

Capital Facilities Plan



Bothell's Roadmap to the Future
Adopted September 21, 2010



City of Bothell

2011-2017

**City of Bothell
Capital Facilities Plan
2011-2017**

City Council

Mark Lamb, Mayor
Joshua Freed, Deputy Mayor
Tris Samberg, Council Member
Del Spivey, Council Member
Bill Evans, Council Member
Patrick Ewing, Council Member
Tom Agnew, Council Member

Capital Facilities Plan Process Committee

Joshua Freed, Deputy Mayor
Tris Samberg, Council Member
Tom Agnew, Council Member
Ernie Bellecy, Planning Commissioner
Jennifer Armenta, Park Board Member
Bob Stowe, City Manager
Tami Schackman, Finance Director



City of Bothell™

September 21, 2010

Honorable Mayor and Council Members
City of Bothell, WA

SUBJECT: Adopted 2011-2017 Capital Facilities Plan

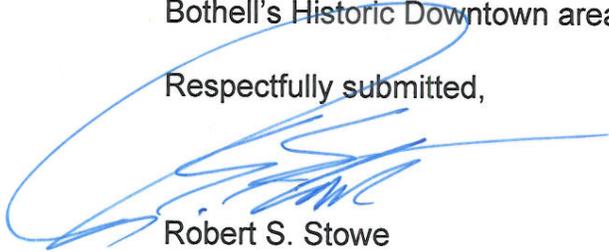
I am pleased to present the City's 2011-2017 Capital Facilities Plan (Plan). This Plan is a key financial planning tool that will have a positive and lasting impact on our community. In 2007, Bothell received the Governor's SMART award for the City's Capital Facilities Plan development process. The award was in recognition of the innovative and effective processes incorporated in the City's Plan. In addition to identifying critical capital improvements, the Plan also outlines processes to ensure the community has opportunities to participate in the major decisions made within the Plan. Sound fiscal strategies are also a significant part of this Plan. Fiscal strategies are incorporated to ensure sufficient funding is available to complete the identified projects.

In summary, as with the 2009-2015 plan the following fundamentals are incorporated into the adopted 2011-2017 Capital Facilities Plan:

- Consideration of community needs
- Availability of sufficient revenue
- Coordination of projects and project time lines
- Availability of sufficient staff and expertise to manage program
- Maximization and leveraging of City revenues
- Adherence to sound financial strategies.

The 2011-2017 Plan significantly advances the City's long-term capital vision by addressing pressing community capital needs and promoting the revitalization of the Bothell's Historic Downtown area.

Respectfully submitted,



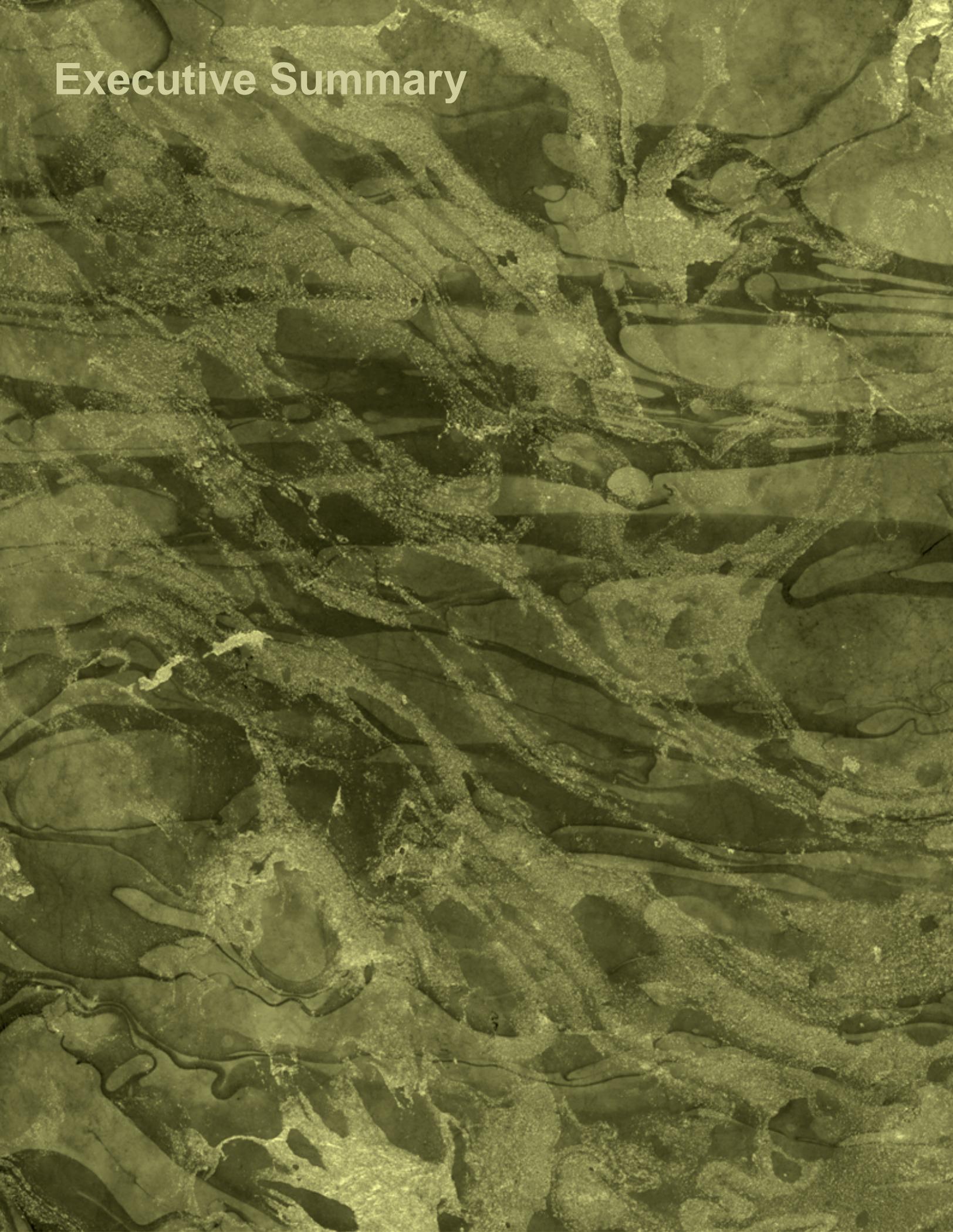
Robert S. Stowe
City Manager

18305 101st Ave. NE
Bothell, WA 98011
425.486.3256
www.ci.bothell.wa.us

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Executive Summary



Executive Summary

In February 2006, the Bothell City Council adopted Resolution 1183 (2006), which approved the City's biennial Capital Facilities Plan (CFP) process and authorized the creation of a Capital Facilities Plan Process Committee (CFPPC). The CFPPC is tasked during each CFP process with evaluating potential capital projects and preparing a recommended spending plan for the City Council. The City's first CFP (2007-2013) was adopted in July 2006 and the second (2009-2015) was adopted two years later, in June 2008.

Since the 2009-2015 Plan was adopted, a capital performance audit was performed, project cost estimates were refined, and additional grant funding was secured. The performance audit which took place in 2009 further reinforced management oversight by instituting comprehensive reporting tools to track cash flow and project budgets. The audit also improved the effectiveness of fiscal communication throughout the organization by developing clearly defined project timing considerations, project commencement requirements, and project stopping points that are now incorporated into each project worksheet. These enhancements to the Plan were adopted by the City Council in December 2009.

Other than grants that increased the original scope of specific transportation projects, no additional capital revenue sources have been identified since the 2009-2015 Capital Facilities Plan was originally adopted in mid-2008. To develop the 2011-2017 CFP, the CFPPC was therefore challenged with recommitting to the allocation plan established in 2008, which entrusts the City to a spending plan designed to promote the revitalization of the City's historic downtown area.

Staff modifications that were employed in the development of the 2011-2017 CFP are summarized below:

- Removed non-capital operating programs from the CFP document in order to properly account for routine maintenance and non-capitalized spending;
- segregated debt service and opportunity funds from capital projects in the CFP document;
- removed 14 non-utility capital projects that are anticipated to be completed prior to 2011; and,
- set apart unsecured capital projects from secured funding capital projects and categorized them more appropriately as "future projects."

The 2011-2017 CFP decreased the estimated non-utility capital project costs by twenty-six million, one hundred and nineteen thousand dollars (\$26,119,000).

The key factors driving this decrease are explained below:

- Property values declined \$10,360,000;
- the 2011-2017 Plan secures a 25-year lease-option for a new City Hall, therefore eliminating \$26,700,000 in State LOCAL loan debt;
- grant funding was reduced by \$3,075,000; and,
- the Plan added \$3,550,000 in unsecured city resources and grant funding for the Park at Bothell Landing project.

The following spreadsheets were created to present project changes:

- Comparison Summary of Amended 2009-2015 and Adopted 2011-2017 CFPs;
- Secured Estimated Costs and Funding Sources; and,
- Unsecured Estimated Costs and Funding Sources.

The following is a summary comparison of the funded facility, park and transportation projects in the amended 2009-2015 Plan and the 2011-2017 Plan:

	Amended 2009-2015 Plan	Adopted 2011-2017 Plan
Number of Projects *	16	17
Allocated Secure Funds to Projects	\$170,749,000	\$134,652,000

* Excludes the 14 capital projects that are anticipated to be completed prior to 2011.

The 2011-2017 CFP also increased the estimated utility capital project spending by four million, nine hundred and seventy-eight thousand dollars (\$4,978,000).

The key factors driving this increase are explained below:

- Sewer Fund decreased \$292,000 to secure funding to improve Lift Station 2 pumps that are currently failing;
- Sewer Fund increased \$1,404,000 to allocate funding for capital improvement expenses that may arise in 2016 and 2017;
- Storm Water Fund increased \$1,700,000 to provide funding for capital improvement expenses that may arise in 2016 and 2017; and,
- Water Fund increased \$2,166,000 to provide funding for capital improvement expenses that may arise in the 2016 and 2017.

The following summary compares utility capital projects in the amended 2009-2015 Plan and the Adopted 2011-2017 Plan:

	Amended 2009-2015 Plan	Adopted 2011-2017 Plan
Number of Projects *	6	8
Allocated Secure Funds to Projects	\$11,222,000	\$15,269,000

* Excludes the 2 utility capital projects that are anticipated to be completed prior to 2011.

Worksheets

**COMPARISON SUMMARY OF AMENDED 2009-2015 CFP AND ADOPTED 2011-2017 CFP
Excluding 2009-2015 CFP Projects Completed Prior To 2011**

Numbers in Thousands (000)

CFP PROJECT NO.	CFP PROJECT NAME/DESCRIPTION	AMENDED 2009-2015 CFP		ADOPTED 2011-2017 CFP		DIFFERENCE BETWEEN AMENDED & ADOPTED CFP		EXPLANATION
		[A]	[B]	[C]	[D]	[C] - [A]	[D] - [B]	
FACILITY CAPITAL PROJECTS		SECURED FUNDING	UNSECURED FUNDING	SECURED FUNDING	UNSECURED FUNDING	SECURED FUNDING	UNSECURED FUNDING	NOTE
F1	REPLACEMENT OF CITY HALL & DAWSON BUILDING	38,000	0	3,500	0	(34,500)	0	Obtain Leasing Option Interest payment included in 2011
F8	PURCHASE OF NORTHSORE SCHOOL DISTRICT PROPERTY	20,689	0	21,089	0	400	0	
TOTAL - FACILITY CAPITAL PROJECTS		58,689	0	24,589	0	(34,100)	0	
PARK CAPITAL PROJECTS		SECURED FUNDING	UNSECURED FUNDING	SECURED FUNDING	UNSECURED FUNDING	SECURED FUNDING	UNSECURED FUNDING	NOTE
P7	OPEN SPACE ACQUISITION	0	0	505	505	505	505	KC Conservation Futures Fund Award & Grant Match TBD Actual spending thru 2010. Deferral of Sale of Property
P9	NORTH CREEK SCHOOL HOUSE	339	28	467	60	128	32	
P11	1ST LT. NICHOLAS MADRAZO U.S. M.C. MEMORIAL PARK	600	0	600	0	0	0	No Change
P20	PARK AT BOTHELL LANDING	950	0	1,450	3,550	500	3,550	Asset Replacement Transfer, Potential City Resources & Grants
TOTAL - PARK CAPITAL PROJECTS		1,889	28	3,022	4,115	1,133	4,087	
TRANSPORTATION CAPITAL PROJECTS		SECURED FUNDING	UNSECURED FUNDING	SECURED FUNDING	UNSECURED FUNDING	SECURED FUNDING	UNSECURED FUNDING	NOTE
T6	BOTHELL CROSSROADS	58,399	3,100	54,799	0	(3,600)	(3,100)	Federal grant not awarded WSDOT grant less than anticipated
T7	SR-527 WIDENING: 240TH ST SE TO 228TH ST SE	8,344	845	7,951	1,341	(393)	496	
T12	SR-522 @ WAYNE CURVE	20,906	0	20,766	140	(140)	140	ARRA grant not awarded due to lower construction bid
T13A	240TH STREET BRIDGE REPLACEMENT	2,912	0	2,701	894	(211)	894	WSDOT grant less than anticipated
T20	CITYWIDE INTELLIGENT TRANSPORTATION SYSTEM (ITS)	1,834	0	1,946	16	112	16	WSDOT grant more than anticipated
T38	SR-527 MULTIWAY BOULEVARD: PHASE I	7,288	13,762	2,770	18,879	(4,518)	5,117	Estimated costs more than anticipated. Decr of Sale of Prop.
T40	MAIN STREET EXTENSION	2,290	5,624	2,292	5,391	2	(233)	Estimated costs less than anticipated
T41	MAIN STREET ENHANCEMENT: PHASE I	341	5,556	341	5,637	0	81	Estimated costs more than anticipated
T43	SR-522 STAGE 2A IMPROVEMENTS	2,008	5,069	4,407	2,404	2,399	(2,665)	Received additional grant funding but City's match not identified
T44	SR-522 STAGE 2B IMPROVEMENTS	2,655	3,725	2,710	3,685	55	(40)	No Significant Change (WSDOT grant increase)
T47	DOWNTOWN CONTAMINATED SOIL & GROUNDWATER CLEAN UP	3,194	3,042	6,358	1,830	3,164	(1,212)	Dept of Ecology grant awarded. Est. costs more than anticipated
TOTAL - TRANSPORTATION CAPITAL PROJECTS		110,171	40,723	107,041	40,217	(3,130)	(506)	

**COMPARISON SUMMARY OF AMENDED 2009-2015 CFP AND ADOPTED 2011-2017 CFP
Excluding 2009-2015 CFP Projects Completed Prior To 2011**

Numbers in Thousands (000)

CFP PROJECT NO.	CFP PROJECT NAME/DESCRIPTION	AMENDED 2009-2015 CFP		ADOPTED 2011-2017 CFP		DIFFERENCE BETWEEN AMENDED & ADOPTED CFP		EXPLANATION
		[A]	[B]	[C]	[D]	[C] - [A]	[D] - [B]	
DEBT SERVICES CAPITAL PROJECTS		SECURED FUNDING	UNSECURED FUNDING	SECURED FUNDING	UNSECURED FUNDING	SECURED FUNDING	UNSECURED FUNDING	NOTE
F6	DEBT SERVICE FOR LIFT BOND	6,900	0	9,000	0	2,100	0	Payments included in 2016 & 2017
F9	DEBT SERVICE FOR STATE LOCAL LOAN	4,500	0	0	0	(4,500)	0	Change to City Hall Lease
F9	CITY HALL LEASE	0	0	9,200	0	9,200	0	New Debt Service
F11	DEBT SERVICE FOR BOND ANTICIPATION NOTE	20,800	0	20,400	0	(400)	0	Interest decreased in 2011
TOTAL - DEBT SERVICES CAPITAL PROJECTS		32,200	0	38,600	0	6,400	0	
OPPORTUNITY FUNDS CAPITAL PROJECTS		SECURED FUNDING	UNSECURED FUNDING	SECURED FUNDING	UNSECURED FUNDING	SECURED FUNDING	UNSECURED FUNDING	NOTE
F7	GENERAL OPPORTUNITY FUNDS AVAILABLE →	200	0	197	0	(3)	0	Designated \$100K for Community Center Facility in 2011
P17	PARKS OPPORTUNITY FUNDS AVAILABLE →	583	0	583	0	0	0	No Change
T36	TRANSPORTATION OPPORTUNITY FUNDS AVAILABLE →	0	0	0	0	0	0	Project Completed Prior to 2011
TOTAL - OPPORTUNITY FUNDS CAPITAL PROJECTS		783	0	780	0	(3)	0	
TOTAL - FACILITY, PARK, TRANSPORTATION, DEBT SERVICES, AND OPPORTUNITY FUNDS CAPITAL PROJECTS		203,732	40,751	174,032	44,332	(29,700)	3,581	(26,119)

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

COMPARISON SUMMARY OF AMENDED 2009-2015 CFP AND ADOPTED 2011-2017 CFP
Excluding 2009-2015 CFP Projects Completed Prior To 2011

Numbers in Thousands (000)

CFP PROJECT NO.	CFP PROJECT NAME/DESCRIPTION	AMENDED 2009-2015 CFP		ADOPTED 2011-2017 CFP		DIFFERENCE BETWEEN AMENDED & ADOPTED CFP		EXPLANATION
		[A]	[B]	[C]	[D]	[C] - [A]	[D] - [B]	
FUTURE CAPITAL PROJECTS		SECURED FUNDING	UNSECURED FUNDING	SECURED FUNDING	UNSECURED FUNDING	SECURED FUNDING	UNSECURED FUNDING	NOTE
F3	FIRE STATION FACILITY NEEDS	0	5,000	0	5,000	0	0	No Change
P1a	CENTENNIAL PARK IMPROVEMENTS: PHASE 2	0	0	1,509	715	1,509	715	Actual spending through 2010 (under secured funding)
P3	NORTH CREEK - FIELD 3	66	1,246	66	1,246	0	0	Spending prior to 2011 under Secured
P6	CEDAR GROVE II	460	300	460	320	0	20	Spending prior to 2011 under Secured
P12	REGIONAL AQUATIC CENTER & COMMUNITY CENTER	0	7,500	0	7,500	0	0	No Change
P19	PARK MASTER PLANNING	0	0	200	100	200	100	Actual spending through 2010 (under secured funding)
T2E	NORTH CREEK TRAIL - SECTION 3	0	0	0	1,000	0	1,000	
T8	39TH AVENUE SE EXTENSION (BOTHHELL CONNECTOR)	0	0	2,650	73,065	2,650	73,065	Spending prior to 2011 under Secured
T21	BEARDSLEE/NE 185TH INTERSECTION	0	200	0	200	0	0	No Change
T33A	EAST RIVERSIDE DRIVE IMPROVEMENTS: PHASE 1A	0	0	0	285	0	285	
T33B	EAST RIVERSIDE DRIVE IMPROVEMENTS: PHASE 2	0	0	0	1,475	0	1,475	
T39	SR-527 MULTIWAY BOULEVARD: PHASE II	0	0	0	12,030	0	12,030	
T42	MAIN STREET ENHANCEMENT: PHASE II	0	0	0	4,861	0	4,861	
T45	NE 185TH STREET IMPROVEMENTS	0	6,330	313	6,647	313	317	Est. costs more than anticipated. Projected costs in 2010
T48	SR 527/228TH INTERSECTION CONGESTION RELIEF	0	0	0	150	0	150	
T49	NE 200TH STREET SIDEWALK	0	0	0	310	0	310	
T50	5TH AVENUE W PEDESTRIAN SAFETY IMPROVEMENTS	0	0	0	70	0	70	
T51	108TH AVENUE NE ROADWAY REHABILITATION	0	0	0	1,175	0	1,175	
T52	ARTERIAL MOBILITY INTERIM IMPROVEMENTS PROJECT	0	0	0	1,180	0	1,180	
T53	POP KEENEY CONNECTOR PROJECT	0	0	134	276	134	276	Projected costs in 2010
TOTAL - FUTURE CAPITAL PROJECTS		526	20,576	5,332	117,605	4,806	97,029	
		SECURED FUNDING	UNSECURED FUNDING	SECURED FUNDING	UNSECURED FUNDING	SECURED FUNDING	UNSECURED FUNDING	ADOPTED CHANGES
TOTAL - FUTURE CAPITAL PROJECTS		526	20,576	5,332	117,605	4,806	97,029	101,835

COMPARISON SUMMARY OF AMENDED 2009-2015 CFP AND ADOPTED 2011-2017 CFP
Excluding 2009-2015 CFP Projects Completed Prior To 2011

Numbers in Thousands (000)

CFP PROJECT NO.	CFP PROJECT NAME/DESCRIPTION	AMENDED 2009-2015 CFP		ADOPTED 2011-2017 CFP		DIFFERENCE BETWEEN AMENDED & ADOPTED CFP		EXPLANATION
		[A]	[B]	[C]	[D]	[C] - [A]	[D] - [B]	
SEWER CAPITAL PROJECTS		SECURED FUNDING	UNSECURED FUNDING	SECURED FUNDING	UNSECURED FUNDING	SECURED FUNDING	UNSECURED FUNDING	NOTE
S1	ANNUAL SEWER MAIN CAPITAL REPLACEMENT	2,128	278	2,708	1,102	580	824	Including 2016/2017 est. costs. Unsecure Main St (T41) & SR522 Stage 2B (T44)
S4	LIFT STATION 2 IMPROVEMENTS	410	847	965	0	555	(847)	Estimated costs more than anticipated
TOTAL - SEWER CAPITAL PROJECTS		2,538	1,125	3,673	1,102	1,135	(23)	
STORM WATER CAPITAL PROJECTS		SECURED FUNDING	UNSECURED FUNDING	SECURED FUNDING	UNSECURED FUNDING	SECURED FUNDING	UNSECURED FUNDING	NOTE
SW1	ANNUAL STORMWATER & SURFACE WATER CAPITAL REPLACEMENT	2,876	0	4,248	328	1,372	328	Including 2016/2017 est. costs. Unsecure Main St (T41)
SW10	LOWER FILBERT CREEK & NORTH CREEK FLOOD REPAIRS	725	0	725	0	0	0	No Change
TOTAL - STORM WATER CAPITAL PROJECTS		3,601	0	4,973	328	1,372	328	
WATER CAPITAL PROJECTS		SECURED FUNDING	UNSECURED FUNDING	SECURED FUNDING	UNSECURED FUNDING	SECURED FUNDING	UNSECURED FUNDING	NOTE
W1	ANNUAL WATER MAIN CAPITAL REPLACEMENT	3,280	414	4,094	1,040	814	626	Including 2016/2017 est. costs. Unsecure Main St (T41) & SR522 Stage 2B (T44)
W7	PENN PARK RESERVOIR REPLACEMENT	1,803	0	1,803	0	0	0	No Change
W9	RECLAIMED WATER SYSTEM	0	0	126	0	126	0	New CFP project
W10	BLOOMBERG RESERVOIR PAINTING	0	0	600	0	600	0	New CFP project
TOTAL - WATER CAPITAL PROJECTS		5,083	414	6,623	1,040	1,540	626	
TOTAL - SEWER, STORM WATER, AND WATER CAPITAL PROJECTS		11,222	1,539	15,269	2,470	4,047	931	ADOPTED CHANGES 4,978

**COMPARISON SUMMARY OF AMENDED 2009-2015 CFP AND ADOPTED 2011-2017 CFP
Excluding 2009-2015 CFP Projects Completed Prior To 2011**

Numbers in Thousands (000)

CFP PROJECT NO.	CFP PROJECT NAME/DESCRIPTION	AMENDED 2009-2015 CFP		ADOPTED 2011-2017 CFP		DIFFERENCE BETWEEN AMENDED & ADOPTED CFP		EXPLANATION
		[A]	[B]	[C]	[D]	[C] - [A]	[D] - [B]	
FUTURE UTILITY CAPITAL PROJECTS		SECURED FUNDING	UNSECURED FUNDING	SECURED FUNDING	UNSECURED FUNDING	SECURED FUNDING	UNSECURED FUNDING	NOTE
S1	EAST RIVERSIDE DRIVE IMPROVEMENTS (CFP #T33b) SEWER SHARE	0	0	0	50	0	50	
SW2	ENHANCEMENT OF NATURAL RESOURCES	29	1,750	29	1,750	0	0	No Change
SW11	HORSE CREEK PIPE REPLACEMENT (FIVE FOOT DIAMETER PIPE)	0	0	286	3,888	286	3,888	Actual spending thru 2010 (under secured funding).
SW12	SAMMAMISH RIVER SIDE CHANNEL RESTORATION	0	0	0	893	0	893	
W1	EAST RIVERSIDE DRIVE IMPROVEMENTS (CFP #T33b) WATER SHARE	0	0	0	600	0	600	
TOTAL - FUTURE UTILITY CAPITAL PROJECTS		29	1,750	315	7,181	286	5,431	
		SECURED FUNDING	UNSECURED FUNDING	SECURED FUNDING	UNSECURED FUNDING	SECURED FUNDING	UNSECURED FUNDING	ADOPTED CHANGES
TOTAL - UTILITY FUTURE CAPITAL PROJECTS		29	1,750	315	7,181	286	5,431	5,717

ADOPTED 2011-2017 CFP
SECURED ESTIMATED COSTS AND FUNDING SOURCES
FACILITY, PARK, TRANSPORTATION, DEBT SERVICES PROJECTS, AND OPPORTUNITY FUNDS

Numbers in Thousands (000)

CFP PROJECT NO.	CFP PROJECT NAME	Spending Thru 2010	2011	2012	2013	2014	2015	2016	2017	TOTAL
FACILITY CAPITAL PROJECTS										
F1	REPLACEMENT OF CITY HALL & DAWSON BUILDINGS	1,500	2,000	0	0	0	0	0	0	3,500
F8	PURCHASE OF NORTHSHORE SCHOOL DISTRICT PROPERTY	1,939	400	18,750	0	0	0	0	0	21,089
TOTAL - FACILITY CAPITAL PROJECTS COSTS		3,439	2,400	18,750	0	0	0	0	0	24,589
PARK CAPITAL PROJECTS										
P7	OPEN SPACE ACQUISITION	0	505	0	0	0	0	0	0	505
P9	NORTH CREEK SCHOOL HOUSE	247	0	220	0	0	0	0	0	467
P11	1ST LT. NICHOLAS MADRAZO U.S. M.C. MEMORIAL PARK	60	540	0	0	0	0	0	0	600
P20	PARK AT BOTHELL LANDING	0	200	0	1,250	0	0	0	0	1,450
TOTAL - PARK CAPITAL PROJECTS COSTS		307	1,245	220	1,250	0	0	0	0	3,022
TRANSPORTATION CAPITAL PROJECTS										
T6	BOTHELL CROSSROADS	34,140	11,832	8,801	26	0	0	0	0	54,799
T7	SR-527 WIDENING: 240TH STREET SE TO 228TH STREET SE	2,002	689	4,080	1,180	0	0	0	0	7,951
T12	SR-522 @ WAYNE CURVE	13,910	5,496	1,360	0	0	0	0	0	20,766
T13A	240TH STREET BRIDGE REPLACEMENT	872	58	1,073	698	0	0	0	0	2,701
T20	CITYWIDE INTELLIGENT TRANSPORTATION SYSTEM (ITS)	1,073	873	0	0	0	0	0	0	1,946
T38	SR-527 MULTIWAY BOULEVARD	2,607	0	163	0	0	0	0	0	2,770
T40	MAIN STREET EXTENSION	2,078	0	0	214	0	0	0	0	2,292
T41	MAIN STREET ENHANCEMENT	219	0	0	122	0	0	0	0	341
T43	SR-522 STAGE 2A IMPROVEMENTS	795	551	2,861	200	0	0	0	0	4,407
T44	SR-522 STAGE 2B IMPROVEMENTS	420	10	461	1,086	0	733	0	0	2,710
T47	DOWNTOWN CONTAMINATED SOIL & GROUNDWATER CLEAN UP	5,542	473	343	0	0	0	0	0	6,358
TOTAL - TRANSPORTATION CAPITAL PROJECTS COSTS		63,658	19,982	19,142	3,526	0	733	0	0	107,041
DEBT SERVICES CAPITAL PROJECTS										
F6	DEBT SERVICE FOR LIFT BOND	0	0	1,500	1,500	1,500	1,500	1,500	1,500	9,000
F9	CITY HALL LEASE	0	0	0	1,200	2,000	2,000	2,000	2,000	9,200
F11	DEBT SERVICE FOR BOND ANTICIPATION NOTE	150	150	20,100	0	0	0	0	0	20,400
TOTAL - DEBT SERVICES CAPITAL PROJECTS COSTS		150	150	21,600	2,700	3,500	3,500	3,500	3,500	38,600

