2021-2027 Capital Facilities Plan.

4 TIMING PRIORITY CONSIDERATIONS
 The City applied for, but was not awarded, a federal grant in 2016. The City is applying again in 2018 for a federal grant. If the City is successful in obtaining grant funding, design would likely begin in 2021 with construction in 2023. Meeting grant funding timeline requirements would be critical. If 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 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design				391	410				801	801
ROW Acquisition					45				45	45
Construction						5,262			5,262	5,262
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$391	\$455	\$5,262	\$0	\$0	\$6,108	\$6,108

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Capital Improvement Fund (Koll Traffic Impact Fees)				71	97				168	168
Grant Pending (Federal)				320	358				678	678
TOTAL SECURED FUNDING	\$0	\$0	\$0	\$391	\$455	\$0	\$0	\$0	\$846	\$846
UNSECURED FUNDING										
Funding Source (TBD)						5,262			5,262	5,262
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$5,262	\$0	\$0	\$5,262	\$5,262

TOTAL ESTIMATED FUNDING	\$0	\$0	\$0	\$391	\$455	\$5,262	\$0	\$0	\$6,108	\$6,108
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PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	0	0	0	391	455	0	0	0	846	846
Unsecured Funding	0	0	0	0	0	5,262	0	0	5,262	5,262
Estimated Project Cost	0	0	0	391	455	5,262	0	0	6,108	6,108
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Future M&O Impact Not Determined Yet							

T71 – NE 188th St Non-Motorized Improvements

1 DESCRIPTION

The improvements include a five-foot sidewalk on the south side of the street and five-foot bicycle lanes on both sides 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.

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 was awarded a Safe Routes to School Grant for design and construction. Timing of the project must comply with grant time lines. It is anticipated that design will occur in 2018 and construction in 2019.

5 PROJECT COMMENCEMENT REQUIREMENTS

With the Safe Routes to School grant funding received, project spending is authorized through construction.

6 PROJECT STOPPING POINT(S)

Spending is not authorized to exceed monies received and available.

7 STATUS

The project began design in 2018. It is anticipated that the project will be ready for construction in spring 2019.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design	221	158							158	379
Construction		1,575	525						2,100	2,100
TOTAL ESTIMATED COSTS	\$221	\$1,733	\$525	\$0	\$0	\$0	\$0	\$0	\$2,258	\$2,479

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Capital Improvement Fund * (Sidewalk & Walkway Program)	151	1,279	377						1,656	1,807
Grant Awarded (Federal)	70	454	148						602	672
TOTAL SECURED FUNDING	\$221	\$1,733	\$525	\$0	\$0	\$0	\$0	\$0	\$2,258	\$2,479

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	221	1,733	525	0	0	0	0	0	2,258	2,479
Estimated Project Cost	221	1,733	525	0	0	0	0	0	2,258	2,479
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
Street Fund			12	12	12	12	12	58
	Dollars include .08 FTEs starting in 2021							
Storm & Surface Water Fund			16	16	16	16	16	82
	Dollars include .06 FTEs starting in 2021							
TOTAL FUTURE M&O COSTS	\$0	\$0	\$28	\$28	\$28	\$28	\$28	\$140
TOTAL FTE IMPACT	Dollars include .14 FTEs starting in 2021							

* Allocated from Sidewalk & Walkway Program (OP6) \$1,807,000.

T73 – 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 four or five lanes between 35th Ave SE and 39th Ave SE, 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 if any for Bothell will be determined during the design phase and included in the 2021–2027 Capital Facilities Plan. 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 is applying for a federal grant for design funds. If the City is successful in obtaining this grant, design would likely begin in 2021, right-of-way acquisition in 2023, and construction in 2024. Meeting grant funding timeline requirements would be critical. If 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 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design				345	435				780	780
ROW Acquisition						742			742	742
Construction							2,292	2,956	5,248	5,248
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$345	\$435	\$742	\$2,292	\$2,956	\$6,770	\$6,770

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)				21	26				47	47
Snohomish County Contribution				64	79				143	143
Grant Pending (STP)				260	330				590	590
TOTAL SECURED FUNDING	\$0	\$0	\$0	\$345	\$435	\$0	\$0	\$0	\$780	\$780
UNSECURED FUNDING										
Funding Source (TBD)						742	2,292	2,956	5,990	5,990
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$742	\$2,292	\$2,956	\$5,990	\$5,990
TOTAL ESTIMATED FUNDING	\$0	\$0	\$0	\$345	\$435	\$742	\$2,292	\$2,956	\$6,770	\$6,770

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	0	0	0	345	435	0	0	0	780	780
Unsecured Funding	0	0	0	0	0	742	2,292	2,956	5,990	5,990
Estimated Project Cost	0	0	0	345	435	742	2,292	2,956	6,770	6,770
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Future M&O Impact Not Determined Yet							

T74 – Bothell Way NE Widening (Reder Way to 240th St NE)

1 DESCRIPTION

This project will widen Bothell Way NE from Reder Way to 240th Street NE from 2 lanes to a 5 lanes: 2 through-lanes in each direction, a two-way left turn where needed, intersection improvements, protected bicycle lanes, landscaping strips, and sidewalks. The work includes street lighting, retaining walls, removing and replacing 2 "fish barrier" culverts, storm drain system improvements, water / sewer improvements, and wetland mitigation.

The project is anticipated to be divided into 3 segments: Snohomish County, King County Phase 1 and King County Phase 2. The Snohomish County and King County Phase 1 segments will construct about 1/3 of the project at each end. The King County Phase 2 will construct the remaining middle third section.

2 JUSTIFICATION

This corridor is a backbone of the City, connecting the economic and residential center of Canyon Park with the growth and enhancements occurring in Downtown. This project is required to better connect north and south Bothell, reduce congestion, provide the infrastructure for transit and offer connectivity of non-motorized transportation network though the center of the City of Bothell.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS

The future maintenance and operating (M&O) costs if any for Bothell will be determined during the design phase and included in the 2021-2027 Capital Facilities Plan.

4 TIMING PRIORITY CONSIDERATIONS

The City is applying for a federal grant for the design phase. If the City is successful in obtaining this grant funding, design would likely begin in 2021. Additional grant funding for right of way and construction Snohomish County and King County Phase 1 portions will be sought to allow right-of-way acquisition and construction in 2022 and 2034, respectively. Funding for the King County Phase 2 segment would be beyond 2024 and will be similar to the previous phases of work.

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 not activity on this project at this time.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design				2,675	824				3,499	3,499
ROW Acquisition						5,163	5,387		10,550	10,550
Construction								10,348	10,348	10,348
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$2,675	\$824	\$5,163	\$5,387	\$10,348	\$24,397	\$24,397

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)				500	161				661	661
Grant Pending (Federal)				2,175	663				2,838	2,838
TOTAL SECURED FUNDING	\$0	\$0	\$0	\$2,675	\$824	\$0	\$0	\$0	\$3,499	\$3,499
UNSECURED FUNDING										
Funding Source (TBD)						554	599	2,245	3,398	3,398
Grant Pending (Federal)						4,109	4,288	4,103	12,500	12,500
Grant Pending (TIB)						500	500	2,500	3,500	3,500
Grant Pending (Regional Mobility)								1,500	1,500	1,500
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$5,163	\$5,387	\$10,348	\$20,898	\$20,898
TOTAL ESTIMATED FUNDING	\$0	\$0	\$0	\$2,675	\$824	\$5,163	\$5,387	\$10,348	\$24,397	\$24,397

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	0	0	0	2,675	824	0	0	0	3,499	3,499
Unsecured Funding	0	0	0	0	0	5,163	5,387	10,348	20,898	20,898
Estimated Project Cost	0	0	0	2,675	824	5,163	5,387	10,348	24,397	24,397
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Future M&O Impact Not Determined Yet							

T75 – 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 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 a pedestrian crossing 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 received a Safe Routes to School grant for design and construction. Design work has started. Timing of the project must comply with grant time lines.

5 PROJECT COMMENCEMENT REQUIREMENTS

With the Safe Routes to School grant funding received, project spending is authorized through construction.

6 PROJECT STOPPING POINT(S)

Spending is not authorized to exceed monies received and available.

