



**2013-2019
Capital Facilities Plan**

City of Bothell Capital Facilities Plan 2013-2019

City Council

**Mark Lamb, Mayor
Joshua Freed, Deputy Mayor
Andy Rheaume, 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
Bill Evans, Council Member
Tom Agnew, Council Member
Steve Booth, Planning Commissioner
Roger Cecil, Park Board Chair
Bob Stowe, City Manager
Tami Schackman, Finance Director**



City of Bothell™

October 16, 2012

Honorable Mayor and Council Members
City of Bothell, WA

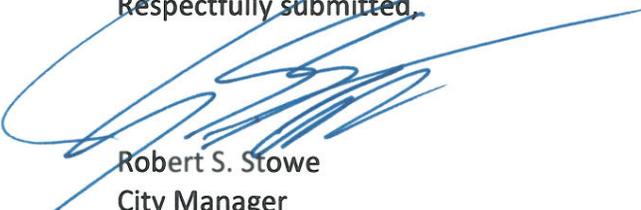
SUBJECT: Adopted 2013-2019 Capital Facilities Plan

I am pleased to present the City's 2013-2019 Capital Facilities Plan (Plan). This Plan is a key financial planning tool that will have a positive and lasting impact on our community for decades to come. In 2007, Bothell received the Governor's SMART award for the City's Capital Facilities Plan development process. The award was made in recognition of the innovative and effective elements incorporated into the Plan. As in all the City's capital plans since 2007, the adopted 2013-2019 Capital Facilities Plan continues to incorporate the following fundamental elements:

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

In addition, the 2013-2019 Plan continues to advance the community's long-term capital vision by addressing pressing community capital investment needs while emphasizing revenue-generating redevelopment of 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



City of Bothell™

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 CFP process takes place in even-numbered years ahead of the City's biennial budget development period. The first two years of the CFP are designed to be incorporated into the City's ensuing biennial budget. Council adopted Bothell's first CFP (2007-2013) in July 2006. The City's current CFP (2011-2017) was adopted in September 2010.

Since Bothell implemented a formal capital planning process, the City has successfully brought to fruition numerous facility, park, transportation and utility projects. Many of these successes were made possible due to successful grant applications. Although the projects are too numerous to list, they include:

- *Centennial Park Improvements*;
- *Cedar Grove Park Expansion*;
- *Open Space Acquisition*, over thirty-five acres of North Creek Forest acquired with over \$1 million in federal, state and county funds;
- *SR 524 Corridor Improvement (SR 527 to West City Limits)*, completed with \$7 million of federal highway funds;
- five *North Creek Trail* segments, completed with over \$8 million in federal funds, including American Recovery and Reinvestment Act funding;
- *Bothell Crossroads* (Phases I and II completed, Phase III under construction)
 1. \$25 million of State Lift funds,
 2. \$6.9 million of State Capital appropriations,
 3. \$4 million of Washington State Transportation Improvement Board,
 4. \$8 million of Public Works Trust Fund construction loan;
- *SR 522 Wayne Curve*, completed with over \$20 million in federal, state and transit funds;
- *240th Street SE Bridge Replacement*, completed with over \$2.4 million of federal bridge and highway funds;
- *Citywide and SR 527 Intelligent Transportation Systems (ITS)*, completed with over \$1.8 million of federal highway funds; and,
- *Northshore School District Clean-Up*, completed with \$3.2 million in department of ecology and EPA funds.

The adopted 2013-2019 CFP significantly progresses the City's long-term capital vision by delivering community capital requests and promoting the vision of Bothell's downtown plan. The Plan anticipates completion of many noteworthy projects during 2013-2019 planning period, including:

- *1st Lieutenant Nicholas Madrazo US Marine Corp Memorial Park*;
- *North Creek Trail – Section 3 (SR 527 from 214th St SE to 500 Feet South of SR 524)*;
- *Bothell Crossroads*;
- *Bothell-Everett Hwy Widening (240th St SE to 228th St SE)*;

- *Multiway Blvd: Phase 1 (West Side from NE 183rd St to NE 188th St);*
- *SR 522 Stage 2A Improvements;*
- *Bothell-Everett Hwy & 228th St SE Intersection Safety Improvements;*
- *228th St SE Corridor Safety Improvements; and,*
- *Horse Creek Improvements.*

The City has also been awarded millions of dollars in grants for projects included in the adopted 2013-2019 CFP. These funds are reflected in the project worksheets. The following highlights some significant grants that were awarded to the City in the past year. These funds will make it possible to complete a number of key projects that the City has been working on for the past several years:

- *CFP #7 – Bothell-Everett Hwy Widening (240th St SE to 228th St SE) received an additional \$4.5 million of Federal Highway funds, totaling over \$8.1 million of federal funds;*
- *CFP #T43 - SR 522 Stage 2A (from SR 522 Wayne Curve to 91st Ave NE) received an additional \$4 million of Federal Highway funds, totaling over \$8 million of federal and state funds;*
- *three Transportation Safety projects (CFP #T48 – Bothell-Everett Hwy & 228th St SE Intersection Safety, CFP #T61 - 228th St SE Corridor Safety Improvements and CFP #T62 - Citywide Transportation Safety Improvements projects) received a total of \$3.5 million of Federal Highway safety funds; and,*
- *CFP #PAA2 - SR 522 Stage 3 (from 91st Ave NE to Kenmore City limits) awarded \$4 million of Federal Highway funds for design phase of the missing SR 522 section located between Bothell and Kenmore (currently in the unincorporated King County).*

In July 2012, in preparation for the 2013-2019 Capital Facilities Plan (CFP) development process, the City Council suspended CFP process requirements “a”, “b” and “d”, in Section 5 of Resolution No. 1183 (2006). Staff requested this suspension because these sections imply that funding is available for new citizen-proposed capital projects, thereby creating an expectation that the City is unable to fulfill due to the significant capital investment program currently underway. In future CFP processes, staff anticipates resuming the original practice of soliciting new project ideas from the community.

In light of the above changes in the development of the City’s 2013-2019 CFP, the CFPPC was tasked with updating current project timelines, as well as the corresponding spending plan that was adopted by Council in September 2010. In addition, the adopted 2013-2019 CFP includes two impending King County potential annexation area (PAA) projects that staff deem necessary should the annexation be approved and implemented during the 2013-2014 biennium.

An enhancement to the adopted 2013-2019 CFP was made to incorporate future maintenance and operating costs in project worksheets. This change provides the CFPPC and Council with staffing and maintenance and operating impacts each project is anticipated to have on future City budgets.

Modifications employed in the development of the 2013-2019 CFP are summarized below:

- labels debt service expenditures as “D#” and opportunity funds expenditures as “OP#”;
- provides future maintenance and operating (M&O) costs in each project worksheet;
- includes a “*Proposed Annexation Projects*” section;

- renames the following CFP projects:
 1. T7 “SR 527 Widening (240th Street SE to 228th Street SE)” to “Bothell-Everett Hwy Widening (240th St SE to 228th St SE)”,
 2. T38 “SR 527 Multiway Boulevard: Phase 1 (Main Street to NE 185th St) to “Multiway Blvd: Phase 1 (West Side from NE 183rd St to NE 188th St)”,
 3. T48 “SR527/228th St SE Intersection Congestion Relief” to “Bothell-Everett Highway & 228th St SE Intersection Safety Improvements”,
 4. T49 “NE 200th Street Sidewalk (100th Avenue to 104th Avenue)” to “NE 200th St Sidewalk & Sewer Improvements (100th Ave to 104th Ave)”,
 5. T53 “Pop Kenney Connector Project (NE 185th Street/98th Avenue NE)” to “Pop Keeney Way (NE 185th St /98th Ave NE)”,
 6. SW11 “Horse Creek Pipe Replacement Five Foot Diameter Fish Passable Pipe” to “Horse Creek Improvements”,
 7. transfers and renames T39 “SR 527 Multiway Blvd: Phase 2 (185th N)” to T39a “Multiway Blvd: Phase 2 (SR 522 to NE 185th St – Excluding West Side)” that was categorized as “future projects” in the 2011-2017 CFP;
- removes four non-utility and one utility capital projects that are anticipated to be completed by year-end 2012;
- reclassifies one non-utility capital project to “future projects”; and,
- secures five non-utility and two utility capital projects that were categorized as “future projects” in the 2011-2017 CFP.

The 2013-2019 CFP increases estimated non-utility capital project costs by sixty-one million, eight hundred and fifty-six thousand dollars (\$61,856,000).

The key factors driving this increase are explained below:

- secures \$20,833,000 in debt for Public Works Trust Fund (PWTF) construction loans for Bothell Crossroads and Multiway Boulevard projects, deferring LIFT and City Hall lease repayments, and retiring a \$30 million bank anticipation note;
- increases \$2,150,000 to add City Hall Phase 1 project (relocation of utilities);
- secures an additional \$20,740,000 in grant funding;
- increases \$26,199,000 to add Multiway Boulevard Phases 2 and 3 projects;
- adds \$8,723,000 in unsecured City resources and grant funding for the Park at Bothell Landing;
- decreases \$5,077,000 in project costs resulting from actual 2011-2017 project costs being lower than budget estimates;
- categorizes \$6,554,000 in unsecured project costs as “future projects”;
- reduces Bothell Crossroads spending \$725,000 resulting from a lower than anticipated construction bid; and,
- reduces \$4,433,000 downtown revitalization spending equal to and in accordance with private developers contribution agreements.

The following is a summary comparison of debt service and facility, park and transportation project costs in the adopted 2011-2017 Plan and 2013-2019 Plan:

	Adopted 2011-2017 Plan	Adopted 2013-2019 Plan
Number of Projects*	16	34
Secure Funding for Non-utility Projects	\$126,750,000	\$172,528,000
Unsecure Funding for Non-utility Projects	\$43,282,000	\$59,360,000

*Excludes four non-utility capital projects that are anticipated to be completed prior to 2013.

The 2013-2019 CFP also increases estimated utility capital project spending by twenty-three million, four hundred and twenty-five thousand dollars (\$23,425,000).

Key factors driving this increase are explained below:

- increases Sewer Fund spending \$2,293,000 to allocate funding for sewer capital replacement projects and downtown revitalization projects;
- increases Stormwater Fund spending \$15,253,000 to allocate funding for stormwater capital improvements projects and downtown revitalization projects;
- increases Stormwater Fund spending \$3,107,000 to account for two Public Works Trust Fund (PWTF) construction loans for Horse Creek Improvements project;
- unsecures \$725,000 for the Lower Filbert Creek & North Creek Flood Repairs project and removed the project from the adopted 2013-2019 Plan due to its grant funding withdrawal; and,
- increases Water Fund spending \$3,497,000 to allocate funding for water capital replacement projects and downtown revitalization projects.

The following summary compares utility capital projects in the adopted 2011-2017 CFP and 2013-2019 Plan:

	Adopted 2011-2017 Plan	Adopted 2013-2019 Plan
Number of Projects*	7	15
Secure Funding for Utility Projects	\$15,143,000	\$39,079,000
Unsecure Funding for Utility Projects	\$2,470,000	\$1,959,000

*Excludes one non-utility capital project that is anticipated to be completed prior to 2013.

The following spreadsheets were created to present non-utility and utility project changes:

- Comparison Summary of the adopted 2011-2017 CFP and 2013-2019 CFP.
- Secured Estimated Costs and Funding Sources.

Worksheets

Comparison Summary of Adopted 2011-2017 CFP and 2013-2019 CFP

Dollars in Thousands (000)

CFP No.	CFP Project Name/Description	Adopted 2011-2017 CFP		Adopted 2013-2019 CFP		Difference Between 2011-2017 & 2013-2019 CFP		Explanation
		Secured Funding [A]	Unsecured Funding [B]	Secured Funding [C]	Unsecured Funding [D]	Secured Funding [C] - [A]	Unsecured Funding [D] - [B]	

OPPORTUNITY FUNDS CAPITAL PROJECTS								
OP1	General Opportunity Funds Available	197		297		100	-	2012 Spending did not Occur
OP2	Park Opportunity Funds Available	583		637		54	-	Accumulative Park Opp Reserve
OP3	Transportation Opportunity Funds Available			108		108	-	Accumulative Transp Opp Reserve
TOTAL - OPPORTUNITY FUNDS CAPITAL PROJECTS		\$780	\$0	\$1,042	\$0	\$262	\$0	

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

DEBT SERVICES CAPITAL PROJECTS								
D1 (F6)	Local Infrastructure Financing Tool (LIFT) Bond Debt Service	9,000		12,000		3,000	-	Defer Payments to 2014
D2 (F9)	City Hall Lease	9,200		12,000		2,800	-	Defer Payments to 2016
D3 (F11)	Bond Anticipation Note Debt Service	20,400		31,292		10,892	-	Add'l \$10M Principal & Interest
D4	Public Works Trust Fund Debt Service (Bothell Crossroads - T6)			2,650		2,650	-	New Loan - \$8M
D5	Public Works Trust Fund Debt Service (Multiway Blvd: Ph I - T38)			1,491		1,491	-	Assumes \$4.5M Loan
TOTAL - DEBT SERVICES CAPITAL PROJECTS		\$38,600	\$0	\$59,433	\$0	\$20,833	\$0	

FACILITY CAPITAL PROJECTS								
F1	Replacement of City Hall & Dawson Buildings: Phases 1 & 2	3,500		5,650		2,150	-	Added Phase 1 Utility Relocation
TOTAL - FACILITY CAPITAL PROJECTS		\$3,500	\$0	\$5,650	\$0	\$2,150	\$0	

PARK CAPITAL PROJECTS								
P7	Open Space Acquisition	505	505	966	305	461	(200)	Three Grants Awarded
P9	North Creek School House	467	60	262	106	(205)	46	Unsecure Proceed from Sale of Property
P11	1st Lieutenant Nicholas Madrazo US Marine Corp Memorial Park	600		600		-	-	
P20	Park at Bothell Landing	1,450	3,550	1,165	12,558	(285)	9,008	Potential Unidentified City Resources
P21	Half Acre Open Space			959		959	-	Developers' Contribution
P22	North Creek Forest			897	903	897	903	Two Grants Awarded
TOTAL - PARK CAPITAL PROJECTS		\$3,022	\$4,115	\$4,849	\$13,872	\$1,827	\$9,757	

Comparison Summary of Adopted 2011-2017 CFP and 2013-2019 CFP

Dollars in Thousands (000)

CFP No.	CFP Project Name/Description	Adopted 2011-2017 CFP		Adopted 2013-2019 CFP		Difference Between 2011-2017 & 2013-2019 CFP		Explanation
		Secured Funding [A]	Unsecured Funding [B]	Secured Funding [C]	Unsecured Funding [D]	Secured Funding [C] - [A]	Unsecured Funding [D] - [B]	
TRANSPORTATION CAPITAL PROJECTS								
T2e	North Creek Trail - Section 3			1,488		1,488	-	Federal Grant Awarded
T2f	North Creek Trail - Canyon Park			408		408	-	State Grant Pending
T6	Bothell Crossroads	54,799		54,074		(725)	-	Est Costs < Anticipated
T7	Bothell-Everett Hwy Widening (240th St SE To 228th St SE)	7,951	1,341	8,701		750	(1,341)	Add'l Federal Grant Awarded
T10	Beardslee Blvd/Ross Road Interconnect			176		176	-	Developer will Construct During 2013-2019 Period
T38	Multiway Blvd: Phase I (West Side)	2,770	18,879	9,626		6,856	(18,879)	Assumes PWTF Loan \$4.5M
T39a	Multiway Blvd: Phase 2 (Excluding West Side)				18,209	-	18,209	Est Costs Unsecured
T39b	Multiway Blvd: Phase 3 (Excluding West Side)				7,990	-	7,990	Est Costs Unsecured
T40	Main St Extension	2,292	5,391	220	1,309	(2,072)	(4,082)	Developer will Construct During 2013-2019 Period
T41	Main Street Enhancement: Phase I (SR 527 to 102nd Ave NE)	341	5,637	1,433	6,024	1,092	387	STP Grant Pending
T43	SR-522 Stage 2A Improvements	4,407	2,404	8,068		3,661	(2,404)	Add'l Federal Grant Awarded
T44	SR-522 Stage 2B Improvements	2,710	3,685			(2,710)	(3,685)	Move to Future Projects
T45	NE 185th St Improvements			266		266	-	Developer will Construct During 2013-2019 Period
T47	Downtown Contaminated Soil & Groundwater Clean Up	6,358	1,830	11,083	3,450	4,725	1,620	Est Costs > Anticipated (Case Property & Crossroads)
T48	Bothell-Everett Hwy & 228th St SE Intersection Safety Improve			2,880		2,880	-	Federal Grant Awarded
T49	NE 200th St Sidewalk & Sewer Improvements			501		501	-	Sidewalk/Walkway (T19) & Overlay (T5) Programs
T53	Pop Keeney Way (NE 185th St/98th Ave NE)			320		320	-	Developer will Construct During 2013-2019 Period
T57	Sammamish River Bridge Seismic Retrofit			944		944	-	BRAC Grant Pending
T58	NE 195th St Bridge Seismic Retrofit			146		146	-	BRAC Grant Pending
T60	NE 185th St Reconstruction (Beardslee Blvd to Bothell Way)			1,344	8,506	1,344	8,506	Federal Grant Pending
T61	228th St SE Corridor Safety Improvements			448		448	-	Federal Grant Awarded
T62	Citywide Transportation Safety Improvements			350		350	-	Federal Grant Awarded
T63	Corridor Transportation Demand Management (TDM) Enhance			20		20	-	State CTR Grant Awarded
TOTAL - TRANSPORTATION CAPITAL PROJECTS		\$81,628	\$39,167	\$102,496	\$45,488	\$20,868	\$6,321	