ADOPTED 2011-2017 CFP
SECURED ESTIMATED COSTS AND FUNDING SOURCES
FACILITY, PARK, TRANSPORTATION, DEBT SERVICES PROJECTS, AND OPPORTUNITY FUNDS

Numbers in Thousands (000)

CFP PROJECT NO.	CFP PROJECT NAME	Spending Thru 2010	2011	2012	2013	2014	2015	2016	2017	TOTAL
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OPPORTUNITY FUNDS CAPITAL PROJECTS										
F7	GENERAL OPPORTUNITY FUNDS AVAILABLE →	297	100	0	0	0	0	0	0	197
P17	PARKS OPPORTUNITY FUNDS AVAILABLE →	583	0	0	0	0	0	0	0	583
T36	TRANSPORTATION OPPORTUNITY FUNDS AVAILABLE →	0	0	0	0	0	0	0	0	0
TOTAL - OPPORTUNITY FUNDS CAPITAL PROJECTS		880	100	0	0	0	0	0	0	780

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

CAPITAL PROJECT COSTS	68,434	23,877	59,712	7,476	3,500	4,233	3,500	3,500	174,032
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SUMMARY ALLOCATION OF SECURED FUNDING SOURCES		Funding Thru 2010	2011	2012	2013	2014	2015	2016	2017	TOTAL
	REAL ESTATE EXCISE TAX (REET)	26,814	4,355	9,393	1,899	1,500	1,500	1,500	1,500	48,261
	ARTERIAL STREET FUND	2,529	0	0	0	0	0	0	0	2,529
	ASSET REPLACEMENT (PARK AT BOTHELL LANDING)	0	200	0	0	0	0	0	0	200
	6320 DESIGN CREDIT (CITY HALL ONLY)	0	0	0	1,200	0	0	0	0	1,200
	BOND ANTICIPATION NOTE	15,126	0	0	0	0	0	0	0	15,126
	GRANTS (AWARDS)	22,670	12,294	10,349	2,927	0	733	0	0	48,973
	LIFT BOND	0	5,285	24,715	0	0	0	0	0	30,000
	MITIGATION - KING COUNTY PUMP STATION	60	540	0	0	0	0	0	0	600
	MITIGATION - BRIGHTWATER	650	0	0	0	0	0	0	0	650
	PARK IMPACT FEES	0	0	0	500	0	0	0	0	500
	PROCEEDS FROM SALE OF PROPERTY	(220)	0	14,255	450	500	500	500	500	16,485
	TRAFFIC IMPACT FEES	805	1,203	1,000	500	1,500	1,500	1,500	1,500	9,508
TOTAL - SECURED FUNDING SOURCES		68,434	23,877	59,712	7,476	3,500	4,233	3,500	3,500	174,032

ADOPTED 2011-2017 CFP
SECURED ESTIMATED COSTS AND FUNDING SOURCES
FACILITY, PARK, TRANSPORTATION, DEBT SERVICES PROJECTS, AND OPPORTUNITY FUNDS

Numbers in Thousands (000)

CFP PROJECT NO.	CFP PROJECT NAME	Spending Thru 2010	2011	2012	2013	2014	2015	2016	2017	TOTAL
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ON-GOING REVENUES *		71,957	60,162	18,551	17,158	4,791	5,524	4,786	4,786	187,715
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* Total on-going revenues include all capital funding sources

TOTAL CAPITAL PROJECT COSTS		68,434	23,877	59,712	7,476	3,500	4,233	3,500	3,500	174,032
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PROJECT REVENUES AND COSTS VARIANCES		3,523	36,285	(41,161)	9,682	1,291	1,291	1,286	1,286	13,483
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* Contingent on the receipt of developer contributions (traffic and park impact fees) or the sale of properties. These "speculative" future revenues consist of \$7,529,000 general capital fund, \$4,892,000 traffic capital fund and \$1,062,000 park reserve fund.

**ADOPTED 2011-2017 CFP
SEWER CAPITAL PROJECTS
SECURED ESTIMATED COSTS AND FUNDING SOURCES**

Numbers in Thousands (000)

CFP PROJECT NO.	CFP PROJECT NAME	Spending Thru 2010	2011	2012	2013	2014	2015	2016	2017	TOTAL
S1	ANNUAL SEWER CAPITAL REPLACEMENT	698	0	0	130	480	300	550	550	2,708
S4	LIFT STATION 2 IMPROVEMENTS	89	876	0	0	0	0	0	0	965
TOTAL - SEWER CAPITAL PROJECTS COSTS		787	876	0	130	480	300	550	550	3,673

SEWER PROJECT COSTS	787	876	0	130	480	300	550	550	3,673
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SUMMARY ALLOCATION OF SECURED FUNDING SOURCES	Funding Thru 2010	2011	2012	2013	2014	2015	2016	2017	TOTAL
SEWER CAPITAL PROJECT FUND	787	876	0	0	110	300	550	550	3,173
MITIGATION - BRIGHTWATER	0	0	0	130	370	0	0	0	500
TOTAL - SECURED FUNDING SOURCES	787	876	0	130	480	300	550	550	3,673

SEWER ON-GOING REVENUES	4,004	(104)	335	769	1,143	1,637	2,236	2,236	12,256
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SEWER CAPITAL PROJECT REVENUES AND COSTS VARIANCES	3,217	(980)	335	639	663	1,337	1,686	1,686	8,583
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**ADOPTED 2011-2017 CFP
STORM WATER CAPITAL PROJECTS
SECURED ESTIMATED COSTS AND FUNDING SOURCES**

Numbers in Thousands (000)

CFP PROJECT NO.	CFP PROJECT NAME	Spending Thru 2010	2011	2012	2013	2014	2015	2016	2017	TOTAL
SW1	ANNUAL STORMWATER & SURFACE WATER CAPITAL REPLACEMENT	2,448	100	250	250	250	300	300	350	4,248
SW10	LOWER FILBERT CREEK AND NORTH CREEK FLOOD REPAIRS	200	525	0	0	0	0	0	0	725
TOTAL - STORM WATER CAPITAL PROJECTS COSTS		2,648	625	250	250	250	300	300	350	4,973

STORM WATER CAPITAL PROJECT COSTS	2,648	625	250	250	250	300	300	350	4,973
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SUMMARY ALLOCATION OF SECURED FUNDING SOURCES	Funding Thru 2010	2011	2012	2013	2014	2015	2016	2017	TOTAL
STORMWATER CAPITAL PROJECT FUND	2,498	150	250	250	250	300	300	350	4,348
GRANTS (AWARDS)	150	475	0	0	0	0	0	0	625
TOTAL - SECURED FUNDING SOURCES	2,648	625	250	250	250	300	300	350	4,973

STORM WATER ON-GOING REVENUES	2,399	824	375	(91)	164	496	1,014	1,014	6,195
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STORM WATER CAPITAL PROJECT REVENUES AND COSTS VARIANCES	(249)	199	125	(341)	(86)	196	714	664	1,222
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**ADOPTED 2011-2017 CFP
WATER CAPITAL PROJECTS
SECURED ESTIMATED COSTS AND FUNDING SOURCES**

Numbers in Thousands (000)

CFP PROJECT NO.	CFP PROJECT NAME	Spending								
		Thru 2010	2011	2012	2013	2014	2015	2016	2017	TOTAL
W1	ANNUAL WATER MAIN CAPITAL REPLACEMENT	2,894	0	0	0	0	300	300	600	4,094
W7	PENN PARK RESERVOIR REPLACEMENT	0	0	360	700	743	0	0	0	1,803
W9	RECLAIMED WATER SYSTEM	88	38	0	0	0	0	0	0	126
W10	BLOOMBERG RESERVOIR PAINTING	0	0	0	0	0	0	0	600	600
TOTAL - WATER CAPITAL PROJECTS COSTS		2,982	38	360	700	743	300	300	1,200	6,623

WATER CAPITAL PROJECT COSTS	2,982	38	360	700	743	300	300	1,200	6,623
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SUMMARY ALLOCATION OF SECURED FUNDING SOURCES	Funding								
	Thru 2010	2011	2012	2013	2014	2015	2016	2017	TOTAL
WATER CAPITAL PROJECT FUND	2,929	15	360	700	743	300	300	1,200	6,547
GRANTS (AWARDS)	53	23	0	0	0	0	0	0	76
TOTAL - SECURED FUNDING SOURCES	2,982	38	360	700	743	300	300	1,200	6,623

WATER ON-GOING REVENUES	4,719	1,216	1,289	1,001	752	977	1,288	1,288	12,530
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WATER CAPITAL PROJECT REVENUES AND COSTS VARIANCES	1,737	1,178	929	301	9	677	988	88	5,907
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ADOPTED 2011-2017 CFP
UNSECURED ESTIMATED COSTS AND FUNDING SOURCES
FACILITY, PARK, TRANSPORTATION, DEBT SERVICES PROJECTS, AND OPPORTUNITY FUNDS CAPITAL PROJECTS
Numbers in Thousands (000)

CFP PROJECT NO.	CFP PROJECT NAME	Spending Thru 2010	2011	2012	2013	2014	2015	2016	2017	TOTAL
FACILITY CAPITAL PROJECTS										
F1	REPLACEMENT OF CITY HALL & DAWSON BUILDINGS	0	0	0	0	0	0	0	0	0
F8	PURCHASE OF NORTHSORE SCHOOL DISTRICT PROPERTY	0	0	0	0	0	0	0	0	0
TOTAL - FACILITY CAPITAL PROJECTS COSTS		0	0	0	0	0	0	0	0	0
PARK CAPITAL PROJECTS										
P7	OPEN SPACE ACQUISITION	0	505	0	0	0	0	0	0	505
P9	NORTH CREEK SCHOOL HOUSE	0	0	60	0	0	0	0	0	60
P11	1ST LT. NICHOLAS MADRAZO U.S. M.C. MEMORIAL PARK	0	0	0	0	0	0	0	0	0
P20	PARK AT BOTHELL LANDING	0	0	0	3,550	0	0	0	0	3,550
TOTAL - PARK CAPITAL PROJECTS COSTS		0	505	60	3,550	0	0	0	0	4,115
TRANSPORTATION CAPITAL PROJECTS										
T6	BOTHELL CROSSROADS	0	0	0	0	0	0	0	0	0
T7	SR-527 WIDENING: 240TH STREET SE TO 228TH STREET SE	0	541	520	280	0	0	0	0	1,341
T12	SR-522 @ WAYNE CURVE	0	0	140	0	0	0	0	0	140
T13A	240TH STREET BRIDGE REPLACEMENT	0	0	536	358	0	0	0	0	894
T20	CITYWIDE INTELLIGENT TRANSPORTATION SYSTEM (ITS)	0	16	0	0	0	0	0	0	16
T38	SR-527 MULTIWAY BOULEVARD	0	0	2,960	7,263	8,656	0	0	0	18,879
T40	MAIN STREET EXTENSION	0	0	0	2,605	2,786	0	0	0	5,391
T41	MAIN STREET ENHANCEMENT	0	0	0	683	4,954	0	0	0	5,637
T43	SR-522 STAGE 2A IMPROVEMENTS	0	30	400	1,974	0	0	0	0	2,404
T44	SR-522 STAGE 2B IMPROVEMENTS	0	5	81	252	0	3,347	0	0	3,685
T47	DOWNTOWN CONTAMINATED SOIL & GROUNDWATER CLEAN UP	890	305	635	0	0	0	0	0	1,830
TOTAL - TRANSPORTATION CAPITAL PROJECTS COSTS		890	897	5,272	13,415	16,396	3,347	0	0	40,217
DEBT SERVICES CAPITAL PROJECTS										
F6	DEBT SERVICE FOR LIFT BOND	0	0	0	0	0	0	0	0	0
F9	CITY HALL LEASE	0	0	0	0	0	0	0	0	0
F11	DEBT SERVICE FOR BOND ANTICIPATION NOTE	0	0	0	0	0	0	0	0	0
TOTAL - DEBT SERVICES CAPITAL PROJECTS COSTS		0	0	0	0	0	0	0	0	0

ADOPTED 2011-2017 CFP
UNSECURED ESTIMATED COSTS AND FUNDING SOURCES
FACILITY, PARK, TRANSPORTATION, DEBT SERVICES PROJECTS, AND OPPORTUNITY FUNDS CAPITAL PROJECTS
Numbers in Thousands (000)

CFP PROJECT NO.	CFP PROJECT NAME	Spending Thru 2010	2011	2012	2013	2014	2015	2016	2017	TOTAL
OPPORTUNITY FUNDS CAPITAL PROJECTS										
F7	GENERAL OPPORTUNITY FUNDS AVAILABLE →	0	0	0	0	0	0	0	0	0
P17	PARKS OPPORTUNITY FUNDS AVAILABLE →	0	0	0	0	0	0	0	0	0
T36	TRANSPORTATION OPPORTUNITY FUNDS AVAILABLE →	0	0	0	0	0	0	0	0	0
TOTAL - OPPORTUNITY FUNDS CAPITAL PROJECTS COSTS		0	0	0	0	0	0	0	0	0

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

CAPITAL PROJECT COSTS	890	1,402	5,332	16,965	16,396	3,347	0	0	44,332
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SUMMARY ALLOCATION OF UNSECURED FUNDING SOURCES	Funding Thru 2010	2011	2012	2013	2014	2015	2016	2017	TOTAL
FUNDING SOURCE (TBD)	890	897	2,336	13,351	16,396	3,347	0	0	37,217
CITY RESOURCES (TBD)	0	0	0	2,550	0	0	0	0	2,550
CONTRIBUTIONS (DEVELOPERS)	0	0	0	0	0	0	0	0	0
DONATON	0	0	60	0	0	0	0	0	60
GRANT MATCH (TBD)	0	505	0	0	0	0	0	0	505
GRANT FUNDING (TBD)	0	0	2,936	1,064	0	0	0	0	4,000
VOTER BOND	0	0	0	0	0	0	0	0	0
TOTAL - UNSECURED FUNDING SOURCES	890	1,402	5,332	16,965	16,396	3,347	0	0	44,332

**ADOPTED 2011-2017 CFP
SEWER CAPITAL PROJECTS
UNSECURED ESTIMATED COSTS AND FUNDING SOURCES**

Numbers in Thousands (000)

CFP PROJECT NO.	CFP PROJECT NAME	Spending Thru 2010	2011	2012	2013	2014	2015	2016	2017	TOTAL
S1	ANNUAL SEWER CAPITAL REPLACEMENT	0	0	349	0	278	525	0	0	1,152
S4	LIFT STATION 2 IMPROVEMENTS	0	0	0	0	0	0	0	0	0
TOTAL - SEWER CAPITAL PROJECTS COSTS		0	0	349	0	278	525	0	0	1,152

SEWER PROJECT COSTS	0	0	349	0	278	525	0	0	1,152
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SUMMARY ALLOCATION OF UNSECURED FUNDING SOURCES	Funding Thru 2010	2011	2012	2013	2014	2015	2016	2017	TOTAL
SEWER CAPITAL PROJECT FUND	0	0	349		278	525	0	0	1,152
MITIGATION - BRIGHTWATER	0	0	0	0	0	0	0	0	0
TOTAL - UNSECURED FUNDING SOURCES	0	0	349	0	278	525	0	0	1,152

**ADOPTED 2011-2017 CFP
STORM WATER CAPITAL PROJECTS
UNSECURED ESTIMATED COSTS AND FUNDING SOURCES**
Numbers in Thousands (000)

CFP PROJECT NO.	CFP PROJECT NAME	Spending Thru 2010	2011	2012	2013	2014	2015	2016	2017	TOTAL
SW1	ANNUAL STORMWATER & SURFACE WATER CAPITAL REPLACEMENT	0	0	328	0	0	0	0	0	328
SW10	LOWER FILBERT CREEK AND NORTH CREEK FLOOD REPAIRS	0	0	0	0	0	0	0	0	0
TOTAL - STORM WATER CAPITAL PROJECTS COSTS		0	0	328	0	0	0	0	0	328

STORM WATER CAPITAL PROJECT COSTS	0	0	328	0	0	0	0	0	0	328
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SUMMARY ALLOCATION OF UNSECURED FUNDING SOURCES	Funding Thru 2010	2011	2012	2013	2014	2015	2016	2017	TOTAL
STORMWATER CAPITAL PROJECT FUND	0	0	328	0	0	0	0	0	328
TOTAL - UNSECURED FUNDING SOURCES	0	0	328	0	0	0	0	0	328

**ADOPTED 2011-2017 CFP
WATER CAPITAL PROJECTS
UNSECURED ESTIMATED COSTS AND FUNDING SOURCES**

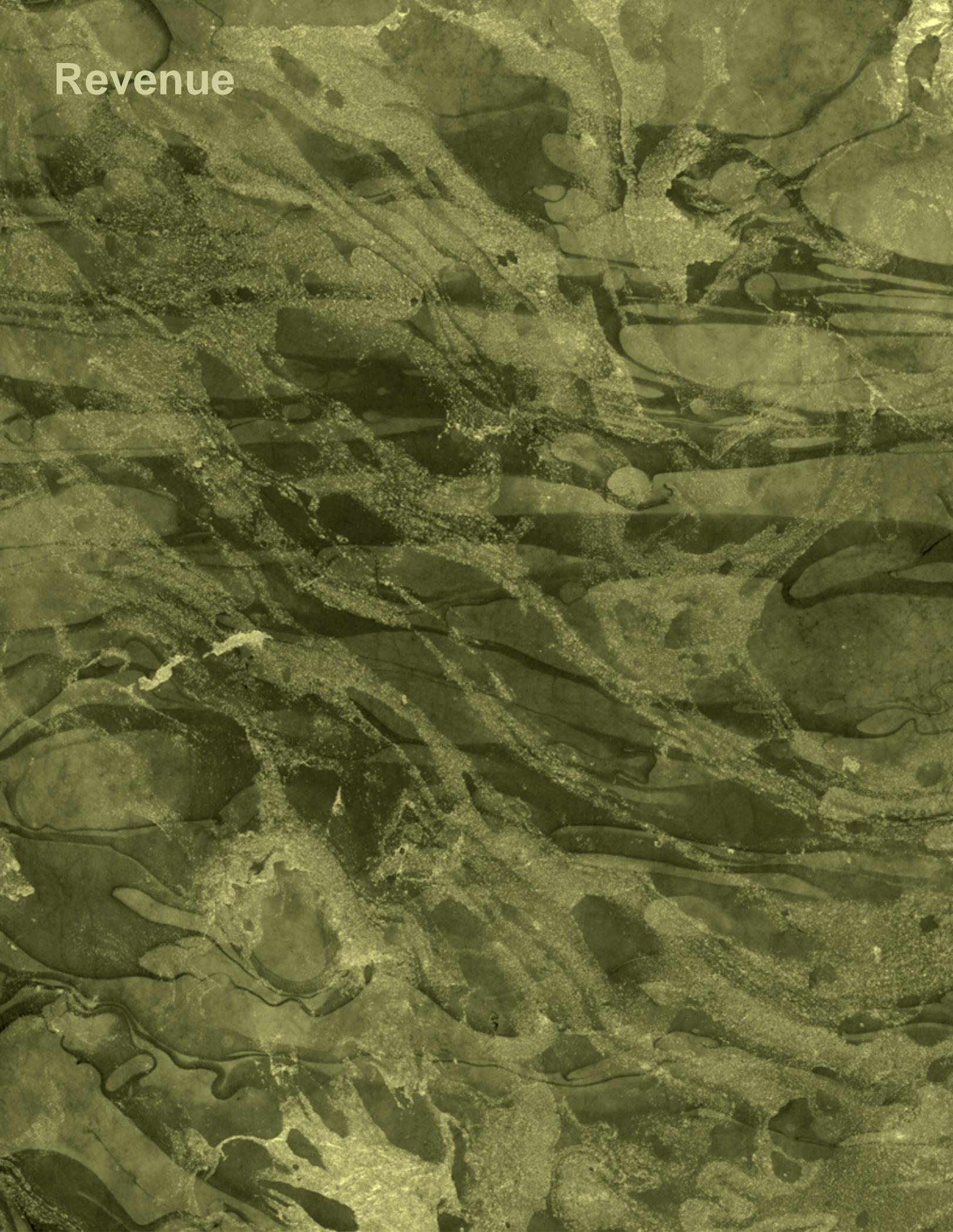
Numbers in Thousands (000)

CFP PROJECT NO.	CFP PROJECT NAME	Spending Thru 2010	2011	2012	2013	2014	2015	2016	2017	TOTAL
W1	ANNUAL WATER MAIN CAPITAL REPLACEMENT	0	100	601		164	175	0	0	1,040
W7	PENN PARK RESERVOIR REPLACEMENT	0	0	0	0	0	0	0	0	0
W9	RECLAIMED WATER SYSTEM	0	0	0	0	0	0	0	0	0
TOTAL - WATER CAPITAL PROJECTS COSTS		0	100	601	0	164	175	0	0	1,040

WATER CAPITAL PROJECT COSTS	0	100	601	0	164	175	0	0	1,040
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SUMMARY ALLOCATION OF UNSECURED FUNDING SOURCES	Funding Thru 2010	2011	2012	2013	2014	2015	2016	2017	TOTAL
WATER CAPITAL PROJECT FUND	0	100	601		164	175	0	0	1,040
TOTAL - UNSECURED FUNDING SOURCES	0	100	601	0	164	175	0	0	1,040

Revenue



Capital Facilities Revenue

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

When the "Roadmap: Setting the Course" document was originally developed in 2005, 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. The data collected again in 2010 to utilize as a base to establish revenue estimates for the 2011-2017 Capital Facilities Plan.

To account for fluctuations that might occur over the ensuing seven years, the following strategies are incorporated in the Plan:

- A minimum of 10% of projected revenues from Park and Transportation Mitigation Fees are designated as Opportunity Funds.
- A minimum of 10% of projected revenues from Real Estate Excise Tax (REET) and one-time revenue transfers from the General Fund (permit fees and construction sales tax revenues) are designated as Opportunity Funds. These revenue sources fluctuate from year-to-year depending on growth. Although staff projected revenues realistically, it is prudent to establish an adequate reserve as Opportunity Funds and not allocate these revenues until the funds are actually received. Once again, only at Council discretion, can these funds be allocated towards currently unidentified projects. The 2011-2017 Opportunity Fund equates to 10% of projected revenues per this policy.
- The equivalent of 50% of estimated ongoing annual REET revenue sources in the Capital Projects Fund shall be held in reserves. These funds are reserved to address cash flow issues should they arise.
- Debt service shall not exceed REET revenue estimates unless another secure revenue source is identified.

FUNDING SOURCES

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

- Real estate excise tax
- General fund reserve transfer
- One-time revenue transfers
- Mitigation from:
 - Developers for streets & parks
 - Waste Management street fee
 - Brightwater – general & transportation
 - King County Wastewater Storage Facility
- Arterial street funds
- Bonds
- Grants
- Other sources:
 - Private donations
 - Contributions by others
 - Sale of property

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

Real Estate Excise Tax

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

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

State law restricts the first and second one-quarter percent ($\frac{1}{4}\%$) 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 ($\frac{1}{4}\%$) 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 \$1.8 million annually in REET revenue can service approximately \$30 million in bond debt over 25 years.

General Fund Reserve Transfer

There are three categories of fund balance: reserved, designated, and undesignated/unreserved.

- "Reserved" fund balance is legally restricted for a specific purpose;
- "Designated" fund balance is earmarked for a specific use but can be reallocated by the City Council; and
- "Undesignated/Unreserved" fund balance is available for appropriation.

Bothell designates an operating reserve within its General Fund balance equal to 10%-20% of its annual General Fund expenditures. Maintaining an operating reserve is vital to financial solvency because it protects against unanticipated revenue shortfalls and/or expenditure obligations.

One-Time Revenue Transfers

The City's adopted financial policy utilizes one-time revenues for one-time expenditures such as capital. The City's long-term financial plan includes the transfer of all one-time General Fund revenues to the Capital Projects Fund contingent on the 20% operating reserve policy being met. One-time revenues include construction sales tax and permit fees in excess of specified base figures as outlined in the "Roadmap: Setting the Course" document.

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.
- Waste Management Street Fee: Included in the solid waste collection contract with Waste Management is an annual street mitigation fee. These funds are restricted to street overlay projects.
- Brightwater – General and Transportation: The City of Bothell received \$2.5 million from King County to mitigate the effects of the new Brightwater wastewater treatment facility. The City also received \$1.775 million in 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.

Arterial Street Funds

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

Bonds

Bond revenue is available to finance capital projects through two sources: general obligation bonds and revenue bonds. General obligation bonds are backed by the value of the property within the jurisdiction and require a scheduled repayment of the debt. General obligation bonds are either non-voted (Councilmanic) or voter-approved. Under Washington State law, general government debt is restricted to 2.5% of a jurisdiction's taxable assessed value of property for general purpose bonds. For the City of Bothell, this equates to nearly \$168 million. Of this amount, \$104 million may be in the form of Councilmanic bonds. Councilmanic bonds are authorized by the jurisdiction's legislative body without the need for voter approval. Principal and interest payments come from general government revenues, without an increase in taxes; for instance, REET revenue can be designated to pay for a Councilmanic bond. Voter-approved bonds on the other hand produce "new monies" by increasing the property tax rate proportionate to the annual debt service on the bond.

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

Grants

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

Capital Utility Revenue

The City operates three utility enterprise funds (sewer, water, and storm 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 complete. 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 2009-2015 Capital Facilities Plan, the following financial strategies were carried forward into this Plan for all three City utilities:

- Sixty day operating reserves shall be maintained in each utility fund.
- Capital reserves amounting to 2% of the asset replacement (value of the utility's infrastructure) shall be maintained in each utility fund in case of an unexpected major repair.
- Capital reserves of 10% of the average annual capital improvement projects shall be maintained in each utility fund to provide adequate funding due to increased project costs.
- Asset replacement funding shall be collected as an element of the utility user fees on the utility bills.

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 six funding sources are available for allocation towards the capital projects identified later in this section:

- Customer user fees on utility bills
- Interest earnings
- Facility charges/hook-up fees
- Mitigation fees from new street projects
- Interfund loans
- Grants

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

Utility Customer User Fees/Utility Bills

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

Anticipated 2011 asset replacement revenues are:

- Sewer \$407,000
- Storm Water \$430,000
- Water \$443,000

Interest Earnings from Unallocated Funds

The interest earned from utility fund balances shall be dedicated for capital project funding.

Facility Charges/Hook-up Fees

Similar to parks and transportation mitigation fees, the sewer and water utilities collect hook-up fees, sometimes also referred to as late-comer fees, from new customers when they request to be connected to the system. Hook-up fees are determined as a percentage of the capital infrastructure owned by the utility. Based on future development projections, the water and sewer utility systems combined are expected to take in an estimated \$1,450,000 in hook-up fee revenues during the seven year Capital Facilities Planning period.

Mitigation/New Street Project Impacts

The storm water utility anticipates collecting mitigation revenues associated with the City's planned street capital improvement projects. These revenues are required to mitigate environmental impacts to wetlands and sensitive areas.