7 STATUS

The project began design in 2018. It is anticipated that the project will start construction in spring 2019.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design	205								0	205
ROW Acquisition	75								0	75
Construction	30	3,186							3,186	3,216
TOTAL ESTIMATED COSTS	\$310	\$3,186	\$0	\$0	\$0	\$0	\$0	\$0	\$3,186	\$3,496

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Capital Improvement Fund* (Sidewalk & Walkway Program)	215	2,097							2,097	2,312
Capital Improvement Fund* (Annual Overlay Program)		77							77	77
Capital Improvement Fund* (Crosswalk Program)		50							50	50
Grant Awarded (Federal)	95	654							654	749
Non-City Utility Costs**		308							308	308
TOTAL SECURED FUNDING	\$310	\$3,186	\$0	\$0	\$0	\$0	\$0	\$0	\$3,186	\$3,496

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	310	3,186	0	0	0	0	0	0	3,186	3,496
Estimated Project Cost	310	3,186	0	0	0	0	0	0	3,186	3,496
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
Street Fund	6	6	6	6	6	6	6	39
	Dollars include .07 FTEs starting in 2020							
Storm & Surface Water Fund	14	14	14	14	14	14	14	85
	Dollars include .05 FTEs starting in 2020							
TOTAL FUTURE M&O COSTS	\$0	\$21	\$21	\$21	\$21	\$21	\$21	\$124
TOTAL FTE IMPACT	Dollars include .12 FTEs starting in 2020							

* Allocated from Sidewalk & Walkway Program (OP6) \$2,312,000, Overlay Program (OP3) \$77,000 and Crosswalk Program (OP14) \$50,000.

** Non-City utility providers compensate for their share in construction costs: Alderwood Water & Wastewater District.

T77 – 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 and Bothell High School. The project will fill 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, with a 5-foot hot mix asphalt walking path. The project will also install 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.

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 Safe Routes to School grant has been awarded for design and construction. Timing of the project must comply with grant time lines.

5 PROJECT COMMENCEMENT REQUIREMENTS

With the Safe Routes to School grant funding received, project spending is authorized through construction.

6 PROJECT STOPPING POINT(S)

Spending is not authorized to exceed monies received and available.

7 STATUS

Design began in 2018 with construction anticipated in 2019-2020.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design	48	96							96	144
Construction		250	293						543	543
TOTAL ESTIMATED COSTS	\$48	\$346	\$293	\$0	\$0	\$0	\$0	\$0	\$639	\$687

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Capital Improvement Fund * (Sidewalk & Walkway Program)	48	148	116						264	312
Grant Awarded (Federal)		198	177						375	375
TOTAL SECURED FUNDING	\$48	\$346	\$293	\$0	\$0	\$0	\$0	\$0	\$639	\$687

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	48	346	293	0	0	0	0	0	639	687
Estimated Project Cost	48	346	293	0	0	0	0	0	639	687
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
Street Fund		1	1	1	1	1	1	6
	Dollars include .008 FTEs starting in 2020							
Storm & Surface Water Fund		29	29	29	29	29	29	176
	Dollars include .058 FTEs starting in 2020							
TOTAL FUTURE M&O COSTS	\$0	\$30	\$30	\$30	\$30	\$30	\$30	\$182
TOTAL FTE IMPACT	Dollars include .065 FTEs starting in 2020							

* Allocated from Sidewalk & Walkway Program (OP6) \$312,000.

T79 – 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. Design was completed in 2018 with construction anticipated 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 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design		5							5	5
ROW Acquisition		102							102	102
TOTAL ESTIMATED COSTS	\$0	\$107	\$0	\$0	\$0	\$0	\$0	\$0	\$107	\$107

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)		107							107	107
TOTAL SECURED FUNDING	\$0	\$107	\$0	\$0	\$0	\$0	\$0	\$0	\$107	\$107

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	0	107	0	0	0	0	0	0	107	107
Estimated Project Cost	0	107	0	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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

T81 – East Riverside Drive Trail

1 DESCRIPTION
 This project will 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 will 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 will not need to purchase right of way for the approximately 8,000 linear foot long trail segment. This project will have to be coordinated with King County.

2 JUSTIFICATION
 The trail will 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
 It is assumed that King County will maintain this trail.

4 TIMING PRIORITY CONSIDERATIONS
 Staff opened 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
 Coordination with King County has begun.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design				425	425				850	850
Construction						3,200			3,200	3,200
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$425	\$425	\$3,200	\$0	\$0	\$4,050	\$4,050

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)				25	25				50	50
TOTAL SECURED FUNDING	\$0	\$0	\$0	\$25	\$25	\$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	\$0	\$0	\$425	\$425	\$3,200	\$0	\$0	\$4,050	\$4,050
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PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	0	0	0	25	25	0	0	0	50	50
Unsecured Funding	0	0	0	400	400	3,200	0	0	4,000	4,000
Estimated Project Cost	0	0	0	425	425	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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Additional M&O Impact							

T83 – 9th Ave SE Non-Motorized Improvements: North Phase

1 DESCRIPTION

This project will provide a safe and continuous walk route for students who live north of Crystal Springs Elementary School, including the residential neighborhoods north of 208th Street SE (SR 524). The project will complete missing segments of sidewalk to provide a continuous sidewalk on the east side of the street. The project is located on the east side of 9th Ave SE, between 209th Pl SE and 215th St SE. The improvements include sidewalk, curb, gutter, and storm drainage. Crossing improvements are proposed at the intersection of 9th Ave SE and 213th St SE, which include striped crosswalks, pedestrian flags, and ADA compliant curb ramps.

2 JUSTIFICATION

This is a high-priority pedestrian sidewalk project as it fills in missing pieces of sidewalk along a busy collector.

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 applied for a Safe Routes to School Grant in 2018 for design and construction. If the City is successful in obtaining this grant, design would likely begin in 2019 with construction in 2021. If 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 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design		32	134						166	166
ROW Acquisition			116						116	116
Construction				1,099					1,099	1,099
TOTAL ESTIMATED COSTS	\$0	\$32	\$250	\$1,099	\$0	\$0	\$0	\$0	\$1,381	\$1,381

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Capital Improvement Fund * (Sidewalk & Walkway Program)		13	107	517					637	637
Grant Pending (Federal)		19	143	582					744	744
TOTAL SECURED FUNDING	\$0	\$32	\$250	\$1,099	\$0	\$0	\$0	\$0	\$1,381	\$1,381

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	0	32	250	1,099	0	0	0	0	1,381	1,381
Estimated Project Cost	0	32	250	1,099	0	0	0	0	1,381	1,381
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
Street Fund				93	93	93	93	371
	Dollars include .05 FTEs starting in 2022							
Water Fund				82	82	82	82	327
	Dollars include 0 FTEs starting in 2022							
Storm & Surface Water Fund				12	12	12	12	46
	Dollars include .01 FTEs starting in 2022							
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$186	\$186	\$186	\$186	\$744
TOTAL FTE IMPACT	Dollars include .06 FTEs starting in 2022							

* Allocated from Sidewalk & Walkway Program (OP6) \$637,000.

T84 – 130th PI NE & 132nd Ave NE Sidewalk Improvements

1 DESCRIPTION

The Proposed improvements consist of concrete sidewalk, planting strip buffer, curb and gutter, storm drainage, ADA curb ramps and crosswalks on the west side of 132nd Ave NE and 130th PI NE between NE 184th PI and NE 195th St in the City of Bothell and the City of Woodinville.

2 JUSTIFICATION

The project will enable and encourage students to walk to school by improving safety and connectivity.

The 130th PL NE and 132nd Ave NE is part of planned walk routes for the Woodin Elementary School Students who live within 1 mile of the school. The City has been collaborating with the Northshore School District (NSD) and City's Safe School Walk Routes Taskforce (SSWR) to identify pedestrian safety deficiencies along school walk routes. 130th PL NE and 132nd Ave NE has been identified as one of the highest priority streets that needs sidewalk to allow all users to safely walk to/from school, local business/employment centers, transit facilities, and local residential neighborhoods. The City of Woodinville is a funding partner in this project.