TOTAL - DEBT SERVICES, FACILITY, PARK & TRANSPORTATION PROJECTS (Excluding Opportunity Funds)		\$126,750	\$43,282	\$172,528	\$59,360	\$45,678	\$16,078	\$61,856
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Comparison Summary of Adopted 2011-2017 CFP and 2013-2019 CFP

Dollars in Thousands (000)

CFP No.	CFP Project Name/Description	Adopted 2011-2017 CFP		Adopted 2013-2019 CFP		Difference Between 2011-2017 & 2013-2019 CFP		Explanation
		Secured Funding [A]	Unsecured Funding [B]	Secured Funding [C]	Unsecured Funding [D]	Secured Funding [C] - [A]	Unsecured Funding [D] - [B]	
FUTURE CAPITAL PROJECTS								
F3	Fire Station Facility Needs		5,000		5,000	-	-	
P1a	Centennial Park Improvements: Phase 2	1,509	715	1,509	715	-	-	
P3	North Creek - Field 3	66	1,246	66	1,246	-	-	
P6	Cedar Grove Park, Phase III	460	320	515	265	55	(55)	Secure Park Impact Fees
P12	Regional Aquatic Center & Community Center		7,500		7,500	-	-	
T2e	North Creek Trail - Section 3		1,000			-	(1,000)	Move to Secured Transportation
T8	39th Ave SE Extension - Bothell Connector	2,650	73,065	2,650	73,065	-	-	
T21	Beardslee Blvd & NE 185th St Intersection Improvements		200		200	-	-	
T33A	East Riverside Drive Improvements: Phase 1a		285		285	-	-	
T33B	East Riverside Drive Improvements: Phase 2		1,475		1,475	-	-	
T39a	Multiway Blvd: Phase 2 (Excluding West Side)		12,030			-	(12,030)	Move to Secured Transportation
T45	NE 185th St Improvements	313	6,647			(313)	(6,647)	Move to Secured Transportation
T48	Bothell-Everett Hwy & 228th St SE Intersection Safety Improve		150			-	(150)	Move to Secured Transportation
T49	NE 200th St Sidewalk & Sewer Improvements		310			-	(310)	Move to Secured Transportation
T50	5th Ave W Pedestrian Safety Improvements		70		70	-	-	
T51	108th Ave NE Roadway Rehabilitation		1,175		14,660	-	13,485	Est Costs > Anticipated
T52	Arterial Mobility Interim Improvements Project		1,180		1,349	-	169	Add Inflation to 2011 Costs
T53	Pop Keeney Way (NE 185th St/98th Ave NE)	134	276			(134)	(276)	Move to Secured Transportation
T64	98th Ave NE (East Side from Main St to NE 183rd St)				950	-	950	
TOTAL - FUTURE CAPITAL PROJECTS		\$5,132	\$112,644	\$4,740	\$106,780	(\$392)	(\$5,864)	
TOTAL - FUTURE CAPITAL PROJECTS								
TOTAL - FUTURE CAPITAL PROJECTS		\$5,132	\$112,644	\$4,740	\$106,780	(\$392)	(\$5,864)	(\$6,256)

Comparison Summary of Adopted 2011-2017 CFP and 2013-2019 CFP

Dollars in Thousands (000)

CFP No.	CFP Project Name/Description	Adopted 2011-2017 CFP		Adopted 2013-2019 CFP		Difference Between 2011-2017 & 2013-2019 CFP		Explanation
		Secured Funding [A]	Unsecured Funding [B]	Secured Funding [C]	Unsecured Funding [D]	Secured Funding [C] - [A]	Unsecured Funding [D] - [B]	

SEWER CAPITAL PROJECTS								
S1	Annual Sewer Main Capital Replacement	2,708	1,102	4,254	50	1,546	(1,052)	Including 2018 & 2019
S4	Lift Station 2 Improvements	965		1,063		98		Est. Costs > Anticipated (Including Inflation Costs)
S8	Promontory Hillside Sewer Main Replacement			340		340		
S9	Downtown Revitalization Utility Improvements			820	541	820	541	
TOTAL - SEWER CAPITAL PROJECTS		\$3,673	\$1,102	\$6,477	\$591	\$2,804	(\$511)	

STORMWATER CAPITAL PROJECTS								
SW1	Annual Stormwater & Surface Water Capital Improvements	4,248	328	5,098		850	(328)	Including 2018 & 2019
SW10	Lower Filbert Creek & North Creek Flood Repairs	725				(725)		Federal Grant Stopped
SW11	Horse Creek Improvements			13,639		13,639		New Loans \$9.3M
SW12	Sammamish River Side Channel Restoration			125	768	125	768	Partial Grant Awarded
SW13	Downtown Revitalization Utility Improvements			199		199		
TOTAL - STORMWATER CAPITAL PROJECTS		\$4,973	\$328	\$19,061	\$768	\$14,088	\$440	

Comparison Summary of Adopted 2011-2017 CFP and 2013-2019 CFP

Dollars in Thousands (000)

CFP No.	CFP Project Name/Description	Adopted 2011-2017 CFP		Adopted 2013-2019 CFP		Difference Between 2011-2017 & 2013-2019 CFP		Explanation
		Secured Funding [A]	Unsecured Funding [B]	Secured Funding [C]	Unsecured Funding [D]	Secured Funding [C] - [A]	Unsecured Funding [D] - [B]	
WATER CAPITAL PROJECTS								
W1	Annual Water Main Capital Replacement	4,094	1,040	5,216	600	1,122	(440)	Including 2018 & 2019
W6	Morningside Booster Station Retrofit			581		581		
W7	Penn Park Reservoir Replacement	1,803		1,799		(4)		Est. Costs < Anticipated
W10	Bloomberg Reservoir Painting	600		831		231		Est. Costs > Anticipated (Including Inflation Costs)
W11	Downtown Revitalization Utility Improvements			1,354		1,354		
W12	498 Pressure Zone Improvements			653		653		
TOTAL - WATER CAPITAL PROJECTS		\$6,497	\$1,040	\$10,434	\$600	\$3,937	(\$440)	
DEBT SERVICES CAPITAL PROJECTS								
D6	Public Works Trust Fund Debt Service (Horse Creek Improvements - #SW11)			3,107		3,107		Assumes \$9.3M Loans
TOTAL - DEBT SERVICES CAPITAL PROJECTS		\$0	\$0	\$3,107	\$0	\$3,107	\$0	
TOTAL - SEWER, STORMWATER, WATER & DEBT SERVICES PROJECTS		\$15,143	\$2,470	\$39,079	\$1,959	\$23,936	(\$511)	\$23,425

Comparison Summary of Adopted 2011-2017 CFP and 2013-2019 CFP

Dollars in Thousands (000)

CFP No.	CFP Project Name/Description	Adopted 2011-2017 CFP		Adopted 2013-2019 CFP		Difference Between 2011-2017 & 2013-2019 CFP		Explanation
		Secured Funding [A]	Unsecured Funding [B]	Secured Funding [C]	Unsecured Funding [D]	Secured Funding [C] - [A]	Unsecured Funding [D] - [B]	
FUTURE UTILITY CAPITAL PROJECTS								
S1	East Riverside Drive Improvements (CFP T33b) Sewer Share		50					Move to Secured Sewer
SW2	Enhancement Of Natural Resources	29	1,750	29	1,750			
SW11	Horse Creek Improvements	286	3,888			(286)	(3,888)	Move to Secured Stormwater
SW12	Sammamish River Side Channel Restoration		893				(893)	Move to Secured Stormwater
TOTAL - FUTURE UTILITY CAPITAL PROJECTS		\$315	\$6,581	\$29	\$1,750	(\$286)	(\$4,781)	
TOTAL - FUTURE UTILITY CAPITAL PROJECTS								
TOTAL - FUTURE UTILITY CAPITAL PROJECTS		\$315	\$6,581	\$29	\$1,750	(\$286)	(\$4,781)	(\$5,117)

Adopted 2013-2019 CFP
 Estimated Secured Costs and Funding Sources
 Debt Services, Facility, Park and Transportation Projects

Dollars in Thousands (000)

CFP No.	CFP Project Name	Projected Spending Thru 2012	Estimated Secured Spending 2013-2019							Total Project Costs Thru 2019
			2013	2014	2015	2016	2017	2018	2019	

DEBT SERVICES CAPITAL PROJECTS										
D1	Local Infrastructure Financing Tool (LIFT) Bond Debt Service			2,000	2,000	2,000	2,000	2,000	2,000	12,000
D2	City Hall Lease					3,000	3,000	3,000	3,000	12,000
D3	Bond Anticipation Note Debt Service	804	450	30,038						31,292
D4	Public Works Trust Fund Debt Service (Crossroads - T6)		40	440	438	436	434	432	430	2,650
D5	Public Works Trust Fund Debt Service (Multiway - T38)		23	248	246	245	244	243	242	1,491
TOTAL - DEBT SERVICES CAPITAL PROJECTS COSTS		\$804	\$513	\$32,726	\$2,684	\$5,681	\$5,678	\$5,675	\$5,672	\$59,433

OPPORTUNITY FUNDS CAPITAL PROJECTS*										
OP1	General Opportunity Funds Available	297								297
OP2	Park Opportunity Funds Available	637								637
OP3	Transportation Opportunity Funds Available	108								108
TOTAL - OPPORTUNITY FUNDS CAPITAL PROJECTS COSTS		\$100	\$0	\$100						

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

FACILITY CAPITAL PROJECTS										
F1	Replacement of City Hall & Dawson Buildings: Phases 1 & 2	3,357	2,293							5,650
TOTAL - FACILITY CAPITAL PROJECTS COSTS		\$3,357	\$2,293	\$0	\$0	\$0	\$0	\$0	\$0	\$5,650

PARK CAPITAL PROJECTS										
P7	Open Space Acquisition	661	305							966
P9	North Creek School House	247	15							262
P11	1st Lieutenant Nicholas Madrazo US Marine Corp Memorial Park		80	520						600
P20	Park at Bothell Landing	20		100	400		480	12	153	1,165
P21	Half Acre Open Space	144			815					959
P22	North Creek Forest	200		697						897
TOTAL - PARK CAPITAL PROJECTS COSTS		\$1,272	\$400	\$1,317	\$1,215	\$0	\$480	\$12	\$153	\$4,849

Adopted 2013-2019 CFP
 Estimated Secured Costs and Funding Sources
 Debt Services, Facility, Park and Transportation Projects

Dollars in Thousands (000)

CFP No.	CFP Project Name	Projected Spending Thru 2012	Estimated Secured Spending 2013-2019						Total Project Costs Thru 2019
			2013	2014	2015	2016	2017	2018	

TRANSPORTATION CAPITAL PROJECTS

T2e	North Creek Trail - Section 3	596		892						1,488
T2f	North Creek Trail - Canyon Park			193	215					408
T6	Bothell Crossroads	39,282	9,601	5,170	7	7	7			54,074
T7	Bothell-Everett Hwy Widening (240th St SE to 228th St SE)	4,677	4,024							8,701
T10	Beardslee Blvd/Ross Road Interconnect	176								176
T38	Multiway Blvd: Phase I (West Side)	4,792	4,534	300						9,626
T39a	Multiway Blvd: Phase 2 (Excluding West Side)									0
T39b	Multiway Blvd: Phase 3 (Excluding West Side)									0
T40	Main St Extension	220								220
T41	Main Street Enhancement: Phase I (SR 527 to 102nd Ave NE)	254		1,179						1,433
T43	SR-522 Stage 2A Improvements	3,547	4,521							8,068
T45	NE 185th St Improvements	266								266
T47	Downtown Contaminated Soil & Groundwater Clean Up	4,924	4,194	746	638	501	80			11,083
T48	Bothell-Everett Hwy & 228th St SE Intersection Safety Impr	50	1,350	1,100	380					2,880
T49	NE 200th St Sidewalk & Sewer Improvements	80		421						501
T53	Pop Keeney Way (NE 185th St/98th Ave NE)	320								320
T57	Sammamish River Bridge Seismic Retrofit		40	102	802					944
T58	NE 195th St Bridge Seismic Retrofit		6	14	126					146
T60	NE 185th St Reconstruction (Beardslee Blvd to Bothell Way)				1,344					1,344
T61	228th St SE Corridor Safety Improvements	20	153	275						448
T62	Citywide Transportation Safety Improvements	20	140	190						350
T63	Corridor Transportation Demand Management (TDM) Enhance		10	10						20
TOTAL - TRANSPORTATION CAPITAL PROJECTS COSTS		\$59,224	\$28,573	\$10,592	\$3,512	\$508	\$87	\$0	\$0	\$102,496

CAPITAL PROJECT COSTS		\$64,757	\$31,779	\$44,635	\$7,411	\$6,189	\$6,245	\$5,687	\$5,825	\$172,528
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Adopted 2013-2019 CFP
Estimated Secured Costs and Funding Sources
Debt Services, Facility, Park and Transportation Projects

Dollars in Thousands (000)

Summary Allocation of Secured Funding Sources	Projected Funding Thru 2012	Estimated Secured Funding 2013-2019							Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019	
Real Estate Excise Tax (REET)	27,796	3,147	2,967	2,347	3,600	4,080	4,000	4,000	51,937
Arterial Street Fund	470								470
Asset Replacement (Park at Bothell Landing - P20)	20					480	12	153	665
Design Credit (City Hall Lease - D2)					1,500				1,500
Developers Contributions	1,022	34	300	815					2,171
Bond Anticipation Note	14,541								14,541
Donations (North Creek School House - P9)		15							15
Grants (Awards)	17,835	13,959	5,799	2,624					40,217
LIFT Bond			30,000						30,000
Mitigation - King County Pump Station (Madrazo Park - P11)		80	520						600
Mitigation - Brightwater	680		56						736
Park Impact Fees	33		100	400					533
Proceeds From Sale of Property						1,000	1,000	1,000	3,000
Public Works Trust Fund Loans		12,300	200						12,500
Traffic Impact Fees	2,360	2,244	4,693	1,225	1,089	685	675	672	13,643
TOTAL - SUMMARY ALLOCATION OF SECURED FUNDING SOURCES	\$64,757	\$31,779	\$44,635	\$7,411	\$6,189	\$6,245	\$5,687	\$5,825	\$172,528

ON-GOING REVENUES *	\$74,344	\$34,585	\$44,124	\$7,322	\$9,273	\$8,423	\$7,107	\$6,628	\$191,806
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* Total estimated on-going revenues include all capital funding sources and compounding required reserves (contingent on the receipt of traffic and park impact fees, proceeds from sale of property, or real estate excise tax)

TOTAL CAPITAL PROJECT COSTS	\$64,757	\$31,779	\$44,635	\$7,411	\$6,189	\$6,245	\$5,687	\$5,825	\$172,528
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PROJECT REVENUES AND COSTS VARIANCES *	\$9,587	\$2,806	(\$511)	(\$89)	\$3,084	\$2,178	\$1,420	\$803	\$19,278
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* These future anticipated funding resources are speculative and therefore are not allocated until they are secured.

Adopted 2013-2019 CFP
Estimated Secured Costs and Funding Sources
Sewer Capital Projects

Dollars in Thousands (000)

CFP No.	CFP Project Name	Projected Spending Thru 2012	Estimated Secured Spending 2013-2019							Total Project Costs Thru 2019
			2013	2014	2015	2016	2017	2018	2019	

SEWER CAPITAL PROJECTS										
S1	Annual Sewer Main Capital Replacement	1,165	598	316	75	625	625	775	75	4,254
S4	Lift Station 2 Improvements	183	880							1,063
S8	Promontory Hillside Sewer Main Replacement	40	300							340
S9	Downtown Revitalization Utility Improvements	29	300	300	191					820
TOTAL - SEWER CAPITAL PROJECTS COSTS		\$1,417	\$2,078	\$616	\$266	\$625	\$625	\$775	\$75	\$6,477

SEWER CAPITAL PROJECT COSTS		\$1,417	\$2,078	\$616	\$266	\$625	\$625	\$775	\$75	\$6,477
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Summary Allocation of Secured Funding Sources	Projected Funding Thru 2012	Estimated Secured Funding 2013-2019							Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019	
Sewer Capital Project Fund	1,377	1,618	616	266	625	625	775	75	5,977
Mitigation - Brightwater (NE 195th Sewer Impr - S1)	40	460							500
TOTAL - SECURED FUNDING SOURCES	\$1,417	\$2,078	\$616	\$266	\$625	\$625	\$775	\$75	\$6,477

SEWER ON-GOING REVENUES *	\$2,112	\$3,202	\$1,461	\$1,884	\$2,324	\$2,556	\$2,742	\$2,675	\$18,956
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* Total estimated on-going revenues include all sewer capital funding sources and compounding required reserves (contingent on the receipt of user fees and facility charges)

ESTIMATED ANNUAL IMPACT ON FUND BALANCE *	\$695	\$1,124	\$845	\$1,618	\$1,699	\$1,931	\$1,967	\$2,600	\$12,479
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* Including estimated required reserves per CFP

Adopted 2013-2019 CFP
Estimated Secured Costs and Funding Sources
Stormwater Capital Projects

Dollars in Thousands (000)

CFP No.	CFP Project Name	Projected Spending Thru 2012	Estimated Secured Spending 2013-2019						Total Project Costs Thru 2019
			2013	2014	2015	2016	2017	2018	

STORMWATER CAPITAL PROJECTS

SW1	Annual Stormwater & Surface Water Capital Improvements	2,421	312	715	300	300	350	350	350	5,098
SW11	Horse Creek Improvements	1,392	5,363	6,884						13,639
SW12	Sammamish River Side Channel Restoration	125								125
SW13	Downtown Revitalization Utility Improvements				199					199
TOTAL - STORMWATER CAPITAL PROJECTS COSTS		\$3,938	\$5,675	\$7,599	\$499	\$300	\$350	\$350	\$350	\$19,061