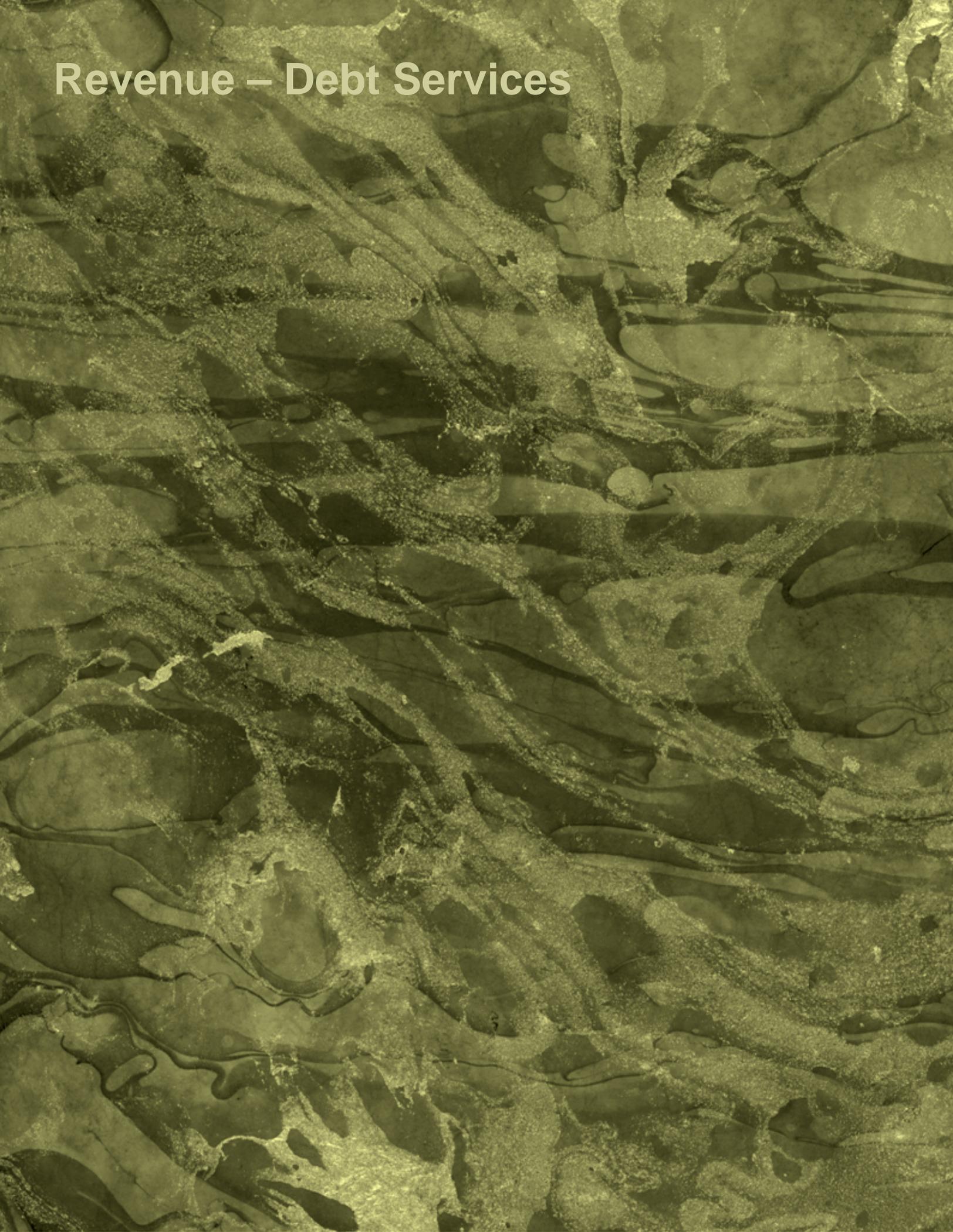
Interfund Loans

Interfund loans from the City's Asset Replacement Fund may be utilized for short time frames to inexpensively finance utility capital projects.

The following chart was created to present annual funding source revenues. It shows the annual anticipated revenues from each revenue source. The following reserves have been deducted from the Utility Capital Projects fund balance:

	Sewer	Storm	Water
Operating Reserves	\$938,000	\$520,000	\$602,000
Capital Emergency Reserves	\$150,000	\$165,000	\$180,000
Capital Reserves	\$44,000	\$44,000	\$20,000

Revenue – Debt Services



Revenue

<u>CFP NAME</u>	<u>CFP NUMBERS</u>
Local Infrastructure Financing Tool (LIFT) Bond Debt Service.....	F6
City Hall Lease	F9
Bond Anticipation Note Debt Service	F11

Debt Services

Local Infrastructure Financing Tool (LIFT) Bond Debt Service

CFP #F6

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.

JUSTIFICATION:

Due to the large capital outlay associated with meeting the City's LIFT debt service payments, as well as the uncertainty in timing revenue associated with new development, staff is including funding for the LIFT GO Bond debt service in the City's Capital Facilities Plan.

FUTURE DEBT SERVICE COSTS:

Debt service payments through 2017 are allocated from the City's existing capital monies and therefore are not dependent on "projected" future revenue from "anticipated" new development.

TIMING PRIORITY CONSIDERATIONS:

Securing a \$20 million Bond Anticipation Note (BAN) until the proceeds from the entire \$30 million LIFT bond are needed allows additional time for sales and property tax producing development to occur in the RDA. Per LIFT legislation, the City of Bothell has until 2012 to issue LIFT bonds.

PROJECT COMMENCEMENT REQUIREMENTS:

Prudent fiscal management supports using available City funding prior to issuing bonds and acquiring debt. Financial timing constraints include compliance with the City's Capital Facilities Plan (CFP) debt service limit and consideration of the time needed to prepare the bond issuance. All municipal bonding requires Council authorization.

PROJECT STOPPING POINT(S):

The significant stopping point in issuing bonds is underwriting.

STATUS:

Council Adopted September 21, 2010

Per LIFT legislation, the City is permitted to issue LIFT General Obligation Bonds as early as 2008 and as late as 2012.

Local Infrastructure Financing Tool (LIFT) Bond Debt Service

CFP #F6

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
LIFT GO Bond Debt Service			1,500	1,500	1,500	1,500	1,500	1,500	9,000	9,000
TOTAL ESTIMATED COSTS	\$0	\$0	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$9,000	\$9,000

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)			1,500	1,000					2,500	2,500
Capital Improvement Fund (Traffic Impact Fee Transfer)				500	1,500	1,500	1,500	1,500	6,500	6,500
TOTAL SECURED FUNDING	\$0	\$0	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$9,000	\$9,000

PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	0	0	1,500	1,500	1,500	1,500	1,500	1,500	9,000	9,000
Estimated Project Cost	0	0	1,500	1,500	1,500	1,500	1,500	1,500	9,000	9,000
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

City Hall Lease

CFP #F9

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.

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 are in need of major maintenance renovations over the next 10 years.

FUTURE DEBT SERVICE COSTS:

Debt service payments through 2017 are allocated from the City's existing capital monies and therefore are not dependent on "projected" future revenue from "anticipated" new development.

TIMING PRIORITY CONSIDERATIONS:

Financial timing constraints include compliance with the City's Capital Facilities Plan (CFP) debt service limit. In addition, specific consideration must be given to the City's LIFT GO Bond, ownership transference of the surplus Northshore School District (NSD) property to a developer, as well as the cost benefits associated with the current competitive construction environment.

PROJECT COMMENCEMENT REQUIREMENTS:

Project design monies are appropriated in 2009-2011. Spending must be in accordance with State Real Estate Excise Tax law (RCW 82.46).

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.

STATUS:

Council Adopted September 21, 2010

Construction of the City Hall is planned for mid - 2011 and is anticipated to be completed in 2013 under a developer-lease option with debt service payments over a twenty-five year period projected to begin in 2013.

City Hall Lease

CFP #F9

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Lease Payments				1,200	2,000	2,000	2,000	2,000	9,200	9,200
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$1,200	\$2,000	\$2,000	\$2,000	\$2,000	\$9,200	\$9,200

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)					1,500	1,500	1,500	1,500	6,000	6,000
6320 Design Credit				1,200					1,200	1,200
Proceeds from Sale of Property					500	500	500	500	2,000	2,000
TOTAL SECURED FUNDING	\$0	\$0	\$0	\$1,200	\$2,000	\$2,000	\$2,000	\$2,000	\$9,200	\$9,200

PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	0	0	0	1,200	2,000	2,000	2,000	2,000	9,200	9,200
Estimated Project Cost	0	0	0	1,200	2,000	2,000	2,000	2,000	9,200	9,200
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

Bond Anticipation Note Debt Service

CFP #F11

DESCRIPTION:

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. The LIFT award requires the City to bond \$30 million within five years of receiving the award (by 2012). By securing a \$20 million Bond Anticipation Note (BAN), the City is able to significantly reduce upfront financing costs while allowing additional time for revenue producing development to occur in the RDA.

JUSTIFICATION:

In addition, to reducing upfront capital financing costs, BAN proceeds can be utilized to fund downtown capital projects until the City needs to issue the full \$30 million LIFT bond. To take full advantage of the State's LIFT award, it is also fiscally prudent for the City to put off issuing LIFT bonds until significant revenue generating development occurs in the downtown Revenue Development Area (RDA).

FUTURE DEBT SERVICE COSTS:

Debt service payments through 2015 are allocated from the City's existing capital monies and therefore are not dependent on "projected" future revenue from "anticipated" new development.

TIMING PRIORITY CONSIDERATIONS:

A BAN can be secured for three years with an option to renegotiate a new BAN at the end of that term, and per LIFT legislation, the City of Bothell has until 2012 to issue LIFT bonds.

PROJECT COMMENCEMENT REQUIREMENTS:

Prudent fiscal management normally adheres to using available City funding prior to issuing bonds and acquiring debt. Financial timing constraints include compliance with the City's Capital Facilities (CFP) debt service limit and consideration of the time needed to prepare the bond issuance. All municipal boning requires Council authorization.

PROJECT STOPPING POINT(S):

The significant stopping point in issuing bonds is during underwriting.

STATUS:

Council Adopted September 21, 2010

The \$20 million Bond Anticipation Note was secured in January 2010.

Bond Anticipation Note Debt Service

CFP #F11

Numbers in Thousands (000)

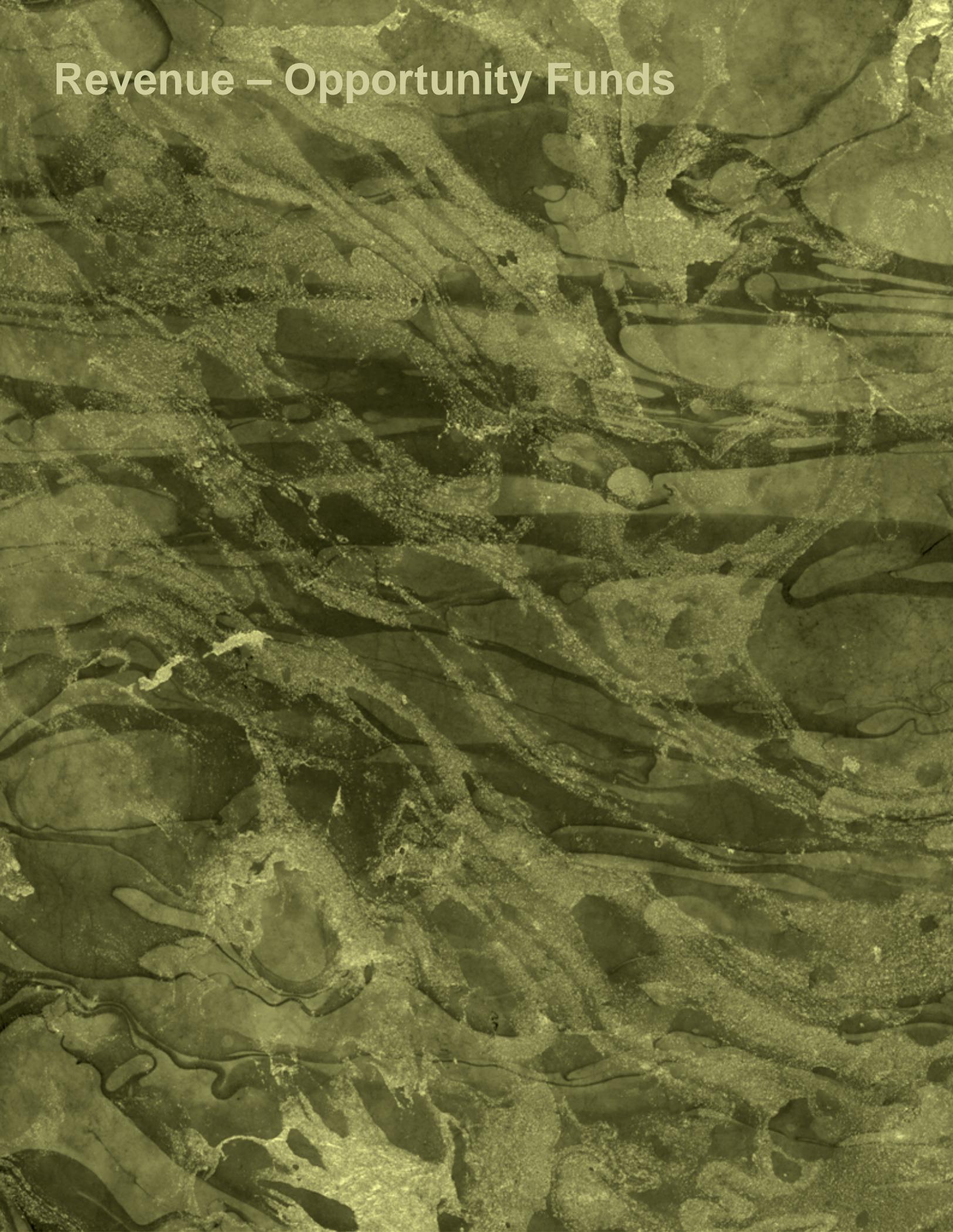
ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Bridge Loan Debt Service	150	150	20,100						20,250	20,400
TOTAL ESTIMATED COSTS	\$150	\$150	\$20,100	\$0	\$0	\$0	\$0	\$0	\$20,250	\$20,400

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	150	150	100						250	400
LIFT Bond			20,000						20,000	20,000
TOTAL SECURED FUNDING	\$150	\$150	\$20,100	\$0	\$0	\$0	\$0	\$0	\$20,250	\$20,400

PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	150	150	20,100	0	0	0	0	0	20,250	20,400
Estimated Project Cost	150	150	20,100	0	0	0	0	0	20,250	20,400
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

Revenue – Opportunity Funds

The background of the page is a complex marbled paper pattern. It features a dense, organic texture with swirling, vein-like shapes in various shades of olive green, dark forest green, and muted yellow-green. The overall effect is reminiscent of traditional marbling techniques used in bookbinding, creating a rich, textured visual field.

Revenue

<u>CFP NAME</u>	<u>CFP NUMBERS</u>
General Opportunity Fund	F7
Park Opportunity Fund	P17
Transportation Opportunity Fund	T36

Opportunity Funds

General Opportunity Fund

CFP #F7

DESCRIPTION:

Opportunity funds are set aside in order to take advantage of unanticipated opportunities that may arise during the current capital planning period (2009-2015). Opportunity funds could 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. These opportunity funds are available for all project types (facility, transportation, and parks - including land acquisition).

JUSTIFICATION:

Due to the unpredictability of Real Estate Excise Tax and development fees, the City's Capital Facilities Plan (CFP) sets aside ten percent of these receipts as opportunity funds. Each year opportunities arise that were not previously identified in the City's CFP. Opportunity funds are available for Council appropriation as needs are identified.

TIMING PRIORITY CONSIDERATIONS:

No Facility Opportunity Fund spending was identified in the City's 2009-2010 budget or 2009-2015 Capital Facilities Plan. Opportunities that may arise over the planning period (2009-2015) will be evaluated based on the specific project, impact, and cost compared to available funding.

PROJECT COMMENCEMENT REQUIREMENTS:

Appropriation is not authorized to exceed monies received and available. Program spending is authorized when funding resources are appropriated in the City's budget.

PROJECT STOPPING POINT(S):

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

STATUS:

Council Adopted September 21, 2010

\$100,00 in general opportunity is currently identified for siting analysis for a Community Center Facility in 2011. A comprehensive Community Center Facility Siting Study is needed to identify both current and future Bothell community facility needs.

General Opportunity Fund

CFP #F7

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected to 12/31/2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Opportunity Monies Available	297	100							100	197
TOTAL ESTIMATED COSTS	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$197

ESTIMATED PROJECT FUNDING	Projected to 12/31/2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Capital Improvement Fund * (Real Estate Excise Tax)	297	100							100	197
TOTAL SECURED FUNDING	\$297	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$197

PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	297	100	0	0	0	0	0	0	100	197
Estimated Project Cost	297	100	0	0	0	0	0	0	100	197
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

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

* 2011: \$100,000 in general opportunity fund is being allocated for a Community Center Facility Needs and Siting Analysis

Park Opportunity Fund

CFP #P17

DESCRIPTION:

These funds are set aside in order to take advantage of unanticipated opportunities to purchase or develop park property. Opportunity funds could 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 was adopted. Note: Funding could also be used to explore opportunities such as life estates.

JUSTIFICATION:

Due to the unpredictability of park mitigation receipts, the City's Capital Facilities Plan (CFP) sets aside 10 percent of these revenues to fund future park opportunities. Funding should not be allocated until it has been received. These funds can only be appropriated by the City Council.

TIMING PRIORITY CONSIDERATIONS:

No land acquisition opportunities were identified in the City's 2009-2010 budget or 2009-2015 Capital Facilities Plan. Land acquisition opportunities that may arise over the planning period (2009-2015) will be evaluated based on the specific property, its location, proposed use, and acquisition costs compared to available funding.

PROJECT COMMENCEMENT REQUIREMENTS:

Appropriation is limited to monies received and available.

PROJECT STOPPING POINT(S):

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

STATUS:

Council Adopted September 21, 2010

No land acquisition opportunities are currently identified.

Park Opportunity Funds

CFP #P17

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected to 12/31/2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Opportunity Monies Available	583								0	583
TOTAL ESTIMATED COSTS	\$583	\$0	\$583							

ESTIMATED PROJECT FUNDING	Projected to 12/31/2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Park Reserve Fund	16								0	16
Residual LID Guaranty Funds	567								0	567
TOTAL SECURED FUNDING	\$583	\$0	\$583							

PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	583	0	0	0	0	0	0	0	0	583
Estimated Project Cost	583	0	0	0	0	0	0	0	0	583
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

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

Transportation Opportunity Fund

CFP #T36

DESCRIPTION:

These funds are set aside in order to take advantage of unanticipated transportation opportunities. Opportunity funds could 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.

JUSTIFICATION:

Due to the unpredictability of traffic mitigation receipts, the City's Capital Facilities Plan (CFP) sets aside ten percent of mitigation revenue as opportunity funds. Each year opportunities arise that were not previously identified in the CFP. Opportunity funds are available for Council appropriation as needs are identified.

TIMING PRIORITY CONSIDERATIONS:

No Transportation Opportunity Fund spending was identified in the City's 2009-2010 budget or 2009-2015 Capital Facilities Plan. Transportation opportunities that may arise over the planning period (2009-2015) will be evaluated based on the specific project, impact, and cost compared to available funding. Project timelines must comply with traffic mitigation requirements.

PROJECT COMMENCEMENT REQUIREMENTS:

Appropriation is not authorized to exceed monies received and available. Program spending is authorized when funding resources are appropriated in the City's budget.

PROJECT STOPPING POINT(S):

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

STATUS:

Council Adopted September 21, 2010

The Transportation Opportunity Fund is currently identified for construction of the Ross Road cul de sac (T10) in 2010.

Transportation Opportunity Fund

CFP #T36

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected to 12/31/2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Opportunity Monies Available	0								0	0
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

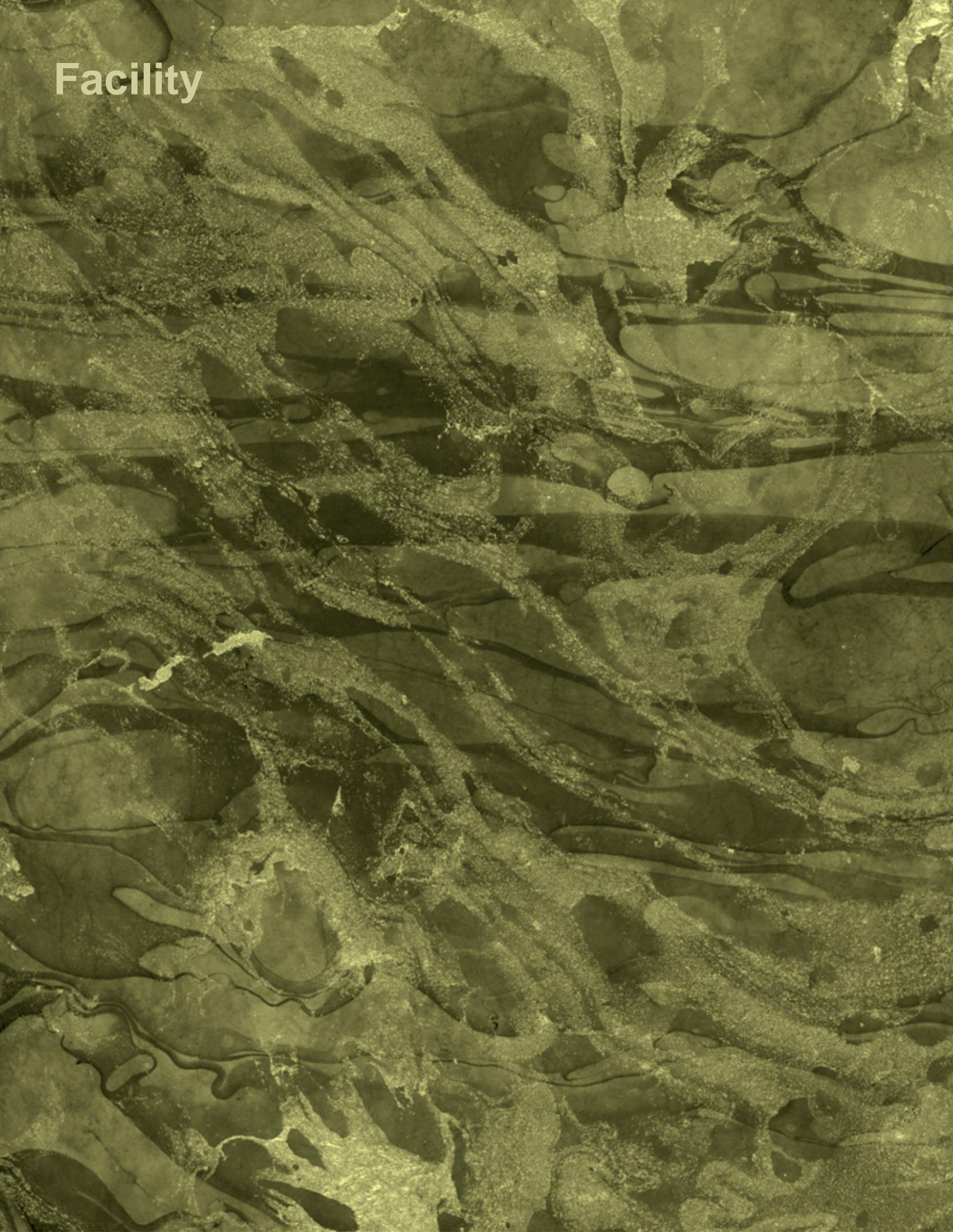
ESTIMATED PROJECT FUNDING	Projected to 12/31/2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	0								0	0
TOTAL SECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	0	0	0	0	0	0	0	0	0	0
Estimated Project Cost	0	0	0	0	0	0	0	0	0	0
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

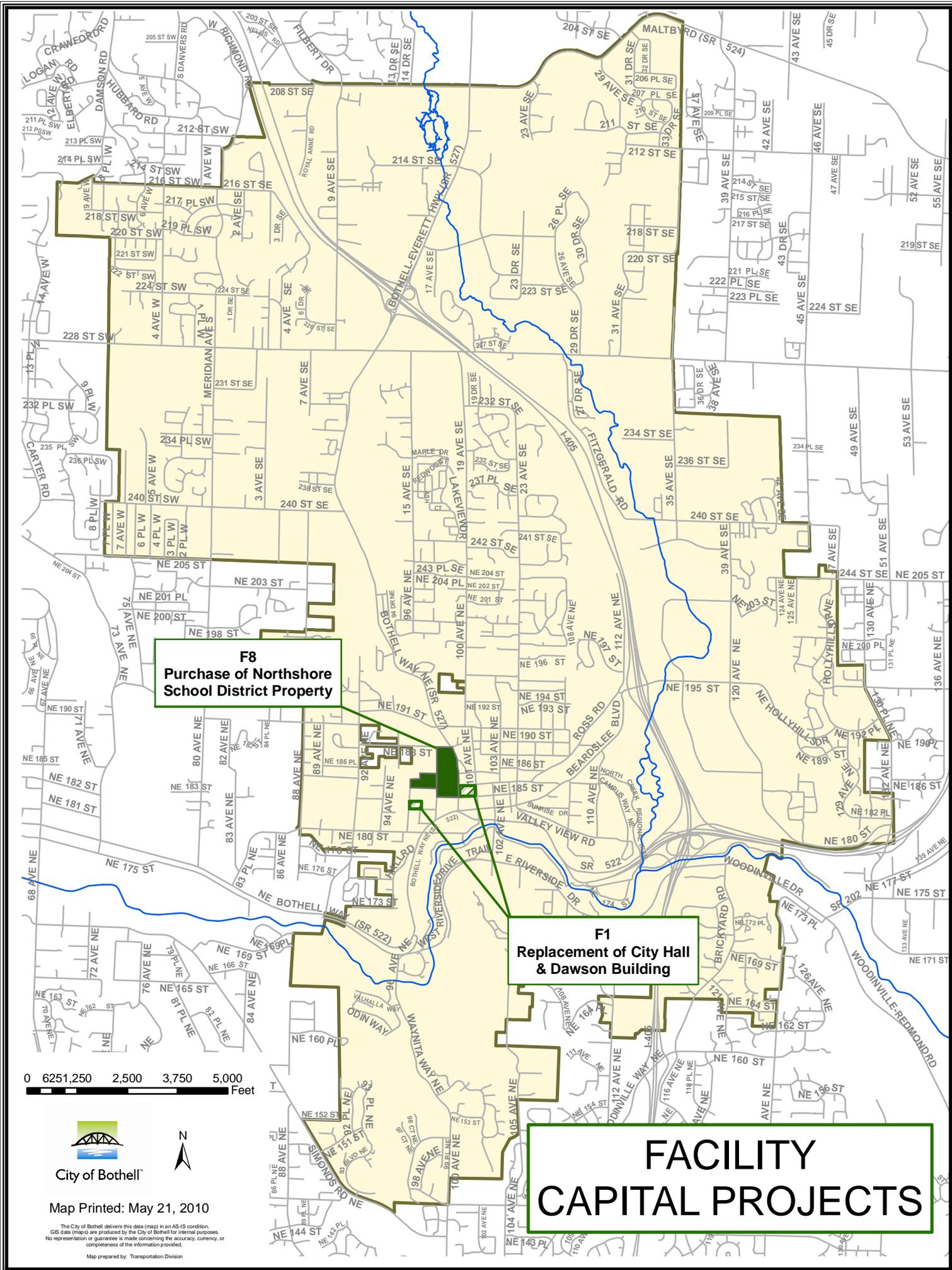
Council Adopted September 21, 2010

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

Facility



Facility Capital Projects



F8
Purchase of Northshore
School District Property

F1
Replacement of City Hall
& Dawson Building

**FACILITY
CAPITAL PROJECTS**

0 6251,250 2,500 3,750 5,000 Feet



City of Bothell



Map Printed: May 21, 2010

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

Map prepared by: Transportation Division

Facility Capital Projects

<u>CFP NAME</u>	<u>CFP NUMBERS</u>
Replacement of City Hall & the Dawson Buildings	F1
Purchase of Northshore School District Property	F8

Replacement of City Hall & Dawson Buildings

CFP #F1

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.