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 is applying for grant funding through the Safe Routes to School program. If the City is successful in obtaining the grant funding, design would likely begin in late 2019 with construction in 2022. Meeting grant funding timeline requirements would be critical. If 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 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design		87	91						178	178
ROW Acquisition			30	31					61	61
Construction					997				997	997
TOTAL ESTIMATED COSTS	\$0	\$87	\$121	\$31	\$997	\$0	\$0	\$0	\$1,236	\$1,236

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Capital Improvement Fund * (Sidewalk & Walkway Program)		21	21	1	240				283	283
City of Woodinville Contribution		14	27	12	159				212	212
Grant Pending (Federal)		52	73	18	598				741	741
TOTAL SECURED FUNDING	\$0	\$87	\$121	\$31	\$997	\$0	\$0	\$0	\$1,236	\$1,236

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	0	87	121	31	997	0	0	0	1,236	1,236
Estimated Project Cost	0	87	121	31	997	0	0	0	1,236	1,236
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
Street Fund					47	47	47	142
	Dollars include .01 FTEs starting in 2023							
Water Fund					54	54	54	161
	Dollars include 0 FTEs starting in 2023							
Storm & Surface Water Fund					6	6	6	18
	Dollars include .02 FTEs starting in 2023							
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$107	\$107	\$107	\$321
TOTAL FTE IMPACT	Dollars include .03 FTEs starting in 2023							

* Allocated from Sidewalk & Walkway Program (OP6) \$283,000.

T85 – Juanita–Woodinville Way / NE 160th St Overlay Project

1 DESCRIPTION

This project includes rehabilitating the existing pavement of Juanita–Woodinville Way NE (from NE 145th St to 115 Av NE) and NE 160th St (from 121st Av NE to 124th Av NE). The project consists of milling, spot repairs, pavement overlay and striping work for each segment of the roadway.

2 JUSTIFICATION

These roadways are the main connecting arterial to a transit park and ride, Northshore Junior High School, Woodmoor Elementary, Evergreen Academy, Cedar Park Christian Schools, the Northshore Community Service Center and Interstate 405 interchange. This roadway system carries an average daily traffic (ADT) of 24,000 with a current PCI average range of 50 – 59.

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

Design is expected to start in 2020 with local Annual Pavement Program funds. A grant application for federal construction funding was submitted in 2018. Pending award and subsequent authorization for use, construction is scheduled to start in 2021. Meeting grant funding timeline requirements would be critical. If 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. If the grant is not obtained, the project delivery schedule must be reconsidered.

7 STATUS

There is no activity on this project at this time.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design			211						211	211
Construction				2,228					2,228	2,228
TOTAL ESTIMATED COSTS	\$0	\$0	\$211	\$2,228	\$0	\$0	\$0	\$0	\$2,439	\$2,439

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Capital Improvement Fund * (Annual Overlay Program)			211	1,114					1,325	1,325
Grant Pending (Federal)				1,114					1,114	1,114
TOTAL SECURED FUNDING	\$0	\$0	\$211	\$2,228	\$0	\$0	\$0	\$0	\$2,439	\$2,439

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	0	0	211	2,228	0	0	0	0	2,439	2,439
Estimated Project Cost	0	0	211	2,228	0	0	0	0	2,439	2,439
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
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) \$1,325,000.

T86 – Downtown Non-Motorized Access Improvements

1 DESCRIPTION

This project will replace existing damaged sidewalks in the north-south direction between NE 185th and Main Street in order to connect transit users with the downtown businesses. The work will consist of reconstructing sidewalks, curb ramps, tree wells; and installing lighting to provide a safe and accessible route meeting ADA requirements to and from multimodal corridors.

2 JUSTIFICATION

The existing sidewalks in the downtown area were constructed in excess of 20 years ago. As most of the downtown area is redeveloped, pedestrian facilities are being brought to current standards; however, redevelopment will not happen on all downtown streets thus leaving areas of sidewalks in very poor condition. The streets most affected by lack of redevelopment are the north-south streets between the main transit corridor, NE 185th St, and the downtown businesses on Main Street.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS

The future maintenance and operating (M&O) costs will be determined during the design phase and included in the 2021-2027 Capital Facilities Plan.

4 TIMING PRIORITY CONSIDERATIONS

A federal grant application was submitted for this project for design funds. This project may require phasing dependent on available grant funding.

5 PROJECT COMMENCEMENT REQUIREMENTS

This project is contingent upon grant funding and will not proceed unless funding is obtained.

6 PROJECT STOPPING POINT(S)

This 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 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design				275	122				397	397
Construction						2,114	18		2,132	2,132
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$275	\$122	\$2,114	\$18	\$0	\$2,529	\$2,529

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)				37	17				54	54
Grant Pending (STP)				238	105				343	343
TOTAL SECURED FUNDING	\$0	\$0	\$0	\$275	\$122	\$0	\$0	\$0	\$397	\$397
UNSECURED FUNDING										
Funding Source (TBD)						316	6		322	322
Grant Pending (STP)						1,798	12		1,810	1,810
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$2,114	\$18	\$0	\$2,132	\$2,132
TOTAL ESTIMATED FUNDING	\$0	\$0	\$0	\$275	\$122	\$2,114	\$18	\$0	\$2,529	\$2,529

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	0	0	0	275	122	0	0	0	397	397
Unsecured Funding	0	0	0	0	0	2,114	18	0	2,132	2,132
Estimated Project Cost	0	0	0	275	122	2,114	18	0	2,529	2,529
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Future M&O Impact Not Determined Yet							

T87 – 228th St SE Pavement Preservation (19th Ave SE to Bothell Everett Hwy & Paving West)

1 DESCRIPTION

This project will overlay 228th St SE from 19th Ave SE to Bothell–Everett Highway, and portions to the west of Bothell–Everett Highway.

2 JUSTIFICATION

228th St 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

Design is expected to start in 2020 with local Annual Pavement Program funds. A grant application for federal construction funding was submitted in 2018. Pending award and subsequent authorization for use, construction is scheduled to start in 2021. Meeting grant funding timeline requirements would be critical. If 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. If the grant is not obtained, the project delivery schedule must be reconsidered.

7 STATUS

There is no activity on this project at this time.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design					198				198	198
Construction						1,436			1,436	1,436
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$0	\$198	\$1,436	\$0	\$0	\$1,634	\$1,634

ESTIMATED PROJECT FUNDING	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Capital Improvement Fund * (Annual Overlay Program)					198	718			916	916
Grant Pending (Federal)						718			718	718
TOTAL SECURED FUNDING	\$0	\$0	\$0	\$0	\$198	\$1,436	\$0	\$0	\$1,634	\$1,634

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	0	0	0	0	198	1,436	0	0	1,634	1,634
Estimated Project Cost	0	0	0	0	198	1,436	0	0	1,634	1,634
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

* Allocated from Annual Overlay Program (OP3) \$916,000.

T88 – Canyon Park Subarea Plan Update

1 DESCRIPTION

Canyon Park Subarea Plan Update to amend the policies and regulations to implement the city's vision in *Imagine Bothell...Comprehensive Plan* and accommodate additional employment and residential growth anticipated for this area. The existing Subarea Plan and Regional Growth Center (RGC) policies and regulations are based upon an antiquated suburban style business park model and they are in need of a comprehensive update / modernization.

The Update will also incorporate and leverage regional transportation projects now being planned by transportation partners WSDOT, Sound Transit and Community Transit.

2 JUSTIFICATION

The Canyon Park Regional Growth Center is a local and regional economic engine that employs well over 10,000 people and is home to over 400 companies. Maintaining these companies and attracting new companies to the area is a critical need to the long-term health of the City. The Puget Sound Regional Council recently revised the standards for Regional Growth Centers. This Update will position Canyon Park to meet or exceed the new requirements with the next required Periodic update in 2023.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS

Yearly monitoring of progress that can be incorporated into existing department budgets.

4 TIMING PRIORITY CONSIDERATIONS

The Canyon Park 'Master Plan' is a Council Goal for 2018 and 2019. Timing is important because of the synergy created with stakeholders during the 2017–2018 Visioning Phase of the project.