DEBT SERVICES CAPITAL PROJECTS

D6	Public Works Trust Fund Debt Service (Horse Creek - SW11)	4	70	511	509	507	504	502	500	3,107
TOTAL - DEBT SERVICES CAPITAL PROJECTS COSTS		\$4	\$70	\$511	\$509	\$507	\$504	\$502	\$500	\$3,107

STORMWATER CAPITAL PROJECT COSTS		\$3,942	\$5,745	\$8,110	\$1,008	\$807	\$854	\$852	\$850	\$22,168
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Summary Allocation of Secured Funding Sources	Projected Funding Thru 2012	Estimated Secured Funding 2013-2019						Total Project Funding Thru 2019	
		2013	2014	2015	2016	2017	2018		2019
Stormwater Capital Project Fund	3,829	1,745	2,810	1,008	807	854	852	850	12,755
Grants (Awards)	113								113
Public Works Trust Fund Loan		4,000	5,300						9,300
TOTAL - SECURED FUNDING SOURCES	\$3,942	\$5,745	\$8,110	\$1,008	\$807	\$854	\$852	\$850	\$22,168

STORMWATER ON-GOING REVENUES *	\$4,507	\$5,686	\$8,824	\$1,649	\$2,914	\$3,393	\$3,326	\$3,401	\$33,700
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* Total estimated on-going revenues include all stormwater capital funding sources and compounding required reserves (contingent on the receipt of user fees and facility charges)

ESTIMATED ANNUAL IMPACT ON FUND BALANCE *	\$565	(\$59)	\$714	\$641	\$2,107	\$2,539	\$2,474	\$2,551	\$11,532
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* Including estimated required reserves per CFP

Adopted 2013-2019 CFP
Estimated Secured Costs and Funding Sources
Water Capital Projects

Dollars in Thousands (000)

CFP No.	CFP Project Name	Projected Spending Thru 2012	Estimated Secured Spending 2013-2019						Total Project Costs Thru 2019
			2013	2014	2015	2016	2017	2018	

WATER CAPITAL PROJECTS										
W1	Annual Water Main Capital Replacement	2,930	152	124	494	211	485		820	5,216
W6	Morningside Booster Station Retrofit	31	30	520						581
W7	Penn Park Reservoir Replacement		362	1,437						1,799
W10	Bloomberg Reservoir Painting						121	710		831
W11	Downtown Revitalization Utility Improvements		353	164	314	523				1,354
W12	498 Pressure Zone Improvements				653					653
TOTAL - WATER CAPITAL PROJECTS COSTS		\$2,961	\$897	\$2,245	\$1,461	\$734	\$606	\$710	\$820	\$10,434

WATER CAPITAL PROJECT COSTS		\$2,961	\$897	\$2,245	\$1,461	\$734	\$606	\$710	\$820	\$10,434
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Summary Allocation of Secured Funding Sources	Projected Funding Thru 2012	Estimated Secured Funding 2013-2019						Total Project Funding Thru 2019	
		2013	2014	2015	2016	2017	2018		2019
Water Capital Project Fund	2,961	897	2,245	1,461	734	606	710	820	10,434
TOTAL - SECURED FUNDING SOURCES	\$2,961	\$897	\$2,245	\$1,461	\$734	\$606	\$710	\$820	\$10,434

WATER ON-GOING REVENUES *	\$4,241	\$4,657	\$4,839	\$3,506	\$2,942	\$3,104	\$3,468	\$3,722	\$30,479
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* Total estimated on-going revenues include all water capital funding sources and compounding required reserves (contingent on the receipt of user fees and facility charges, or water utility tax)

ESTIMATED ANNUAL IMPACT ON FUND BALANCE *	\$1,280	\$3,760	\$2,594	\$2,045	\$2,208	\$2,498	\$2,758	\$2,902	\$20,045
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* Including estimated required reserves per CFP



City of Bothell™

Revenue



City of Bothell™

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 in 2012 was again utilized as a base to establish revenue estimates for the ensuing 2013-2019 Capital Facilities Plan.

To account for fluctuations that might occur over the next seven years, the following strategies continue to be 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 2013-2019 Opportunity Fund equates to 10% of projected revenues per this policy.
- The equivalent of 50% of prior year annual REET revenue in the Capital Projects Fund should be held in reserves. These funds are reserved to address cash flow issues for REET eligible projects should they arise.
- Debt service should 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 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
 - Brightwater – general & transportation

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

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

Real Estate Excise Tax

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

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

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

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

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

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

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

General Fund Reserve Transfer

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

- *Restricted* – Amounts reserved to specific purposes by their providers (such as grantors, bondholders and enabling legislation);
- *Committed* – Amounts reserved to specific purposes by a government itself, using its highest level of decision-making authority;

- *Assigned* – Amounts a government proposes to use for a specific purpose; intent can be expressed by the governing body or by an official or body to which the governing body delegates the authority; and
- *Unassigned* – Amounts that are available for any purpose; these amounts are reported only in the general fund.

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

One-Time Revenue Transfers

One-time revenues include construction sales tax and permit fees in excess of base figures. The City's adopted financial policy utilizes one-time revenues for one-time expenditures such as capital. The City's long-term financial plan includes the transfer of all one-time General Fund revenues to the Capital Projects Fund contingent on a General Fund 15% operating reserve being achieved.

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.
- 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 \$1.8 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.

Public Works Trust Fund Loans

State of Washington's Public Works Board provides low interest loans (0.5% to 2%) to local governments to finance public infrastructure improvements. These loans are provided under the Public Works Trust Fund Program and offer substantially lower than market rates payable over periods ranging to a maximum of 20 years.

Grants

The City earnestly seeks federal, state and local grant opportunities to help finance City projects. Historically, the City has been very successful obtaining grants, especially for transportation projects. The grant funding included in the Plan has either been approved by the grantor or 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, stormwater, and water). The revenues and expenditures for each of the three utilities are accounted for independently.

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

Prudent utility fiscal management requires responsible management of utility reserves and the establishment of a sound reserve policy. Operating contingency reserves reduce the unknown economic risk factor associated with long-term financial planning. In accordance with the fiscal policies adopted in the 2011-2017 Capital Facilities Plan, the following financial strategies were carried forward into this Plan for all three City utilities:

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

FUNDING SOURCES

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

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

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

Utility Customer User Fees/Utility Bills

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

Interest Earnings from Unallocated Funds

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

Facility Charges/Connection Fees

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

Mitigation/New Street Project Impacts

The stormwater 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.

Revenue Bonds

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

Public Works Trust Fund Loans

State of Washington's Public Works Board provides low interest loans (0.5 % to 2 %) to local governments to finance public infrastructure improvements. These loans are provided under the Public Works Trust Fund Program and offer substantially lower than market rates payable over periods ranging to a maximum of 20 years.

Interfund Loans

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

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	\$525,750	\$1,134,243	\$455,129
Capital Emergency Reserves	\$194,499	\$193,859	\$232,000
Capital Reserves	\$134,700	\$656,208	\$157,114

Debt Services



City of Bothell™

Revenue

<u>CFP NAME</u>	<u>CFP NUMBERS</u>
Local Infrastructure Financing Tool (LIFT) Bond Debt Service.....	D1
City Hall Lease	D2
Bond Anticipation Note Debt Service	D3
Public Works Trust Fund Debt Service (Bothell Crossroads - T6)	D4
Public Works Trust Fund Debt Service (Multiway Blvd: Phase 1 - T38)	D5
Public Works Trust Fund Debt Service (Horse Creek Improvements - SW11)	D6

Debt Services

Local Infrastructure Financing Tool (LIFT) Bond Debt Service

CFP #D1

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 2019 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:

Debt service payments through 2019 are allocated from the City's existing capital monies and therefore are not dependent on "projected" future revenue from "anticipated" new development.

PROJECT COMMENCEMENT REQUIREMENTS:

Securing a \$30 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 2014 to issue LIFT bonds.

PROJECT STOPPING POINT(S):

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.

STATUS:

LIFT debt payments are anticipated to span 25 years beginning in 2014.

Local Infrastructure Financing Tool (LIFT) Bond Debt Service CFP #D1

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019	
		2013	2014	2015	2016	2017	2018	2019			
LIFT GO Bond Debt Service			2,000	2,000	2,000	2,000	2,000	2,000	2,000	12,000	12,000
TOTAL ESTIMATED COSTS	\$0	\$0	\$2,000	\$12,000	\$12,000						

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019	
		2013	2014	2015	2016	2017	2018	2019			
SECURED FUNDING											
Capital Improvement Fund (Real Estate Excise Tax)			1,000	1,000	1,000	1,000	1,000	1,000	1,000	6,000	6,000
Capital Improvement Fund (State LIFT Award)			1,000	1,000	1,000	1,000	1,000	1,000	1,000	6,000	6,000
TOTAL SECURED FUNDING	\$0	\$0	\$2,000	\$12,000	\$12,000						

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019	
		2013	2014	2015	2016	2017	2018	2019			
Secured Funding	0	0	2,000	2,000	2,000	2,000	2,000	2,000	2,000	12,000	12,000
Estimated Project Cost	0	0	2,000	2,000	2,000	2,000	2,000	2,000	2,000	12,000	12,000
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

City Hall Lease

CFP #D2

DESCRIPTION:

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

Phase 1: This phase consists of activities to prepare the site for future construction (Phase 2) and will be completed by Spring 2013. Specifically, this phase relocates onsite private utilities and establishes temporary and new power facilities, removes five buildings and establishes temporary employee parking.

Phase 2: This phase includes actual construction of a new City Hall building. Phase 2 entails a developer agreement to construct the facility and associated parking under a guaranteed maximum price (GMP) scenario. The Council is not required to make a final decision concerning the GMP until Phase 1 is concluded, thus allowing additional time for our local economy to recover.

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 capital monies. In 2012 dollars, a \$3 million debt service payment provides approximately \$46 million for Phase 2 - building construction.

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 surplus Northshore School District property, as well as the cost benefits associated with the current competitive construction environment.

PROJECT COMMENCEMENT REQUIREMENTS:

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. Spending must be in accordance with State Real Estate Excise Tax law (RCW 82.46).

PROJECT STOPPING POINT(S):

The timing of Phase 2 is to be determined at the completion of Phase 1.

STATUS:

Construction of the City Hall is planned for mid - 2014 and is proposed to be completed in 2015 under a developer-lease option with debt service payments over a twenty-five year period that is projected to begin in 2016.

City Hall Lease CFP #D2

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Lease Payments					3,000	3,000	3,000	3,000	12,000	12,000
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$0	\$3,000	\$3,000	\$3,000	\$3,000	\$12,000	\$12,000

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)					1,500	2,000	2,000	2,000	7,500	7,500
Design Credit					1,500				1,500	1,500
Proceeds from Sale of Property						1,000	1,000	1,000	3,000	3,000
TOTAL SECURED FUNDING	\$0	\$0	\$0	\$0	\$3,000	\$3,000	\$3,000	\$3,000	\$12,000	\$12,000

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	0	0	0	0	3,000	3,000	3,000	3,000	12,000	12,000
Estimated Project Cost	0	0	0	0	3,000	3,000	3,000	3,000	12,000	12,000
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Bond Anticipation Note Debt Service

CFP #D3

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 2014). By securing a \$30 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 2014 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 2014 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:

In 2012, the \$20 million BAN was secured. In 2011, the \$30 million BAN was secured that retired the \$20 million BAN and provided an additional \$10 million.

Bond Anticipation Note Debt Service CFP #D3

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Bond Anticipation Note Debt Service	804	450	30,038						30,488	31,292
TOTAL ESTIMATED COSTS	\$804	\$450	\$30,038	\$0	\$0	\$0	\$0	\$0	\$30,488	\$31,292

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	804	450	38						488	1,292
LIFT Bond			30,000						30,000	30,000
TOTAL SECURED FUNDING	\$804	\$450	\$30,038	\$0	\$0	\$0	\$0	\$0	\$30,488	\$31,292

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	804	450	30,038	0	0	0	0	0	30,488	31,292
Estimated Project Cost	804	450	30,038	0	0	0	0	0	30,488	31,292
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Public Works Trust Fund Debt Service (Bothell Crossroads - T6) CFP #D4

DESCRIPTION:

The State Public Works Board (PWB) provides low interest construction loans to local government to meet vital capital infrastructure needs. Interest rates range from 0.5% to 2.0% and are linked to the repayment period, which ranges from 10 to 30 years. Bothell applied for and received an \$8,000,000 PWTF loan. This financing opportunity provided the means necessary to fully fund construction of the City's Bothell Crossroads project that will facilitate the redevelopment of the community's historic downtown area.

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. The City received a state appropriation via the Washington State Department of Community, Trade, and Economic Development, a Washington Transportation Improvement Board (TIB) grant, and funds from the Washington State Department of Transportation.

FUTURE DEBT SERVICE COSTS:

Debt service payments through 2019 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:

The contract for the final construction phase was awarded in spring of 2012. It is anticipated that construction will be completed by June 2014.

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 projects 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:

The \$8 million PWTF loan was awarded in 2011. Debt service payments are anticipated to begin in 2013 and will be allocated over a twenty-year period. The interest rate is 0.5%.

**Public Works Trust Fund Debt Service
(Bothell Crossroads - T6)
CFP #D4**

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
PW Trust Loan Debt Service		40	440	438	436	434	432	430	2,650	2,650
TOTAL ESTIMATED COSTS	\$0	\$40	\$440	\$438	\$436	\$434	\$432	\$430	\$2,650	\$2,650

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Capital Improvement Fund (Traffic Impact Fees Transfer)		40	440	438	436	434	432	430	2,650	2,650
TOTAL SECURED FUNDING	\$0	\$40	\$440	\$438	\$436	\$434	\$432	\$430	\$2,650	\$2,650

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	0	40	440	438	436	434	432	430	2,650	2,650
Estimated Project Cost	0	40	440	438	436	434	432	430	2,650	2,650
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Public Works Trust Fund Debt Service
(Multiway Blvd: Phase 1 - T38)
CFP #D5

DESCRIPTION:

The State Public Works Board (PWB) provides low interest construction loans to local government to meet vital capital infrastructure needs. Interest rates range from 0.5% to 2.0% and are linked to the repayment period, which ranges from 10 to 30 years. Bothell applied for a \$4,500,000 PWTF loan. This opportunity provided the means necessary to fully fund construction of the City's Multiway Boulevard, Phase 1 project that will help facilitate the redevelopment of the community's historic downtown area.

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 Bothell's historic Downtown area.

FUTURE DEBT SERVICE COSTS:

Debt service payments are allocated from the City's capital monies.

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 project is to be funded from various sources to be determined, including but not limited to property sale proceeds, utility funds, impact fees, capital improvement fund and Public Works Trust Fund loan or other viable funding sources. This project will be constructed in phases as financing is obtained. Phase 1 will construct the sidewalk, parking, side access lane, and median on the west side of Bothell Way from NE 183rd Street to NE 188th Street. This first phase needs to be completed in 2014 to support the new development on the west side of Bothell Way. Phase 2 will include the rest of the Multiway Boulevard from newly relocated SR 522 to NE 185th St. If the City Hall block proceeds with development, then Phase 2 may need to be implemented. Phase 3 will complete the Multiway Boulevard from NE 185th St to NE 188th Street. Private development is anticipated to complete frontage on the west side between NE 183rd Street and SR 522.

PROJECT COMMENCEMENT REQUIREMENTS:

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

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:

In Summer 2012, staff submitted an application for a \$4,500,000 construction loan. Notification to loan recipients will take place in late 2012. The repayment term of the loan is 20 years at 0.5%.

**Public Works Trust Fund Debt Service
(Multiway Blvd: Phase 1 - T38)
CFP #D5**

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
PW Trust Loan Debt Service		23	248	246	245	244	243	242	1,491	1,491
TOTAL ESTIMATED COSTS	\$0	\$23	\$248	\$246	\$245	\$244	\$243	\$242	\$1,491	\$1,491

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Capital Improvement Fund (Traffic Impact Fees Transfer)		23	248	246	245	244	243	242	1,491	1,491
TOTAL SECURED FUNDING	\$0	\$23	\$248	\$246	\$245	\$244	\$243	\$242	\$1,491	\$1,491

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	0	23	248	246	245	244	243	242	1,491	1,491
Estimated Project Cost	0	23	248	246	245	244	243	242	1,491	1,491
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Public Works Trust Fund Debt Service (Horse Creek Improvements - SW11) CFP #D6

DESCRIPTION:

The State Public Works Board (PWB) provides low interest construction loans to local government to fund vital capital infrastructure needs. Interest rates range from 0.5% to 2.0% and are linked to the repayment period, which ranges from 10 to 30 years. Bothell applied for two low interest loans - one for \$800,000 and another for \$8,500,000. The State's PWTF financing opportunity provided Bothell the means necessary to fully fund construction of the Horse Creek project.

JUSTIFICATION:

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

FUTURE DEBT SERVICE COSTS:

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

TIMING PRIORITY CONSIDERATIONS:

The project needs to move forward in a manner that supports the redevelopment in the downtown. This ensures that adequate coordination takes place and impacts are minimized to newly opened facilities. Timely completion of this project will free City-owned properties up for surplus.

PROJECT COMMENCEMENT REQUIREMENTS:

This stormwater and surface water project is approved to commence when 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 all funding sources are identified, secured and appropriated. Project spending is not authorized in excess of adopted funding resources.

STATUS:

In Spring 2012, staff submitted two applications for \$800,000 and \$8,500,000 construction loans, totaling \$9,300,000. Notification to loan recipients will take place in late 2012. The repayment term of both loans is 20 years at 0.5%.