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 are in need of major maintenance renovations over the next 10 years.

TIMING PRIORITY CONSIDERATIONS:

Construction of a new City Hall cannot take place until staff is relocated out of the current City Hall building. Financial timing constraints include compliance with the City's Capital Facilities Plan (CFP) debt service limit (specific consideration must be given to the City's LIFT GO Bond and Multi-way Boulevard financing obligations), and ownership transference of the surplus Northshore School District (NSD) property to a developer.

PROJECT COMMENCEMENT REQUIREMENTS:

Project design monies are appropriated in 2009-2011. Spending must be in accordance with State Real Estate Excise Tax law (RCW 82.46).

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.

STATUS:

Council Adopted September 21, 2010

A City Hall Site Analysis Study was conducted in 2008. In January 2009, the City Council determined the new City Hall is to be constructed on the current City Hall site. Project design work is planned for 2010 and 2011 with possible construction in 2011, under a developer-lease approach.

Replacement of City Hall & Dawson Buildings

CFP #F1

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Design	1,500	2,000							2,000	3,500
TOTAL ESTIMATED COSTS	\$1,500	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$3,500

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	300								0	300
Bond Anticipation Note	1,200								0	1,200
LIFT Bond		2,000							2,000	2,000
TOTAL SECURED FUNDING	\$1,500	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$3,500

PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	1,500	2,000	0	0	0	0	0	0	2,000	3,500
Estimated Project Cost	1,500	2,000	0	0	0	0	0	0	2,000	3,500
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

Purchase of Northshore School District Property

CFP #F8

DESCRIPTION:

In May 2009 the City and Northshore School District agreed to a \$20,670,000 purchase and sale agreement (PSA) that enables the City to purchase 18 acres of District-owned property in Bothell's historic downtown. Surplus property not needed for future public use (public roads, facilities, plazas and/or open space) will be sold to private parties to be developed in accordance with the City's Downtown Plan. The PSA includes a provision allowing the City to extend the payment date one year (from August 2011 to August 2012) with a 3% interest rate. The City is likely to take advantage of this provision.

JUSTIFICATION:

The City's purpose for acquiring the site is to facilitate redevelopment of the downtown core and creation of new family-wage jobs pursuant to guidelines and plans formulated by the City's downtown revitalization vision. The plan includes a new City Hall facility, right-of-way expansion on SR 527, structured parking, historic preservation of the Anderson Building, and public space enhancements.

TIMING PRIORITY CONSIDERATIONS:

The City and Northshore School District executed a Memorandum of Understanding (MOU) in 2007, and a subsequent Purchase and Sale Agreement (PSA) was signed in May 2009. Final payment on the property is anticipated in August 2012 .

PROJECT COMMENCEMENT REQUIREMENTS:

The original MOU property price was reduced by \$1,500,000 because the City agreed to take responsibility for environmental clean up of the property. Environmental clean up begin in 2010.

PROJECT STOPPING POINT(S):

Not proceeding with the property purchase would result in the loss of earnest monies.

STATUS:

Council Adopted September 21, 2010

A Purchase and Sale Agreement (PSA) between the City and Northshore School District was adopted at the end of May 2009. Environmental clean up of the property began when the School District vacated the site in August 2010. The PSA includes a provision allowing the City to extend the payment date one year (from August 2011 to August 2012) with a 3% interest rate. The City is likely to take advantage of this provision.

Purchase of Northshore School District Property

CFP #F8

Numbers in Thousands (000)

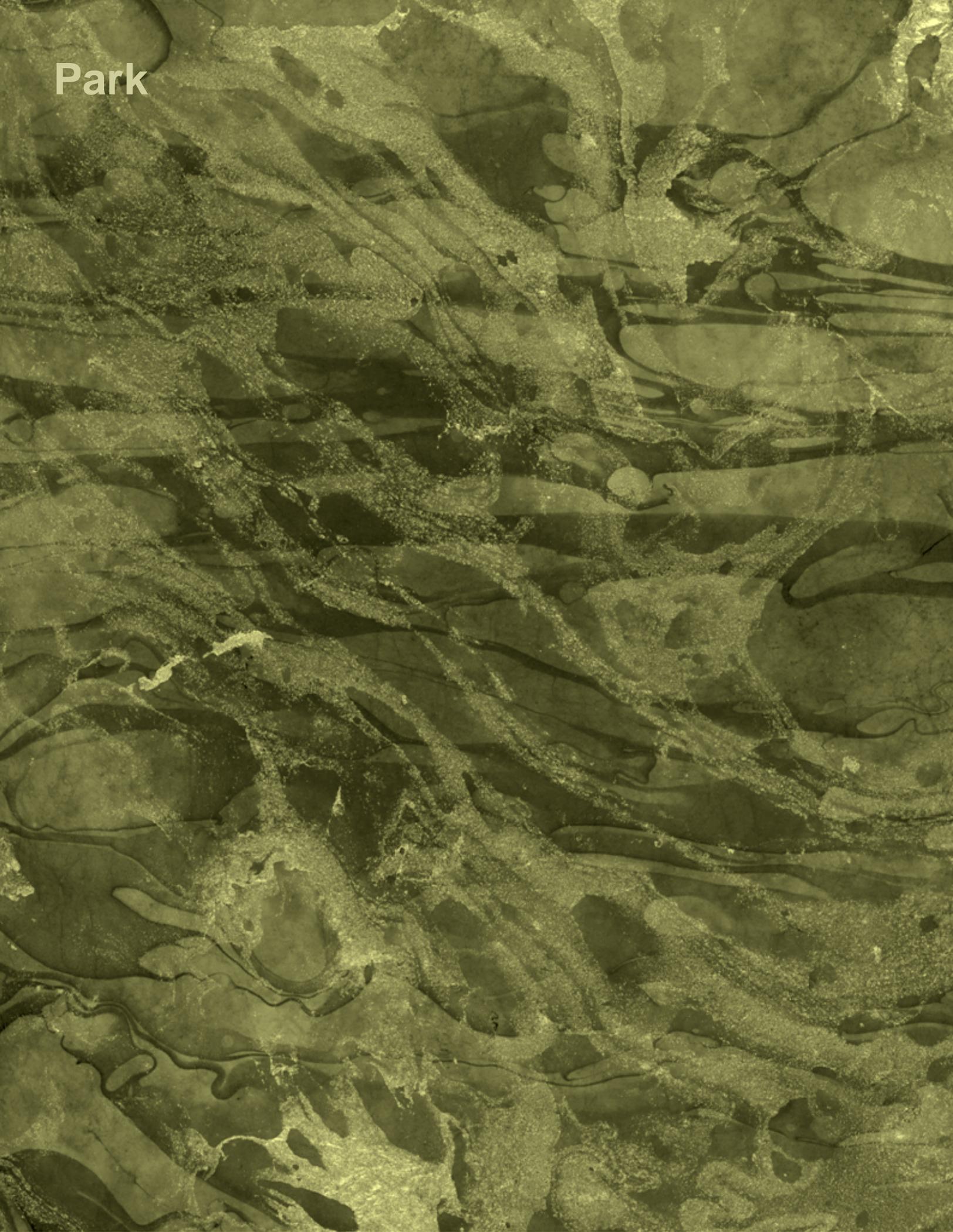
ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Earnest Monies/Property Purchase	1,939	400	18,750						19,150	21,089
TOTAL ESTIMATED COSTS	\$1,939	\$400	\$18,750	\$0	\$0	\$0	\$0	\$0	\$19,150	\$21,089

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	1,354	400							400	1,754
Bond Anticipation Note	585								0	585
LIFT Bond			4,715						4,715	4,715
Proceeds from Sale of Property			14,035						14,035	14,035
TOTAL SECURED FUNDING	\$1,939	\$400	\$18,750	\$0	\$0	\$0	\$0	\$0	\$19,150	\$21,089

PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	1,939	400	18,750	0	0	0	0	0	19,150	21,089
Estimated Project Cost	1,939	400	18,750	0	0	0	0	0	19,150	21,089
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

Park



Park Capital Projects

P9
North Creek School House: Phase 2

P11
The Park at North Creek

P20
The Park at Bothell Landing

PARK CAPITAL PROJECTS

0 6251,250 2,500 3,750 5,000 Feet



City of Bothell

Map Printed: May 21, 2010

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Not Shown on Map:
P7 - Citywide Open Space Acquisition

Map prepared by: Transportation Division

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Park Capital Projects

<u>CFP NAME</u>	<u>CFP NUMBERS</u>
Open Space Acquisition	P7
North Creek School House.....	P9
1st Lieutenant Nicholas Madrazo US Marine Corp Memorial Park.....	P11
Park at Bothell Landing: Phase I	P20

Open Space Acquisition

CFP #P7

DESCRIPTION:

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 Parks, Recreation & Open Space Action Program (PROSAP) or other opportunities that might be presented over the next seven years. Two acquisitions currently being considered include "The North Creek Forest" at 108th Ave. NE an approximately NE 201rd St and the Williams parcel located along Riverside Drive at approximately 108th Ave. NE. Both of these parcels have received partial funding (\$200,000 for The North Creek Forest and \$305,000 for the Williams Property) from King County Conservation Futures Funds.

JUSTIFICATION:

These funds would provide a funding source to acquire new open space sites or expand existing parks with open space that might become available in the future.

TIMING PRIORITY CONSIDERATIONS:

The Conservation Futures Grant requires a 50% match and that the acquisition of the North Creek Forest and the Williams Property must be completed by year-end 2011.

PROJECT COMMENCEMENT REQUIREMENTS:

Grant match must be provided and authorization to purchase from City Council.

PROJECT STOPPING POINT(S):

Unwilling seller(s) and lack of grant match.

STATUS:

Council Adopted September 21, 2010

Community fundraising effort ongoing.

Open Space Acquisition

CFP # P7

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Land Acquisition		1,010							1,010	1,010
TOTAL ESTIMATED COSTS	\$0	\$1,010	\$0	\$0	\$0	\$0	\$0	\$0	\$1,010	\$1,010

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Grant Awarded (KC Conservation Futures Fund)		505							505	505
TOTAL SECURED FUNDING	\$0	\$505	\$0	\$0	\$0	\$0	\$0	\$0	\$505	\$505
UNSECURED FUNDING										
Grant Match (TBD)		505							505	505
TOTAL UNSECURED FUNDING	\$0	\$505	\$0	\$0	\$0	\$0	\$0	\$0	\$505	\$505

PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	0	505	0	0	0	0	0	0	505	505
Unsecured Funding:	0	505	0	0	0	0	0	0	505	505
Estimated Project Cost	0	1,010	0	0	0	0	0	0	1,010	1,010
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

North Creek School House

CFP #P9

DESCRIPTION:

City Council accepted the donation of the North Creek School House including the property it is was located on. The School House was moved onto foundation, and exterior was completed at Centennial Park for future use as an interpretive center. The donated property is to be sold with all proceeds designated toward the cost of rehabilitating the structure. Additional fund raising and/or in-kind donations are needed to fund the design and construction work.

JUSTIFICATION:

Acceptance of the North Creek School House donation provided for the preservation of a piece of Bothell's history.

TIMING PRIORITY CONSIDERATIONS:

Further project spending is not approved until all financing is secured (the proceeds from Sale of Property is sold).

PROJECT COMMENCEMENT REQUIREMENTS:

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

PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources

STATUS:

Council Adopted September 21, 2010

Sale of property will take place when the real estate market begins to recover. Interior remodel and restoration of the School House will include demolition of storage loft and food stand, repair of ceiling openings, painting along with fire alarm and HVAC installation.

North Creek School House

CFP #P9

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Design	8								0	8
Construction	239		280						280	519
TOTAL ESTIMATED COSTS	\$247	\$0	\$280	\$0	\$0	\$0	\$0	\$0	\$280	\$527

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	230								0	230
Grant Awarded (4 Culture Grant)	17								0	17
Proceeds from Sale of Property			220						220	220
TOTAL SECURED FUNDING	\$247	\$0	\$220	\$0	\$0	\$0	\$0	\$0	\$220	\$467
UNSECURED FUNDING										
Donations			60						60	60
TOTAL UNSECURED FUNDING	\$0	\$0	\$60	\$0	\$0	\$0	\$0	\$0	\$60	\$60

TOTAL ESTIMATED FUNDING	\$247	\$0	\$280	\$0	\$0	\$0	\$0	\$0	\$280	\$527
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PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	247	0	220	0	0	0	0	0	220	467
Unsecured Funding:	0	0	60	0	0	0	0	0	60	60
Estimated Project Cost	247	0	280	0	0	0	0	0	280	527
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

1st Lieutenant Nicholas Madrazo US Marine Corp Memorial Park

CFP #P11

DESCRIPTION:

This project develops a "community park" on top of a wastewater storage tank that is owned and operated by King County. Two development options are being considered: 1) a full size tennis and basketball court, a sand volleyball court, walking paths, and parking lot (18 spaces) with landscaping and picnic tables and benches or 2) a small multi-purpose sportsfield. Construction is anticipated in 2011.

JUSTIFICATION:

This project is fully 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.

TIMING PRIORITY CONSIDERATIONS:

The project site is currently being used by King County as a Brightwater staging area. Construction cannot take place until the Brightwater staging area is removed from the site.

PROJECT COMMENCEMENT REQUIREMENTS:

Project funding is secured. The City is in negotiations with King County to develop a Use Agreement for the site. A public input process will be required. Construction is approved to commence in 2011 after the Brightwater staging area is removed from the site (2010) and a master plan is developed.

PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources

STATUS:

Council Adopted September 21, 2010

The City is in negotiations with the Bothell Business Park to develop a Use Agreement, which will require a public input process. Once this agreement is in place, City staff is tasked with designing and engineering the project. Project construction is anticipated to take place in 2011.

1st Lieutenant Nicholas Madrazo US Marine Corp Memorial Park

CFP #P11

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Design	60	20							20	80
Construction		520							520	520
TOTAL ESTIMATED COSTS	\$60	\$540	\$0	\$0	\$0	\$0	\$0	\$0	\$540	\$600

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Capital Improvement Fund (KC Pump Station Mitigation)	60	540							540	600
TOTAL SECURED FUNDING	\$60	\$540	\$0	\$0	\$0	\$0	\$0	\$0	\$540	\$600

PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	60	540	0	0	0	0	0	0	540	600
Estimated Project Cost	60	540	0	0	0	0	0	0	540	600
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

Park at Bothell Landing: Phase I

CFP #P20

DESCRIPTION:

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 will be analyzed in its entirety, but will be developed in phases. Phase I links the Park with the realignment of SR 522. Timing for future phases is yet to be determined and is subject to securing funding. The funding strategy is for a bond issue to be placed on the ballot in 2013 for voter consideration.

JUSTIFICATION:

The first phase of the Park at Bothell Landing project is necessary to link the Park to the realignment of SR 522.

TIMING PRIORITY CONSIDERATIONS:

This park project must coincide with, or follow the realignment of SR 522 (Bothell Crossroads project). The Master Plan for the Park at Bothell Landing is scheduled for adoption in 2010. The Park at Bothell Landing project is to be funded by a voter approved bond issue plus various sources to be determined, including but not limited to, property sale proceeds, park impact fees, the asset replacement fund, and the capital improvement fund. The amount of the voter approved bond issue will be determined by how much funding the other revenue sources will generate.

PROJECT COMMENCEMENT REQUIREMENTS:

The Park at Bothell Landing project is approved to commence when financing is secured and funding resources are appropriated in the City's budget.

PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources

STATUS:

Council Adopted September 21, 2010

The Park at Bothell Landing project is funded in 2013. The Master Plan for the Park at Bothell Landing is scheduled for adoption in 2010. Project costs will likely be higher and will require multiple phases.

Park at Bothell Landing: Phase I

CFP #P20

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Design		200		800					1,000	1,000
Construction				4,000					4,000	4,000
TOTAL ESTIMATED COSTS	\$0	\$200	\$0	\$4,800	\$0	\$0	\$0	\$0	\$5,000	\$5,000

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Capital Improvement Fund (Park Impact Fees Transfer)				500					500	500
Capital Improvement Fund (Asset Replacement Transfer)		200		300					500	500
Proceeds from Sale of Property				450					450	450
TOTAL SECURED FUNDING	\$0	\$200	\$0	\$1,250	\$0	\$0	\$0	\$0	\$1,450	\$1,450
UNSECURED FUNDING										
Potential Grant Funding *				1,000					1,000	1,000
Potential City Resources **				2,550					2,550	2,550
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$3,550	\$0	\$0	\$0	\$0	\$3,550	\$3,550

TOTAL ESTIMATED FUNDING	\$0	\$200	\$0	\$4,800	\$0	\$0	\$0	\$0	\$5,000	\$5,000
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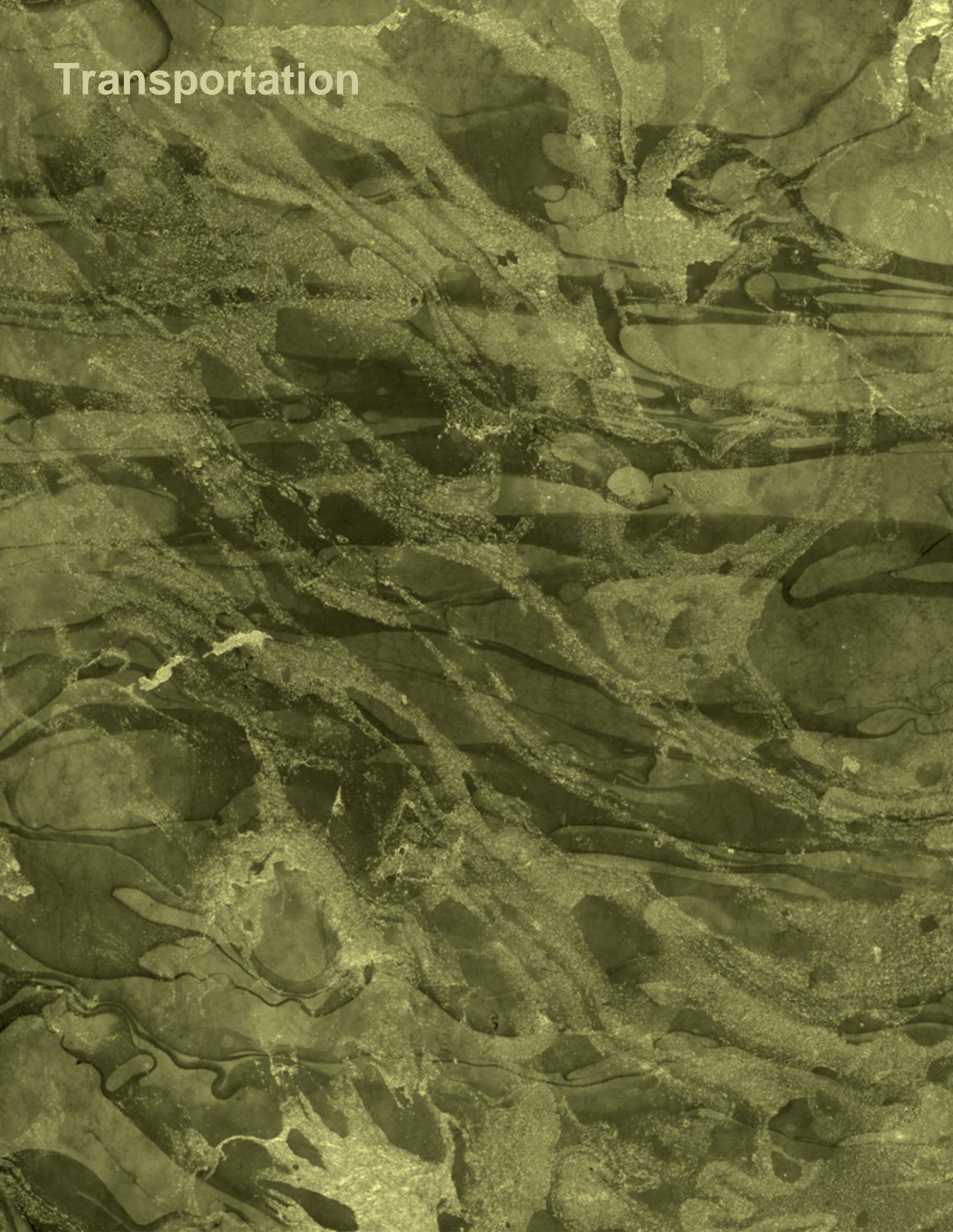
PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	0	200	0	1,250	0	0	0	0	1,450	1,450
Unsecured Funding:	0	0	0	3,550	0	0	0	0	3,550	3,550
Estimated Project Cost	0	200	0	4,800	0	0	0	0	5,000	5,000
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

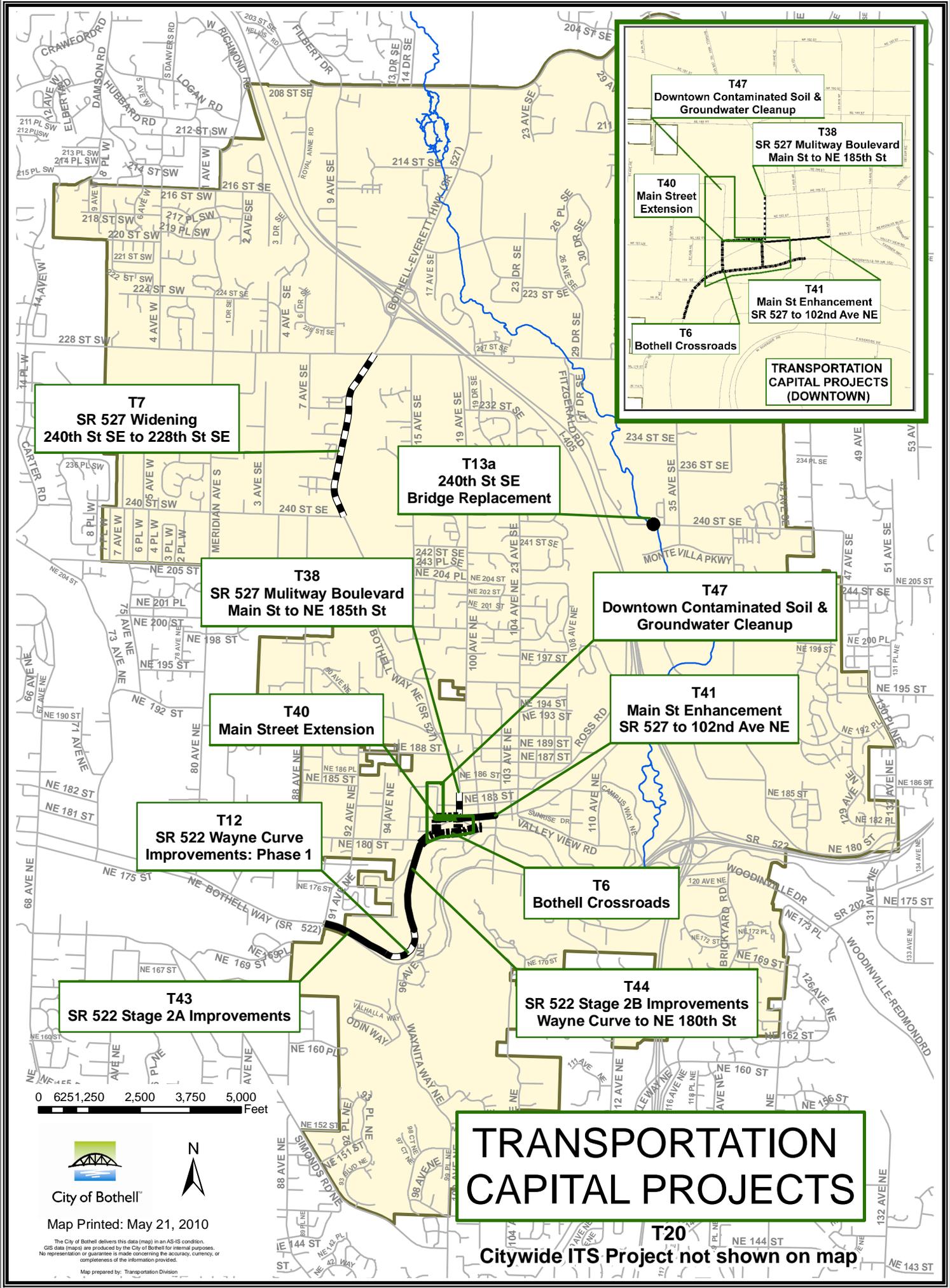
* Potential Grant funding sources consist of RCO, Local Projects and Urban Wildlife Habitat.

** Potential City resources consist of but not limited to opportunity funds, capital reserves and savings from capital project spending.

Transportation



Transportation Capital Projects



T7
SR 527 Widening
240th St SE to 228th St SE

T13a
240th St SE
Bridge Replacement

T38
SR 527 Multway Boulevard
Main St to NE 185th St

T47
Downtown Contaminated Soil &
Groundwater Cleanup

T40
Main Street Extension

T41
Main St Enhancement
SR 527 to 102nd Ave NE

T12
SR 522 Wayne Curve
Improvements: Phase 1

T6
Bothell Crossroads

T43
SR 522 Stage 2A Improvements

T44
SR 522 Stage 2B Improvements
Wayne Curve to NE 180th St

TRANSPORTATION CAPITAL PROJECTS

T20
Citywide ITS Project not shown on map



City of Bothell

Map Printed: May 21, 2010

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Map prepared by: Transportation Division

Transportation Capital Projects

<u>CFP NAME</u>	<u>CFP NUMBERS</u>
Bothell Crossroads	T6
SR 527 Widening (240th Street SE to 228th Street SE)	T7
SR 522 Wayne Curve Improvements: Phase I	T12
240th Street SE Bridge Replacement.....	T13a
Citywide Intelligent Transportation System (ITS).....	T20
SR 527 Multiway Boulevard: Phase I (Main Street to NE 185 th Street)	T38
Main Street Extension	T40
Main Street Enhancement: Phase I (SR 527 to 102nd Avenue NE)	T41
SR 522 Stage 2A Improvements	T43
SR 522 Stage 2B Improvements (Wayne Curve to NE 180th Street)	T44
Downtown Contaminated Soil & Groundwater Clean Up.....	T47

Bothell Crossroads

CFP #T6

DESCRIPTION:

The Bothell Crossroads project is vital to the City's Downtown vision. The project realigns SR 522 to the south of the existing SR 522 to create new "T" intersections at SR 527 and 98th Avenue NE. SR 527 and 98th Ave NE will be extended from Main Street to the new SR 522. The roadway will consist of two lanes in each direction with turn lanes, sidewalks, and landscaping. No park improvement funding is included in this project.

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'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.

TIMING PRIORITY CONSIDERATIONS:

The Right-of-Way for this project has been purchased. Phase 1, demolition of structures has been completed. Phase 2, preload of soft soils will be completed in December 2010. Construction of phase 3, which includes the majority of the work, is anticipated to begin in spring 2011. The current economic construction bid climate is favorable for the City. The City will get its best cost if it can bid this project out as soon as possible.

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 2015 must be allocated from the City's existing capital reserves. This strategy eliminates any dependency on "projected" future revenue from "anticipated" new development.

PROJECT STOPPING POINT(S):

The project's construction phase is not authorized to commence until all necessary property acquisitions are completed and funding sources are secured. Project spending is not authorized in excess of adopted funding resources.

STATUS:

Council Adopted September 21, 2010

The construction of the project will be phased. Currently, construction of phase 1, which includes demolition of building structures, was completed in May 2010. Construction of phase 2, which will begin in summer 2010, will consist of preloading soft soil areas with a large mound of soil to induce settlement prior to road construction. The preload could take anywhere from 4 to 9 months. Construction of phase 3, which consists of the large transportation work, will begin in spring 2011.