5 PROJECT COMMENCEMENT REQUIREMENTS

Hiring of a consultant team to provide expertise on land use, urban design, transportation and the environment would occur as soon as practical to leverage the 2018 Visioning effort.

6 PROJECT STOPPING POINT(S)

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

7 STATUS

Awaiting funding.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design	20	80							80	100
TOTAL ESTIMATED COSTS	\$20	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$80	\$100

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Capital Improvement Fund (General Opportunity Funds)	20	80							80	100
TOTAL SECURED FUNDING	\$20	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$80	\$100

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	20	80	0	0	0	0	0	0	80	100
Estimated Project Cost	20	80	0	0	0	0	0	0	80	100
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

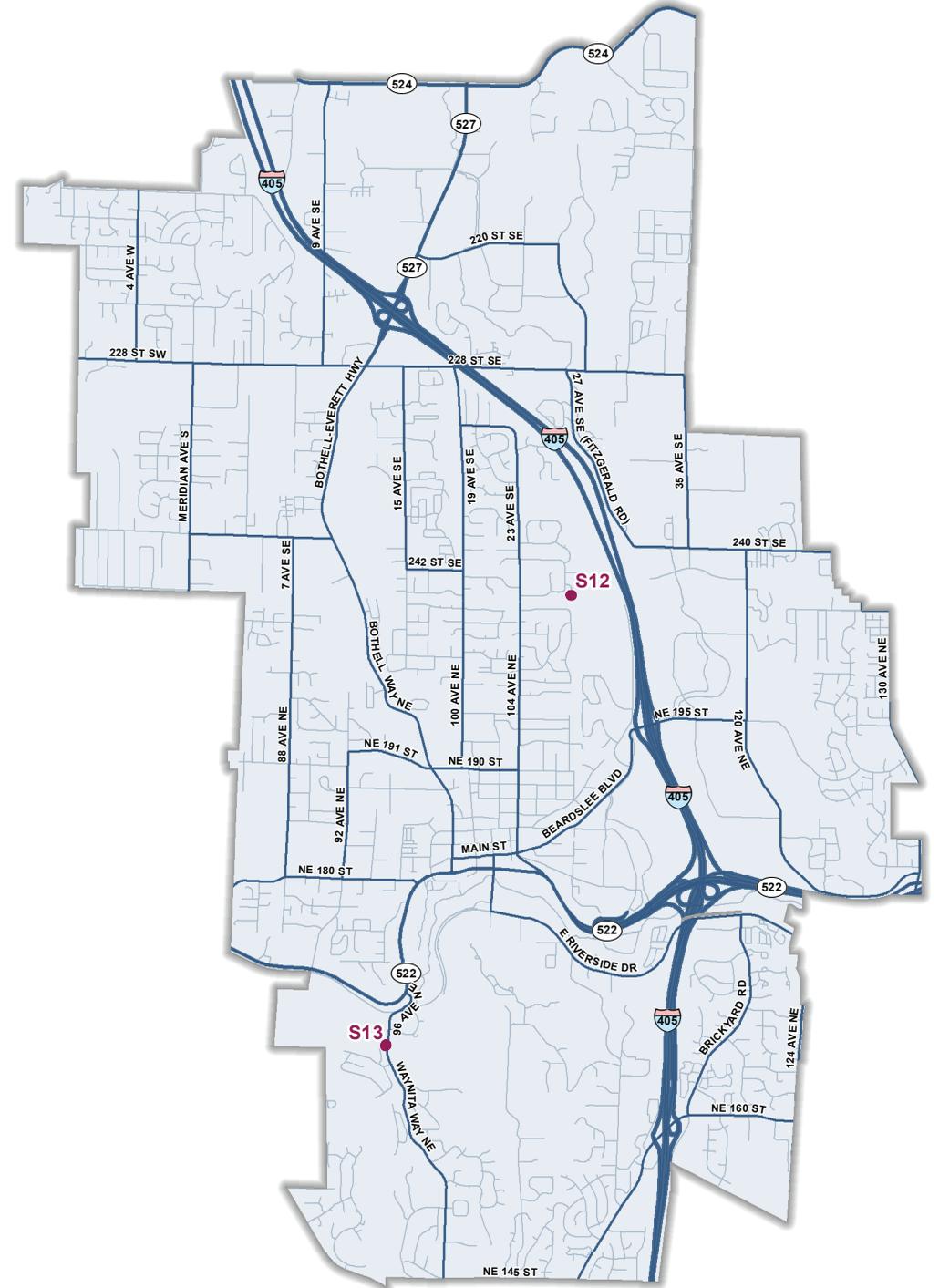
PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							



Sewer Capital Projects

Sewer Capital Projects

- S1** Annual Sewer Main Capital Replacement (not displayed on map)
- S9** Downtown Revitalization Utility Improvements (not displayed on map)
- S12** Lift Station 4 Replacement Project
- S13** Lift Station 1 Improvements



S1 – 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 2018 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: 2019: 100th Ave NE, NE 98th Ave, Waynita Dr., NE 101st Pl, 96th Ave NE, and 94th Ave NE. Other replacement projects are identified in the adopted Sewer Comprehensive Plan.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design	288								0	288
Construction	1,570	3,281	250	450	475	1,359	250	250	6,315	7,885
TOTAL ESTIMATED COSTS	\$1,858	\$3,281	\$250	\$450	\$475	\$1,359	\$250	\$250	\$6,315	\$8,173

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Mitigation - Brightwater		100							100	100
Utilities - Sewer	1,858	3,181	250	450	475	1,359	250	250	6,215	8,073
TOTAL SECURED FUNDING	\$1,858	\$3,281	\$250	\$450	\$475	\$1,359	\$250	\$250	\$6,315	\$8,173

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	1,858	3,281	250	450	475	1,359	250	250	6,315	8,173
Estimated Project Cost	1,858	3,281	250	450	475	1,359	250	250	6,315	8,173
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

S9 – 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). The remaining project will replace 8-inch gravity sewer along NE 185th Street from Bothell Way to Beardslee Boulevard. The sewer work is a part of the City's Transportation Improvement Project which will improve and widen NE 185th Street.

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 2018 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: NE 185th Street. Other replacement projects are identified in the adopted Sewer Comprehensive Plan.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Construction	1,541					241	241		482	2,023
TOTAL ESTIMATED COSTS	\$1,541	\$0	\$0	\$0	\$0	\$241	\$241	\$0	\$482	\$2,023

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Revenue Bond	260								0	260
Utilities - Sewer *	1,281					241	241		482	1,763
TOTAL SECURED FUNDING	\$1,541	\$0	\$0	\$0	\$0	\$241	\$241	\$0	\$482	\$2,023

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	1,541	0	0	0	0	241	241	0	482	2,023
Estimated Project Cost	1,541	0	0	0	0	241	241	0	482	2,023
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

* Designated to NE 185th St Reconstruction (T60) \$482,000 and Horse Creek (SW11) \$806,000.

S12 – Lift Station 4 Replacement Project

1 DESCRIPTION
 Built in 1984, Lift Station 4 serves approximately 23 homes in the Camden Crest Basin. The station has reached the end of its usefulness. Replacement parts have become difficult for City staff to obtain. The City is considering alternatives to address the problem. The first option is to replace the existing vacuum pumps with submersible pumps. The second option that the City is considering is to demolish the existing lift station and conveying the Camden Crest Basin flows by gravity to the North Creek Heights Basin. The estimated project cost will be adjusted depending on the alternative selected by the City.

2 JUSTIFICATION
 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
 No change from (pre)existing condition.

4 TIMING PRIORITY CONSIDERATIONS
 Project should commence in 2021.

5 PROJECT COMMENCEMENT REQUIREMENTS
 This sewer project will be designed dependent on the alternative selected. 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 2021.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design				100					100	100
Construction					794				794	794
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$100	\$794	\$0	\$0	\$0	\$894	\$894

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Utilities - Sewer				100	794				894	894
TOTAL SECURED FUNDING	\$0	\$0	\$0	\$100	\$794	\$0	\$0	\$0	\$894	\$894

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	0	0	0	100	794	0	0	0	894	894
Estimated Project Cost	0	0	0	100	794	0	0	0	894	894
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Additional M&O Impact							

S13 - Lift Station 1 Improvements

1 DESCRIPTION

Lift Station 1 was originally built in 1990. In 2008, the two main pumps at the station were replaced and an additional bypass vault and pump was added. The station has limited wet well storage and no space at its current location to increase wet well capacity. The City is considering alternatives to alleviate the condition. These options include:

- Construct a siphon between the existing lift station and the King County Interceptor on the north side of the Sammamish River; abandon existing lift station.
- Construct a tightline that allows a portion of the Waynita basin to be served by gravity and the remaining portion to be served by the existing lift station.
- Relocate lift station to Wayne Golf Course to provide for more wet well storage.
- Add storage capacity to the existing station.