**Public Works Trust Fund Debt Service
(Horse Creek Improvements - SW11)
CFP #D6**

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
PW Trust Loan Debt Service	4	70	511	509	507	504	502	500	3,103	3,107
TOTAL ESTIMATED COSTS	\$4	\$70	\$511	\$509	\$507	\$504	\$502	\$500	\$3,103	\$3,107

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Stormwater Capital Project Fund	4	70	511	509	507	504	502	500	3,103	3,107
TOTAL SECURED FUNDING	\$4	\$70	\$511	\$509	\$507	\$504	\$502	\$500	\$3,103	\$3,107

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	4	70	511	509	507	504	502	500	3,103	3,107
Estimated Project Cost	4	70	511	509	507	504	502	500	3,103	3,107
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



City of Bothell™

Opportunity Funds



City of Bothell™

Revenue

<u>CFP NAME</u>	<u>CFP NUMBERS</u>
General Opportunity Fund	OP1
Park Opportunity Fund	OP2
Transportation Opportunity Fund.....	OP3

Opportunity Funds

General Opportunity Fund

CFP #OP1

DESCRIPTION:

Opportunity funds are set aside in order to take advantage of unanticipated opportunities that may arise during the current capital planning period (2013-2019). Opportunity funds can be used as match funding for grant opportunities, joint projects, or to meet a need that was not identified at the time the Capital Facilities Plan (CFP) was adopted. Opportunity funds are available for all project types (facility, transportation, and parks - including land acquisition).

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 anticipated in the City's CFP. Opportunity funds are available for Council appropriation as needs are identified.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

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

TIMING PRIORITY CONSIDERATIONS:

No General Opportunity Fund spending was identified in the City's 2013-2014 budget or 2013-2019 Capital Facilities Plan. General opportunities that may arise over the planning period (2013-2019) 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.

PROJECT STOPPING POINT(S):

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

STATUS:

No opportunity spending is currently identified.

General Opportunity Fund CFP #OP1

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Opportunity Monies Available	297								0	297
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	297								0	297
TOTAL SECURED FUNDING	\$297	\$0	\$297							

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	297	0	0	0	0	0	0	0	0	297
Estimated Project Cost	297	0	0	0	0	0	0	0	0	297
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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

Park Opportunity Fund

CFP #OP2

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.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

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

TIMING PRIORITY CONSIDERATIONS:

No park opportunity spending was identified in the City's 2013-2014 budget or 2013-2019 Capital Facilities Plan. Opportunities that rise over the current capital planning period (2013-2019) will be evaluated based on the merits of the project.

PROJECT COMMENCEMENT REQUIREMENTS:

Appropriation is limited to monies received and available.

PROJECT STOPPING POINT(S):

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

STATUS:

No park opportunity spending is currently identified.

Park Opportunity Fund CFP #OP2

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Opportunity Monies Available	637								0	637
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$637

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Park Reserve Fund	69								0	69
Residual LID Guaranty Funds	568								0	568
TOTAL SECURED FUNDING	\$637	\$0	\$637							

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	637	0	0	0	0	0	0	0	0	637
Estimated Project Cost	637	0	0	0	0	0	0	0	0	637
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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

Transportation Opportunity Fund

CFP #OP3

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.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

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

TIMING PRIORITY CONSIDERATIONS:

No Transportation Opportunity Fund spending was identified in the City's 2013-2014 budget or 2013-2019 Capital Facilities Plan. Transportation opportunities that may arise over the planning period (2013-2019) 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.

PROJECT STOPPING POINT(S):

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

STATUS:

No opportunity spending is currently identified.

Transportation Opportunity Fund CFP #OP3

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Opportunity Monies Available	108								0	108
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$108

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Arterial St Fund	108								0	108
TOTAL SECURED FUNDING	\$108	\$0	\$108							

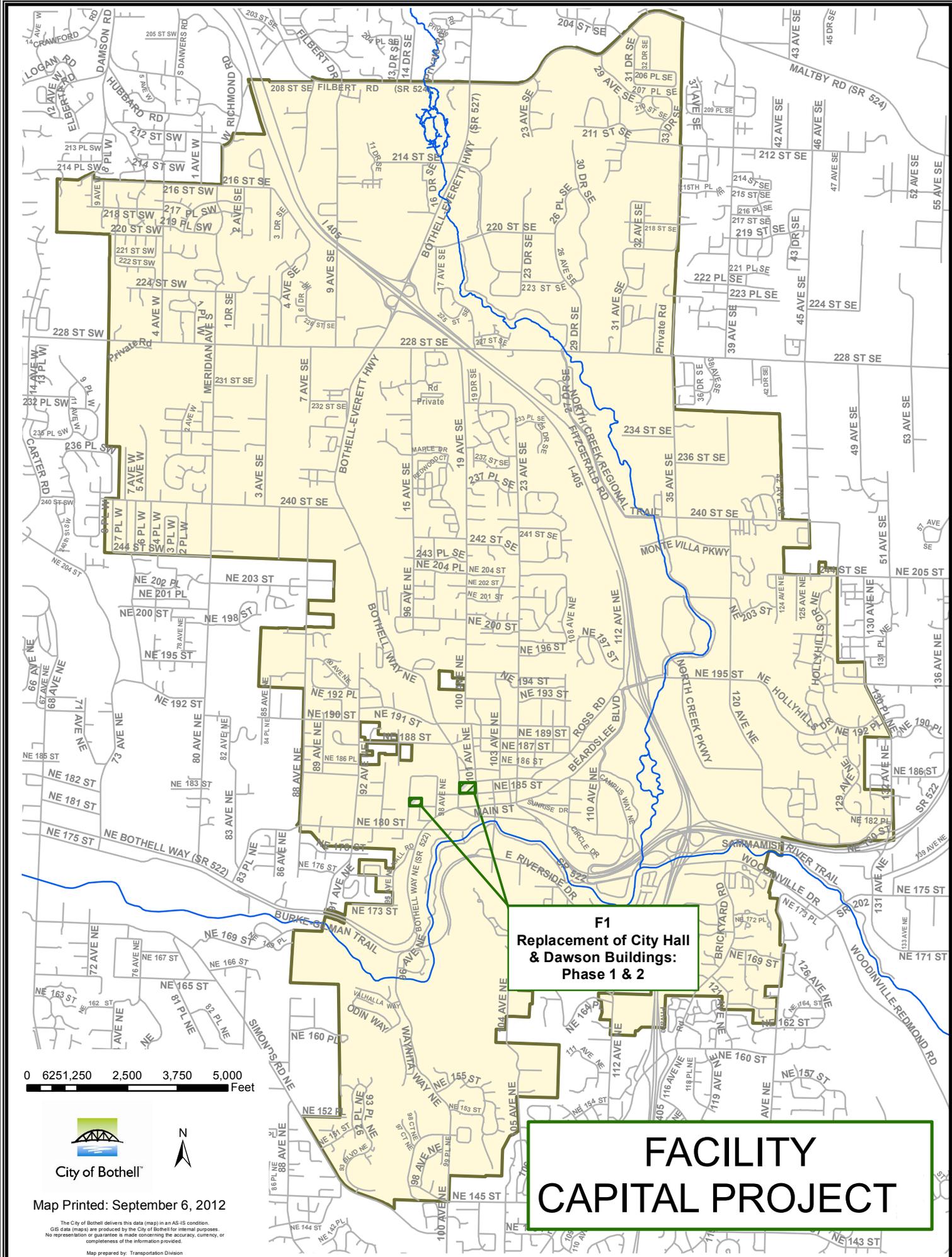
PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	108	0	0	0	0	0	0	0	0	108
Estimated Project Cost	108	0	0	0	0	0	0	0	0	108
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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



City of Bothell™

**Facility
Capital Projects**



**F1
Replacement of City Hall
& Dawson Buildings:
Phase 1 & 2**

FACILITY CAPITAL PROJECT

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



City of Bothell



Map Printed: September 6, 2012

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

CFP NAME _____ CFP NUMBERS

Replacement of City Hall & Dawson Buildings: Phases 1 & 2 F1

Replacement of City Hall & Dawson Buildings: Phases 1 & 2

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.

Phase 1: This phase consists of activities to prepare the site for future construction (Phase 2) and will be completed by Spring 2013. Specifically, this phase relocates onsite private utilities and establishes temporary and new power facilities, removes five buildings and establishes temporary employee parking.

Phase 2: This phase includes actual construction of a new City Hall building. Phase 2 entails a developer agreement to construct the facility and associated parking under a guaranteed maximum price (GMP) scenario. The Council is not required to make a final decision concerning the GMP until Phase 1 is concluded, thus allowing additional time for our local economy to recover.

JUSTIFICATION:

A phased approach for this project responds to recent changes and provides the City a greater degree of financial strength and flexibility. Changes, including a one-year delay in the Crossroads project and a slower-than-expected recession recovery in the housing market and associated capital restricted revenue capital-restricted produced less financial certainty in final project expenses. This recommended phased method provides a more conservative approach and Real Estate Excise Tax lends itself to the City's consistent practice of prudent and timely decision making.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

Future maintenance and operating (M & O) costs are anticipated to be similar to those incurred by the current City Hall and Dawson buildings. Actual M & O costs will be determined based on final design.

TIMING PRIORITY CONSIDERATIONS:

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 2009-2014. 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:

The City Council has previously evaluated and supported design plans associated with a new City hall and is a key part of a larger City Center block development. The size of the original building design may not be warranted at this time due to recent annexation results and redesign of the building may be necessary to phase the development over time. Regardless of the size of the building, the City manager has determined that it is in the best financial interest of the City to proceed with a more conservative phased approach (Phase 1 and 2 above). A separate Capital Facilities project is also being initiated to perform the environmental clean-up on the corner of the Center block.

Replacement of City Hall & Dawson Buildings: Phases 1 & 2

CFP #F1

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design	1,207	143							143	1,350
ROW Acquisition	2,150								0	2,150
Construction		2,150							2,150	2,150
TOTAL ESTIMATED COSTS	\$3,357	\$2,293	\$0	\$0	\$0	\$0	\$0	\$0	\$2,293	\$5,650

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	208	2,293							2,293	2,501
Bond Anticipation Note	3,149								0	3,149
TOTAL SECURED FUNDING	\$3,357	\$2,293	\$0	\$0	\$0	\$0	\$0	\$0	\$2,293	\$5,650

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	3,357	2,293	0	0	0	0	0	0	2,293	5,650
Estimated Project Cost	3,357	2,293	0	0	0	0	0	0	2,293	5,650
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Park
Capital Projects**

P9
North Creek School House

P22
North Creek Forest

P11
1st Lt Nicholas Madrazo Park

P20
The Park at Bothell Landing

P21
Half Acre Open Space

PARK CAPITAL PROJECTS

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



City of Bothell

Map Printed: September 6, 2012

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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	P20
Half Acre Open Space.....	P21
North Creek Forest.....	P22

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. One acquisition currently being considered is the Williams parcel located along Riverside Drive at approximately 108th Ave. NE. This parcel has received partial funding of \$305,000 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.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

To be determined when opportunities are identified and master plans completed.

TIMING PRIORITY CONSIDERATIONS:

The existing Conservation Futures Grant for the Williams Property requires a 50% match and, without an extension, that the acquisition of the Williams Property must be completed by year-end 2012.

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:

Williams -Appraisal completed. Determining if owner is a willing seller.

Open Space Acquisition CFP # P7

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Land Acquisition	661	610							610	1,271
TOTAL ESTIMATED COSTS	\$661	\$610	\$0	\$0	\$0	\$0	\$0	\$0	\$610	\$1,271

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	34								0	34
Capital Improvement Fund (Park Impact Fees Transfer)	33								0	33
Grant Awarded (KC Conservation Futures Fund)	200	305							305	505
Grant Awarded (SCo Conservation Futures Fund)	200								0	200
Grant Awarded (Wa St Dept of Commerce)	194								0	194
TOTAL SECURED FUNDING	\$661	\$305	\$0	\$0	\$0	\$0	\$0	\$0	\$305	\$966
UNSECURED FUNDING										
Funding Source (TBD)		305							305	305
TOTAL UNSECURED FUNDING	\$0	\$305	\$0	\$0	\$0	\$0	\$0	\$0	\$305	\$305
TOTAL ESTIMATED FUNDING	\$661	\$610	\$0	\$0	\$0	\$0	\$0	\$0	\$610	\$1,271

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	661	305	0	0	0	0	0	0	305	966
Unsecured Funding	0	305	0	0	0	0	0	0	305	305
Estimated Project Cost	661	610	0	0	0	0	0	0	610	1,271
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

North Creek School House

CFP #P9

DESCRIPTION:

City Council accepted the donation of the North Creek School House for relocation to Centennial Park and the original property it was located on. The School House was relocated to Centennial Park and moved onto a new foundation. The exterior was restored 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. When the building is restored, it will be available for programming and revenue-generating rentals.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

An annual increase of maintenance and operating costs amounting to \$4,000 is anticipated as a result of this project.

TIMING PRIORITY CONSIDERATIONS:

Further project spending is not approved until all financing is secured, including the proceeds from the future sale of property.

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:

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. Community members have raised some donations and will be assisting the City in a 2013 grant application to Snohomish County Historic Preservation Commission.

North Creek School House

CFP #P9

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design	8								0	8
Construction	239	30	30	61					121	360
TOTAL ESTIMATED COSTS	\$247	\$30	\$30	\$61	\$0	\$0	\$0	\$0	\$121	\$368

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	230								0	230
Grant Awarded (4 Culture Grant)	17								0	17
Donations		15							15	15
TOTAL SECURED FUNDING	\$247	\$15	\$0	\$0	\$0	\$0	\$0	\$0	\$15	\$262
UNSECURED FUNDING										
Funding Source (TBD)				61					61	61
Grant Pending (Snoh County Historic Preservation)		15							15	15
Donations			30						30	30
TOTAL UNSECURED FUNDING	\$0	\$15	\$30	\$61	\$0	\$0	\$0	\$0	\$106	\$106

TOTAL ESTIMATED FUNDING	\$247	\$30	\$30	\$61	\$0	\$0	\$0	\$0	\$121	\$368
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PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	247	15	0	0	0	0	0	0	15	262
Unsecured Funding	0	15	30	61	0	0	0	0	106	106
Estimated Project Cost	247	30	30	61	0	0	0	0	121	368
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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, walking paths, and parking lot (26 spaces) with landscaping and picnic tables and benches or 2) a playfield and picnic shelter.

JUSTIFICATION:

This project is funded with mitigation funds associated with the construction impacts of the King County Wastewater Pump Station Storage Facility. Development is prescribed in a Memorandum of Agreement between the City of Bothell and King County.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

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

TIMING PRIORITY CONSIDERATIONS:

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

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 is required.

PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources

STATUS:

Council is scheduled to consider 1st Lieutenant Nicholas Madrazo US Marine Corp Memorial Park Master Plan in 2012 with possible construction in 2014. The amount programmed in the CFP may not be sufficient to develop per the adopted Master Plan, in which case the project will be phased.

1st Lieutenant Nicholas Madrazo US Marine Corp Memorial Park

CFP #P11

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design		80							80	80
Construction			520						520	520
TOTAL ESTIMATED COSTS	\$0	\$80	\$520	\$0	\$0	\$0	\$0	\$0	\$600	\$600

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Capital Improvement Fund (KC Pump Station Mitigation)		80	520						600	600
TOTAL SECURED FUNDING	\$0	\$80	\$520	\$0	\$0	\$0	\$0	\$0	\$600	\$600

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding		80	520	0	0	0	0	0	600	600
Estimated Project Cost		80	520	0	0	0	0	0	600	600
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2013 - 2019
	2013	2014	2015	2016	2017	2018	2019	
General Fund - Park 001		77	77	77	77	77	77	462
Dollars include .51 FTEs starting in 2014								
TOTAL FUTURE M&O COSTS	\$0	\$77	\$77	\$77	\$77	\$77	\$77	\$462
TOTAL FTE IMPACT	Dollars include .51 FTEs starting in 2014							

Park at Bothell Landing

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 as funding is secured. The projected development schedule is:

2014-2015 Design entire park
2015 Café & West Access
2016 Gathering Plaza & City share of West Access
2017 East Parking & Bridge Replacement
2018 Historic Building Zone
2019 Play Area & Wetland Enhancement

JUSTIFICATION:

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

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

No new maintenance and operating costs assumed for 2013-2014. Final estimates will be calculated once the scope for Phase I is determined.

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 was adopted in 2010. The Park at Bothell Landing project is to be funded by various sources to be determined, including but not limited to, grants, property sale proceeds, park impact fees, the asset replacement fund (for the pedestrian bridge across Sammamish River, playground and boardwalk), retail lease proceeds, developer contributions and the capital improvement fund.

PROJECT COMMENCEMENT REQUIREMENTS:

The Park at Bothell Landing project is approved to commence in phases as 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:

The Park at Bothell Landing project's design is funded in 2014 and 2015. The Master Plan for the Park at Bothell Landing was adopted in 2010.