Bothell Crossroads

CFP #T6

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Predesign	62								0	62
Design	6,449								0	6,449
ROW Acquisition	25,488								0	25,488
Construction	2,759	11,832	8,801	26					20,659	23,418
TOTAL ESTIMATED COSTS	\$34,758	\$11,832	\$8,801	\$26	\$0	\$0	\$0	\$0	\$20,659	\$55,417

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	16,864	3,547	7,301	26					10,874	27,738
Capital Improvement Fund (Traffic Impact Fees Transfer)	10	1,000	1,000						2,000	2,010
Arterial Street Fund	1								0	1
Bond Anticipation Note	9,635								0	9,635
Grant Awarded (CTED)	6,980								0	6,980
Grant Awarded (TIB)		4,000							4,000	4,000
State Contribution (WSDOT Overlay)			500						500	500
LIFT Bond		3,285							3,285	3,285
Mitigation - Brightwater	650								0	650
Utilities - Sewer	346								0	346
Utilities - Water	272								0	272
TOTAL SECURED FUNDING	\$34,758	\$11,832	\$8,801	\$26	\$0	\$0	\$0	\$0	\$20,659	\$55,417

PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	34,758	11,832	8,801	26	0	0	0	0	20,659	55,417
Estimated Project Cost	34,758	11,832	8,801	26	0	0	0	0	20,659	55,417
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

**SR 527 Widening
(240th Street SE to 228th Street SE)
CFP #T7**

DESCRIPTION:

This project is anticipated to be the first stage in the implementation of the SR 527 Route Development Plan (RDP). The project includes widening to a five-lane roadway with intermittent median landscaping, where feasible. In locations where topographical and environmental constraints exist, roadway widening may be limited to four lanes. Other improvements will include the installation of curbs, gutters, sidewalks and bike lanes on both sides of the roadway, and a potential new signal between Country Village and 228th Street (its signal is warranted and contingent on approval from Washington State Department of Transportation).

JUSTIFICATION:

The SR 527 corridor is a major north-south route in Bothell that will need future improvements in order to provide adequate service levels. The adequacy of the City's roadway network is dependent on adequate capacity on the state highway system. This project will provide future capacity and safety enhancements for both pedestrians and motorists along the corridor. Recent development in the area further warrants the above improvements. The intersection of SR 527 and 228th Street SE currently operates at Level of Service "F".

TIMING PRIORITY CONSIDERATIONS:

The project timeline must meet grant requirements.

PROJECT COMMENCEMENT REQUIREMENTS:

Design and ROW acquisition for this project is currently underway. The project timeline and spending must comply with grant requirements.

PROJECT STOPPING POINT(S):

At this time, there is not adequate secured funding allocated for construction of this project, and therefore spending authority has not been granted beyond design and ROW acquisition.

STATUS:

Council Adopted September 21, 2010

The design is at 60%, while completion is anticipated by the end of 2011. Right-of-way acquisitions have obtained about a third of the properties needed for the project. Construction is on hold until additional funding can be secured.

SR 527 Widening (240th Street SE to 228th Street SE)

CFP #T7

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Design	1,102	310							310	1,412
ROW Aquisition	900	920							920	1,820
Construction			4,600	1,460					6,060	6,060
TOTAL ESTIMATED COSTS	\$2,002	\$1,230	\$4,600	\$1,460	\$0	\$0	\$0	\$0	\$7,290	\$9,292

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Capital Improvement Fund (Traffic Impact Fees Transfer)	548								0	548
Arterial Street Fund	243								0	243
Grant Awarded (Federal)	1,211	689	4,080	1,180					5,949	7,160
TOTAL SECURED FUNDING	\$2,002	\$689	\$4,080	\$1,180	\$0	\$0	\$0	\$0	\$5,949	\$7,951
UNSECURED FUNDING										
Funding Source (TBD)		541	520	280					1,341	1,341
TOTAL UNSECURED FUNDING	\$0	\$541	\$520	\$280	\$0	\$0	\$0	\$0	\$1,341	\$1,341

TOTAL ESTIMATED FUNDING	\$2,002	\$1,230	\$4,600	\$1,460	\$0	\$0	\$0	\$0	\$7,290	\$9,292
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PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	2,002	689	4,080	1,180	0	0	0	0	5,949	7,951
Unsecured Funding:	0	541	520	280	0	0	0	0	1,341	1,341
Estimated Project Cost	2,002	1,230	4,600	1,460	0	0	0	0	7,290	9,292
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

SR 522 Wayne Curve Improvements: Phase I

CFP #T12

DESCRIPTION:

The project improvements will include: installation of curbs, gutters and sidewalks; upgrade of storm water facilities; improved street lighting; realignment of the 96th Avenue NE approach; increased intersection capacity by adding left turn lanes; enhanced transit operations by adding Business Access and Transit (BAT) lanes, as well as Queue Jump Lanes at the intersection; enhanced traffic safety through access management; and installation of a raised median. Other potential elements include pedestrian traffic signals and consolidated access driveways.

JUSTIFICATION:

This highly congested corridor is operating at a poor level of service, and safety has deteriorated in recent years. Wayne Curve has consistently had high accident levels in the past. Funding partners include FHWA, Sound Transit, King County METRO, WSDOT, the State Transportation Improvement Board and the State Public Works Board. Bothell is the lead agency.

TIMING PRIORITY CONSIDERATIONS:

Construction is currently held up waiting on condemnation of property, anticipated to obtain possession use of property to allow City to proceed with construction in 2010. The project timeline must meet grant requirements.

PROJECT COMMENCEMENT REQUIREMENTS:

The construction contract was awarded on March 2, 2010 and the Notice to Proceed was issued on May 4, 2010 to contractor.

PROJECT STOPPING POINT(S):

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

STATUS:

Council Adopted September 21, 2010

Construction began in May 2010 and the project is scheduled to be completed by the end of 2011.

SR 522 Wayne Curve Improvements: Phase I

CFP #T12

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Predesign	895								0	895
Design	2,050								0	2,050
ROW Acquisition	5,685								0	5,685
Construction	6,000	5,496	1,500						6,996	12,996
TOTAL ESTIMATED COSTS	\$14,630	\$5,496	\$1,500	\$0	\$0	\$0	\$0	\$0	\$6,996	\$21,626

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	1,250								0	1,250
Capital Improvement Fund (Traffic Impact Fees Transfer)	300	100							100	400
Capital Improvement Fund (Residential Restoration Program)	400								0	400
Non-City Utility Costs *	471								0	471
Arterial Street Fund	1,264								0	1,264
Grant Awarded (State Public Works Board)		1,000							1,000	1,000
Grant Awarded (Fed - WSDOT)	4,035	795							795	4,830
Grant Awarded (KC Metro)		380							380	380
Grant Awarded (Sound Transit)	5,452	1,199	1,360						2,559	8,011
Grant Awarded (TIB)	738	1,602							1,602	2,340
State Contribution (WSDOT Overlay)		420							420	420
Utilities - Sewer	320								0	320
Utilities - Water	400								0	400
TOTAL SECURED FUNDING	\$14,630	\$5,496	\$1,360	\$0	\$0	\$0	\$0	\$0	\$6,856	\$21,486
UNSECURED FUNDING										
Funding Source (TBD)			140						140	140
TOTAL UNSECURED FUNDING	\$0	\$0	\$140	\$0	\$0	\$0	\$0	\$0	\$140	\$140

TOTAL ESTIMATED FUNDING	\$14,630	\$5,496	\$1,500	\$0	\$0	\$0	\$0	\$0	\$6,996	\$21,626
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PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	14,630	5,496	1,360	0	0	0	0	0	6,856	21,486
Unsecured Funding:	0	0	140	0	0	0	0	0	140	140
Estimated Project Cost	14,630	5,496	1,500	0	0	0	0	0	6,996	21,626
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

*Non-City utility providers compensate for their share in construction costs: PSE \$57K, Comcast \$102K, Integra \$75K, UW/SCL \$119K and Verizon \$118K.

240th Street SE Bridge Replacement

CFP #T13a

DESCRIPTION:

This project replaces the existing bridge over North Creek on 240th Street SE.

JUSTIFICATION:

A Load Limit Sign has been posted on the existing 240th Street bridge due to deterioration of the timber pile caps. The bridge has a very low sufficiency rating and warrants close inspection until replacement occurs.

TIMING PRIORITY CONSIDERATIONS:

This is the City's highest priority bridge project. The lifespan of the 240th Street Bridge is limited. Emergency shoring will be installed in 2010 to keep the bridge open until replacement can take place in 2011. The project timeline must meet grant requirements.

PROJECT COMMENCEMENT REQUIREMENTS:

The project has been awarded \$2.1 million of Federal Highway Bridge Replacement and Rehabilitation Program (HBRRP) funding. There is a 20% local funding match requirement and a limitation on the amount of funds that can be spent on approach work. Construction of the project is not approved to commence until all financing is secured.

PROJECT STOPPING POINT(S):

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

STATUS:

Council Adopted September 21, 2010

Conceptual design work for this project is almost complete. It is anticipated that 30% of the design of the project will be completed in September 2010. Work to date has included completion of a hydraulic study to determine flood parameters, completion of an initial profile and layout, and completion of an initial cost estimate. It is anticipated that design and permitting will be completed by spring 2011 to allow for construction to start in early 2012.

240th Street SE Bridge Replacement

CFP #T13a

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Design	796	58							58	854
ROW (includes Admin)	76								0	76
Construction			1,609	1,056					2,665	2,665
TOTAL ESTIMATED COSTS	\$872	\$58	\$1,609	\$1,056	\$0	\$0	\$0	\$0	\$2,723	\$3,595

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	222	8	329	237					574	796
Grant Awarded (Fed - WSDOT)	650	50	744	461					1,255	1,905
TOTAL SECURED FUNDING	\$872	\$58	\$1,073	\$698	\$0	\$0	\$0	\$0	\$1,829	\$2,701
UNSECURED FUNDING										
Funding Source (TBD)			536	358					894	894
TOTAL UNSECURED FUNDING	\$0	\$0	\$536	\$358	\$0	\$0	\$0	\$0	\$894	\$894

TOTAL ESTIMATED FUNDING	\$872	\$58	\$1,609	\$1,056	\$0	\$0	\$0	\$0	\$2,723	\$3,595
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PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	872	58	1,073	698	0	0	0	0	1,829	2,701
Unsecured Funding:	0	0	536	358	0	0	0	0	894	894
Estimated Project Cost	872	58	1,609	1,056	0	0	0	0	2,723	3,595
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

Citywide Intelligent Transportation System (ITS)

CFP #T20

DESCRIPTION:

This project provides for upgrades to the City traffic signal system including development of an Intelligent Transportation System (ITS) Plan. Other components of the program include a new vehicle detection system, intersection channelization enhancements, upgrading system communications, and a Traffic Management Center (TMC), as well as enhancement of the current traffic signal system (signal coordination, signal phasing adjustments, intersection traffic operations studies, system interconnect, and safety improvements). These enhancements comply with the American Disabilities Act (ADA) provisions and mandates.

JUSTIFICATION:

Improving the operational efficiency of traffic signals improves traffic flow and increases mobility for the traveling public. This results in reduced air pollution and cut through traffic for surrounding neighborhoods. Federal funds were awarded for this ITS project. Initial work along SR 527 was completed in 2008. Development of a Master plan and design documentation for the Citywide ITS is currently underway and expected to be completed by the end of 2009. Construction is anticipated to commence in early 2010.

TIMING PRIORITY CONSIDERATIONS:

The project timeline must meet grant requirements.

PROJECT COMMENCEMENT REQUIREMENTS:

Project spending is authorized when funding resources are appropriated in the City's budget.

PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources

STATUS:

Council Adopted September 21, 2010

The ITS Master Plan was completed in March 2009. Design is at the 90% level and construction is anticipated to be complete by end of 2011.

Citywide Intelligent Transportation System (ITS)

CFP #T20

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Design	330								0	330
Construction	743	889							889	1,632
TOTAL ESTIMATED COSTS	\$1,073	\$889	\$0	\$0	\$0	\$0	\$0	\$0	\$889	\$1,962

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Capital Improvement Fund (Traffic Impact Fees Transfer)	145	103							103	248
Arterial Street Fund	3								0	3
Grant Awarded (Fed - WSDOT)	925	770							770	1,695
TOTAL SECURED FUNDING	\$1,073	\$873	\$0	\$0	\$0	\$0	\$0	\$0	\$873	\$1,946
UNSECURED FUNDING										
Funding Source (TBD)		16							16	16
TOTAL UNSECURED FUNDING	\$0	\$16	\$0	\$0	\$0	\$0	\$0	\$0	\$16	\$16

TOTAL ESTIMATED FUNDING	\$1,073	\$889	\$0	\$0	\$0	\$0	\$0	\$0	\$889	\$1,962
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PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	1,073	873	0	0	0	0	0	0	873	1,946
Unsecured Funding:	0	16	0	0	0	0	0	0	16	16
Estimated Project Cost	1,073	889	0	0	0	0	0	0	889	1,962
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

SR 527 Multiway Boulevard: Phase I

(Main Street to NE 185th Street)

CFP #T38

DESCRIPTION:

This project constructs a Multiway Boulevard linking the east and west sides of Downtown Bothell across SR 527 from SR 522 to 185th Street. The Boulevard is intended to be the "show piece public space" in the City's revitalized downtown core. The Multiway Boulevard consists of four travel lanes, a left turn lane, two side medians with large trees, 2 side lanes with parking, and wide sidewalks with trees.

JUSTIFICATION:

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

TIMING PRIORITY CONSIDERATIONS:

Financial timing constraints preclude the construction of the Multiway Boulevard until the City is able to reduce its debt requirements associated with the Crossroads project and property acquisition. This Multiway Boulevard Phase 1 project is to be funded from various sources to be determined, including but not limited to property sale proceeds, utility funds, impact fees and the capital improvement fund. This project may be constructed in phases as financing is obtained. Some potential alternatives are: 1) building the multiway boulevard block-by-block starting from either the north or south end (estimated at \$8.7M for SR 522 to Main Street block); 2) building the side access road (SAR) on the west side to the Phase 1 limits (estimated at \$5.4M) and then do the same with Phase 2 (estimated at \$4.2M) as funding becomes available; and 3) a final hybrid would be to build the SAR on the west side, plus two southbound travel lanes to the Phase 1 or 2 limits (estimated at \$7.3M and \$6.7M, respectively).

PROJECT COMMENCEMENT REQUIREMENTS:

The project is not approved to commence until financing is secured. Spending must be in accordance with State Real Estate Excise Tax law (RCW 82.46).

PROJECT STOPPING POINT(S):

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

STATUS:

Council Adopted September 21, 2010

This project was put on hold after the 60% design documents were completed. Partial right-of-way acquisition has taken place. No permitting has taken place although the majority of the environmental documentation assessment work has been completed.

SR 527 Multiway Boulevard: Phase I (Main Street to NE 185th Street)

CFP #T38

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Design	2,574		1,863						1,863	4,437
ROW Acquisition	33		1,260						1,260	1,293
Construction				7,263	8,766				16,029	16,029
TOTAL ESTIMATED COSTS	\$2,607	\$0	\$3,123	\$7,263	\$8,766	\$0	\$0	\$0	\$19,152	\$21,759

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	2,607		163						163	2,770
Utilities - Sewer					110				110	110
TOTAL SECURED FUNDING	\$2,607	\$0	\$163	\$0	\$110	\$0	\$0	\$0	\$273	\$2,880
UNSECURED FUNDING										
Funding Source (TBD)			2,960	7,263	8,656				18,879	18,879
TOTAL UNSECURED FUNDING	\$0	\$0	\$2,960	\$7,263	\$8,656	\$0	\$0	\$0	\$18,879	\$18,879

TOTAL ESTIMATED FUNDING	\$2,607	\$0	\$3,123	\$7,263	\$8,766	\$0	\$0	\$0	\$19,152	\$21,759
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PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	2,607	0	163	0	110	0	0	0	273	2,880
Unsecured Funding:	0	0	2,960	7,263	8,656	0	0	0	18,879	18,879
Estimated Project Cost	2,607	0	3,123	7,263	8,766	0	0	0	19,152	21,759
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

Main Street Extension

CFP #T40

DESCRIPTION:

The Main Street Extension project extends the current Main Street from SR 527 to 98th Avenue NE creating a vital east-west connection across SR 527.

JUSTIFICATION:

This is a critical transportation project that supports successful realization of the City's Downtown Revitalization Plan. The Main Street Extension creates a vital east-west connection and completes the city block grid. Extending the current Main Street to the west, ties the historic section of Main Street to the new development that is proposed to develop west of SR 527. This project also connects the King County Regional Library to the downtown core.

TIMING PRIORITY CONSIDERATIONS:

The Main Street Extension project is to be funded by various sources to be determined, including but not limited to property sale proceeds, utility funds and the capital improvement fund.

PROJECT COMMENCEMENT REQUIREMENTS:

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

PROJECT STOPPING POINT(S):

Spending is not authorized to exceed monies received and available.

STATUS:

Council Adopted September 21, 2010

Conceptual design work on this project commenced in February 2009. Works completed to date are 50% design with conceptual streetscape design and a right-of-way plan. Design of the project is on hold until construction funds are secured. The City is currently examining the feasibility of property acquisition for the future Main Street Extension.

Main Street Extension

CFP #T40

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Design	145			253					253	398
ROW Acquisition	1,958			2,566					2,566	4,524
Construction					2,786				2,786	2,786
TOTAL ESTIMATED COSTS	\$2,103	\$0	\$0	\$2,819	\$2,786	\$0	\$0	\$0	\$5,605	\$7,708

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	107			214					214	321
Arterial Street Fund	15								0	15
Bond Anticipation Note	1,956								0	1,956
Utilities - Storm Drainage	25								0	25
TOTAL SECURED FUNDING	\$2,103	\$0	\$0	\$214	\$0	\$0	\$0	\$0	\$214	\$2,317
UNSECURED FUNDING										
Funding Source (TBD)				2,605	2,786				5,391	5,391
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$2,605	\$2,786	\$0	\$0	\$0	\$5,391	\$5,391

TOTAL ESTIMATED FUNDING	\$2,103	\$0	\$0	\$2,819	\$2,786	\$0	\$0	\$0	\$5,605	\$7,708
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PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	2,103	0	0	214	0	0	0	0	214	2,317
Unsecured Funding:	0	0	0	2,605	2,786	0	0	0	5,391	5,391
Estimated Project Cost	2,103	0	0	2,819	2,786	0	0	0	5,605	7,708
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

Main Street Enhancement: Phase I

(SR 527 to 102nd Avenue NE)

CFP #T41

DESCRIPTION:

The Main Street Enhancement project implements improvements to Main Street from SR 527 to 102nd Avenue NE. The project reworks the entire streetscape from building front to building front. The first phase of the project comprises of improvements on Main Street between SR 527 to just east of the 102nd Avenue NE intersection. The project will include a flexible parking zone for parallel parking that could, on occasion, be used for other purposes such as outdoor cafe seating. This project also includes replacement of storm, sewer, and water utilities within the street cross-section.

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 within the City's downtown core.

TIMING PRIORITY CONSIDERATIONS:

The Main Street Enhancement project is to be funded from various sources to be determined, including but not limited to property sale proceeds, utility funds and the capital improvement fund. In 2009, the City Council authorized funds for preliminary design work needed to identify the future roadway footprint and right of way limits. This design work was initially funded from available monies in the City's Capital Improvements Fund.

PROJECT COMMENCEMENT REQUIREMENTS:

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

PROJECT STOPPING POINT(S):

Spending is not authorized to exceed monies received and available.

STATUS:

Council Adopted September 21, 2010

Conceptual design work on this project commenced in February 2009. Works completed to date are 30% design with a conceptual streetscape. Design of the project is on hold until construction funds are secured.

Main Street Enhancement: Phase I (SR 527 to 102nd Avenue NE)

CFP #T41

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Design	244			805					805	1,049
Construction					5,682				5,682	5,682
TOTAL ESTIMATED COSTS	\$244	\$0	\$0	\$805	\$5,682	\$0	\$0	\$0	\$6,487	\$6,731

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	219			122					122	341
Utilities - Storm Drainage	25								0	25
TOTAL SECURED FUNDING	\$244	\$0	\$0	\$122	\$0	\$0	\$0	\$0	\$122	\$366
UNSECURED FUNDING										
Funding Source (TBD)				683	5,682				6,365	6,365
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$683	\$5,682	\$0	\$0	\$0	\$6,365	\$6,365

TOTAL ESTIMATED FUNDING	\$244	\$0	\$0	\$805	\$5,682	\$0	\$0	\$0	\$6,487	\$6,731
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PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	244	0	0	122	0	0	0	0	122	366
Unsecured Funding:	0	0	0	683	5,682	0	0	0	6,365	6,365
Estimated Project Cost	244	0	0	805	5,682	0	0	0	6,487	6,731
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

SR 522 Stage 2A Improvements

CFP #T43

DESCRIPTION:

This project is the continuation of the SR 522 Stage 1 Project (Wayne Curve) to the west to 91st Avenue NE (west city limits). The project will improve overall mobility (including transit), vehicular and pedestrian safety. Key elements will include extension of the westbound transit lane from Wayne Curve to 91st Ave Ne, installation of curb and gutters on both sides to raise median to enhance traffic safety through access management and concrete sidewalk separated by a planting strip on the north side of roadway. Other potential elements include street illumination, landscaping and a westbound transit lane.

JUSTIFICATION:

Improving traffic flow and safety along this corridor is urgently needed to address current and future mobility needs. City received federal grants and State grants from Transportation Improvement Board for both SR 522 Stage 1 and 2 projects.

TIMING PRIORITY CONSIDERATIONS:

The project timeline must meet grant requirements.

PROJECT COMMENCEMENT REQUIREMENTS:

Design and Right-of-Way acquisition for this project is underway. The project timeline and spending must comply with grant requirements.

PROJECT STOPPING POINT(S):

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

STATUS:

Council Adopted September 21, 2010

The City was awarded a \$2.1 million Regional Mobility grant from the Washington State Department of Transportation in May 2010. Design is currently at the 60% level with completion anticipated by the end of 2010. Right-of-way acquisition will begin in 2010 and be completed by 2011. Construction is on hold until additional funding can be secured but it is anticipated that construction will begin in 2012.

SR 522 Stage 2A Improvements

CFP #T43

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Design	594	129							129	723
ROW Acquisition	201	452							452	653
Construction			3,261	2,174					5,435	5,435
TOTAL ESTIMATED COSTS	\$795	\$581	\$3,261	\$2,174	\$0	\$0	\$0	\$0	\$6,016	\$6,811

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Capital Improvement Fund (Traffic Impact Fees Transfer)	60								0	60
Arterial Street Fund	294								0	294
Grant Awarded (Fed - WSDOT)	180	106	728						834	1,014
Grant Awarded (TIB)	57		723						723	780
Grant Awarded (Regional Mobility)	204	445	1,410	200					2,055	2,259
TOTAL SECURED FUNDING	\$795	\$551	\$2,861	\$200	\$0	\$0	\$0	\$0	\$3,612	\$4,407
UNSECURED FUNDING										
Funding Source (TBD)		30	400	1,974					2,404	2,404
TOTAL UNSECURED FUNDING	\$0	\$30	\$400	\$1,974	\$0	\$0	\$0	\$0	\$2,404	\$2,404

TOTAL ESTIMATED FUNDING	\$795	\$581	\$3,261	\$2,174	\$0	\$0	\$0	\$0	\$6,016	\$6,811
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PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	795	551	2,861	200	0	0	0	0	3,612	4,407
Unsecured Funding:	0	30	400	1,974	0	0	0	0	2,404	2,404
Estimated Project Cost	795	581	3,261	2,174	0	0	0	0	6,016	6,811
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

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

CFP #T44

DESCRIPTION:

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

JUSTIFICATION:

Improving traffic flow and pedestrian safety along this corridor is urgently needed to address current and future mobility needs. The City received federal grants and state grants from the Transportation Improvement Board for both SR 522 Stage 1 and 2 projects.

TIMING PRIORITY CONSIDERATIONS:

The project timeline must meet grant requirements.

PROJECT COMMENCEMENT REQUIREMENTS:

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

PROJECT STOPPING POINT(S):

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

STATUS:

Council Adopted September 21, 2010

This project is currently at 60% design level. Design is expected to be completed in 2012 contingent on funding. Construction is expected to begin in 2015 contingent on securing construction funding.

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

CFP #T44

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Design	417	15	25	238					278	695
ROW Acquisition	3		517	1,100					1,617	1,620
Construction						4,780			4,780	4,780
TOTAL ESTIMATED COSTS	\$420	\$15	\$542	\$1,338	\$0	\$4,780	\$0	\$0	\$6,675	\$7,095

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	10								0	10
Arterial Street Fund	241								0	241
Grant Awarded (Fed - WSDOT)	122	10	461	1,086					1,557	1,679
Grant Awarded (TIB)	47					733			733	780
TOTAL SECURED FUNDING	\$420	\$10	\$461	\$1,086	\$0	\$733	\$0	\$0	\$2,290	\$2,710
UNSECURED FUNDING										
Funding Source (TBD)		5	81	252		3,347			3,685	3,685
Utilities - Sewer						525			525	525
Utilities - Water						175			175	175
TOTAL UNSECURED FUNDING	\$0	\$5	\$81	\$252	\$0	\$4,047	\$0	\$0	\$4,385	\$4,385

TOTAL ESTIMATED FUNDING	\$420	\$15	\$542	\$1,338	\$0	\$4,780	\$0	\$0	\$6,675	\$7,095
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PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	420	10	461	1,086	0	733	0	0	2,290	2,710
Unsecured Funding:	0	5	81	252	0	4,047	0	0	4,385	4,385
Estimated Project Cost	420	15	542	1,338	0	4,780	0	0	6,675	7,095
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

Downtown Contaminated Soil & Groundwater Clean Up

CFP #T47

DESCRIPTION:

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

JUSTIFICATION:

This project is a key component of the Downtown Plan. As City Actions have begun to be implemented, there are two major cleanup efforts; the first one is for Crossroads project and the other is on former NSD property. It is necessary to clean up contaminated sites associated with the Crossroads project sites prior to the roadway construction due to contamination of former gas stations and nearby dry cleaner facilities. In the case of former NSD property, the City is advancing cleanup efforts prior to surplusing the properties for future developments.

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 before the City surpluses parcels such as the Northshore School District (NSD) property or constructs any of the large City Action projects such as the Bothell Crossroads project.

PROJECT COMMENCEMENT REQUIREMENTS:

The City has obtained \$3,520,000 in grant funding from the Department of Ecology (DOE). The City has also been awarded a \$200,000 U.S. Environmental Protection Agency (EPA) Brownfield Cleanup grant. Since the remediation work is time critical in meeting the Crossroads project schedule as well as surplus of the NSD property, much of this work will take place in 2010. The City will continue to pursue additional grant opportunities to assist with funding these City Actions.

PROJECT STOPPING POINT(S):

Initial remediation on critical sites that affect the construction of the Bothell Crossroads and resale of surplus NSD property will be implemented in 2010 using a combination of grant and City funds. Other sites will be prioritized based on need and the amount of funding available.

STATUS:

Council Adopted September 21, 2010

The City has completed a substantial portion of the required assessment work in the downtown core. Contract bid documents for Crossroads and former NSD property was advertised for bids and contract awarded in July 2010. Construction work is anticipated to commence in August 2010 and completed by the end of the year.