The estimated project cost will be adjusted depending on the alternative selected.

2 JUSTIFICATION

This lift station was built in 1990. Improvements to increase wet well storage space will reduce the repair expenses.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS

No change from (pre)existing condition.

4 TIMING PRIORITY CONSIDERATIONS

Project should commence in 2020.

5 PROJECT COMMENCEMENT REQUIREMENTS

This sewer project will be designed dependent on the alternative selected. 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

Construction is planned for 2020.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Construction			894						894	894
TOTAL ESTIMATED COSTS	\$0	\$0	\$894	\$0	\$0	\$0	\$0	\$0	\$894	\$894

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Utilities - Sewer			894						894	894
TOTAL SECURED FUNDING	\$0	\$0	\$894	\$0	\$0	\$0	\$0	\$0	\$894	\$894

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	0	0	894	0	0	0	0	0	894	894
Estimated Project Cost	0	0	894	0	0	0	0	0	894	894
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

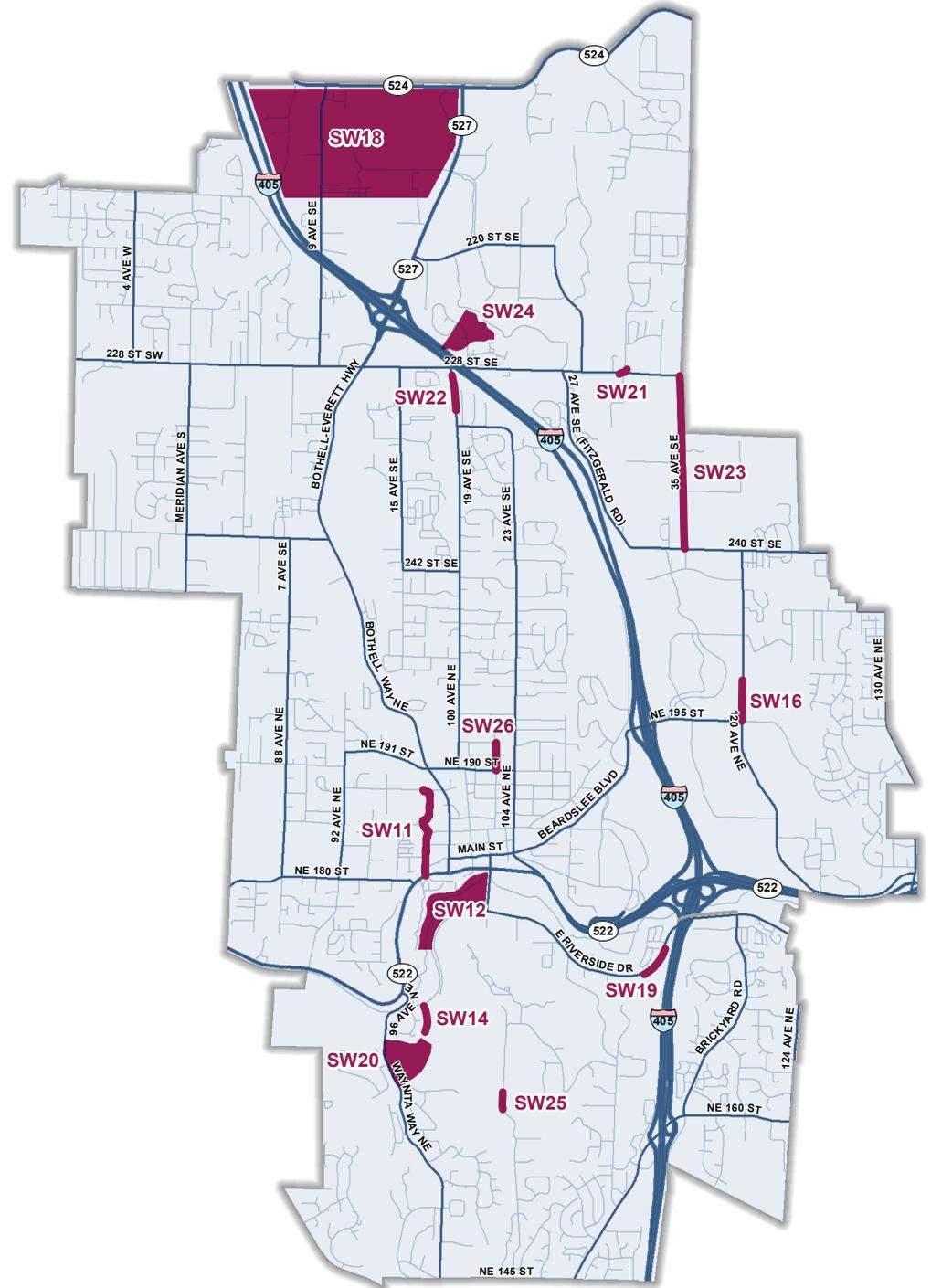
PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							



Storm & Surface Water Capital Projects

Storm & Surface Water Capital Projects

SW1	Annual Storm & Surface Water Capital Improvements (not displayed on map)
SW11	Horse Creek Improvements
SW12	Sammamish River Side Channel Restoration
SW13	Downtown Revitalization Utility Improvements (not displayed on map)
SW14	Blyth Creek Erosion Control
SW16	Parr Creek Flood Mitigation
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
SW24	Village Square Drainage Improvements
SW25	Norway Hill - 104th Ave from 16039 to 15949
SW26	Downtown - 103rd Ave NE between NE 190th & NE 192nd



SW1 – 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 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design	338								0	338
Construction	3,420	750	450	450	500	500	500	500	3,650	7,070
TOTAL ESTIMATED COSTS	\$3,758	\$750	\$450	\$450	\$500	\$500	\$500	\$500	\$3,650	\$7,408

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Grant Awarded (KC Flood Conservation District)	38								0	38
Utilities - Storm & Surface Water	3,720	750	450	450	500	500	500	500	3,650	7,370
TOTAL SECURED FUNDING	\$3,758	\$750	\$450	\$450	\$500	\$500	\$500	\$500	\$3,650	\$7,408

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	3,758	750	450	450	500	500	500	500	3,650	7,408
Estimated Project Cost	3,758	750	450	450	500	500	500	500	3,650	7,408
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

SW11 – Horse Creek Improvements

1 DESCRIPTION

This project replaced 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.

2 JUSTIFICATION

The former 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 protects 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

Maintenance costs were incorporated into the 2017-2018 budget per the 2017-2023 Capital Facilities Plan (CFP).

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

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

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 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design	2,524								0	2,524
ROW Acquisition *	1,880								0	1,880
Construction	15,099	76	66	67					209	15,308
TOTAL ESTIMATED COSTS	\$19,503	\$76	\$66	\$67	\$0	\$0	\$0	\$0	\$209	\$19,712

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
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	806								0	806
Utilities - Storm & Surface Water	4,744	76	66	67					209	4,953
Utilities - Water	451								0	451
TOTAL SECURED FUNDING	\$19,503	\$76	\$66	\$67	\$0	\$0	\$0	\$0	\$209	\$19,712

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	19,503	76	66	67	0	0	0	0	209	19,712
Estimated Project Cost	19,503	76	66	67	0	0	0	0	209	19,712
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Incorporated into 2019-2020 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.

SW12 – Sammamish River Side Channel Restoration

1 DESCRIPTION

This project enhanced and reconnected 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 began in summer 2016.

5 PROJECT COMMENCEMENT REQUIREMENTS

This storm & surface water project was approved to commence.