Park at Bothell Landing CFP #P20

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design	20		100	890					990	1,010
Construction				1,200	2,836	2,367	1,597	4,713	12,713	12,713
TOTAL ESTIMATED COSTS	\$20	\$0	\$100	\$2,090	\$2,836	\$2,367	\$1,597	\$4,713	\$13,703	\$13,723

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Capital Improvement Fund (Park Impact Fees Transfer)			100	400					500	500
Capital Improvement Fund (Asset Replacement Transfer)	20					480	12	153	645	665
TOTAL SECURED FUNDING	\$20	\$0	\$100	\$400	\$0	\$480	\$12	\$153	\$1,145	\$1,165
UNSECURED FUNDING										
Potential Grant Funding *					500	500			1,000	1,000
Unidentified City Resources **				390	2,236	1,287	1,485	4,460	9,858	9,858
Contributions (Developers)				1,200					1,200	1,200
Proceeds from Retail Lease				100	100	100	100	100	500	500
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$1,690	\$2,836	\$1,887	\$1,585	\$4,560	\$12,558	\$12,558

TOTAL ESTIMATED FUNDING	\$20	\$0	\$100	\$2,090	\$2,836	\$2,367	\$1,597	\$4,713	\$13,703	\$13,723
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PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	20	0	100	400	0	480	12	153	1,145	1,165
Unsecured Funding	0	0	0	1,690	2,836	1,887	1,585	4,560	12,558	12,558
Estimated Project Cost	20	0	100	2,090	2,836	2,367	1,597	4,713	13,703	13,723
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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

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

Half Acre Open Space

CFP #P21

DESCRIPTION:

This project will provide an urban 1/2 acre open space located just south of the Pop Keeney Stadium as called for by the Downtown Subarea Plan. It is anticipated to be designed in conjunction with the Pop Keeney Connector and will be a key component of the view and pedestrian corridor between the downtown core and Pop Keeney Stadium. In addition, it will be designed to provide a place to gather as well as accommodate a portion of the day lighted Horse Creek. Current funding, provides completion of the initial phase, with additional funding required to complete the long-term vision of the open space.

JUSTIFICATION:

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

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

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

TIMING PRIORITY CONSIDERATIONS:

Horse Creek is proposed to be day lighted through a portion of the open space. As such, the construction of this project is likely to occur under the same construction contract as the Horse Creek Improvements project provided developer funds are secured.

PROJECT COMMENCEMENT REQUIREMENTS:

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

PROJECT STOPPING POINT(S):

The project will be funded by private developers.

STATUS:

The project is currently under design.

Half Acre Open Space CFP #P21

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design	144								0	144
Construction				815					815	815
TOTAL ESTIMATED COSTS	\$144	\$0	\$0	\$815	\$0	\$0	\$0	\$0	\$815	\$959

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Contributions (Developers)	144			815					815	959
TOTAL SECURED FUNDING	\$144	\$0	\$0	\$815	\$0	\$0	\$0	\$0	\$815	\$959

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	144	0	0	815	0	0	0	0	815	959
Estimated Project Cost	144	0	0	815	0	0	0	0	815	959
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2013 - 2019
	2013	2014	2015	2016	2017	2018	2019	
General Fund - Park 001			32	32	32	32	32	160
Dollars include .15 FTEs starting in 2015								
TOTAL FUTURE M&O COSTS	\$0	\$0	\$32	\$32	\$32	\$32	\$32	\$160
TOTAL FTE IMPACT	Dollars include .15 FTEs starting in 2015							

Private Developer will construct during 2013-2019 planning period.

North Creek Forest

CFP #P22

DESCRIPTION:

This project consists of acquisition and future development of open space land located on 112th Ave NE at approximately NE 201st St. The North Creek Forest is comprised of five parcels and over 50 acres of largely undeveloped property. The project anticipates acquisition of all properties prior to developing a master plan for the entire site.

JUSTIFICATION:

This project is specific acquisition of open space consistent with the Parks, Recreation & Open Space Action Program (PROSAP) and has been funded with grants and King County Proposition 2 funds.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

To be determined once properties are acquired and master plan is developed.

TIMING PRIORITY CONSIDERATIONS:

The Conservation Futures Grant requires a 50% match and acquisition of the additional North Creek Forest parcels must be completed by year-end 2013.

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:

Two parcels equaling 35+ acres were acquired in 2011. Funding is available to purchase a third parcel in 2012. Grants have been applied for and \$500,000 is recommended for funding through King County Conservation Futures Fund to purchase the three remaining parcels.

North Creek Forest CFP # P22

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Land Acquisition	200		1,600						1,600	1,800
TOTAL ESTIMATED COSTS	\$200	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$1,600	\$1,800

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Grant Awarded (KC Conservation Futures Fund)	100		500						500	600
Grant Awarded (Wa St RCO)	100		197						197	297
TOTAL SECURED FUNDING	\$200	\$0	\$697	\$0	\$0	\$0	\$0	\$0	\$697	\$897
UNSECURED FUNDING										
Grant Funding (TBD)			903						903	903
TOTAL UNSECURED FUNDING	\$0	\$0	\$903	\$0	\$0	\$0	\$0	\$0	\$903	\$903

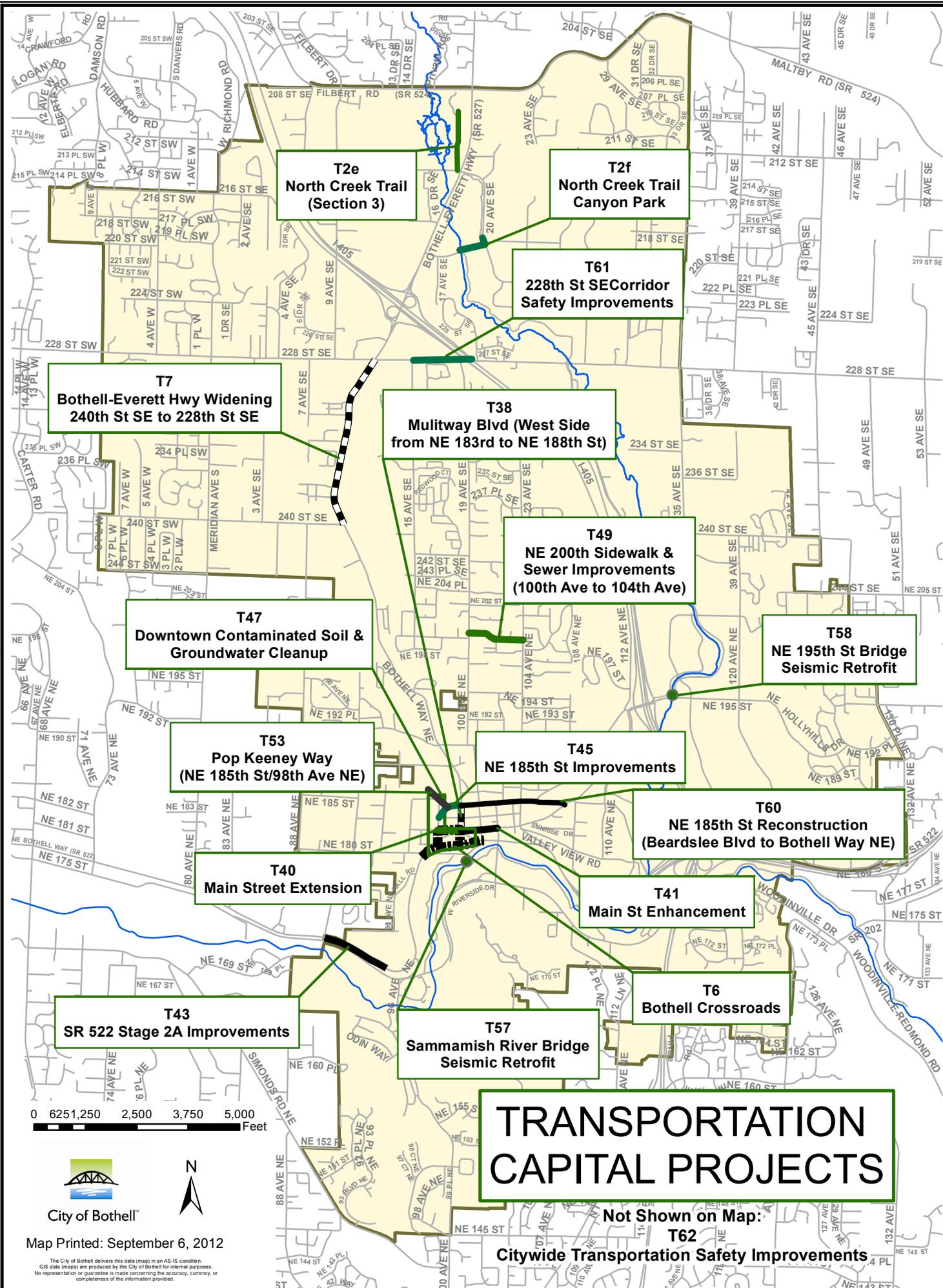
TOTAL ESTIMATED FUNDING	\$200	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$1,600	\$1,800
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PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	200	0	697	0	0	0	0	0	697	897
Unsecured Funding	0	0	903	0	0	0	0	0	903	903
Estimated Project Cost	200	0	1,600	0	0	0	0	0	1,600	1,800
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



City of Bothell™

Transportation Capital Projects



TRANSPORTATION CAPITAL PROJECTS

Not Shown on Map:

T62 Citywide Transportation Safety Improvements



City of Bothell

Map Printed: September 6, 2012

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

Transportation Capital Projects

<u>CFP NAME</u>	<u>CFP NUMBERS</u>
North Creek Trail - Section 3 (SR 527 from 214th St SE to 500 Feet South of SR 524)	T2e
North Creek Trail - Canyon Park (Along 220th St SE between North Creek and 20th Ave SE)	T2f
Bothell Crossroads.....	T6
Bothell-Everett Hwy Widening (240th St SE to 228th St SE).....	T7
Beardslee Blvd/Ross Road Interconnect.....	T10
Multiway Blvd: Phase I (West Side from NE 183 rd St to NE 188 th St)	T38
Multiway Blvd: Phase 2 (SR 522 to NE 185 th - Excluding West Side).....	T39a
Multiway Blvd: Phase 3 (NE 185 th to NE 188 th - Excluding West Side).....	T39b
Main St Extension	T40
Main Street Enhancement: Phase I (Bothell Way to 102nd Ave NE).....	T41
SR 522 Stage 2A Improvements	T43
NE 185th St Improvements	T45
Downtown Contaminated Soil & Groundwater Clean Up.....	T47
Bothell-Everett Hwy & 228th St SE Intersection Safety Improvements	T48
NE 200th St Sidewalk & Sewer Improvements (100th Ave to 104th Ave)	T49
Pop Keeney Way (NE 185th St/98th Ave NE).....	T53
Sammamish River Bridge Seismic Retrofit.....	T57
NE 195 th St Bridge Seismic Retrofit.....	T58
NE 185th St Reconstruction (Beardslee Blvd to Bothell Way).....	T60
228th St SE Corridor Safety Improvements.....	T61
Citywide Transportation Safety Improvements	T62
Corridor Transportation Demand Management (TDM) Enhancement.....	T63

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

CFP #T2e

DESCRIPTION:

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

JUSTIFICATION:

This trail segment 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.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

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

TIMING PRIORITY CONSIDERATIONS:

The project timeline must meet the grant requirements if secured. King County is planning to install a sewer trunkline near the proposed new trail. Rather than disrupt the wetlands and adjacent properties twice, the City and King County are working to jointly install their respective facilities. As such, the construction phase of the trail is anticipated to occur in 2014.

PROJECT COMMENCEMENT REQUIREMENTS:

Project spending is authorized for design and ROW acquisition.

PROJECT STOPPING POINT(S):

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

STATUS:

Two federal grants have been received for design, right-of-way and construction funding. Design work is almost complete. ROW acquisition is anticipated to be completed in 2012. Construction is likely to occur in 2014 to coincide with King County sewer trunkline construction.

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

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design	304								0	304
ROW Acquisition	292								0	292
Construction			892						892	892
TOTAL ESTIMATED COSTS	\$596	\$0	\$892	\$0	\$0	\$0	\$0	\$0	\$892	\$1,488

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	1		131						131	132
Grant Awarded (Federal)	565		705						705	1,270
Mitigation - Brightwater (Arterial Overlay Program *)	30		56						56	86
TOTAL SECURED FUNDING	\$596	\$0	\$892	\$0	\$0	\$0	\$0	\$0	\$892	\$1,488

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	596	0	892	0	0	0	0	0	892	1,488
Estimated Project Cost	596	0	892	0	0	0	0	0	892	1,488
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2013 - 2019
	2013	2014	2015	2016	2017	2018	2019	
Street Fund 101		2	2	2	2	2	2	12
	Dollars include .01 FTEs starting in 2014							
General Fund - Park 001		2	2	2	2	2	2	12
	Dollars include .02 FTEs starting in 2014							
TOTAL FUTURE M&O COSTS	\$0	\$4	\$4	\$4	\$4	\$4	\$4	\$24
TOTAL FTE IMPACT	Dollars include .03 FTEs starting in 2014							

* Allocated from Arterial Overlay Program (T5) \$86K.

North Creek Trail - Canyon Park
(Along 220th St SE between North Creek and 20th Ave SE)
CFP #T2f

DESCRIPTION:

North Creek Trail is a regional, multi-use, seven-mile trail connecting the Burke-Gilman/Sammamish River Trail in King County and the Interurban Trail at McCollum Park in Snohomish County. Due to funding constraints, trail projects through Bothell are being phased in stages. This portion of the project is identified as a substandard section of the trail located within Canyon Park and is approximately 600 linear feet of trail along 220th Street SE between North Creek and 20th Ave SE. The scope of work for this project will consist of widening one existing sidewalk to a 10-12 foot wide asphalt paved trail to connect to existing North Creek Trail in the business park.

JUSTIFICATION:

This project helps interconnect the other trail segments connecting residential neighborhoods, employment centers, recreational facilities, and the regional bike path network. The main source of funding for this segment is state and federal transportation funding.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

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

TIMING PRIORITY CONSIDERATIONS:

Allocation of some local funds in 2014 will provide the City with the opportunity to leverage grant funding for this missing link of the North Creek Trail.

PROJECT COMMENCEMENT REQUIREMENTS:

The project timeline and spending must comply with grant requirements. The project would not proceed unless it successfully obtained federal grant funds.

PROJECT STOPPING POINT(S):

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

STATUS:

No action has taken place on this project. A grant application will be submitted in spring 2013.

North Creek Trail - Canyon Park
(Along 220th St SE between North Creek and 20th Ave SE)
CFP #T2f

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design			94						94	94
ROW Acquisition			99						99	99
Construction				215					215	215
TOTAL ESTIMATED COSTS	\$0	\$0	\$193	\$215	\$0	\$0	\$0	\$0	\$408	\$408

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)			18	7					25	25
Grant Pending (State - WSDOT)			175	208					383	383
TOTAL SECURED FUNDING	\$0	\$0	\$193	\$215	\$0	\$0	\$0	\$0	\$408	\$408

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	0	0	193	215	0	0	0	0	408	408
Estimated Project Cost	0	0	193	215	0	0	0	0	408	408
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2013 - 2019
	2013	2014	2015	2016	2017	2018	2019	
Street Fund 101			1	1	1	1	1	5
Dollars include .01 FTEs starting in 2015								
General Fund - Park 001			3	3	3	3	3	15
Dollars include .02 FTEs starting in 2015								
TOTAL FUTURE M&O COSTS	\$0	\$0	\$4	\$4	\$4	\$4	\$4	\$20
TOTAL FTE IMPACT	Dollars include .03 FTEs starting in 2015							

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 Bothell Way and 98th Avenue NE. Bothell Way 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. The rebated tax monies are restricted to debt service payments associated with capital infrastructure investments made within the City that were financed by General Obligation Bonds. The City also received a state appropriation via the Washington State Department of Community, Trade, and Economic Development, a Washington Transportation Improvement Board (TIB) grant, and funds from the Washington State Department of Transportation.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

The future maintenance and operating (M&O) costs were developed by analyzing the infrastructure that will be added by this project. In addition to staff needed to conduct the M&O activities, costs associated with materials, etc. are included. The City has an agreement in place with Puget Sound Energy for the streetlights added with this project so those costs are included in the 2013-2014 operating budget proposal and are not reflected here.

TIMING PRIORITY CONSIDERATIONS:

The contract for the final phase was awarded in spring of 2012. It is anticipated that construction will be completed by June 2014.

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):

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

STATUS:

The construction of the project has been phased. Phase 1, which included demolition of building structures, was completed in May 2010. Phase 2, consisted of preloading soft soil areas with a large mound of soil to induce settlement prior to road construction was completed at the end of 2010. The construction contract for Phase 3 (final phase) was awarded in spring 2012 and is scheduled to be completed in June 2014.

Bothell Crossroads CFP #T6

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Predesign	62								0	62
Design	6,820								0	6,820
ROW Acquisition	25,224								0	25,224
Construction	7,794	9,766	5,170	7	7	7			14,957	22,751
TOTAL ESTIMATED COSTS	\$39,900	\$9,766	\$5,170	\$7	\$7	\$7	\$0	\$0	\$14,957	\$54,857

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	20,809								0	20,809
Capital Improvement Fund (Traffic Impact Fees Transfer)	258		3,623	7	7	7			3,644	3,902
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)	949	1,801	847						2,648	3,597
State Contribution (WSDOT Overlay)			500						500	500
Mitigation - Brightwater	650								0	650
Public Works Trust Fund		7,800	200						8,000	8,000
Utilities - Sewer	346	63							63	409
Utilities - Water	272	102							102	374
TOTAL SECURED FUNDING	\$39,900	\$9,766	\$5,170	\$7	\$7	\$7	\$0	\$0	\$14,957	\$54,857

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	39,900	9,766	5,170	7	7	7	0	0	14,957	54,857
Estimated Project Cost	39,900	9,766	5,170	7	7	7	0	0	14,957	54,857
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2013 - 2019
	2013	2014	2015	2016	2017	2018	2019	
Street Fund 101		37	37	37	37	37	37	222
Dollars include .20 FTEs starting in 2014								
Stormwater Fund 406		12	12	12	12	12	12	72
Dollars include .07 FTEs starting in 2014								
TOTAL FUTURE M&O COSTS	\$0	\$49	\$49	\$49	\$49	\$49	\$49	\$294
TOTAL FTE IMPACT	Dollars include .27 FTEs starting in 2014							

Bothell-Everett Hwy Widening (240th St SE to 228th St 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. Jurisdiction for this portion of the highway was transferred to the City of Bothell in 2011 so it is no longer State Route 527 in this section.