Downtown Contaminated Soil & Groundwater Clean Up

CFP # T47

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Design	1,531	199	65						264	1,795
Construction	4,901	529	863						1,392	6,293
Monitoring		50	50						100	100
TOTAL ESTIMATED COSTS *	\$6,432	\$778	\$978	\$0	\$0	\$0	\$0	\$0	\$1,756	\$8,188

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	740								0	740
Capital Improvement Fund (Beta Bothell Escrow)		150							150	150
Bond Anticipation Note	1,750								0	1,750
Grant Awarded (Dept of Ecology) *	2,852	323	343						666	3,518
Grant Awarded (EPA-Brownsfield)	200								0	200
TOTAL SECURED FUNDING	\$5,542	\$473	\$343	\$0	\$0	\$0	\$0	\$0	\$816	\$6,358
UNSECURED FUNDING										
Funding Source (TBD)	890	305	635						940	1,830
TOTAL UNSECURED FUNDING	\$890	\$305	\$635	\$0	\$0	\$0	\$0	\$0	\$940	\$1,830

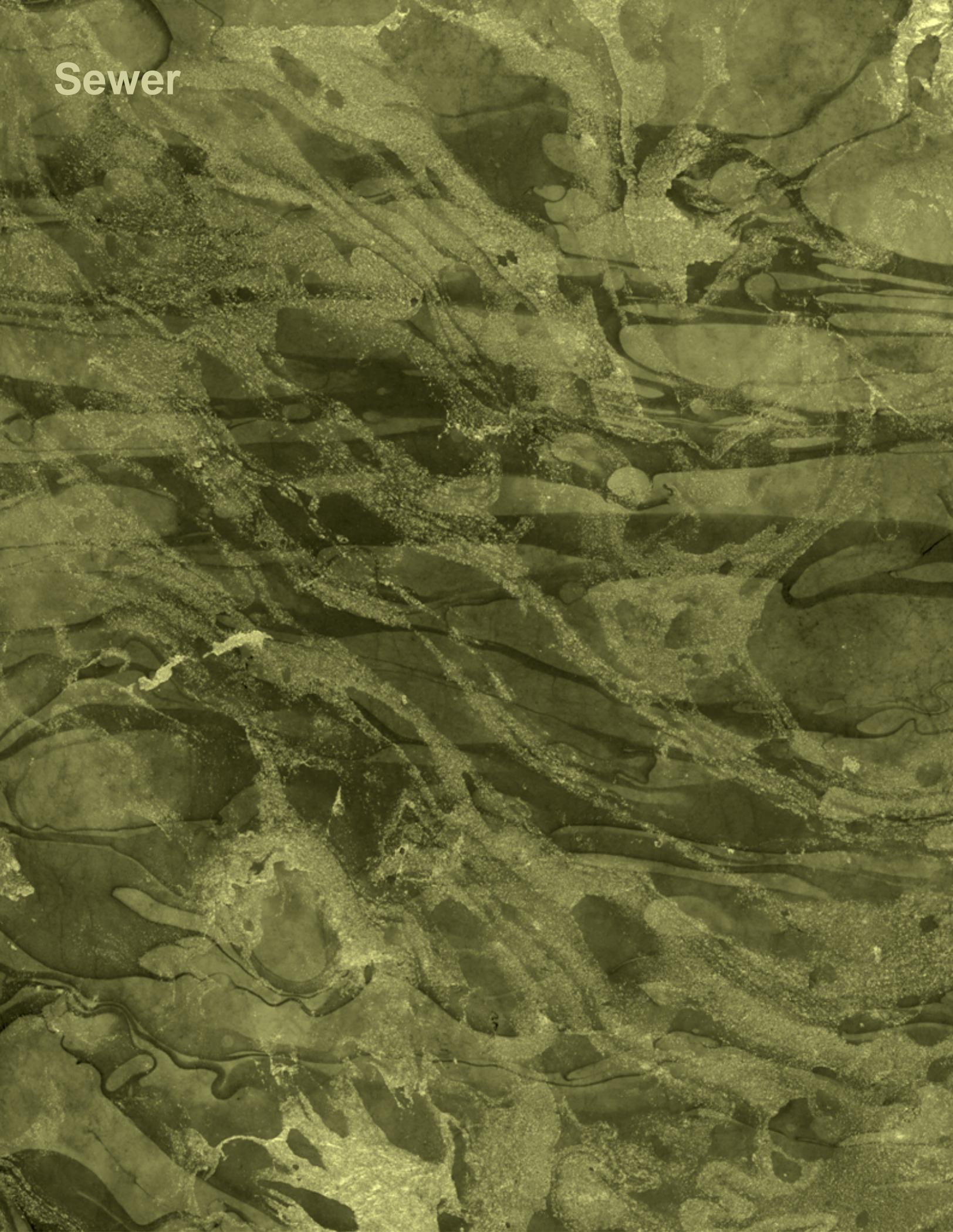
TOTAL ESTIMATED FUNDING	\$6,432	\$778	\$978	\$0	\$0	\$0	\$0	\$0	\$1,756	\$8,188
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PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	5,542	473	343	0	0	0	0	0	816	6,358
Unsecured Funding:	890	305	635	0	0	0	0	0	940	1,830
Estimated Project Cost	6,432	778	978	0	0	0	0	0	1,756	8,188
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

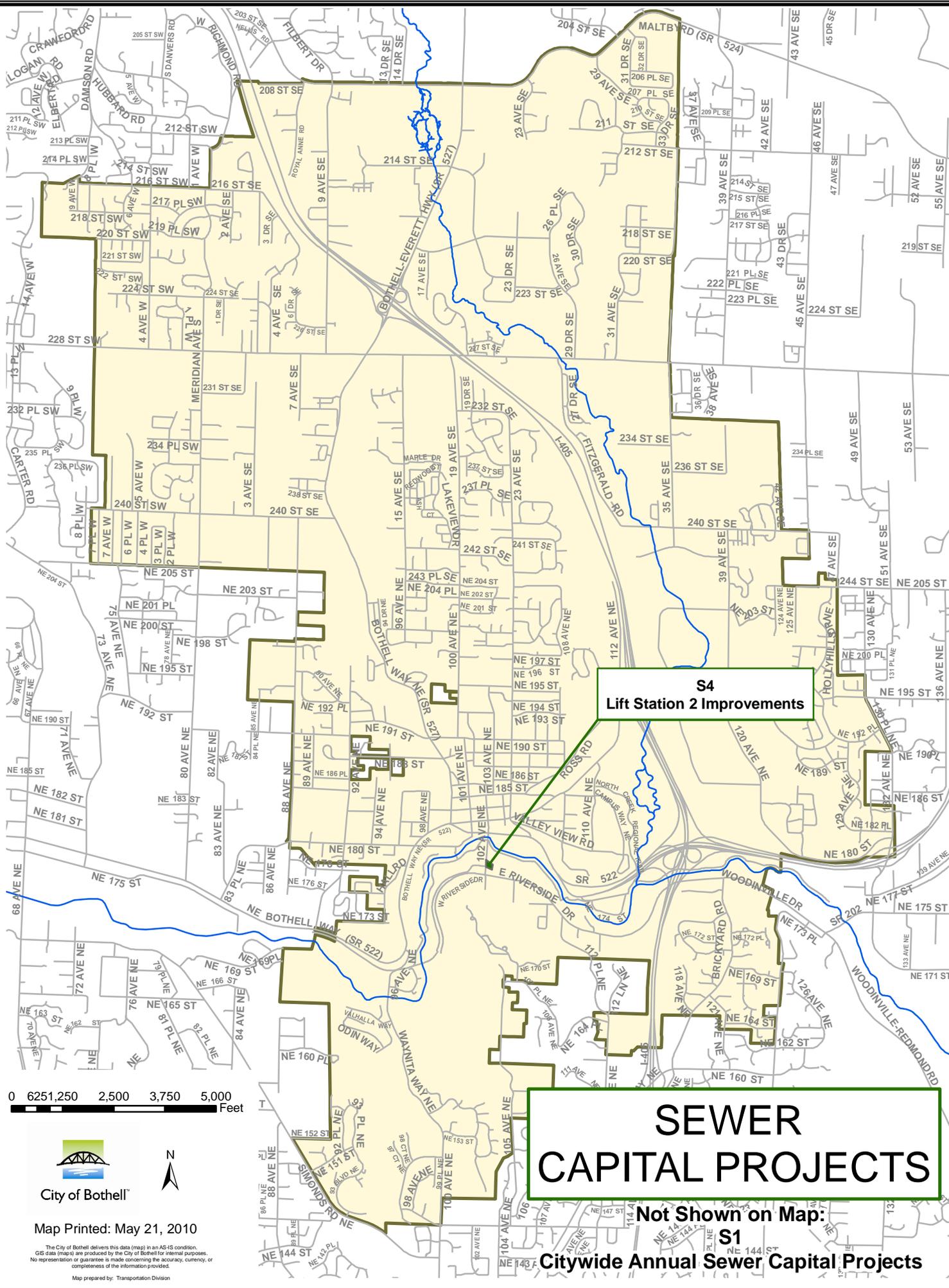
Council Adopted September 21, 2010

* Assumes project is 50% grant reimbursable.

Sewer



Sewer Capital Projects



S4
Lift Station 2 Improvements

**SEWER
CAPITAL PROJECTS**

**Not Shown on Map:
S1
Citywide Annual Sewer Capital Projects**

0 6251,250 2,500 3,750 5,000 Feet



City of Bothell



Map Printed: May 21, 2010

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Map prepared by: Transportation Division

Sewer Capital Projects

<u>CFP NAME</u>	<u>CFP NUMBERS</u>
Annual Sewer Main Capital Replacement	S1
Lift Station 2 Improvements.....	S4

Annual Sewer Main Capital Replacement

CFP #S1

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. The major projects scheduled for replacement/repairs are: 2014 - SR 527 Multiway Boulevard Phase 1; 2015 - Main Street Enhancement; 2016/2017 - NE 190th Street, NE 189th Street, NE 187th Street and 88th Ave NE (Westhill Neighborhood area).

JUSTIFICATION:

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

TIMING PRIORITY CONSIDERATIONS:

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

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.

PROJECT STOPPING POINT(S):

Program spending is not authorized in excess of adopted funding resources

STATUS:

Council Adopted September 21, 2010

Current sewer replacement projects are implemented in conjunction with the following street projects: SR 522 Wayne Curve (CFP #T12) which its construction started in May 2010, and Bothell Crossroads (CFP #T6) which its sewer main pipe will be relocated as part of the Crossroads project. Other replacement projects are identified in the adopted 2006 Sewer Comprehensive Plan.

Annual Sewer Main Capital Replacement

CFP #S1

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Design				130		45		100	275	275
Construction	698		349		758	780	550	450	2,887	3,585
TOTAL ESTIMATED COSTS	\$698	\$0	\$349	\$130	\$758	\$825	\$550	\$550	\$3,162	\$3,860

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Sewer Capital Project Fund	698				110	300	550	550	1,510	2,208
Mitigation - Brightwater				130	370				500	500
TOTAL SECURED FUNDING	\$698	\$0	\$0	\$130	\$480	\$300	\$550	\$550	\$2,010	\$2,708
UNSECURED FUNDING										
Sewer Capital Project Fund			349		278	525			1,152	1,152
TOTAL UNSECURED FUNDING	\$0	\$0	\$349	\$0	\$278	\$525	\$0	\$0	\$1,152	\$1,152

TOTAL ESTIMATED FUNDING	\$698	\$0	\$349	\$130	\$758	\$825	\$550	\$550	\$3,162	\$3,860
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PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	698	0	0	130	480	300	550	550	2,010	2,708
Unsecured Funding:	0	0	349	0	278	525	0	0	1,152	1,152
Estimated Project Cost	698	0	349	130	758	825	550	550	3,162	3,860
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

Lift Station 2 Improvements

CFP #S4

DESCRIPTION:

This project will reconstruct the mechanical, electrical, and control systems of the lift station. The lift station serves East and West Riverside Drive and portions of Norway Hill.

JUSTIFICATION:

The current lift station has experienced numerous failures in the past several years including to that caused sewage to spill into private property. This project will reduce the likelihood of failures by improving the redundancy and reliability of the facility. The existing pumps are failing and require frequent, expensive repairs to continue operation. Replacement of the facility will reduce the repair expenses.

TIMING PRIORITY CONSIDERATIONS:

This project was identified and prioritized in the City's Sewer Comprehensive Plan. Staff is continuing to monitor the performance of the existing station. Pumps are already failing and leaking frequently. As such, an interim measure or implementation of this project may be required sooner than programmed.

PROJECT COMMENCEMENT REQUIREMENTS:

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

PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources

STATUS:

Council Adopted September 21, 2010

This project was identified in the Sewer Comprehensive Plan. The design is on hold at 95% completed. Work will continue on this project in 2011.

Lift Station 2 Improvements

CFP #S4

Numbers in Thousands (000)

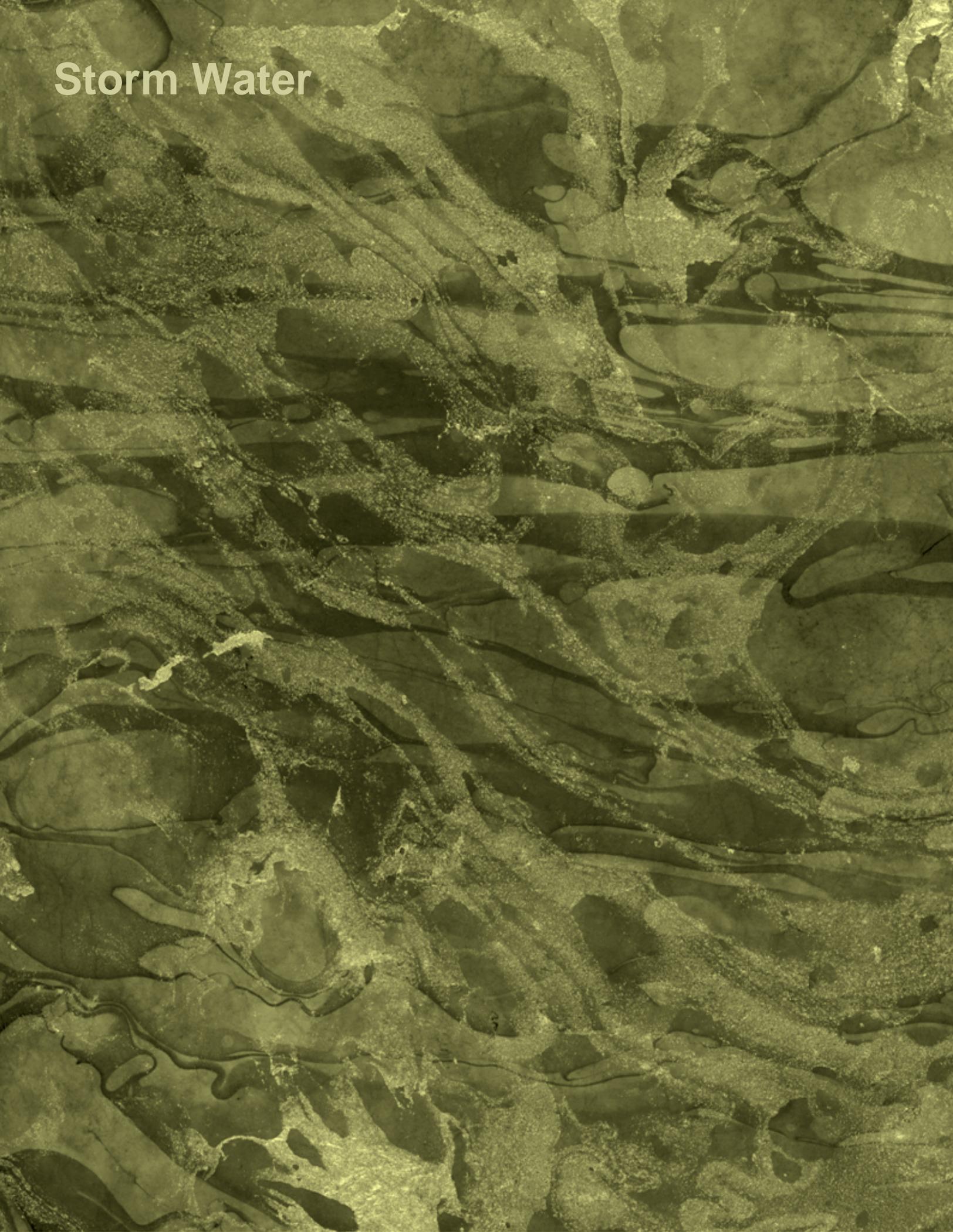
ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Design	89	34							34	123
Construction		842							842	842
TOTAL ESTIMATED COSTS	\$89	\$876	\$0	\$0	\$0	\$0	\$0	\$0	\$876	\$965

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Sewer Capital Project Fund	89	876							876	965
TOTAL SECURED FUNDING	\$89	\$876	\$0	\$0	\$0	\$0	\$0	\$0	\$876	\$965

PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	89	876	0	0	0	0	0	0	876	965
Estimated Project Cost	89	876	0	0	0	0	0	0	876	965
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

Storm Water



Storm Water Capital Projects

SW10
Lower Filbert Creek and
North Creek Flood Repairs

SW1
Stormwater & Surface Water Improvements
Main Street Enhancement

STORMWATER CAPITAL PROJECTS

SW1
Citywide Annual Stormwater &
Surface Water Capital Projects
not shown on map

0 6251,250 2,500 3,750 5,000 Feet



City of Bothell

Map Printed: May 21, 2010

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Map prepared by: Transportation Division

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Storm Water Capital Projects

<u>CFP NAME</u>	<u>CFP NUMBERS</u>
Annual Storm Water & Surface Water Capital Improvements	SW1
Lower Filbert Creek & North Creek Flood Repairs	SW10

Annual Storm Water & Surface Water Capital Improvements

CFP #SW1

DESCRIPTION:

Annual capital projects to correct existing storm water deficiencies, prevent flooding, and replace aging infrastructure. Each year small miscellaneous improvements will be accomplished plus the following major projects: continuation of Flood Mitigation Program.

JUSTIFICATION:

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

TIMING PRIORITY CONSIDERATIONS:

Projects are identified and prioritized annually.

PROJECT COMMENCEMENT REQUIREMENTS:

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

PROJECT STOPPING POINT(S):

Program spending is not authorized in excess of adopted funding resources

STATUS:

Council Adopted September 21, 2010

Funding has been planned for the City's Flood Mitigation Program and other aging or failed drainage in infrastructures throughout the City. Funds slated for 2011 and 2012 are designated for the City's fair share participation to the Horse Creek Pipe Replacement project (CFP #SW11). Funding for the Horse Creek Pipe Replacement project is identified to be cost shared by future developers or funded via a Local Improvement District (LID) of the properties in the former Northshore School District property in downtown.

Annual Storm Water & Surface Water Capital Improvements

CFP #SW1

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Design	640	30							30	670
Construction	1,808	70	578	250	250	300	300	350	2,098	3,906
TOTAL ESTIMATED COSTS	\$2,448	\$100	\$578	\$250	\$250	\$300	\$300	\$350	\$2,128	\$4,576

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Storm Water Capital Project Fund	2,448	100	250	250	250	300	300	350	1,800	4,248
TOTAL SECURED FUNDING	\$2,448	\$100	\$250	\$250	\$250	\$300	\$300	\$350	\$1,800	\$4,248
UNSECURED FUNDING										
Storm Water Capital Project Fund			328						328	328
TOTAL UNSECURED FUNDING	\$0	\$0	\$328	\$0	\$0	\$0	\$0	\$0	\$328	\$328

TOTAL ESTIMATED FUNDING	\$2,448	\$100	\$578	\$250	\$250	\$300	\$300	\$350	\$2,128	\$4,576
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PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	2,448	100	250	250	250	300	300	350	1,800	4,248
Unsecured Funding:	0	0	328	0	0	0	0	0	328	328
Estimated Project Cost	2,448	100	578	250	250	300	300	350	2,128	4,576
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

Lower Filbert Creek & North Creek Flood Repairs

CFP #SW10

DESCRIPTION:

The Filbert Creek Fish Passage Culvert and stream bed experienced severe scour during the winter storm on December 3, 2007 which destroyed newly constructed channel enhancements that were intended to promote restoration of fish runs in the Filbert Creek basin. The same storm event forced North Creek to erode and scour around the NW corner of the bridge abutment. The proposed work on this project will restore both water bodies to their original channels and replace lost stream bed enhancements.

JUSTIFICATION:

The Filbert and North Creek enhancements were constructed as a part of the SR-524 roadway construction project built by the city between 2006 and 2008. The winter storm of 2007 destroyed the above referenced improvements that were required by a State of Washington, Department of Fish and Wildlife Hydraulic Permit (HPA). This project will restore those improvements.

TIMING PRIORITY CONSIDERATIONS:

Emergency repairs were completed immediately after the December 3, 2001 storm. Design, permitting and construction of the proposed improvements will be completed in conjunction with available fish windows typically scheduled between July 1 and October 1 of each year. It is anticipated that the construction work will be completed in 2011. The project timeline must meet grant requirements.

PROJECT COMMENCEMENT REQUIREMENTS:

It is anticipated that the design of required Filbert Creek/North Creek restoration improvements will begin in 2010 with a design budget of approximately \$200,000. Construction of the improvements estimated to cost approximately \$525,000 will take place during the July-October fish window in 2011. A federal FEMA grant will pay for approximately \$625,000 of the cost with the city share expected to be approximately \$100,000 out of the Storm Water Fund. The project is not approved to commence until all financing is secured.

PROJECT STOPPING POINT(S):

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

STATUS:

Council Adopted September 21, 2010

Consultant selection is currently in progress.

Lower Filbert Creek & North Creek Flood Repairs

CFP #SW10

Numbers in Thousands (000)

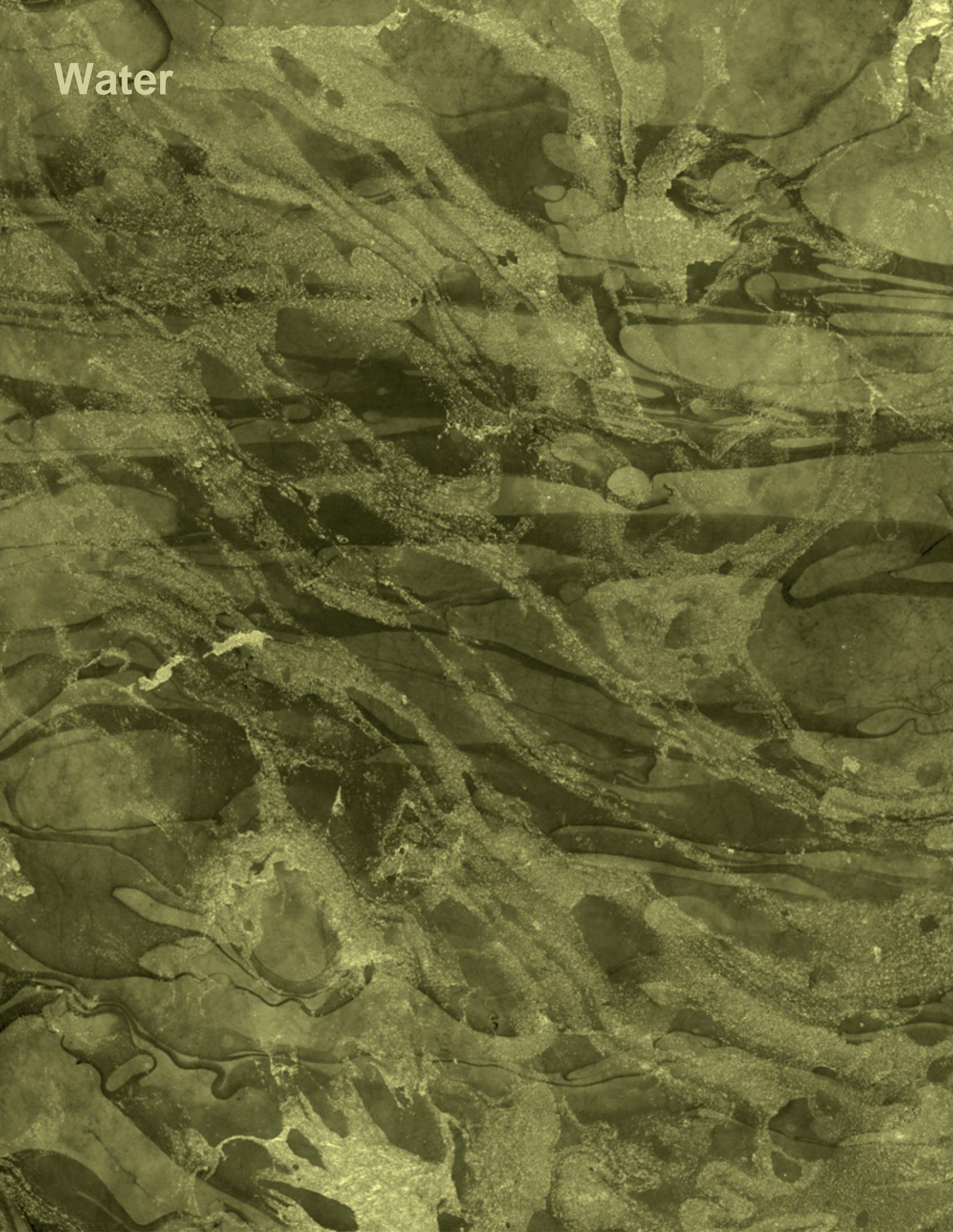
ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Design	200								0	200
Construction		525							525	525
TOTAL ESTIMATED COSTS	\$200	\$525	\$0	\$0	\$0	\$0	\$0	\$0	\$525	\$725

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Storm Water Capital Project Fund	50	50							50	100
Grant Awarded (Federal - WSDOT/FEMA)	150	475							475	625
TOTAL SECURED FUNDING	\$200	\$525	\$0	\$0	\$0	\$0	\$0	\$0	\$525	\$725

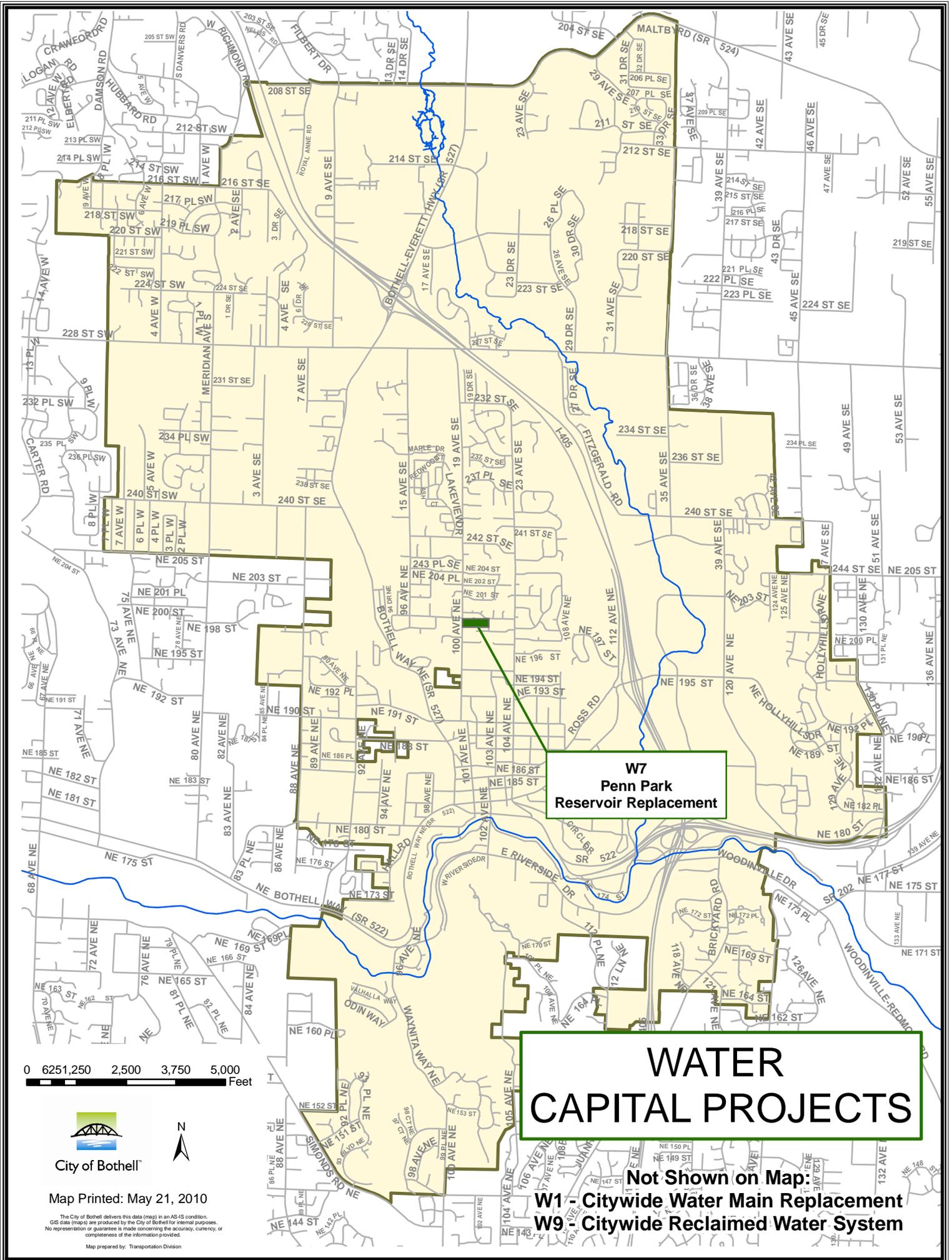
PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	200	525	0	0	0	0	0	0	525	725
Estimated Project Cost	200	525	0	0	0	0	0	0	525	725
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

Water



Water Capital Projects



W7
Penn Park
Reservoir Replacement

WATER CAPITAL PROJECTS

Not Shown on Map:

- W1 - Citywide Water Main Replacement**
- W9 - Citywide Reclaimed Water System**

0 6251,250 2,500 3,750 5,000 Feet



City of Bothell



Map Printed: May 21, 2010

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Map prepared by: Transportation Division

Water Capital Projects

<u>CFP NAME</u>	<u>CFP NUMBERS</u>
Annual Water Main Capital Replacement.....	W1
Penn Park Reservoir Replacement.....	W7
Reclaimed Water System.....	W9
Bloomberg Reservoir Painting.....	W10

Annual Water Main Capital Replacement

CFP #W1

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. The following projects are currently indentified. 2015 - Main Street Enhancement and Intertie with Alderwood Water District #15; 2016 - 105th Avenue NE and PRV #5 Upgrade; 2017 - NE 192nd Place (east and west of 129th Ave NE), and 129th Ave NE.