6 PROJECT STOPPING POINT(S)

Project completed.

7 STATUS

Construction began in summer 2016 and was completed in 2018. Wetland mitigation on this project requires monitoring and maintenance through 2027.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design	342								0	342
Construction	1,098	9	9	9	9	9	9	9	63	1,161
TOTAL ESTIMATED COSTS	\$1,440	\$9	\$63	\$1,503						

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Grant Aw arded (KC Coop Watershed)	268								0	268
Grant Aw arded (KC Conservation District)	75								0	75
Grant Aw arded (Wa St RCO)	834								0	834
Utilities - Storm & Surface Water	263	9	9	9	9	9	9	9	63	326
TOTAL SECURED FUNDING	\$1,440	\$9	\$63	\$1,503						

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	1,440	9	9	9	9	9	9	9	63	1,503
Estimated Project Cost	1,440	9	9	9	9	9	9	9	63	1,503
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
Storm & Surface Water Fund	11	11	11	11	11	11	11	77
Dollars include .02 FTE starting in 2019								
TOTAL FUTURE M&O COSTS	\$11	\$11	\$11	\$11	\$11	\$11	\$11	\$77
TOTAL FTE IMPACT	Dollars include .019 FTE starting in 2019							

SW13 – 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 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design	156								0	156
Construction	1,489	520							520	2,009
TOTAL ESTIMATED COSTS	\$1,645	\$520	\$0	\$0	\$0	\$0	\$0	\$0	\$520	\$2,165

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Utilities - Storm & Surface Water *	1,645	520							520	2,165
TOTAL SECURED FUNDING	\$1,645	\$520	\$0	\$0	\$0	\$0	\$0	\$0	\$520	\$2,165

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	1,645	520	0	0	0	0	0	0	520	2,165
Estimated Project Cost	1,645	520	0	0	0	0	0	0	520	2,165
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Designated to Main Street Enhancement (T41) \$34,000

SW14 – 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 2018 and construction could begin in 2019, depending on receipt of grant funding.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design	61								0	61
Construction	122	400							400	522
TOTAL ESTIMATED COSTS	\$183	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$583

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Grant Pending (KC Flood District)	80	120							120	200
Utilities - Storm & Surface Water	103	280							280	383
TOTAL SECURED FUNDING	\$183	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$583

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	183	400	0	0	0	0	0	0	400	583
Estimated Project Cost	183	400	0	0	0	0	0	0	400	583
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

SW16 – Parr Creek Flood Mitigation

1 DESCRIPTION

Chronic flooding of the northbound right lane of 120th Avenue NE is caused by both the accretion of sediment in Parr Creek and the settling of the road section. Separation of the improved right-of-way flows from Parr Creek and restoration or slight elevation of the northbound road grade can be provided. The project would include improvements to both northbound lanes to address the settling of the roadbed. Additional geotechnical data will need to be obtained in design to provide the extent of stabilization measures needed to prevent future road settlement.

2 JUSTIFICATION

Sediment settles in shallow segments of the Creek. The trap will be located to intercept a large portion extending the maintenance intervals downstream. The roadway and creek are connected. This project would separate drainage in order to allow creek separation and aid in channel capacity. 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

By installing a sediment trap and redirecting the street storm system, the impacts of Parr Creek overflow onto the roadway will be reduced. Operations will be responsible for routinely cleaning the sediment trap but will have a significant reduction in flood response.

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 2019 with construction starting in 2020.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design	50								0	50
Construction	100	300	1,500	500					2,300	2,400
TOTAL ESTIMATED COSTS	\$150	\$300	\$1,500	\$500	\$0	\$0	\$0	\$0	\$2,300	\$2,450

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Utilities - Storm & Surface Water	150	300	1,500	500					2,300	2,450
TOTAL SECURED FUNDING	\$150	\$300	\$1,500	\$500	\$0	\$0	\$0	\$0	\$2,300	\$2,450

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	150	300	1,500	500	0	0	0	0	2,300	2,450
Estimated Project Cost	150	300	1,500	500	0	0	0	0	2,300	2,450
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS		\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

SW18 – 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. Project is slated for design in 2021 with construction following in 2022 provided grant funding is available.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
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 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
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 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

SW19 – 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 2018–2019 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 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design		50	80						130	130
Construction				240	560				800	800
TOTAL ESTIMATED COSTS	\$0	\$50	\$80	\$240	\$560	\$0	\$0	\$0	\$930	\$930

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Grant Pending (Federal)				95	95				190	190
Utilities - Storm & Surface Water		50	80	145	465				740	740
TOTAL SECURED FUNDING	\$0	\$50	\$80	\$240	\$560	\$0	\$0	\$0	\$930	\$930

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	0	50	80	240	560	0	0	0	930	930
Estimated Project Cost	0	50	80	240	560	0	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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

SW20 – 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 2019 with construction in 2020-2021 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 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
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 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
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 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

SW21 – 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 2019–2020 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 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Construction		175	175						350	350
TOTAL ESTIMATED COSTS	\$0	\$175	\$175	\$0	\$0	\$0	\$0	\$0	\$350	\$350

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Utilities - Storm & Surface Water		175	175						350	350
TOTAL SECURED FUNDING	\$0	\$175	\$175	\$0	\$0	\$0	\$0	\$0	\$350	\$350

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	0	175	175	0	0	0	0	0	350	350
Estimated Project Cost	0	175	175	0	0	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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

SW22 – 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 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Construction		390							390	390
TOTAL ESTIMATED COSTS	\$0	\$390	\$0	\$0	\$0	\$0	\$0	\$0	\$390	\$390

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Utilities - Storm & Surface Water		390							390	390
TOTAL SECURED FUNDING	\$0	\$390	\$0	\$0	\$0	\$0	\$0	\$0	\$390	\$390

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	0	390	0	0	0	0	0	0	390	390
Estimated Project Cost	0	390	0	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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

SW23 – 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. A full buildout design determined changes that needed to be made including a new culvert at the Cole/ Woods Creek crossing. Cole/Woods Creek currently exceeds the capacity of its culvert, splitting the flows and sending creek water south on 35th Ave NE, affecting the roadway capacity. Design called for water to flow to its natural discharge location so this portion of the project seeks to restore Cole/Woods Creek to its channel.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS

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

Culvert replacement where Cole/Woods Creek crosses under 35th Ave SE has been identified as a high-priority by the Washington Department of Fish and Wildlife. Planning and preliminary design of the Cole/Woods Creek culvert will begin in 2019.

5 PROJECT COMMENCEMENT REQUIREMENTS

Agreements with adjacent property owners are necessary prior to construction of this project. The 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

Basin analysis and replacement of the 236th St SE culvert were completed in 2018.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design	252								0	252
Construction		100	100	500	250	25	25	25	1,025	1,025
TOTAL ESTIMATED COSTS	\$252	\$100	\$100	\$500	\$250	\$25	\$25	\$25	\$1,025	\$1,277

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Utilities - Storm & Surface Water	252	100	100	500	250	25	25	25	1,025	1,277
TOTAL SECURED FUNDING	\$252	\$100	\$100	\$500	\$250	\$25	\$25	\$25	\$1,025	\$1,277

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	252	100	100	500	250	25	25	25	1,025	1,277
Estimated Project Cost	252	100	100	500	250	25	25	25	1,025	1,277
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

SW24 – Village Square Drainage Improvements

1 DESCRIPTION

This project involves a feasibility study and initial design to determine what can be done to improve drainage in the Village Square neighborhood. Design could include a combination of improved pond function, ditch and pipe conveyance, and control of runoff in the public right of way.

2 JUSTIFICATION

This neighborhood has had ongoing drainage issues during heavy rain events. In addition to roadway flooding, there is a wetland potentially contributing to property damage and a drain owned by the HOA that is likely insufficient to carry the volume of water.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS

The M&O costs associated with the facilities improved and 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 2019–2020 for feasibility and design. Construction would likely take place in 2021–2022.

5 PROJECT COMMENCEMENT REQUIREMENTS

Permitting for any wetland work will be required.