JUSTIFICATION:

The Bothell Everett Highway 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.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

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

TIMING PRIORITY CONSIDERATIONS:

The project timeline must meet federal grant requirements including obligation of construction funds by the end of June 2012.

PROJECT COMMENCEMENT REQUIREMENTS:

Design is complete. There is on-going negotiation with several properties but possession and use has been obtained and the right of way acquisition is certified. Federal approval has been received to proceed with advertisement for construction bids.

PROJECT STOPPING POINT(S):

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

STATUS:

The design is complete. The right of way is certified and the project is expected to go to bid before the end of 2012. Construction is anticipated to begin in early 2013.

**Bothell-Everett Hwy Widening
(240th St SE to 228th St SE)
CFP #T7**

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design	1,456								0	1,456
ROW Acquisition	2,007								0	2,007
Construction	1,214	4,024							4,024	5,238
TOTAL ESTIMATED COSTS	\$4,677	\$4,024	\$0	\$0	\$0	\$0	\$0	\$0	\$4,024	\$8,701

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Capital Improvement Fund (Traffic Impact Fees Transfer)	451	569							569	1,020
Arterial Street Fund	263								0	263
Grant Awarded (Federal)	3,963	3,455							3,455	7,418
TOTAL SECURED FUNDING	\$4,677	\$4,024	\$0	\$0	\$0	\$0	\$0	\$0	\$4,024	\$8,701

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	4,677	4,024	0	0	0	0	0	0	4,024	8,701
Estimated Project Cost	4,677	4,024	0	0	0	0	0	0	4,024	8,701
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2013 - 2019
	2013	2014	2015	2016	2017	2018	2019	
Street Fund 101	97	97	97	97	97	97	97	679
Dollars include .58 FTEs starting in 2013								
Stormwater Fund 406	2	2	2	2	2	2	2	14
Dollars include .01 FTEs starting in 2013								
TOTAL FUTURE M&O COSTS	\$99	\$99	\$99	\$99	\$99	\$99	\$99	\$693
TOTAL FTE IMPACT	Dollars include .59 FTEs starting in 2013							

Beardslee Blvd/Ross Road Interconnect

CFP #T10

DESCRIPTION:

This project addresses safety and access concerns in the Beardslee/Ross Road/112th Ave NE area by constructing a new section of 112th Avenue connecting to a new intersection at Beardslee Boulevard at a location between the signalized UWB/CCC entrance and I-405 interchange. Ross Road will be terminated with a cul-de-sac.

JUSTIFICATION:

The residential neighborhood in this area has expressed major access and safety concerns along Ross Road and at the 112th/Beardslee intersection as congestion increases as a result of growth in downtown area, college campus expansion, proposed Westridge Gateway development, other developments and future interchange improvements.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

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

TIMING PRIORITY CONSIDERATIONS:

Westridge Gateway development located north of Beardslee Boulevard adjacent to I-405 Interchange is expecting to start construction in the summer of 2012 and the construction includes the new connector project.

PROJECT COMMENCEMENT REQUIREMENTS:

Construction of this project is contingent on start of work by the Westridge Gateway developer.

PROJECT STOPPING POINT(S):

Not applicable as this is fully funded by the developers. Construction of the connector may be phased in conjunction with phasing plans of the developers in this area.

STATUS:

Construction is expected to start summer of 2012 and may be phased in conjunction with phasing plans of the developers on Westridge Gateway and Bothell Heights Plat construction.

Beardslee Blvd/Ross Road Interconnect CFP #T10

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design	115								0	115
Construction	61								0	61
TOTAL ESTIMATED COSTS	\$176	\$0	\$176							

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Capital Improvement Fund (Transportation Opportunity Fund*)	176								0	176
TOTAL SECURED FUNDING	\$176	\$0	\$176							

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	176	0	0	0	0	0	0	0	0	176
Estimated Project Cost	176	0	0	0	0	0	0	0	0	176
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2013 - 2019
	2013	2014	2015	2016	2017	2018	2019	
Street Fund 101	24	24	24	24	24	24	24	168
Dollars include .11 FTEs starting in 2013								
Sewer Fund 402	1	1	1	1	1	1	1	7
Dollars include .01 FTEs starting in 2013								
Stormwater Fund 406	8	8	8	8	8	8	8	56
Dollars include .05 FTEs starting in 2013								
TOTAL FUTURE M&O COSTS	\$33	\$33	\$33	\$33	\$33	\$33	\$33	\$231
TOTAL FTE IMPACT	Dollars include .17 FTEs starting in 2013							

Private Developer will construct during 2013-2019 planning period.

* Allocated from Transportation Opportunity Fund (T36) \$135K for 2010.

Multiway Blvd: Phase I

(West Side from NE 183rd St to NE 188th St)

CFP #T38

DESCRIPTION:

This project constructs Phase 1 of the Multiway Boulevard linking the east and west sides of downtown Bothell across Bothell Way. The Boulevard is intended to be the "showpiece 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, two side lanes with parking, and wide sidewalks with trees. Phase I will construct the west side of the boulevard from NE 183d Street to NE 188th Street.

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.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

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

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 project is to be funded from various sources to be determined, including but not limited to property sale proceeds, utility funds, impact fees, capital improvement fund, and Public Works Trust Fund loan or other viable funding sources. This project will be constructed in phases as financing is obtained. Phase 1 will construct the sidewalk, parking, side access lane, and median on the west side of Bothell Way from NE 183rd Street to NE 188th Street. This first phase needs to be completed in 2014 to support the new development on the west side of Bothell Way. Phase 2 will include the rest of the Multiway Boulevard from newly relocated SR 522 to NE 185th St. If the City Hall block proceeds with development, then Phase 2 may need to be implemented. Phase 3 will complete the Multiway Boulevard from NE 185th Street to NE 188th Street. Private development is anticipated to complete frontage on the west side between NE 183rd Street and SR 522.

PROJECT COMMENCEMENT REQUIREMENTS:

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

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:

The project design and ROW acquisition is complete. The project is construction-ready. Depending on the amount of funds available, the bid package may be adjusted and require additional work to repackage the phases accordingly.

Multiway Blvd: Phase I
(West Side from NE 183rd St to NE 188th St)
CFP #T38

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design	3,284								0	3,284
ROW Acquisition	958								0	958
Construction	550	4,534	300						4,834	5,384
TOTAL ESTIMATED COSTS	\$4,792	\$4,534	\$300	\$0	\$0	\$0	\$0	\$0	\$4,834	\$9,626

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	2,841								0	2,841
Capital Improvement Fund (Traffic Impact Fees Transfer)	1,073								0	1,073
Public Works Trust Fund Loan		4,500							4,500	4,500
Contributions (Developers)	878	34	300						334	1,212
TOTAL SECURED FUNDING	\$4,792	\$4,534	\$300	\$0	\$0	\$0	\$0	\$0	\$4,834	\$9,626

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	4,792	4,534	300	0	0	0	0	0	4,834	9,626
Estimated Project Cost	4,792	4,534	300	0	0	0	0	0	4,834	9,626
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2013 - 2019
	2013	2014	2015	2016	2017	2018	2019	
Street Fund 101		86	86	86	86	86	86	516
	Dollars include .54 FTEs starting in 2014							
Sewer Fund 402		1	1	1	1	1	1	6
	FTEs not included in Sewer							
Stormwater Fund 406		49	49	49	49	49	49	294
	Dollars include .34 FTEs starting in 2014							
TOTAL FUTURE M&O COSTS	\$0	\$136	\$136	\$136	\$136	\$136	\$136	\$816
TOTAL FTE IMPACT	Dollars include .88 FTEs starting in 2014							

Multiway Blvd: Phase 2 (SR 522 to NE 185th St - Excluding West Side)

CFP #T39a

DESCRIPTION:

This project constructs Phase 2 of the Multiway Boulevard linking the east and west sides of Downtown Bothell across Bothell Way from SR 522 to NE 185th Street. The Boulevard is intended to be the "showpiece 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, two 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.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

No maintenance and operating (M & O) costs are associated with the implementation of this project during 2013-2019 planning period.

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 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 will be constructed in phases as financing is obtained. Phase 1 will construct the sidewalk, parking, side access lane, and median on the west side of Bothell Way from Main Street to NE 188th St. This first phase needs to be completed in 2014 to support the new development on the west side of Bothell Way. Phase 2 will include the rest of the Multiway Boulevard from newly relocated SR 522 to NE 185th St. If the City Hall block proceeds with development, then Phase 2 may need to be implemented. Phase 3 will complete the Multiway Boulevard from NE 185th St to NE 188th St.

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:

The design is 60% complete. Construction bid documents would need to be developed for Phase 2. A small amount of ROW needs to be acquired from a parcel on the east side.

Multiway Blvd: Phase 2
(SR 522 to NE 185th - Excluding West Side)
CFP #T39a

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design				972					972	972
ROW Acquisition				45					45	45
Construction				17,399					17,399	17,399
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$18,416	\$0	\$0	\$0	\$0	\$18,416	\$18,416

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
UNSECURED FUNDING										
Funding Source (TBD)				18,209					18,209	18,209
Utilities - Sewer Share				207					207	207
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$18,416	\$0	\$0	\$0	\$0	\$18,416	\$18,416

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Unsecured Funding	0	0	0	18,416	0	0	0	0	18,416	18,416
Estimated Project Cost	0	0	0	18,416	0	0	0	0	18,416	18,416
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Multiway Blvd: Phase 3
(NE 185th to NE 188th - Excluding West Side)
CFP #T39b

DESCRIPTION:

This project constructs Phase 3 of the Multiway Boulevard linking the east and west sides of Downtown Bothell across Bothell Way from NE 185th Street to NE 188th Street. The Boulevard is intended to be the "showpiece public space" in the City's revitalized downtown core. This portion of the Multiway Boulevard consists of four travel lanes, a left turn lane, two side medians with large trees, two side lanes with parking, and wide sidewalks with trees.

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.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

No maintenance and operating (M & O) costs anticipated during 2013-2019 planning period.

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 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 will be constructed in phases as financing is obtained. Phase 1 will construct the sidewalk, parking, side access lane, and median on the west side of Bothell Way from Main Street to NE 188th St. This first phase needs to be completed in 2013 to support the new development on the west side of Bothell Way. Phase 2 will include the rest of the Multiway Boulevard from newly relocated SR 522 to NE 185th St. If the City Hall block proceeds with development, then Phase 2 may need to be implemented. Phase 3 will complete the Multiway Boulevard from NE 185th St to NE 188th St.

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:

The design is 60% complete. Construction bid documents would need to be developed for Phase 3. A strip of right-of-way needs to be acquired on the east side between Reder Way and NE 188th St.

Multiway Boulevard: Phase 3
(NE 185th to NE 188th - Excluding West Side)
CFP #T39b

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design				456					456	456
ROW Acquisition					135				135	135
Construction						7,733			7,733	7,733
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$456	\$135	\$7,733	\$0	\$0	\$8,324	\$8,324

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019 *
		2013	2014	2015	2016	2017	2018	2019		
UNSECURED FUNDING										
Funding Source (TBD)				456	135	7,399			7,990	7,990
Utilities - Sewer Share						334			334	334
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$456	\$135	\$7,733	\$0	\$0	\$8,324	\$8,324

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Unsecured Funding	0	0	0	456	135	7,733	0	0	8,324	8,324
Estimated Project Cost	0	0	0	456	135	7,733	0	0	8,324	8,324
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Main Street Extension

CFP #T40

DESCRIPTION:

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

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 Bothell Way. This project also connects the King County Regional Library to the downtown core.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

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

TIMING PRIORITY CONSIDERATIONS:

The Main Street Extension project is to be funded by developers with City's initial participation for design work to ensure downtown vision is achieved. 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 is to be funded and constructed by developers.

PROJECT STOPPING POINT(S):

The project is not authorized to commence until funding sources are identified and secured.

STATUS:

Approximately 50% design with conceptual streetscape design and a right-of-way plan has been completed. The City is currently examining the feasibility of property acquisition for the future Main Street Extension. The road will be constructed by private developers.

Main St Extension CFP #T40

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design	231								0	231
ROW Acquisition	14			1,309					1,309	1,323
TOTAL ESTIMATED COSTS	\$245	\$0	\$0	\$1,309	\$0	\$0	\$0	\$0	\$1,309	\$1,554

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	200								0	200
Arterial Street Fund	13								0	13
Bond Anticipation Note	7								0	7
Utilities - Storm Drainage	25								0	25
TOTAL SECURED FUNDING	\$245	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$245
UNSECURED FUNDING										
Funding Source (TBD)				1,309					1,309	1,309
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$1,309	\$0	\$0	\$0	\$0	\$1,309	\$1,309

TOTAL ESTIMATED FUNDING	\$245	\$0	\$0	\$1,309	\$0	\$0	\$0	\$0	\$1,309	\$1,554
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PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	245	0	0	0	0	0	0	0	0	245
Unsecured Funding	0	0	0	1,309	0	0	0	0	1,309	1,309
Estimated Project Cost	245	0	0	1,309	0	0	0	0	1,309	1,554
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2013 - 2019
	2013	2014	2015	2016	2017	2018	2019	
Street Fund 101			18	18	18	18	18	90
	Dollars include .11 FTEs starting in 2015							
Stormwater Fund 406			2	2	2	2	2	10
	Dollars include .02 FTEs starting in 2015							
TOTAL FUTURE M&O COSTS	\$0	\$0	\$20	\$20	\$20	\$20	\$20	\$100
TOTAL FTE IMPACT	Dollars include .13 FTEs starting in 2015							

Private Developer will construct during 2013-2019 planning period.

Main St Enhancement: Phase I (Bothell Way to 102nd Ave NE)

CFP #T41

DESCRIPTION:

The Main Street Enhancement project implements improvements to Main Street from Bothell Way to 102nd Avenue NE. The project reworks the entire streetscape from building front to building front. The first phase of the project comprises improvements on Main Street between Bothell Way to just east of the 102nd 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.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

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

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 overall street concept. This design work was initially funded from available monies in the City's Capital Improvements Fund. Allocation of additional design funds in 2014 will provide the City with the opportunity to leverage grant funding to complete final design.

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:

The 30% design with a conceptual streetscape has been completed. Design of the project is on hold until funds are secured.

Main Street Enhancement: Phase I (Bothell Way to 102nd Ave NE) CFP #T41

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design	254		1,204						1,204	1,458
Construction				6,392					6,392	6,392
TOTAL ESTIMATED COSTS	\$254	\$0	\$1,204	\$6,392	\$0	\$0	\$0	\$0	\$7,596	\$7,850

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	254		191						191	445
Grant Pending (STP)			988						988	988
Utilities - Storm Drainage			25						25	25
Utilities - Sewer				155					155	155
Utilities - Water				213					213	213
TOTAL SECURED FUNDING	\$254	\$0	\$1,204	\$368	\$0	\$0	\$0	\$0	\$1,572	\$1,826
UNSECURED FUNDING										
Funding Source (TBD)				6,024					6,024	6,024
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$6,024	\$0	\$0	\$0	\$0	\$6,024	\$6,024

TOTAL ESTIMATED FUNDING	\$254	\$0	\$1,204	\$6,392	\$0	\$0	\$0	\$0	\$7,596	\$7,850
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PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	254	0	1,204	368	0	0	0	0	1,572	1,826
Unsecured Funding	0	0	0	6,024	0	0	0	0	6,024	6,024
Estimated Project Cost	254	0	1,204	6,392	0	0	0	0	7,596	7,850
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2013 - 2019
	2013	2014	2015	2016	2017	2018	2019	
Street Fund 101			19	19	19	19	19	95
Dollars include .12 FTEs starting in 2015								
Sewer Fund 402			2	2	2	2	2	10
Dollars include .02 FTEs starting in 2015								
Stormwater Fund 406			6	6	6	6	6	30
Dollars include .04 FTEs starting in 2015								
TOTAL FUTURE M&O COSTS	\$0	\$0	\$27	\$27	\$27	\$27	\$27	\$135
TOTAL FTE IMPACT	Dollars include .18 FTEs starting in 2015							

SR 522 Stage 2A Improvements

CFP #T43

DESCRIPTION:

This project is the continuation of the SR 522 Stage 1 Project (Wayne Curve) from the completed Wayne Curve project 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, installation of a raised 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. The City received federal grants and State grants (Transportation Improvement Board and Regional Mobility) for the project.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

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

TIMING PRIORITY CONSIDERATIONS:

The project timeline must meet grant requirements.

PROJECT COMMENCEMENT REQUIREMENTS:

Construction is underway. The project timeline and spending must comply with grant requirements.

PROJECT STOPPING POINT(S):

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

STATUS:

The City was awarded \$5 million in federal grants, a \$2.1 million Regional Mobility grant from the Washington State Department of Transportation, and \$780,000 from the Transportation Improvement Board. Construction is underway and expected to be completed by the end of summer 2013.