JUSTIFICATION:

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

TIMING PRIORITY CONSIDERATIONS:

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

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.

PROJECT STOPPING POINT(S):

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

STATUS:

Council Adopted September 21, 2010

Current water main replacements are implemented in conjunction with the following street projects: SR 522 Wayne Curve (CFP #T12) which its construction started in May 2010 and water main will be replaced and upgraded as part of the roadway project. At Bothell Crossroads (CFP #T6), the water main will be relocated as part of the Crossroads project.

Annual Water Main Capital Replacement

CFP #W1

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Design	65				32	100	50	80	262	327
Construction	2,829	100	601		132	375	250	520	1,978	4,807
TOTAL ESTIMATED COSTS	\$2,894	\$100	\$601	\$0	\$164	\$475	\$300	\$600	\$2,240	\$5,134

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Water Capital Project Fund	2,894					300	300	600	1,200	4,094
TOTAL SECURED FUNDING	\$2,894	\$0	\$0	\$0	\$0	\$300	\$300	\$600	\$1,200	\$4,094
UNSECURED FUNDING										
Water Capital Project Fund		100	601		164	175			1,040	1,040
TOTAL UNSECURED FUNDING	\$0	\$100	\$601	\$0	\$164	\$175	\$0	\$0	\$1,040	\$1,040

TOTAL ESTIMATED FUNDING	\$2,894	\$100	\$601	\$0	\$164	\$475	\$300	\$600	\$2,240	\$5,134
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PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	2,894	0	0	0	0	300	300	600	1,200	4,094
Unsecured Funding:	0	100	601	0	164	175	0	0	1,040	1,040
Estimated Project Cost	2,894	100	601	0	164	475	300	600	2,240	5,134
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

Penn Park Reservoir Replacement

CFP #W7

DESCRIPTION:

One million gallons is the storage requirement for the 284 pressure zone per the 2001 Water Comprehensive Plan. The Penn Park Reservoir, built in 1960 is a half-million gallon tank. Currently the storage needs are being reevaluated with the update of the Comprehensive Plan. Due to the downtown redevelopment the storage requirement may turn out to be higher. During design it will be determined if the existing tank should stay with the additional storage provided through a second tank.

JUSTIFICATION:

Replacement of this reservoir is necessary to ensure the City's water system continues to operate effectively.

TIMING PRIORITY CONSIDERATIONS:

This project was identified and prioritized in the City's Water Comprehensive Plan.

PROJECT COMMENCEMENT REQUIREMENTS:

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

PROJECT STOPPING POINT(S):

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

STATUS:

Council Adopted September 21, 2010

This project was identified in the Water Comprehensive Plan.

Penn Park Reservoir Replacement

CFP #W7

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Design			360						360	360
Construction				700	743				1,443	1,443
TOTAL ESTIMATED COSTS	\$0	\$0	\$360	\$700	\$743	\$0	\$0	\$0	\$1,803	\$1,803

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Water Capital Project Fund			360	700	743				1,803	1,803
TOTAL SECURED FUNDING	\$0	\$0	\$360	\$700	\$743	\$0	\$0	\$0	\$1,803	\$1,803

PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	0	0	360	700	743	0	0	0	1,803	1,803
Estimated Project Cost	0	0	360	700	743	0	0	0	1,803	1,803
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

Reclaimed Water System

CFP #W9

DESCRIPTION:

This project evaluates the potential to develop a reclaimed water system to serve its water customers. King County plans to sell wholesale reclaimed water from its Brightwater Treatment Plant to the City. Reclaimed water is not suitable for human ingestion, but can be used for irrigation, mechanical cooling, and urinal flushing.

JUSTIFICATION:

This project may provide an opportunity to reduce the cost of water to its customers while preserving regional water resources. A lower-rate, environmentally-minded water supply may entice future business opportunities in the City.

TIMING PRIORITY CONSIDERATIONS:

The city has entered into an Interlocal Agreement with King County to jointly fund a feasibility study.

PROJECT COMMENCEMENT REQUIREMENTS:

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

PROJECT STOPPING POINT(S):

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

STATUS:

Council Adopted September 21, 2010

The city has entered into an Interlocal Agreement with King County to jointly fund a feasibility study. It is anticipated that the feasibility study will start in late summer 2010.

Reclaimed Water System

CFP #W9

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Design	88	38							38	126
TOTAL ESTIMATED COSTS	\$88	\$38	\$0	\$0	\$0	\$0	\$0	\$0	\$38	\$126

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Grant Awarded (King County ILA)	35	15							15	50
Utilities - Water Share	53	23							23	76
TOTAL SECURED FUNDING	\$88	\$38	\$0	\$0	\$0	\$0	\$0	\$0	\$38	\$126

PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	88	38	0	0	0	0	0	0	38	126
Estimated Project Cost	88	38	0	0	0	0	0	0	38	126
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

Bloomberg Reservoir Painting

CFP #W10

DESCRIPTION:

The 5.0 Million Gallon Bloomberg Reservoir Steel Tank Painting Project will consist of sandblasting, spot repairs and painting of the interior of the tank.

JUSTIFICATION:

The tank was constructed in 1985 and the exterior of the tank was repainted in early 2000 and the interior is due for a new fresh of paint. Typically, interior should be done once every 20 to 25 years cycle. Inspection of the interior of the tank was performed in 2008 and the inspection found that the original paint is in poor condition and is due for repainting in the next few years.

TIMING PRIORITY CONSIDERATIONS:

The project is identified in the proposed water comp plan update and the update is expected to be finalized for adoption by the end of this year.

PROJECT COMMENCEMENT REQUIREMENTS:

This project is approved to commence upon adoption of water utility budget.

PROJECT STOPPING POINT(S):

Program spending is not authorized in excess of adopted funding resources

STATUS:

Council Adopted September 21, 2010

This project is in the proposed water comprehensive plan update.

Bloomberg Reservoir Painting

CFP #W10

Numbers in Thousands (000)

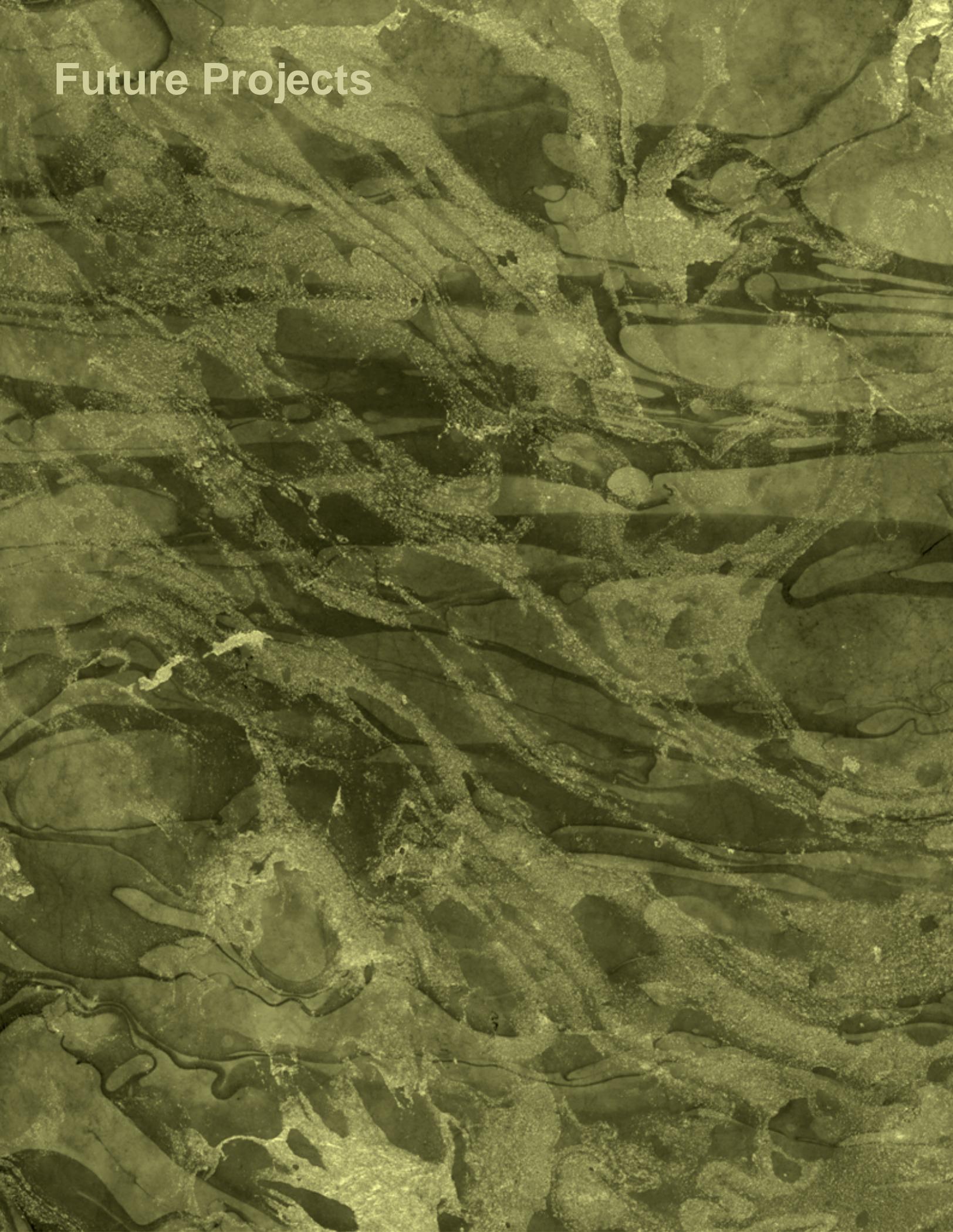
ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Design								80	80	80
Construction								520	520	520
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$600	\$600

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Water Capital Project Fund								600	600	600
TOTAL SECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$600	\$600

PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	0	0	0	0	0	0	0	600	600	600
Estimated Project Cost	0	0	0	0	0	0	0	600	600	600
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

Future Projects



Future Projects

<u>CFP NAME</u>	<u>CFP NUMBERS</u>
Fire Station Facility Needs	F3
Centennial Park Improvements: Phase 2.....	P1a
North Creek - Field 3	P3
Cedar Grove Park, Phase II	P6
Regional Aquatic Center & Community Center	P12
Park Master Planning	P19
North Creek Trail - Section 3 (SR 527 from 214th Street SE to 500 Feet S of SR 524).....	T2e
39 th Avenue SE Extension - Bothell Connector (240 th Street SE to 228 th Street SE).....	T8
Beardslee Boulevard & NE 185th Street Intersection Improvement	T21
East Riverside Drive Improvements: Phase 1a (102nd to 111th Avenue NE)	T33a
East Riverside Drive Improvements: Phase 2	T33b
(111th Avenue NE to Riverside Mobile Home Park)	
SR 527 Multiway Boulevard: Phase 2 (185 th N)	T39
Main Street Enhancement: Phase 2 (102 nd Avenue NE to Kaysner Way).....	T42
NE 185th Street Improvements	T45
SR 527/228th Street SE Intersection Congestion Relief	T48
NE 200th Street Sidewalk (100th Avenue to 104th Avenue)	T49
5th Avenue W Pedestrian Safety Improvements	T50
108th Avenue NE Roadway Rehabilitation.....	T51
Arterial Mobility Interim Improvements Project (35th Avenue SE/39th Avenue SE)	T52
Pop Keeney Connector Project (NE 185th Street/98th Avenue NE).....	T53
Enhancement of Natural Resources.....	SW2
Horse Creek Pipe Replacement Five Foot Diameter Fish Passable Pipe	SW11
Sammamish River Side Channel Restoration	SW12

Fire Station Facility Needs

CFP #F3

DESCRIPTION:

A new fire station will reduce response and travel time to yet-to-be determined areas of the community. The location will be identified through the results of a comprehensive facility demand study which will help to determine the priority need.

JUSTIFICATION:

The June 2008 CFP's original project proposal was to rebuild the Queensborough Fire Station (Station 44). The decision was based on the City and Fire District 10 jointly financing the project with District funding supplemented with a potential grant. The grant was not awarded, and the District invested in upgrading the existing station. The Council has decided to pursue annexation of the City's MUGA and PAA. With these facts, the Department is now looking at the total response area for priority needs. The Facility Demand/Travel Time Study (Study) states there is a need for a fire station in the south, but we must look at the total response area to include the potential of the City's MUGA and PAA annexations.

TIMING PRIORITY CONSIDERATIONS:

This project is on hold pending location priorities, identification of project costs and possible funding sources.

PROJECT COMMENCEMENT REQUIREMENTS:

This project is not authorized to commence until sufficient financing is secured and funding resources are appropriated in the City's budget.

PROJECT STOPPING POINT(S):

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

STATUS:

Council Adopted September 21, 2010

The Public Safety Committee has tasked the Fire and EMS Department to look at the existing city and annexation areas for fire station needs. The Department is researching its current level of service (LOS), which will then be used when identifying the optimum location(s) for fire station needs.

Fire Station Facility Needs

CFP #F3

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Construction			5,000						5,000	5,000
TOTAL ESTIMATED COSTS	\$0	\$0	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$5,000

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
UNSECURED FUNDING										
Voted Fire Facility Improvement Go Bond			5,000						5,000	5,000
TOTAL UNSECURED FUNDING	\$0	\$0	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$5,000

PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Unsecured Funding:	0	0	5,000	0	0	0	0	0	5,000	5,000
Estimated Project Cost	0	0	5,000	0	0	0	0	0	2,500	5,000
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0

Council Adopted September 21, 2010

Centennial Park Improvements: Phase 2

CFP #P1a

DESCRIPTION:

This park was mater planned in 2002. The project will be broken into several phases: Phase 1 was completed in 2009 and it consisted of a paved parking lot, landscaping, paved trails, utilities, wetland buffer plantings and restoration, picnic tables, shelters and meadow seeding and restrooms. The next phases would include pocket wetland restoration, boardwalk loop, bridges,, overlooks and wetland restoration.

JUSTIFICATION:

The site was purchased in 1997 with Conservation Futures funding and is limited to passive recreation usage. This park site is located on the northern boundary of the City in an area where there is no public recreation facilities. The phased construction of the master plan for the park has been modified to be consistent with other improvements in the area.

TIMING PRIORITY CONSIDERATIONS:

The proposed project requires voter park bond approval.

PROJECT COMMENCEMENT REQUIREMENTS:

Project spending is not approved until all financing is identified and secured.

PROJECT STOPPING POINT(S):

Spending is not authorized to exceed monies received and available.

STATUS:

Council Adopted September 21, 2010

No work has begun until a funding source is secured.

Centennial Park Improvements: Phase 2

CFP #P1a

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Pre-design	66								0	66
Design	192					100			100	292
Construction	1,251						615		615	1,866
TOTAL ESTIMATED COSTS	\$1,509	\$0	\$0	\$0	\$0	\$100	\$615	\$0	\$715	\$2,224

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	1,257								0	1,257
Capital Improvement Fund (Park Impact Fees Transfer)	252								0	252
TOTAL SECURED FUNDING	\$1,509	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,509
UNSECURED FUNDING										
Funding Source (TBD)						100	615		715	715
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$100	\$615	\$0	\$715	\$715

TOTAL ESTIMATED FUNDING	\$1,509	\$0	\$0	\$0	\$0	\$100	\$615	\$0	\$715	\$2,224
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PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	1,509	0	0	0	0	0	0	0	0	1,509
Unsecured Funding:	0	0	0	0	0	100	615	0	715	715
Estimated Project Cost	1,509	0	0	0	0	100	615	0	715	2,224
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

North Creek - Field 3

CFP #P3

DESCRIPTION:

This project will redevelop an existing natural turf multi-purpose sportsfield into a multi-purpose field with a synthetic surface similar to North Creek Fields #1 and #4, with the addition of a turf infield. This project will require redesign of the drainage system, replacement of the sand base with a permeable gravel base, as well as installation of synthetic turf, fencing, and upgrading of the back-stops. The funding strategy is for a bond issue to be placed on the ballot in 2013 for voter consideration.

JUSTIFICATION:

The community is in need of additional year-round youth and adult recreation facilities. Lights were added to the site in 2002. The addition of a synthetic surface allows for play 12 months per year until 11 p.m. This increases field usage by approximately 25 percent.

TIMING PRIORITY CONSIDERATIONS:

The funding strategy is for a bond issue to be placed on the ballot in 2013 for voter consideration.

PROJECT COMMENCEMENT REQUIREMENTS:

The project is approved to commence once all financing has been secured.

PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources

STATUS:

Council Adopted September 21, 2010

The Northshore Youth Soccer Association declined to fund a portion of this project. Staff is proposing postponement of the project until another funding source is secured.

North Creek - Field 3

CFP #P3

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Construction	66			1,246					1,246	1,312
TOTAL ESTIMATED COSTS	\$66	\$0	\$0	\$1,246	\$0	\$0	\$0	\$0	\$1,246	\$1,312

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	66								0	66
TOTAL SECURED FUNDING	\$66	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$66
UNSECURED FUNDING										
Voter Approved Bond				1,246					1,246	1,246
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$1,246	\$0	\$0	\$0	\$0	\$1,246	\$1,246

PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	66	0	0	0	0	0	0	0	0	66
Unsecured Funding:	0	0	0	1,246	0	0	0	0	1,246	1,246
Estimated Project Cost	66	0	0	1,246	0	0	0	0	1,246	1,312
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

Cedar Grove Park, Phase II

CFP #P6

DESCRIPTION:

Phase II completes development of this park. Improvements include grading and development of the grass sportsfield (including backstops and infield/outfield surfaces), the second phase of play equipment, and renovation of the maintenance building (including additional parking and access). Due to budget constraints, street frontage improvements are planned for 2011 following completion of the phase II improvements.

JUSTIFICATION:

The City's adopted Park Master Plan calls for the completion of the park facilities listed above. There is strong support for this sportsfield facility from the local youth sports organizations because Bothell currently has a limited number of recreation programming facilities. Renovation of the Cedar Grove Park maintenance building provides for on-site programming such as day camps.

TIMING PRIORITY CONSIDERATIONS:

The project timeline must meet Brightwater Mitigation requirements and must comply with parks mitigation requirements. This project went to bid in June 2009 with a bid awarded in July 2009, and construction beginning in August 2009.

PROJECT COMMENCEMENT REQUIREMENTS:

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

PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources

STATUS:

Council Adopted September 21, 2010

Phase II will complete the development of Cedar Grove Park.

Cedar Grove Park, Phase II

CFP #P6

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Construction	460			320					320	780
TOTAL ESTIMATED COSTS	\$460	\$0	\$0	\$320	\$0	\$0	\$0	\$0	\$320	\$780

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Capital Improvement Fund (Park Impact Fees Transfer)	320								0	320
Mitigation - Brightwater	140								0	140
TOTAL SECURED FUNDING	\$460	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$460
UNSECURED FUNDING										
Capital Improvement Fund (Park Impact Fees Transfer)				320					320	320
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$320	\$0	\$0	\$0	\$0	\$320	\$320

TOTAL ESTIMATED FUNDING	\$460	\$0	\$0	\$320	\$0	\$0	\$0	\$0	\$320	\$780
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PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	460	0	0	0	0	0	0	0	0	460
Unsecured Funding:	0	0	0	320	0	0	0	0	320	320
Estimated Project Cost	460	0	0	320	0	0	0	0	320	780
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

Regional Aquatic Center & Community Center

CFP #P12

DESCRIPTION:

Construction of an aquatic and/or community center to serve either the Parks Regional 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.

JUSTIFICATION:

The existing Northshore Pool has been closed for the last year. McMenamins will operate and reopen the pool in mid 2013 as part of its purchase and sale agreement with the City. However, there is still a need for an aquatic facility that serves the interest of the community.

TIMING PRIORITY CONSIDERATIONS:

The proposed project requires voter approval.

PROJECT COMMENCEMENT REQUIREMENTS:

This project cannot proceed unless voters agree to fund the facility through a general obligation bond.

PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of voter-approved general obligation bond resources.

STATUS:

Council Adopted September 21, 2010

An aquatic needs study was completed in 2008 to identify pool facility needs in the greater Northshore area. Funding for an aquatics facility has not been secured.

Regional Aquatic Center & Community Center

CFP #P12

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Construction						7,500			7,500	7,500
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$0	\$0	\$7,500	\$0	\$0	\$7,500	\$7,500

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
UNSECURED FUNDING										
Voted Regional Bond						7,500			7,500	7,500
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$7,500	\$0	\$0	\$7,500	\$7,500

PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Unsecured Funding:	0	0	0	0	0	7,500	0	0	7,500	7,500
Estimated Project Cost	0	0	0	0	0	7,500	0	0	7,500	7,500
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

Park Master Planning

CFP #P19

DESCRIPTION:

Master Planning is needed for Bothell's existing park and recreation facilities. Public input will be gathered to ensure park master plans meet the needs of the community. Each park master plan should include cost estimates, as well as funding options so the City can develop a recommended citywide park funding strategy. Blyth Park master plan will be completed in 2011.

JUSTIFICATION:

The City's park and recreation facilities have either never been master planned or the plan is outdated and obsolete.

TIMING PRIORITY CONSIDERATIONS:

In 2011, a master plan will be developed for Blyth Park.

PROJECT COMMENCEMENT REQUIREMENTS:

Park master planning is approved to commence when financing is secured and funding resources are appropriated in the City's budget.

PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources

STATUS:

Council Adopted September 21, 2010

The City issued a solicitation for RFQs to master plan 1st Lt. Nicholas Madrazo U.S. M.C. Memorial Park and Blyth Park. The Park at Bothell Landing master plan will be completed in 2010.

Park Master Planning

CFP #P19

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Consultant Study	200			100					100	300
TOTAL ESTIMATED COSTS	\$200	\$0	\$0	\$100	\$0	\$0	\$0	\$0	\$100	\$300

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	200								0	200
TOTAL SECURED FUNDING	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200
UNSECURED FUNDING										
Funding Source (TBD)				100					100	100
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$0	\$100	\$100

TOTAL ESTIMATED FUNDING	\$200	\$0	\$0	\$100	\$0	\$0	\$0	\$0	\$100	\$300
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PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	200	0	0	0	0	0	0	0	0	200
Unsecured Funding:	0	0	0	100	0	0	0	0	100	100
Estimated Project Cost	200	0	0	100	0	0	0	0	100	300
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

North Creek Trail - Section 3
(SR 527 from 214th Street SE to 500 Feet S of SR 524)
CFP #T2e

DESCRIPTION:

North Creek Trail is a seven-mile trail connecting the Burke-Gillman/ Sammamish River Trail in King County and the Interurban Trail at McCollum Park in Snohomish County.

JUSTIFICATION:

This project is for the construction of the last trail segment in the City of Bothell. It is identified as Section 3; SR 527 From 214th Street 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 will connect to an existing trail located just south of SR 524.

TIMING PRIORITY CONSIDERATIONS:

The project timeline must meet the grant requirements if secured.

PROJECT COMMENCEMENT REQUIREMENTS:

Project spending is not authorized.

PROJECT STOPPING POINT(S):

Project spending has not been authorized.

STATUS:

Council Adopted September 21, 2010

Two federal grants have been applied for design, right-of-way and construction funding. If awarded, design work could begin in November 2010.

North Creek Trail - Section 3 (SR 527 from 214th Street SE to 500 Feet S of SR 524)

CFP #T2e

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Design		160							160	160
ROW Acquisition		190							190	190
Construction		650							650	650
TOTAL ESTIMATED COSTS	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$1,000

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
UNSECURED FUNDING										
Funding Source (TBD)		50							50	50
Grant Pending (Fed - WSDOT)		950							950	950
TOTAL UNSECURED FUNDING	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$1,000

PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Unsecured Funding:	0	1,000	0	0	0	0	0	0	1,000	1,000
Estimated Project Cost	0	1,000	0	0	0	0	0	0	1,000	1,000
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

39th Avenue SE Extension - Bothell Connector (240th Street SE to 228th Street SE)

CFP #T8

DESCRIPTION:

This project will construct a three-lane arterial roadway from 240th Street SE to north of 228th Street SE where there is currently a gap in the existing north-south arterial. Other project elements include bicycle lanes, planting strips, sidewalks and reconfigured and signalized intersections. The City of Bothell and Snohomish County are partners in this project. A future phase may include improvements on 39th Avenue SE between 228th Street SE and Maltby Road (SR 524).

JUSTIFICATION:

The project completes a vital missing link on the north-south arterial roadway network between Woodinville and Everett. The project will improve capacity, mobility, and safety on this north-south corridor. It will also reduce traffic on nearby north-south residential streets.

TIMING PRIORITY CONSIDERATIONS:

None identified at this time.

PROJECT COMMENCEMENT REQUIREMENTS:

Project spending is not approved until all financing is identified and secured.

PROJECT STOPPING POINT(S):

Spending is not authorized to exceed monies received and available.

STATUS:

Council Adopted September 21, 2010

No work has begun until a funding source is secured.

39th Avenue SE Extension - Bothell Connector (240th Street SE to 228th Street SE)

CFP #T8

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Predesign	6								0	6
Design	2,638	953	361						1,314	3,952
ROW Acquisition	6		9,274	21,493					30,767	30,773
Construction					17,450	23,534			40,984	40,984
TOTAL ESTIMATED COSTS	\$2,650	\$953	\$9,635	\$21,493	\$17,450	\$23,534	\$0	\$0	\$73,065	\$75,715

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	1,742								0	1,742
Grant Awarded (TIB)	330								0	330
Contributions (Snoho Cnty)	578								0	578
TOTAL SECURED FUNDING	\$2,650	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,650
UNSECURED FUNDING										
Funding Source (TBD)		953	9,635	21,493	17,450	23,534			73,065	73,065
TOTAL UNSECURED FUNDING	\$0	\$953	\$9,635	\$21,493	\$17,450	\$23,534	\$0	\$0	\$73,065	\$73,065

TOTAL ESTIMATED FUNDING	\$2,650	\$953	\$9,635	\$21,493	\$17,450	\$23,534	\$0	\$0	\$73,065	\$75,715
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PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	2,650	0	0	0	0	0	0	0	0	2,650
Unsecured Funding:	0	953	9,635	21,493	17,450	23,534	0	0	73,065	73,065
Estimated Project Cost	2,650	953	9,635	21,493	17,450	23,534	0	0	73,065	75,715
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

Beardslee Boulevard & NE 185th Street Intersection Improvement

CFP #T21

DESCRIPTION:

This project is designed to enhance safety and capacity by improving the current one-way stop control.