6 PROJECT STOPPING POINT(S)

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

7 STATUS

Surface Water staff are currently discussing options with the affected homeowners and their HOA.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design		80							80	80
Construction			150						150	150
TOTAL ESTIMATED COSTS	\$0	\$80	\$150	\$0	\$0	\$0	\$0	\$0	\$230	\$230

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Utilities - Storm & Surface Water		80	150						230	230
TOTAL SECURED FUNDING	\$0	\$80	\$150	\$0	\$0	\$0	\$0	\$0	\$230	\$230

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	0	80	150	0	0	0	0	0	230	230
Estimated Project Cost	0	80	150	0	0	0	0	0	230	230
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

SW25 – Norway Hill – 104th Ave from 16039 to 15949

1 DESCRIPTION

This project will improve roadside drainage flowing south along 104th Ave. Design could include a combination of improved ditch and pipe conveyance and a more appropriate discharge point to reduce potential erosion and sloughing.

2 JUSTIFICATION

This neighborhood has insufficient drainage causing a ditch to pond, overflow, and flood a home. Drainage south along 104th is insufficient, piecemeal, and outlets at the top of a landslide slope. In the past, King County would clear the ditch whenever it filled, but a more permanent solution to prevent flooding is needed to prevent water encroachment on the roadway and private property.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS

This project benefits the City's annual storm & surface water maintenance program, it reduces flooding through drainage improvement and elimination of excessive erosion. Construction of these improvements will reduce the number of responses required during major rain events.

4 TIMING PRIORITY CONSIDERATIONS

This project could be pursued during 2021–2022 for design. Construction would likely take place in 2022–2023.

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

Surface Water has identified the issue and is requesting funds to study the area.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design			80						80	80
Construction				250					250	250
TOTAL ESTIMATED COSTS	\$0	\$0	\$80	\$250	\$0	\$0	\$0	\$0	\$330	\$330

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Utilities - Storm & Surface Water			80	250					330	330
TOTAL SECURED FUNDING	\$0	\$0	\$80	\$250	\$0	\$0	\$0	\$0	\$330	\$330

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	0	0	80	250	0	0	0	0	330	330
Estimated Project Cost	0	0	80	250	0	0	0	0	330	330
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Storm & Surface Water Capital Projects

SW26 – Downtown – 103rd Ave NE between NE 190th & NE 192nd

1 DESCRIPTION

This project will improve roadside drainage flowing or traveling south along 103rd Ave NE between NE 190th St and NE 192nd St. Design could include a combination re-establishing ditches, possible pipe conveyance, or reestablishing the roadway with curb, gutter, and storm drainage.

2 JUSTIFICATION

This roadway has a long history of drainage problems. It appears the roadway once had ditches that were filled in, so drainage sheet flows off of the roadway to private property. Adding street berms would not help, as it would only move the water to the next home.

3 FUTURE MAINTENANCE AND OPERATING (M & O) COSTS

The future maintenance and operating (M&O) costs will be determined during the design phase and included in the 2021–2027 Capital Facilities Plan.

4 TIMING PRIORITY CONSIDERATIONS

This project could be pursued during 2021–2022 for feasibility and design. Construction would likely take place in 2022–2023.

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

Surface Water has identified the issue and is requesting funds to study the area.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design					50				50	50
Construction						150	100		250	250
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$0	\$50	\$150	\$100	\$0	\$300	\$300

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Utilities - Storm & Surface Water					50	150	100		300	300
TOTAL SECURED FUNDING	\$0	\$0	\$0	\$0	\$50	\$150	\$100	\$0	\$300	\$300

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	0	0	0	0	50	150	100	0	300	300
Estimated Project Cost	0	0	0	0	50	150	100	0	300	300
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

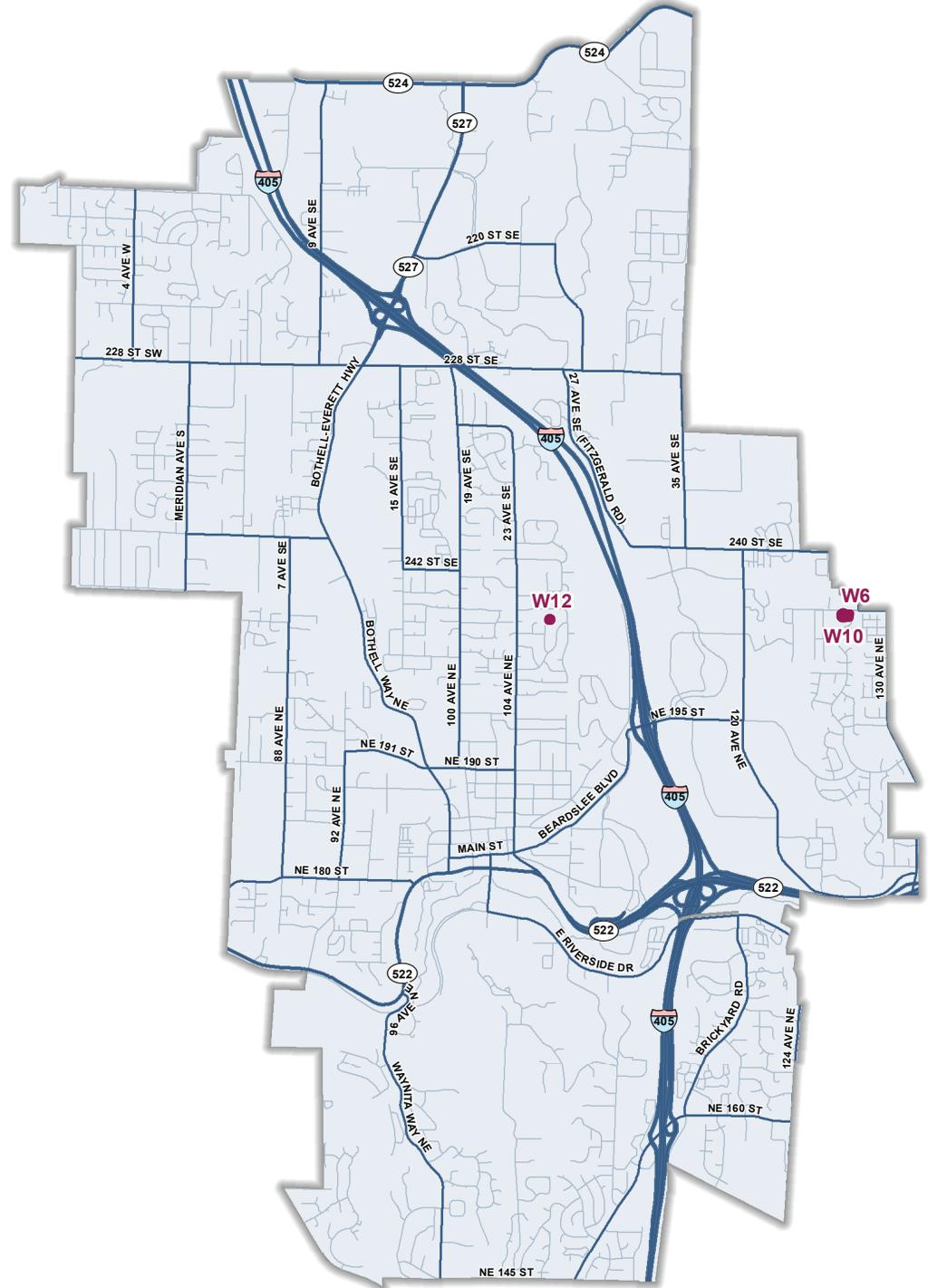
PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							



Water Capital Projects

Water Capital Projects

- W1** Annual Water Main Capital Replacement (not displayed on map)
- W6** Morningside Water System Improvements
- W10** Bloomberg Reservoir Painting
- W11** Downtown Revitalization Utility Improvements (not displayed on map)
- W12** Maywood Hills Reservoir Painting



W1 – 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 and overlay 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: 2019: 192nd Pl and 129th Ave. 2020: Piper's Glen, 192nd St and 196th St. 2020-2023: Valhalla Dr and Odin Way.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design	712								0	712
Construction	4,376	1,672	770	250	625	1,370	1,000	1,000	6,687	11,063
TOTAL ESTIMATED COSTS	\$5,088	\$1,672	\$770	\$250	\$625	\$1,370	\$1,000	\$1,000	\$6,687	\$11,775

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Utilities - Water	5,088	1,672	770	250	625	1,370	1,000	1,000	6,687	11,775
TOTAL SECURED FUNDING	\$5,088	\$1,672	\$770	\$250	\$625	\$1,370	\$1,000	\$1,000	\$6,687	\$11,775

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	5,088	1,672	770	250	625	1,370	1,000	1,000	6,687	11,775
Estimated Project Cost	5,088	1,672	770	250	625	1,370	1,000	1,000	6,687	11,775
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

W6 – 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. Construction in 2019, 2022 (Phase 2 to commence after domestic Water Supply agreement with Alderwood Water District is finalized).