SR 522 Stage 2A Improvements CFP #T43

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design	918								0	918
ROW Acquisition	321								0	321
Construction	2,308	4,521							4,521	6,829
TOTAL ESTIMATED COSTS	\$3,547	\$4,521	\$0	\$0	\$0	\$0	\$0	\$0	\$4,521	\$8,068

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Capital Improvement Fund (Traffic Impact Fees Transfer)	201	202							202	403
Arterial Street Fund	193								0	193
Grant Awarded (Fed - WSDOT)	2,451	2,425							2,425	4,876
Grant Awarded (TIB)	298	470							470	768
Grant Awarded (Regional Mobility)	404	1,424							1,424	1,828
TOTAL SECURED FUNDING	\$3,547	\$4,521	\$0	\$0	\$0	\$0	\$0	\$0	\$4,521	\$8,068

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	3,547	4,521	0	0	0	0	0	0	4,521	8,068
Estimated Project Cost	3,547	4,521	0	0	0	0	0	0	4,521	8,068
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2013 - 2019
	2013	2014	2015	2016	2017	2018	2019	
Street Fund 101	59	59	59	59	59	59	59	413
Dollars include .40 FTEs starting in 2013								
Stormwater Fund 406	8	8	8	8	8	8	8	56
Dollars include .05 FTEs starting in 2013								
TOTAL FUTURE M&O COSTS	\$67	\$67	\$67	\$67	\$67	\$67	\$67	\$469
TOTAL FTE IMPACT	Dollars include .45 FTEs starting in 2013							

NE 185th St Improvements

CFP #T45

DESCRIPTION:

The NE 185th Street Improvements project extends NE 185th Street west from Bothell Way to the 98th Avenue NE/NE 183rd St intersection. Street improvements include sidewalks, curbs, gutters, and landscaping. The street will be designed to accommodate transit and could include parking where possible.

JUSTIFICATION:

This project extends NE 185th Street SE west to intersect 98th Avenue NE at NE 183rd St. 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).

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

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

TIMING PRIORITY CONSIDERATIONS:

Under the Purchase and Sale Agreement with the City for purchase of Lot "K," the purchaser has agreed to construct the missing link of the project. Construction is expected to start summer of 2013.

PROJECT COMMENCEMENT REQUIREMENTS:

The project will be constructed by private developers.

PROJECT STOPPING POINT(S):

The project will be constructed by private developers.

STATUS:

30% design work for this project was completed to accommodate the sale of portions of the Northshore School District (NSD). The design helps ensure that the street fits into the vision of the downtown revitalization plan. The roadway will be constructed by private developers.

NE 185th St Improvements CFP #T45

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design	260								0	260
ROW Acquisition	6								0	6
TOTAL ESTIMATED COSTS	\$266	\$0	\$266							

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	266								0	266
TOTAL SECURED FUNDING	\$266	\$0	\$266							

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	266	0	0	0	0	0	0	0	0	266
Estimated Project Cost	266	0	0	0	0	0	0	0	0	266
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2013 - 2019
	2013	2014	2015	2016	2017	2018	2019	
Street Fund 101		13	13	13	13	13	13	78
	Dollars include .07 FTEs starting in 2014							
Stormwater Fund 406		3	3	3	3	3	3	18
	Dollars include .02 FTEs starting in 2014							
TOTAL FUTURE M&O COSTS	\$0	\$16	\$16	\$16	\$16	\$16	\$16	\$96
TOTAL FTE IMPACT	Dollars include .09 FTEs starting in 2014							

Private Developer will construct during 2013-2019 planning period.

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 four major cleanup efforts. The first is the clean up of petroleum-contaminated sites (old gas stations) within the Crossroads project limits. The second is clean-up of petroleum-contaminated sites (old transportation facilities) on the former NSD property. The third is clean-up of solvent contamination on the Case property (on the City Hall block) associated with a former dry cleaner. The fourth is analysis of the source of solvent contamination near the existing SR 522/98th Ave NE intersection. It is necessary to clean up contaminated sites associated with the Crossroads project prior to the roadway construction due to contamination of former gas stations. In the case of the former NSD and Case properties, the City is advancing cleanup efforts in conjunction with surplus of the properties for future developments. Finally, investigations are required to confirm the source of solvent contamination in the fourth location and determine the best methodology to address it.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

It is not anticipated that there will be future maintenance and operating costs once clean-up on the sites has been completed to the point where the Washington State Department of Ecology issues a "no further action" letter.

TIMING PRIORITY CONSIDERATIONS:

Remediation must take place when there is the opportunity to do so. As such, a substantial portion of the remediation will take place as the City surpluses parcels 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 (Ecology) and a \$200,000 U.S. Environmental Protection Agency (EPA) Brownfield Cleanup grant. The City will continue to pursue additional grant opportunities to assist with funding. Remediation must take place while access to open land is available. As such, the remediation will take place during construction of capital projects and prior to surplus/development of private parcels. Ecology has directed the City to move forward with an interim action to prevent solvents from entering the Sammamish River near the gravel parking lot for the Park at Bothell Landing.

PROJECT STOPPING POINT(S):

Initial remediation on critical sites that affect the construction of the Bothell Crossroads and resale of surplus NSD property was 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. Additional remediation will take place during Phase 3 of the Crossroads as the ability to access the contamination under the existing highway becomes available.

STATUS:

The City has completed a substantial portion of the petroleum clean-up associated with the Crossroads Phase 2 project in 2010. In addition, a substantial portion of the clean-up associated with the NSD site was completed in 2010. The City is moving forward with entering into an agreement with Ecology to clean up the solvent site at the former Case property. A 90% funding grant rate was negotiated for this site. With the construction contract award of the Crossroads Phase 3 project, the remainder of the petroleum contamination within the project limits is anticipated to be cleaned up by June 2014. An interim action will be implemented to address solvents migrating south toward the Sammamish River as required by Ecology.

Downtown Contaminated Soil & Groundwater Clean Up CFP # T47

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design	1,868	333	295	540	401				1,569	3,437
Construction	3,056	3,861	3,500	199	200	180	100		8,040	11,096
TOTAL ESTIMATED COSTS *	\$4,924	\$4,194	\$3,795	\$739	\$601	\$180	\$100	\$0	\$9,609	\$14,533

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	1,473	404	18	104	100	80			706	2,179
Capital Improvement Fund (Traffic Impact Fees Transfer)	377	1,410	382	534	401				2,727	3,104
Capital Improvement Fund (Beta Bothell Escrow)			150						150	150
Bond Anticipation Note	1,750								0	1,750
Grant Awarded (Dept of Ecology) *	1,168	2,320	32						2,352	3,520
Grant Awarded (EPA-Brownsfield)	156	44							44	200
Grant Awarded (TIB)		16	164						180	180
TOTAL SECURED FUNDING	\$4,924	\$4,194	\$746	\$638	\$501	\$80	\$0	\$0	\$6,159	\$11,083
UNSECURED FUNDING										
Funding Source (TBD)			3,049	101	100	100	100		3,450	3,450
TOTAL UNSECURED FUNDING	\$0	\$0	\$3,049	\$101	\$100	\$100	\$100	\$0	\$3,450	\$3,450
TOTAL ESTIMATED FUNDING	\$4,924	\$4,194	\$3,795	\$739	\$601	\$180	\$100	\$0	\$9,609	\$14,533

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	4,924	4,194	746	638	501	80	0	0	6,159	11,083
Unsecured Funding	0	0	3,049	101	100	100	100	0	3,450	3,450
Estimated Project Cost	4,924	4,194	3,795	739	601	180	100	0	9,609	14,533
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

* Assumes project is 50% grant reimbursable, with exception of City Hall clean-up (90% grant reimbursable).

Bothell-Everett Hwy & 228th St SE Intersection Safety Improvements

CFP #T48

DESCRIPTION:

This project will include signal and intersection modifications to enhance transportation safety and operations at the Bothell-Everett Hwy and 228th Street SE intersection. The project elements will include rechannelization work to either add additional travel lanes or increase turning lanes, traffic signal modifications to upgrade visibility, illumination and pavement markings. The improvements will improve pedestrian safety by reducing the crossing distances and providing for ADA compliance and accessibility.

JUSTIFICATION:

The traffic demand through this intersection and the need to improve traffic flow operations and pedestrian safety are a priority for the City. Federal funds were awarded for the safety improvements.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

Future M & O costs will be determined based on the specific improvements defined by the project for signage, pavement markings, channelization, and or traffic signal enhancements.

TIMING PRIORITY CONSIDERATIONS:

The project timeline must meet awarded grant requirements. Design work is projected to begin in the fall of 2012 with the completion of the preliminary engineering expected by the end of 2013. Construction will be completed in phases and the first phase is expected to start in 2014. The final phase is anticipated to be completed in 2015.

PROJECT COMMENCEMENT REQUIREMENTS:

Federal funds have been received for this project. Projected is fully funded by federal funds and project can commence once these funds are obligated in 2012.

PROJECT STOPPING POINT(S):

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

STATUS:

Design phase will begin as soon as federal funds are obligated and consultant is hired to begin design, anticipated at the end of 2012.

Bothell-Everett Hwy & 228th St SE Intersection Safety Improvements CFP #T48

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design	50	350							350	400
ROW Acquisition		500							500	500
Construction		500	1,100	380					1,980	1,980
TOTAL ESTIMATED COSTS	\$50	\$1,350	\$1,100	\$380	\$0	\$0	\$0	\$0	\$2,830	\$2,880

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Grant Awarded (Federal)	50	1,350	1,100	380					2,830	2,880
TOTAL SECURED FUNDING	\$50	\$1,350	\$1,100	\$380	\$0	\$0	\$0	\$0	\$2,830	\$2,880

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	50	1,350	1,100	380	0	0	0	0	2,830	2,880
Estimated Project Cost	50	1,350	1,100	380	0	0	0	0	2,830	2,880
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

NE 200th St Sidewalk & Sewer Improvements (100th Ave to 104th Ave) CFP #T49

DESCRIPTION:

The project will consist of curb, gutter, sidewalk, asphalt overlay and drainage improvements along the north side of NE 200th Street, between 100th Ave NE and 104th Avenue NE. Construction of this facility will replace the existing paved shoulder with a raised concrete sidewalk for a safer pedestrian facility in this residential neighborhood. The project will also include replacement of a section existing sanitary sewer between 100th Ave NE and 102nd Ave NE in need of repair prior to asphalt overlay of NE 200th Street.

JUSTIFICATION:

This proposed sidewalk improvement project was supported by the neighborhood as mitigation for the partial closure of 242nd Street SE to provide safe sidewalk for the residents. By combining the design and construction of the sidewalk, sewer, and asphalt overlay, the design and construction of the improvements will be more efficient.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

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

TIMING PRIORITY CONSIDERATIONS:

Bids received in 2012 were higher than available budget and project will be repackaged with design modifications and completion is scheduled for 2014.

PROJECT COMMENCEMENT REQUIREMENTS:

Project is construction ready. Design will be modified and rebid in late 2013 for 2014 construction.

PROJECT STOPPING POINT(S):

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

STATUS:

Due to bids received that were higher than available budget in 2012, construction start is rescheduled to early 2014.

**NE 200th St Sidewalk & Sewer Improvements
(100th Ave to 104th Ave)
CFP #T49**

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design	121								0	121
Construction			662						662	662
TOTAL ESTIMATED COSTS	\$121	\$0	\$662	\$0	\$0	\$0	\$0	\$0	\$662	\$783

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax *)	3		135						135	138
Capital Improvement Fund (Sidewalk/Walkway Program **)	77		286						286	363
Utilities - Sewer Share ***	41		241						241	282
TOTAL SECURED FUNDING	\$121	\$0	\$662	\$0	\$0	\$0	\$0	\$0	\$662	\$783

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	121	0	662	0	0	0	0	0	662	783
Estimated Project Cost	121	0	662	0	0	0	0	0	662	783
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2013 - 2019
	2013	2014	2015	2016	2017	2018	2019	
Street Fund 101		10	10	10	10	10	10	60
Dollars include .03 FTEs starting in 2014								
TOTAL FUTURE M&O COSTS	\$0	\$10	\$10	\$10	\$10	\$10	\$10	\$60
TOTAL FTE IMPACT	Dollars include .03 FTEs starting in 2014							

* Allocated from Arterial Overlay Program (T5) \$3K.

** Allocated from Sidewalk/Walkway Program (T19) \$363K.

*** Allocated from Annual Sewer Main Capital Replacement (S1) \$282K.

Pop Keeney Way (NE 185th St/98th Ave NE)

CFP #T53

DESCRIPTION:

This project will construct a road that connects the new NE 185th Street near the bend at 98th Ave NE to Pop Keeney Field. The road will be bordered on each side by open spaces to provide a visual corridor between NE 185th St and Pop Keeney Field per the Downtown Plan.

JUSTIFICATION:

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

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

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

TIMING PRIORITY CONSIDERATIONS:

This project would be built by private developers along with adjacent parcel development. The City completed 30% design to provide to developers to ensure the road will be constructed to meet the City's desired outcome for a visual corridor consistent with the Downtown Plan.

PROJECT COMMENCEMENT REQUIREMENTS:

The project will be constructed by private developers.

PROJECT STOPPING POINT(S):

The project will be constructed by private developers.

STATUS:

Approximately 30% design was completed in fall of 2011 to allow coordination with private development. This action determined the right-of-way needed and set the property boundaries. Further design was approved and completed in the fall of 2012 to provide the private developer with sufficient design documentation to ensure that the road and open space would be constructed within the vision of the Downtown Plan.

**Pop Keeney Way
(NE 185th St/98th Ave NE)
CFP #T53**

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design	320								0	320
TOTAL ESTIMATED COSTS	\$320	\$0	\$320							

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	320								0	320
TOTAL SECURED FUNDING	\$320	\$0	\$320							

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	320	0	0	0	0	0	0	0	0	320
Estimated Project Cost	320	0	0	0	0	0	0	0	0	320
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2013 - 2019
	2013	2014	2015	2016	2017	2018	2019	
Street Fund 101		22	22	22	22	22	22	132
	Dollars include .15 FTEs starting in 2014							
Stormwater Fund 406		4	4	4	4	4	4	24
	Dollars include .02 FTEs starting in 2014							
TOTAL FUTURE M&O COSTS	\$0	\$26	\$26	\$26	\$26	\$26	\$26	\$156
TOTAL FTE IMPACT	Dollars include .17 FTEs starting in 2014							

Private Developer will construct during 2013-2019 planning period.

Sammamish River Bridge Seismic Retrofit

CFP #T57

DESCRIPTION:

The project will seismically retrofit the existing bridge to improve its performance in the event of an earthquake.

JUSTIFICATION:

The Sammamish River Bridge is a key link over the Sammamish River via Waynita Way. It was constructed in 1947 prior to the implementation of current rigorous earthquake design standards. Due to its relatively tall height and narrow width as well as the type of construction, it has been identified as one of the bridges in Bothell at most risk to damage from an earthquake. There are structural improvements that can be made to the bridge that will help ensure that it meets a minimum standard in terms of life safety. This does not mean the bridge will not be damaged in an earthquake, but helps minimize the risk to life safety during an event. The federal government has a bridge funding mechanism that could provide the majority of funding to fund such a retrofit. The City has submitted an application for the grant.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

No additional maintenance and operating (M & O) costs are associated with the implementation of this project during 2013-2019 planning period.

TIMING PRIORITY CONSIDERATIONS:

If successful in receiving a grant, the funds would be available in 2013.

PROJECT COMMENCEMENT REQUIREMENTS:

The project would not proceed unless it successfully obtained federal grant funds.

PROJECT STOPPING POINT(S):

The project would not proceed unless it successfully obtained federal grant funds. Matching local funds will be provided from the City's budget for the Bridget Maintenance Program.

STATUS:

A seismic analysis was completed in 2011. A federal grant funding application was submitted in spring 2012. Notification to grant recipients will take place in November 2012.

Sammamish River Bridge Seismic Retrofit

CFP #T57

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design		40	102						142	142
Construction				802					802	802
TOTAL ESTIMATED COSTS	\$0	\$40	\$102	\$802	\$0	\$0	\$0	\$0	\$944	\$944

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Grant Pending (BRAC)		40	102	802					944	944
TOTAL SECURED FUNDING	\$0	\$40	\$102	\$802	\$0	\$0	\$0	\$0	\$944	\$944

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	0	40	102	802	0	0	0	0	944	944
Estimated Project Cost	0	40	102	802	0	0	0	0	944	944
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

NE 195th St Bridge Seismic Retrofit

CFP #T58

DESCRIPTION:

The project will seismically retrofit the existing bridge to improve its performance in the event of an earthquake.

JUSTIFICATION:

The NE 195th St Bridge provides a vital link into the North Creek business parks from I-405. The middle portion was originally constructed in 1949 prior to the implementation of current rigorous earthquake design standards. It was widened in 1967 and again in 1984. Due to the manner in which the interior (original) portion of the bridge was constructed, it has been identified as one of the bridges in Bothell at most risk to damage from an earthquake. There are structural improvements that can be made to the bridge that will help ensure that it meets a minimum standard in terms of life safety. This does not mean the bridge will not be damaged in an earthquake, but it will minimize the risk to life safety during an event. The federal government has a bridge funding mechanism that could provide the majority of funding to fund such a retrofit. The City has submitted an application for the grant.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

No additional maintenance and operating (M & O) costs are associated with the implementation of this project during 2013-2019 planning period.

TIMING PRIORITY CONSIDERATIONS:

If successful in receiving a grant, the funds would be available in 2013.

PROJECT COMMENCEMENT REQUIREMENTS:

The project would not proceed unless it successfully obtained federal grant funds.

PROJECT STOPPING POINT(S):

The project would not proceed unless it successfully obtained federal grant funds. Matching local funds will be provided from the City's budget for the Bridge Maintenance Program.

STATUS:

A seismic analysis was completed in 2011. A federal grant funding application was submitted in spring 2012. Notification to grant recipients will take place in November 2012.

NE 195th St Bridge Seismic Retrofit CFP #T58

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design		6	14						20	20
Construction				126					126	126
TOTAL ESTIMATED COSTS	\$0	\$6	\$14	\$126	\$0	\$0	\$0	\$0	\$146	\$146

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Grant Pending (BRAC)		6	14	126					146	146
TOTAL SECURED FUNDING	\$0	\$6	\$14	\$126	\$0	\$0	\$0	\$0	\$146	\$146

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	0	6	14	126	0	0	0	0	146	146
Estimated Project Cost	0	6	14	126	0	0	0	0	146	146
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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

CFP #T60

DESCRIPTION:

This project will improve NE 185th Street between Beardslee Boulevard and Bothell Way. Work will include widening, drainage improvements, sidewalks, curb and gutter, landscaping, and urban elements. It will also include potential intersection improvements, including signalization, at the 104th Avenue NE and 102nd Avenue NE intersections.