JUSTIFICATION:

The Beardslee Boulevard and NE 185th Street intersection provides a vital connection between the University of Washington Bothell/Cascadia Community College Campus and Bothell's historic downtown area. This intersection is also in close proximity to the City's main Downtown Firehouse. Improving the operation of the intersection will enhance both the safety of the intersection, as well as the capacity.

TIMING PRIORITY CONSIDERATIONS:

The project is on hold until a funding source is identified.

PROJECT COMMENCEMENT REQUIREMENTS:

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

PROJECT STOPPING POINT(S):

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

STATUS:

Council Adopted September 21, 2010

Project design and construction are anticipated in 2014.

Beardslee Boulevard & NE 185th Street Intersection Improvement

CFP #T21

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Predesign					25				25	25
Design					50				50	50
Construction					125				125	125
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$200	\$200

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
UNSECURED FUNDING										
Funding Source (TBD)					200				200	200
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$200	\$200

PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Unsecured Funding:	0	0	0	0	200	0	0	0	200	200
Estimated Project Cost	0	0	0	0	200	0	0	0	200	200
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

East Riverside Drive Improvements: Phase 1a
(102nd to 111th Avenue NE)
CFP #T33a

DESCRIPTION:

This project constructs a paved shoulder on the north side of East Riverside Drive between 102nd Avenue NE and 111th Ave NE (Phase 1 Project Limits).

JUSTIFICATION:

This project will provide interim widen paved shoulder on the north side of the roadway for pedestrian and bicycle use. This project builds in the improvements from Phase 1 project (CFP #T33) that was completed early 2010.

TIMING PRIORITY CONSIDERATIONS:

None identified at this time.

PROJECT COMMENCEMENT REQUIREMENTS:

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

PROJECT STOPPING POINT(S):

Project spending has not been authorized.

STATUS:

Council Adopted September 21, 2010

No work has begun until a funding source is secured.

East Riverside Drive Improvements: Phase 1a (102nd to 111th Avenue NE)

CFP #T33a

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Design		25							25	25
Construction		260							260	260
TOTAL ESTIMATED COSTS	\$0	\$285	\$0	\$0	\$0	\$0	\$0	\$0	\$285	\$285

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
UNSECURED FUNDING										
Funding Source (TBD)		285							285	285
TOTAL UNSECURED FUNDING	\$0	\$285	\$0	\$0	\$0	\$0	\$0	\$0	\$285	\$285

PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Unsecured Funding:	0	285	0	0	0	0	0	0	285	285
Estimated Project Cost	0	285	0	0	0	0	0	0	285	285
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

East Riverside Drive Improvements: Phase 2
(111th Avenue NE to Riverside Mobile Home Park)
CFP #T33b

DESCRIPTION:

This project is the construction of East Riverside Drive Improvements: Phase 1 (CFP #T33) to construct sidewalk between 111th Ave NE and the Riverside Mobile Home Park.

JUSTIFICATION:

There is a demand for this pedestrian facility due to increase in the nearby residential population. This project increases pedestrian safety into downtown from south of the Sammamish River while also providing access to the regional trail system.

TIMING PRIORITY CONSIDERATIONS:

None identified at this time.

PROJECT COMMENCEMENT REQUIREMENTS:

This project is not approved to commence until funding is appropriated by City's Council.

PROJECT STOPPING POINT(S):

Project spending has not been authorized.

STATUS:

Council Adopted September 21, 2010

No work has begun until a funding source is secured.

East Riverside Drive Improvements: Phase 2 (111th Avenue NE to Riverside Mobile Home Park)

CFP #T33b

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Predesign		50							50	50
Design		350							350	350
ROW Acquisition		75							75	75
Construction			1,650						1,650	1,650
TOTAL ESTIMATED COSTS	\$0	\$475	\$1,650	\$0	\$0	\$0	\$0	\$0	\$2,125	\$2,125

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
UNSECURED FUNDING										
Funding Source (TBD)		375	1,100						1,475	1,475
Utilities - Sewer Share			50						50	50
Utilities - Water Share		100	500						600	600
TOTAL UNSECURED FUNDING	\$0	\$475	\$1,650	\$0	\$0	\$0	\$0	\$0	\$2,125	\$2,125

PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Unsecured Funding:	0	475	1,650	0	0	0	0	0	2,125	2,125
Estimated Project Cost	0	475	1,650	0	0	0	0	0	2,125	2,125
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

SR 527 Multiway Boulevard: Phase 2
(185th Street N)
CFP #T39

DESCRIPTION:

This project constructs a Multiway Boulevard linking the east and west sides of Downtown Bothell across SR 527. The Multiway Boulevard is intended to be the "show piece public space" in the City's revitalized downtown core. The Multiway Boulevard consists of four travel lanes, a left turn lane, two side medians with large trees, 2 side lanes with parking, and wide sidewalks with trees.

JUSTIFICATION:

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

TIMING PRIORITY CONSIDERATIONS:

This project was put on hold after the 60% design documents were completed.

PROJECT COMMENCEMENT REQUIREMENTS:

The Multiway Boulevard project is to be funded by various sources to be determined, including but not limited to property sale proceeds, utility funds and the capital improvement fund.

PROJECT STOPPING POINT(S):

The project's construction phase is not to commence until all funding sources are secured.

STATUS:

Council Adopted September 21, 2010

No work has begun until a funding source is secured.

**SR 527 Multiway Boulevard: Phase 2
(185th N)
CFP #T39**

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Design						1,800			1,800	1,800
ROW Acquisition						730			730	730
Construction							6,000	3,500	9,500	9,500
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$0	\$0	\$2,530	\$6,000	\$3,500	\$12,030	\$12,030

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
UNSECURED FUNDING										
Funding Source (TBD)						2,530	6,000	3,500	12,030	12,030
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$2,530	\$6,000	\$3,500	\$12,030	\$12,030

PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Unsecured Funding:	0	0	0	0	0	2,530	6,000	3,500	12,030	12,030
Estimated Project Cost	0	0	0	0	0	2,530	6,000	3,500	12,030	12,030
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

Main Street Enhancement: Phase 2 (102nd Avenue NE to Kaysner Way)

CFP #T42

DESCRIPTION:

The Main Street Enhancement, Phase 2 project implements improvements to Main Street from 102nd Avenue NE to Kaysner Way. The project reworks the entire streetscape from building front to building front - approximately 60 feet total width. This phase of the project comprises of improvements on Main Street from just east of the 102nd Avenue NE intersection to Kaysner. During the Downtown Plan roundtable process, one idea for Main Street was to incorporate a flexible parking zone. This would allow parallel parking that could, on occasion, be used for other purposes such as outdoor cafe seating. This project would also address deterioration of storm, sewer, and water utilities within the street cross-section as necessary due to age and deterioration.

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 within the City's downtown core.

TIMING PRIORITY CONSIDERATIONS:

This project was put on hold after the 20% design documents were completed.

PROJECT COMMENCEMENT REQUIREMENTS:

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

PROJECT STOPPING POINT(S):

Spending is not authorized to exceed monies received and available.

STATUS:

Council Adopted September 21, 2010

No work has begun until a funding source is secured.

Main Street Enhancement: Phase 2 (102nd Avenue NE to Kaysner Way)

CFP #T42

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Design							600		600	600
Construction								4,261	4,261	4,261
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$4,261	\$4,861	\$4,861

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
UNSECURED FUNDING										
Funding Source (TBD)							600	4,261	4,861	4,861
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$4,261	\$4,861	\$4,861

PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Unsecured Funding:	0	0	0	0	0	0	600	4,261	4,861	4,861
Estimated Project Cost	0	0	0	0	0	0	600	4,261	4,861	4,861
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

NE 185th Street Improvements

CFP #T45

DESCRIPTION:

The NE 185th Street Improvements project extends NE 185th Street west from SR 527 to 98th Avenue NE. In addition, 98th Avenue NE will be improved to match NE 185th Street. Street improvements include sidewalks, curbs, gutters, landscaping, and urban elements such as bike racks and benches. The street will be designed to accommodate transit and could include parking.

JUSTIFICATION:

This project will extend NE 185th Street SE west to intersect 98th Avenue NE. This extension creates a key east-west downtown street as envisioned in the Downtown Plan. These street improvements also prepare the roadway for potential use as a transit oriented street (TOS).

TIMING PRIORITY CONSIDERATIONS:

This project is to be funded by developer contributions. Ownership of the Northshore School District (NSD) property eliminates the need for the City to acquire right-of-way for this project. Project design will commence in 2010 to enable marketing of adjacent surplus property to buyers.

PROJECT COMMENCEMENT REQUIREMENTS:

Project spending is not approved until all financing is secured (developer contributions).

PROJECT STOPPING POINT(S):

Spending is not authorized to exceed monies received and available.

STATUS:

Council Adopted September 21, 2010

Design work will commence for this project in 2010 to accommodate the sale of portions of the Northshore School District (NSD).

NE 185th Street Improvements

CFP #T45

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Design	313	461							461	774
ROW Acquisition		828							828	828
Construction			3,640	1,718					5,358	5,358
TOTAL ESTIMATED COSTS	\$313	\$1,289	\$3,640	\$1,718	\$0	\$0	\$0	\$0	\$6,647	\$6,960

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	313								0	313
TOTAL SECURED FUNDING	\$313	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$313
UNSECURED FUNDING										
Contributions (Developers)		1,289	3,640	1,718					6,647	6,647
TOTAL UNSECURED FUNDING	\$0	\$1,289	\$3,640	\$1,718	\$0	\$0	\$0	\$0	\$6,647	\$6,647

TOTAL ESTIMATED FUNDING	\$313	\$1,289	\$3,640	\$1,718	\$0	\$0	\$0	\$0	\$6,647	\$6,960
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PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	313	0	0	0	0	0	0	0	0	313
Unsecured Funding:	0	1,289	3,640	1,718	0	0	0	0	6,647	6,647
Estimated Project Cost	313	1,289	3,640	1,718	0	0	0	0	6,647	6,960
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

SR 527/228th Street SE Intersection Congestion Relief

CFP #T48

DESCRIPTION:

This project is envisioned to develop and implement a short-term congestion relief plan that addresses safety and mobility at the Bothell Everett Highway (SR 527) and 228th Street SE intersection for the eastbound left turning traffic.

JUSTIFICATION:

The Bothell Everett Highway intersection with the 228th Street SE is one of the most congested intersections in the city. It has been the subject of many studies in recent years leading to some signal operation improvements. The most critical movement at the intersection is the eastbound left turn movement. The proposed project is aimed at adding a second left turn lane by making limited changes in signal and channelization at the intersection.

TIMING PRIORITY CONSIDERATIONS:

None identified at this time.

PROJECT COMMENCEMENT REQUIREMENTS:

Project spending is not approved until all financing is identified and secured.

PROJECT STOPPING POINT(S):

Spending is not authorized to exceed monies received and available.

STATUS:

Council Adopted September 21, 2010

No work has begun until a funding source is secured.

SR 527/228th Street SE Intersection Congestion Relief CFP #T48

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Predesign		10							10	10
Design		20							20	20
Construction		120							120	120
TOTAL ESTIMATED COSTS	\$0	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$150	\$150

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
UNSECURED FUNDING										
Funding Source (TBD)		150							150	150
TOTAL UNSECURED FUNDING	\$0	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$150	\$150

PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Unsecured Funding:	0	150	0	0	0	0	0	0	150	150
Estimated Project Cost	0	150	0	0	0	0	0	0	150	150
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

**NE 200th Street Sidewalk
(100th Avenue to 104th Avenue)
CFP #T49**

DESCRIPTION:

This project constructs concrete curb, gutter, and sidewalk along the north side of NE 200th Street between 100th Ave NE and 104th Ave NE.

JUSTIFICATION:

There is a demand for this sidewalk to provide a safe walking area for pedestrians as mitigation to the partial closure at 242th Street SE. This provides a safer route for vehicles using NE 200th Street for east-west connection neighborhoods.

TIMING PRIORITY CONSIDERATIONS:

This project is the next priority project approved by City Council to construct using funds program for Sidewalk / Walkway program (CFP #T19).

PROJECT COMMENCEMENT REQUIREMENTS:

Construction is programmed to occur after design is completed end of 2011.

PROJECT STOPPING POINT(S):

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

STATUS:

Council Adopted September 21, 2010

This project was identified to begin design work as funding is appropriated in 2011.

NE 200th Street Sidewalk (100th Avenue to 104th Avenue)

CFP #T49

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Design		50							50	50
Construction			260						260	260
TOTAL ESTIMATED COSTS	\$0	\$50	\$260	\$0	\$0	\$0	\$0	\$0	\$310	\$310

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
UNSECURED FUNDING										
Funding Source (TBD)		50	260						310	310
TOTAL UNSECURED FUNDING	\$0	\$50	\$260	\$0	\$0	\$0	\$0	\$0	\$310	\$310

PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Unsecured Funding:	0	50	260	0	0	0	0	0	310	310
Estimated Project Cost	0	50	260	0	0	0	0	0	310	310
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

5th Avenue W Pedestrian Safety Improvements

CFP #T50

DESCRIPTION:

This project constructs an extruded concrete curb along the east side of 5th Ave W between 240th and the Shelton View Elementary School.

JUSTIFICATION:

There is a demand for this pedestrian facility due to vehicles turning around mid-block during the heavy drop off and pick up times at the school. This project increases pedestrian safety to the children walking along 5th Ave W to the school.

TIMING PRIORITY CONSIDERATIONS:

None identified at this time.

PROJECT COMMENCEMENT REQUIREMENTS:

Project spending is not approved until all financing is identified and secured.

PROJECT STOPPING POINT(S):

Spending is not authorized to exceed monies received and available.

STATUS:

Council Adopted September 21, 2010

No work has begun until a funding source is secured.

5th Avenue W Pedestrian Safety Improvements

CFP #T50

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Design		15							15	15
Construction		55							55	55
TOTAL ESTIMATED COSTS	\$0	\$70	\$0	\$0	\$0	\$0	\$0	\$0	\$70	\$70

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
UNSECURED FUNDING										
Funding Source (TBD)		70							70	70
TOTAL UNSECURED FUNDING	\$0	\$70	\$0	\$0	\$0	\$0	\$0	\$0	\$70	\$70

PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Unsecured Funding:	0	70	0	0	0	0	0	0	70	70
Estimated Project Cost	0	70	0	0	0	0	0	0	70	70
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

108th Avenue NE Roadway Rehabilitation

CFP #T51

DESCRIPTION:

This project will rehabilitate the roadway along 108th Ave NE between East Riverside Drive and the Bothell City Limits (NE 169th if extended).

JUSTIFICATION:

There are concerns with roadway conditions along 108th. The road is showing signs of deterioration and settlement.

TIMING PRIORITY CONSIDERATIONS:

None identified at this time.

PROJECT COMMENCEMENT REQUIREMENTS:

Project spending for predesign is authorized when funding resources are appropriated in the City's budget. Project costs for reconstruction of this roadway portion is beyond available funds programmed for city's annual overlay programs for 2011 and 2012.

PROJECT STOPPING POINT(S):

Spending is not authorized to exceed monies received and available.

STATUS:

Council Adopted September 21, 2010

No work has begun until a funding source is secured.

108th Avenue NE Roadway Rehabilitation

CFP #T51

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Predesign		75							75	75
Design			250						250	250
ROW Acquisition			50						50	50
Construction				800					800	800
TOTAL ESTIMATED COSTS	\$0	\$75	\$300	\$800	\$0	\$0	\$0	\$0	\$1,175	\$1,175

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
UNSECURED FUNDING										
Funding Source (TBD)		75	300	800					1,175	1,175
TOTAL UNSECURED FUNDING	\$0	\$75	\$300	\$800	\$0	\$0	\$0	\$0	\$1,175	\$1,175

PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Unsecured Funding:	0	75	300	800	0	0	0	0	1,175	1,175
Estimated Project Cost	0	75	300	800	0	0	0	0	1,175	1,175
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

Arterial Mobility Interim Improvements Project
(35th Avenue SE/39th Avenue SE)
CFP #T52

DESCRIPTION:

This project is aimed at making limited operational improvements along 35th Ave, between 240th and 228th street. Such an interim plan is aimed at improving the safety and intersection capacity improvements. Safety improvements envisioned in this plan would provide for a temporary walkway to provide a continuous non-motorized/pedestrian path along the corridor. The plan also would provide for a crosswalk across the 35th to provide for pedestrian connection. Intersections of 35th/240 is envisioned to be controlled by traffic circle while the 240th/39th intersection will be signalized.

JUSTIFICATION:

Both the intersections of 240th/39th and 240th/35th are congested intersections during weekday peak hours, as well as some weekends. Both are operating at or near acceptable LOS. The 35th corridor lacks a continuous pedestrian walkway nor offers a safe crossing point along its section between 240th and 228th streets. With the growth of business activities within the subject are, there is an urgent need to make safety and traffic capacity improvements along the 35th corridor and its intersections with 240th and 39th Ave. These improvements are somewhat consistent with the technical studies performed for the city as a part of the Bothell Connector project.

TIMING PRIORITY CONSIDERATIONS:

None identified at this time.

PROJECT COMMENCEMENT REQUIREMENTS:

Project spending is not approved until all financing is identified and secured.

PROJECT STOPPING POINT(S):

Spending is not authorized to exceed monies received and available.

STATUS:

Council Adopted September 21, 2010

No work has begun until a funding source is secured.

Arterial Mobility Interim Improvements Project (35th Avenue SE/39th Avenue SE)

CFP #T52

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Predesign		20							20	20
Design		20	30	40					90	90
ROW Acquisition				50	100				150	150
Construction		150	360	50	360				920	920
TOTAL ESTIMATED COSTS	\$0	\$190	\$390	\$140	\$460	\$0	\$0	\$0	\$1,180	\$1,180

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
UNSECURED FUNDING										
Funding Source (TBD)		190	390	140	460				1,180	1,180
TOTAL UNSECURED FUNDING	\$0	\$190	\$390	\$140	\$460	\$0	\$0	\$0	\$1,180	\$1,180

PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Unsecured Funding:	0	190	390	140	460	0	0	0	1,180	1,180
Estimated Project Cost	0	190	390	140	460	0	0	0	1,180	1,180
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

Pop Keeney Connector Project
(NE 185th Street/98th Avenue NE)
CFP #T53

DESCRIPTION:

This project would construct a road that connects the new NE 185th Street near the bend at 98th Ave NE to Pop Keeney Field.

JUSTIFICATION:

This project would meet the vision described in the Downtown Plan.

TIMING PRIORITY CONSIDERATIONS:

This project would be built along with adjacent parcel development. However, 30% design needs to be completed to establish the concept, layout, and right-of-way requirements.

PROJECT COMMENCEMENT REQUIREMENTS:

This project is funded by developer contributions and proceeds from surplus Northshore School District (NSD) property.

PROJECT STOPPING POINT(S):

Further project spending is not approved until all financing is secured (developer contributions are received and the surplus NSD property is sold).

STATUS:

Council Adopted September 21, 2010

Design is slated to begin in late 2010 in conjunction with NE 185th Street (CFP #T45) to accommodate sale of portion of former Northshore School District property.

Pop Kenney Connector Project (NE 185th Street/98th Avenue NE)

CFP #T53

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Design	134	142							142	276
TOTAL ESTIMATED COSTS	\$134	\$142	\$0	\$0	\$0	\$0	\$0	\$0	\$142	\$276

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	134								0	134
TOTAL SECURED FUNDING	\$134	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$134
UNSECURED FUNDING										
Funding Source (TBD)		142							142	142
TOTAL UNSECURED FUNDING	\$0	\$142	\$0	\$0	\$0	\$0	\$0	\$0	\$142	\$142

TOTAL ESTIMATED FUNDING	\$134	\$142	\$0	\$0	\$0	\$0	\$0	\$0	\$142	\$276
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PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	134	0	0	0	0	0	0	0	0	134
Unsecured Funding:	0	142	0	0	0	0	0	0	142	142
Estimated Project Cost	134	142	0	0	0	0	0	0	142	276
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

Enhancement of Natural Resources

CFP #SW2

DESCRIPTION:

Projects are ones that enhance sensitive areas, enhance fish life, and studies that will assist in grant applications and the most appropriate manner of handling storm drainage based on land use, soil conditions, etc. Projects consist of Thrashers Corner Wetland Mitigation, stream rehabilitation and hydrological analyses. The City has been awarded a grant for a study of the confluence of North Creek with the Sammamish River. This will greatly enhance our chances of constructing a rearing and resting area. This is a project that is outlined in the Water Resource Inventory Area (WRIA) 8 Implementation Plan.

JUSTIFICATION:

Enhancement of salmon spawning/return, improved water quality, the maintaining of groundwater resources and elimination of erosion and sedimentation.

TIMING PRIORITY CONSIDERATIONS:

This project was outlined in the City's WRIA 8 implementation Plan.

PROJECT COMMENCEMENT REQUIREMENTS:

The Enhancement of Natural Resources project is approved to commence when financing is secured and funding resources are appropriated in the City's budget.

PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources

STATUS:

Council Adopted September 21, 2010

Studies, grant applications and implementation will occur on an ongoing basis as opportunities and development occur.

Enhancement of Natural Resources

CFP #SW2

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Design	150	30	30	30	30	30			150	300
Construction	1,129	70	70	70	70	70			350	1,479
TOTAL ESTIMATED COSTS	\$1,279	\$100	\$100	\$100	\$100	\$100	\$0	\$0	\$500	\$1,779

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Grant Awarded (KC WRIA - North Creek Confluence)	29								0	29
TOTAL SECURED FUNDING	\$29	\$0	\$29							

UNSECURED FUNDING										
Storm Water Capital Project Fund	162	30	30	30	30	30			150	312
Grant Pending (National Fish & Wildlife Found)	44								0	44
Grant Pending (KC WRIA - North Creek Confluence)	35								0	35
Grant - Enhancement of Natural Resources	13	70	70	70	70	70			350	363
Mitigation - Wetland	996								0	996
TOTAL UNSECURED FUNDING	\$1,250	\$100	\$100	\$100	\$100	\$100	\$0	\$0	\$500	\$1,750

TOTAL ESTIMATED FUNDING	\$1,279	\$100	\$100	\$100	\$100	\$100	\$0	\$0	\$500	\$1,779
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PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	29	0	0	0	0	0	0	0	0	29
Unsecured Funding:	1,250	100	100	100	100	100	0	0	500	1,750
Estimated Project Cost	1,279	100	100	100	100	100	0	0	500	1,779
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

Horse Creek Pipe Replacement

Five Foot Diameter Fish Passable Pipe

CFP #SW11

DESCRIPTION:

This project replaces the Horse Creek pipe with a 5-foot diameter pipe along 98th Ave NE. The pipe will be designed to convey flows exceeding the 100-year storm event and will meet the fish passage criteria established by State Department of Fish and Wildlife. The project begins south of Pop Keeney Field and extends along 98th Avenue to the Sammamish River. The stream will be within an open channel south of the realigned SR-522. The cost for the culvert beneath SR-522 is excluded from this project cost.

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. This project will free these properties from this obstacle.

TIMING PRIORITY CONSIDERATIONS:

Sufficient design work needs to be completed to correctly design and install a culvert under the realigned SR 522 during the Crossroad projects.

PROJECT COMMENCEMENT REQUIREMENTS:

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

PROJECT STOPPING POINT(S):

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

STATUS:

Council Adopted September 21, 2010

Initial planning analysis work and initial agency coordination with the WA Department of Fish and Wildlife has been completed as part of the Annual Stormwater Capital Projects (CFP #SW1). Survey work has been completed along 98th Avenue NE. Project is on hold until funding is secured.

Horse Creek Pipe Replacement Five Foot Diameter Fish Passable Pipe

CFP #SW11

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Design	286	880							880	1,166
Construction			3,008						3,008	3,008
TOTAL ESTIMATED COSTS	\$286	\$880	\$3,008	\$0	\$0	\$0	\$0	\$0	\$3,888	\$4,174

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
SECURED FUNDING										
Utilities - Storm Drainage Share	286								0	286
TOTAL SECURED FUNDING	\$286	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$286
UNSECURED FUNDING										
Funding Source (TBD)		880	1,508						2,388	2,388
Grant Pending (Fed Appropriation)			1,500						1,500	1,500
Contributions (Developers - LID)									0	0
TOTAL UNSECURED FUNDING	\$0	\$880	\$3,008	\$0	\$0	\$0	\$0	\$0	\$3,888	\$3,888

TOTAL ESTIMATED FUNDING	\$286	\$880	\$3,008	\$0	\$0	\$0	\$0	\$0	\$3,888	\$4,174
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PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Secured Funding:	286	0	0	0	0	0	0	0	0	286
Unsecured Funding:	0	880	3,008	0	0	0	0	0	3,888	3,888
Estimated Project Cost	286	880	3,008	0	0	0	0	0	3,888	4,174
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010

Sammamish River Side Channel Restoration

CFP #SW12

DESCRIPTION:

This project is listed in the 2010 Salmon Recovery WRIA 08 3-year Work Plan Updates of needed restoration efforts. It is to enhance and reconnect riparian wetlands and remnant side channels adjacent to 102nd Avenue bridge on left bank.

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 down stream flooding by adding water storage capacity to the Sammamish River flood plan, and serve as educational outreach for citizens while connecting them to this important amenity of Bothell.

TIMING PRIORITY CONSIDERATIONS:

In river restoration work normally must be conducted in summer and completed by mid-September. Work in the riparian area is less constrained depending on the type of work, i.e. grading vs. planting. The WRIA 08 Work Plan covers 2010 to 2012 and is annually updated. To remain eligible for grant funding through the WRIA 08 the City should initiate design phase in 2011.

PROJECT COMMENCEMENT REQUIREMENTS:

The design of the restoration is estimated at \$125,000 and take place in 2011 contingent on grant funding. It is strongly expected that this design phase can be funded entirely using King Conservation District funds with no required match. The construction phase is estimated to cost about \$750,000 and occur in 2013. The construction phase funding has multiple sources of grant opportunities, Salmon Recovery Funding Board, KCD, and Community Salmon Funds. At a 25% match the City's contribution is estimated at \$187,500.

PROJECT STOPPING POINT(S):

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

STATUS:

Council Adopted September 21, 2010

Predesign and Design phases can begin in late 2010 or early 2011 as soon as grant funding is received.

Sammamish River Side Channel Restoration

CFP #SW12

Numbers in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2010	Budgeted		Estimated					Estimated Spending 2011 - 2017	Total Estimated Project Costs Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Predesign		25							25	25
Design		100							100	100
Construction				755	5	3	3	2	768	768
TOTAL ESTIMATED COSTS	\$0	\$125	\$0	\$755	\$5	\$3	\$3	\$2	\$893	\$893

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2010	Budgeted		Estimated					Estimated Funding 2011 - 2017	Total Estimated Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
UNSECURED FUNDING										
Grant Pending (State King County District)		125		755	5	3	3	2	893	893
TOTAL UNSECURED FUNDING	\$0	\$125	\$0	\$755	\$5	\$3	\$3	\$2	\$893	\$893

PROJECT VARIANCES	Projected to 12/31/2010	Budgeted		Estimated					Project Variances 2011 - 2017	Total Project Funding Thru 2017
		2011	2012	2013	2014	2015	2016	2017		
Unsecured Funding:	0	125	0	755	5	3	3	2	893	893
Estimated Project Cost	0	125	0	755	5	3	3	2	893	893
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 21, 2010