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design	138								0	138
Construction	523	500			250				750	1,273
TOTAL ESTIMATED COSTS	\$661	\$500	\$0	\$0	\$250	\$0	\$0	\$0	\$750	\$1,411

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Utilities - Water	661	500			250				750	1,411
TOTAL SECURED FUNDING	\$661	\$500	\$0	\$0	\$250	\$0	\$0	\$0	\$750	\$1,411

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	661	500	0	0	250	0	0	0	750	1,411
Estimated Project Cost	661	500	0	0	250	0	0	0	750	1,411
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

W10 – 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 as well as the exterior. A May 2017 analysis (technical memorandum) of the painting performed by a consultant recommended that the interior and exterior coating systems be removed and replaced in 3 to 5 years. Operationally, it would be to the City's advantage to wait on this project until the City's new Morningside Intertie with Alderwood Water District is in service. Prior to commencement of this project it is also recommended that the City evaluate the need for seal welding win the reservoir interior. Other considerations to be evaluated include manway sizing, access stairs, gutters and downspouts, roof guardrail and interior platforms. A planning level estimate of these total additional considerations is an additional \$800,000 according to the 2017 technical memorandum.

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 and in a May 2017 technical memorandum.

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 2020-2021.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design	5								0	5
Construction			250	1,723					1,973	1,973
TOTAL ESTIMATED COSTS	\$5	\$0	\$250	\$1,723	\$0	\$0	\$0	\$0	\$1,973	\$1,978

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Utilities - Water	5		250	1,723					1,973	1,978
TOTAL SECURED FUNDING	\$5	\$0	\$250	\$1,723	\$0	\$0	\$0	\$0	\$1,973	\$1,978

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	5	0	250	1,723	0	0	0	0	1,973	1,978
Estimated Project Cost	5	0	250	1,723	0	0	0	0	1,973	1,978
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

W11 – 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 2023. Project locations include NE 185th St.

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design	42								0	42
Construction	1,440	180				196	195		571	2,011
TOTAL ESTIMATED COSTS	\$1,482	\$180	\$0	\$0	\$0	\$196	\$195	\$0	\$571	\$2,053

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Revenue Bond	960								0	960
Utilities - Water *	522	180				196	195		571	1,093
TOTAL SECURED FUNDING	\$1,482	\$180	\$0	\$0	\$0	\$196	\$195	\$0	\$571	\$2,053

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	1,482	180	0	0	0	196	195	0	571	2,053
Estimated Project Cost	1,482	180	0	0	0	196	195	0	571	2,053
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

* Designated to Main Street Enhancement (T41) \$450,000, NE 185th St Reconstruction (T60) \$391,000, and Horse Creek (SW11) \$451,000.

W12 – Maywood Hills Reservoir Painting

1 DESCRIPTION

This project will consist of sandblasting, spot repairs, and painting the interior of the 1 million gallon steel standpipe Maywood Hills reservoir.

2 JUSTIFICATION

The reservoir was constructed in 1962 and the interior was last recoated in 2003. A March 2018 analysis (technical memorandum) of the painting performed by a consultant recommended that the interior and exterior coating systems be removed and replaced in 3 to 5 years. Prior to commencement of this project it is also recommended that the City evaluate the need for seal welding within the reservoir interior. A planning level estimate of these total additional considerations is an additional \$342,000 according to the 2018 technical memorandum. The City should also evaluate the need for a seismic retrofit prior to commencement of the project.

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 was identified in a March 2018 Technical Memorandum.

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 2022–2023

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2018	Budgeted		Estimated					Estimated Spending 2019 - 2025	Total Estimated Project Costs Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Design					50				50	50
Construction						638			638	638
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$0	\$50	\$638	\$0	\$0	\$688	\$688

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2018	Budgeted		Estimated					Estimated Funding 2019 - 2025	Total Estimated Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
SECURED FUNDING										
Utilities - Water					50	638			688	688
TOTAL SECURED FUNDING	\$0	\$0	\$0	\$0	\$50	\$638	\$0	\$0	\$688	\$688

PROJECT VARIANCES	Projected to 12/31/2018	Budgeted		Estimated					Project Variances 2019 - 2025	Total Project Funding Thru 2025
		2019	2020	2021	2022	2023	2024	2025		
Secured Funding	0	0	0	0	50	638	0	0	688	688
Estimated Project Cost	0	0	0	0	50	638	0	0	688	688
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 2019 - 2025
	2019	2020	2021	2022	2023	2024	2025	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Needs & Requests

Project Type	Project Name	Project Description	Source	Estimated Costs (if available)
Facility Projects				
Planning/Capacity/Condition	Fire Station Facility Needs	In 2018, a third-party Facilities Analysis on Space Needs and Budgeting study was prepared for Bothell Fire Stations. The study's purpose was to define operational space needs, provide conceptual facility and site planning at existing and potential new locations, and identify order of magnitude budget estimates. The analysis included the rebuild of Downtown Fire Station 42 and Canyon Park Fire Station 45 at the current site locations. Council approved including a bond measure to fund the rebuild of Station 42 and 45 on the November, 2018 election ballot. The analysis also included a new Kingsgate Station and Queensborough Station relocation and rebuild which are not included in this project at this time.	Previous CFP / Comp Plan (Capital Facilities Element)	\$35,096,464
Park Projects				
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
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
Planning/Capacity	North Creek Forest	Master planning and site development.	Previous CFP	\$375,000
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/Economic/Planning	Park at Bothell Landing Renovation (Future Phases)	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.	Previous CFP	\$14,214,000
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
Planning/Capacity	Shelton View Woods	Land acquisition, master planning and development.	Previous CFP	\$6,000,000
Planning/Capacity	Downtown Parks Connectivity and Master Plan	The former Wayne Golf Course property offers a unique opportunity for a comprehensive approach to planning park amenities in the downtown area. This includes community input on six nearly contiguous parks and proposed parks – former Wayne Golf Course, Blyth Park, Red Brick Park, Sammamish River Park and Park at Bothell Landing. The community will review the existing master plans for the individual parks, provide input on possible amenities and the creation of a phased master plan for the downtown parks.	New	\$150,000
Planning/Capacity	Skate park	Planning documents recommend building a skate park 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 skate park at a Bothell location, or revisiting existing Park Master Plans for potential of building a Bothell Skate park.	New	\$750,000 Estimated. Does not include land acquisition costs.
Planning/Capacity	Young People and Placemaking Feasibility Study	A review of park amenities for youth and young adults ages 10 to 25 to explore inclusive options such as basketball courts, graffiti walls, water/splash features and river access, skate parks, ping pong, stages, etc. and potential locations in the downtown area. The study will also review design/construction cost estimates, ongoing maintenance cost estimates and potential land acquisition costs.	New	\$75,000

Transportation Projects				
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
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
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
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
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
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
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	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.
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.
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	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	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
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

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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	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.
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 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	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	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 I-405 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.
Condition	102nd Ave NE Sidewalk Replacement	Replaces 102nd Ave NE sidewalk between East Riverside and 102nd Ave Bridge.	New	No planning est.
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
Planning	Downtown Parking Study: Phase 2	Evaluates the current and future parking situation in downtown Bothell, sets goals for desired state, and looks further into various policy options for Council consideration. These may include: - Changes to parking requirements on new buildings - Additional parking enforcement - Additional public parking facilities If scope and budget allow, this could also include an evaluation and recommendations on time-limited parking zones and permit parking strategies in the downtown and surrounding area.	New	\$50,000
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