JUSTIFICATION:

This project will improve NE 185th Street to allow it to function as a key east-west downtown street. It will prepare the roadway for the potential use as a transit-oriented street (TOS). The project will reconstruct a failing portion of the roadway between Beardslee Boulevard and 104th Avenue NE while improving the portion of the roadway between 104th Avenue NE and Bothell Way.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

To be determined in conjunction with design phase.

TIMING PRIORITY CONSIDERATIONS:

Although design is not anticipated until approximately 2015, it is desired to provide some local design funds in 2015 to allow the City to compete for federal funds for design.

PROJECT COMMENCEMENT REQUIREMENTS:

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

PROJECT STOPPING POINT(S):

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

STATUS:

There is no activity on this project at this time. It is anticipated that a federal grant funding application will be submitted in the next funding cycle.

**NE 185th St Reconstruction
(Beardslee Blvd to Bothell Way)
CFP #T60**

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design				1,344					1,344	1,344
ROW Acquisition					921				921	921
Construction						7,585			7,585	7,585
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$1,344	\$921	\$7,585	\$0	\$0	\$9,850	\$9,850

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)				236					236	236
Grant Pending (Fed - WSDOT)				1,108					1,108	1,108
TOTAL SECURED FUNDING	\$0	\$0	\$0	\$1,344	\$0	\$0	\$0	\$0	\$1,344	\$1,344
UNSECURED FUNDING										
Funding Source (TBD)					921	7,585			8,506	8,506
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$921	\$7,585	\$0	\$0	\$8,506	\$8,506

TOTAL ESTIMATED FUNDING	\$0	\$0	\$0	\$1,344	\$921	\$7,585	\$0	\$0	\$9,850	\$9,850
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PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	0	0	0	1,344	0	0	0	0	1,344	1,344
Unsecured Funding	0	0	0	0	921	7,585	0	0	8,506	8,506
Estimated Project Cost	0	0	0	1,344	921	7,585	0	0	9,850	9,850
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

228th St SE Corridor Safety Improvements

CFP #T61

DESCRIPTION:

This project will include the installation of transportation safety improvements along 228th Street SE between Bothell-Everett Hwy and 19th Avenue SE. The project elements will include the construction of traffic islands, channelization and traffic signal modifications at the intersection of 228th Street SE and 19th Avenue SE. These improvements along with relocation of signs and vegetation will improve sight distance and visibility and enhance driver awareness and pedestrian safety.

JUSTIFICATION:

As one of the highest accident occurrence locations in the City of Bothell, access management along this corridor will definitely improve traffic safety and operations by minimizing potential conflicting traffic movements. Federal funds were awarded for the safety improvements.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

Future M & O costs will be determined based on the specific improvements defined by the project for signage, pavement markings, channelization, and or traffic signal enhancements.

TIMING PRIORITY CONSIDERATIONS:

The project timeline must meet awarded grant requirements. Design work is expected to begin in the fall of 2012 with the completion of the preliminary engineering expected by the end of 2013. Construction is expected to begin in 2013 and be completed by the end of 2014.

PROJECT COMMENCEMENT REQUIREMENTS:

Federal funds have been secured for this project. Project is fully funded by federal funds and project can commence once these funds are obligated by the end of 2012.

PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of grant funding amount plus local matches.

STATUS:

Design phase will begin as soon as federal funds are obligated and consultant is hired to begin design, anticipated at the end of 2012.

228th St SE Corridor Safety Improvements CFP #T61

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design	20	53							53	73
Construction		100	275						375	375
TOTAL ESTIMATED COSTS	\$20	\$153	\$275	\$0	\$0	\$0	\$0	\$0	\$428	\$448

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Grant Awarded (Federal)	20	153	275						428	448
TOTAL SECURED FUNDING	\$20	\$153	\$275	\$0	\$0	\$0	\$0	\$0	\$428	\$448

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	20	153	275	0	0	0	0	0	428	448
Estimated Project Cost	20	153	275	0	0	0	0	0	428	448
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Citywide Transportation Safety Improvements

CFP #T62

DESCRIPTION:

This project will include the installation of new crosswalks, channelization and other intersection improvements. The improvements also include upgraded signage, and the installation of a traffic circle and curb bulb outs for pedestrian visibility and safety.

JUSTIFICATION:

Improving and enhancing driver awareness to traffic conditions and operations is critical to the safety of Bothell streets. The Citywide improvements planned for this project were scrutinized against a accident data base that indicated the top accident locations in the City. Federal Funds were awarded for the safety improvements.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

Future M & O costs will be determined based on the specific improvements defined by the project for signage, pavement markings, channelization, and or traffic signal enhancements.

TIMING PRIORITY CONSIDERATIONS:

The project timeline must meet awarded grant requirements. Design work is projected to begin in the fall of 2012, with purchase and installment of signs and/or equipment not needing design plans or specifications to begin towards the end of the 2012. With the completion of the preliminary engineering expected in the first half of 2013, construction and installation of physical improvements started in 2012 will continue through the end of 2013 with full completion anticipated in 2014.

PROJECT COMMENCEMENT REQUIREMENTS:

Federal funds have been secured for this project. Project is fully funded by federal funds and project can commence once these funds are obligated by the end of 2012.

PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of grant funding amount plus local matches.

STATUS:

Design phase will begin as soon as federal funds are obligated and consultant is hired to begin design, anticipated at the end of 2012.

Citywide Transportation Safety Improvements CFP #T62

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design	20	40							40	60
Construction		100	190						290	290
TOTAL ESTIMATED COSTS	\$20	\$140	\$190	\$0	\$0	\$0	\$0	\$0	\$330	\$350

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Grant Awarded (Federal)	20	140	190						330	350
TOTAL SECURED FUNDING	\$20	\$140	\$190	\$0	\$0	\$0	\$0	\$0	\$330	\$350

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	20	140	190	0	0	0	0	0	330	350
Estimated Project Cost	20	140	190	0	0	0	0	0	330	350
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Corridor Transportation Demand Management (TDM) Enhancement

CFP #T63

DESCRIPTION:

This multi-jurisdictional (Bothell, Lynwood, Edmonds, Mill Creek and Snohomish County) project is to plan and implement an expansion of the currently implemented TDM to various State Highway corridors (in Bothell, SR-527 and SR-524). This project is to address current congestion through the use of innovative system operation strategies to encourage commuter shift away from single occupancy commutes to other modes of transportation, such as carpooling, vanpooling and use of transit. By implementing this program, it is anticipated that as many as 1000 single occupant vehicle trips could be shifted to the other modes of transportation noted above.

JUSTIFICATION:

This program has been proposed to reduce congestion along heavily travelled State Highways in Bothell and other program-participating jurisdictions.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

No additional M&O costs associated with this project.

TIMING PRIORITY CONSIDERATIONS:

This program is partially funded through a FHWA grant and with matching local funding participation from the participating cities and Snohomish County. The funds must be obligated by the end of 2013. The program timeline must meet grant requirements.

PROJECT COMMENCEMENT REQUIREMENTS:

Since this program is jointly funded by FHWA as well as the participating jurisdictions, it can only be commenced once funding is obligated.

PROJECT STOPPING POINT(S):

Program funding is not authorized beyond the amount of the grant plus local matches.

STATUS:

This project is at its early stage of the development. Snohomish County is working with Community Transit as lead agency to begin implementation of this program for 2013 and 2014.

Corridor Transportation Demand Management (TDM) Enhancement CFP #T63

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Construction		10	10						20	20
TOTAL ESTIMATED COSTS	\$0	\$10	\$10	\$0	\$0	\$0	\$0	\$0	\$20	\$20

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Grant Awarded * (State - CTR Grant)		10	10						20	20
TOTAL SECURED FUNDING	\$0	\$10	\$10	\$0	\$0	\$0	\$0	\$0	\$20	\$20

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	0	10	10	0	0	0	0	0	20	20
Estimated Project Cost	0	10	10	0	0	0	0	0	20	20
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

* City is providing \$10K each year as matching funds for Snohomish County to implement a Corridor TDM project.



City of Bothell™

**Sewer
Capital Projects**



City of Bothell™

Sewer Capital Projects

<u>CFP NAME</u>	<u>CFP NUMBERS</u>
Annual Sewer Main Capital Replacement	S1
Lift Station 2 Improvements.....	S4
Promontory Hillside Sewer Main Replacement	S8
Downtown Revitalization Utility Improvements.....	S9

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.

JUSTIFICATION:

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

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

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

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:

The major projects scheduled for replacement/repairs are: 2013: 195th Place and 200th Street, 2016: E 187th Street and 88th Avenue NE (Westhill Neighborhood area), 2018: Beardslee, Sunrise and Valley view. A sewer main will be relocated as part of the Bothell Crossroads project (CFP #T6) as well. Other replacement projects are identified in the adopted 2006 Sewer Comprehensive Plan.

Annual Sewer Main Capital Replacement

CFP #S1

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design	181								0	181
Construction	1,034	598	316	75	625	625	775	75	3,089	4,123
TOTAL ESTIMATED COSTS	\$1,215	\$598	\$316	\$75	\$625	\$625	\$775	\$75	\$3,089	\$4,304

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Sewer Capital Project Fund	1,125	138	316	75	625	625	775	75	2,629	3,754
Mitigation - Brightwater	40	460							460	500
TOTAL SECURED FUNDING	\$1,165	\$598	\$316	\$75	\$625	\$625	\$775	\$75	\$3,089	\$4,254
UNSECURED FUNDING										
Sewer Capital Project Fund	50								0	50
TOTAL UNSECURED FUNDING	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50

TOTAL ESTIMATED FUNDING	\$1,215	\$598	\$316	\$75	\$625	\$625	\$775	\$75	\$3,089	\$4,304
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PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	1,165	598	316	75	625	625	775	75	3,089	4,254
Unsecured Funding	50	0	0	0	0	0	0	0	0	50
Estimated Project Cost	1,215	598	316	75	625	625	775	75	3,089	4,304
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

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

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.

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:

This project was identified in the Sewer Comprehensive Plan. The design is essentially 100% complete. If property issue is resolved, project could be bid in fall 2012.

Lift Station 2 Improvements CFP #S4

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design	163								0	163
ROW Acquisition	20								0	20
Construction		880							880	880
TOTAL ESTIMATED COSTS	\$183	\$880	\$0	\$0	\$0	\$0	\$0	\$0	\$880	\$1,063

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Sewer Capital Project Fund	183	880							880	1,063
TOTAL SECURED FUNDING	\$183	\$880	\$0	\$0	\$0	\$0	\$0	\$0	\$880	\$1,063

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	183	880	0	0	0	0	0	0	880	1,063
Estimated Project Cost	183	880	0	0	0	0	0	0	880	1,063
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Promontory Hillside Sewer Main Replacement

CFP #S8

DESCRIPTION:

A City sanitary sewer main, located along a pedestrian trail that collects wastewater from homes on 102nd Avenue NE separated as a result of a recent landslide event. The trail traverses a steep hillside and then reconnects to 102nd Avenue NE south of West Riverside Drive. In response, the City installed a temporary sewer system consisting of a submersible pump in a manhole upstream of the slide area to facilitate bypass pumping of the sewer flow into a manhole downstream of the slide area. The City is currently reviewing options for permanent replacement of the sewer system. One option includes a new sewer system installed by direction drilling method, with a new alignment connecting to the existing sewer system located at the Chateau Senior Center on West Riverside drive. A second option being evaluated involves installation of interceptor drains on the hillside in an effort to provide stability for reinstallation of the sewer system along its historical alignment.

JUSTIFICATION:

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

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

No change from previous condition. Current/ temporary system involves more Operations and Maintenance than proposed permanent solution.

TIMING PRIORITY CONSIDERATIONS:

Project should commence in summer of 2013.

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:

Feasibility study to determine long term solution is underway and expected to be finalized with cost estimates comparison in September 2012. Design work is expected to start in the fall and be ready to go to bid in spring of 2013 and construction start pending acquisition of necessary easement for placement of the new sewer line if necessary. In addition, coordination with Homeowners Association of Promontory West subdivision will be required with their reconstruction of their privately owned existing drainage system and reconstruction of the pedestrian trail as a result of the recent landslide event as well.

Promontory Hillside Sewer Main Replacement CFP #S8

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design	40								0	40
Construction		300							300	300
TOTAL ESTIMATED COSTS	\$40	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$300	\$340

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Sewer Capital Project Fund	40	300							300	340
TOTAL SECURED FUNDING	\$40	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$300	\$340

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	40	300	0	0	0	0	0	0	300	340
Estimated Project Cost	40	300	0	0	0	0	0	0	300	340
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Downtown Revitalization Utility Improvements

CFP #S9

DESCRIPTION:

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

JUSTIFICATION:

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

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

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

TIMING PRIORITY CONSIDERATIONS:

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

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:

Project start dates will be coordinated with downtown developments' construction timing.

Downtown Revitalization Utility Improvements CFP #S9

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Construction	29	300	300	398		334			1,332	1,361
TOTAL ESTIMATED COSTS	\$29	\$300	\$300	\$398	\$0	\$334	\$0	\$0	\$1,332	\$1,361

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Sewer Capital Project Fund	29	300	300	191					791	820
TOTAL SECURED FUNDING	\$29	\$300	\$300	\$191	\$0	\$0	\$0	\$0	\$791	\$820
UNSECURED FUNDING										
Sewer Capital Project Fund				207		334			541	541
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$207	\$0	\$334	\$0	\$0	\$541	\$541

TOTAL ESTIMATED FUNDING	\$29	\$300	\$300	\$398	\$0	\$334	\$0	\$0	\$1,332	\$1,361
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PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	29	300	300	191	0	0	0	0	791	820
Unsecured Funding	0	0	0	207	0	334	0	0	541	541
Estimated Project Cost	29	300	300	398	0	334	0	0	1,332	1,361
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



City of Bothell™

**Stormwater
Capital Projects**



City of Bothell™

Stormwater Capital Projects

<u>CFP NAME</u>	<u>CFP NUMBERS</u>
Annual Stormwater & Surface Water Capital Improvements	SW1
Horse Creek Improvements.....	SW11
Sammamish River Side Channel Restoration	SW12
Downtown Revitalization Utility Improvements.....	SW13

Annual Stormwater & Surface Water Capital Improvements

CFP #SW1

DESCRIPTION:

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

JUSTIFICATION:

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

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

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

TIMING PRIORITY CONSIDERATIONS:

Projects are identified and prioritized annually.

PROJECT COMMENCEMENT REQUIREMENTS:

Annual Stormwater 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):

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

STATUS:

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

Annual Stormwater & Surface Water Capital Improvements

CFP #SW1

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design	134	95	40						135	269
Construction	2,287	217	675	300	300	350	350	350	2,542	4,829
TOTAL ESTIMATED COSTS	\$2,421	\$312	\$715	\$300	\$300	\$350	\$350	\$350	\$2,677	\$5,098

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Stormwater Capital Project Fund	2,383	312	715	300	300	350	350	350	2,677	5,060
Grant Awarded (KC Flood Conservation District)	38								0	38
TOTAL SECURED FUNDING	\$2,421	\$312	\$715	\$300	\$300	\$350	\$350	\$350	\$2,677	\$5,098

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	2,421	312	715	300	300	350	350	350	2,677	5,098
Estimated Project Cost	2,421	312	715	300	300	350	350	350	2,677	5,098
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Horse Creek Improvements

CFP #SW11

DESCRIPTION:

This project replaces the Horse Creek pipe with a hybrid open-channel/culvert system along 98th Ave NE. The system will be designed to convey flows exceeding the 100-year storm event and will meet the fish passage criteria established by the State Department of Fish and Wildlife. The project begins at NE 188th St, north of Pop Keeney Field, and extends along 98th 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.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

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

TIMING PRIORITY CONSIDERATIONS:

The project needs to move forward in a manner that supports the redevelopment in the downtown. This ensures that adequate coordination takes place and impacts are minimized to newly opened facilities. Timely completion of this project will free City-owned properties up for surplus.

PROJECT COMMENCEMENT REQUIREMENTS:

This stormwater and surface 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:

The project is approximately 30% designed.

Horse Creek Improvements CFP #SW11

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design	1,229	221							221	1,450
ROW Acquisition	45	1,142							1,142	1,187
Construction	118	4,000	6,884						10,884	11,002
TOTAL ESTIMATED COSTS	\$1,392	\$5,363	\$6,884	\$0	\$0	\$0	\$0	\$0	\$12,247	\$13,639

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Stormwater Capital Project Fund	1,392	1,363	1,584						2,947	4,339
Public Works Trust Fund Loan		4,000	5,300						9,300	9,300
TOTAL SECURED FUNDING	\$1,392	\$5,363	\$6,884	\$0	\$0	\$0	\$0	\$0	\$12,247	\$13,639

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	1,392	5,363	6,884	0	0	0	0	0	12,247	13,639
Estimated Project Cost	1,392	5,363	6,884	0	0	0	0	0	12,247	13,639
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2013 - 2019
	2013	2014	2015	2016	2017	2018	2019	
Street Fund 101		17	17	17	17	17	17	102
	Dollars include .09 FTEs starting in 2014							
Stormwater Fund 406		61	61	61	61	61	61	366
	Dollars include .22 FTEs starting in 2014							
TOTAL FUTURE M&O COSTS	\$0	\$78	\$78	\$78	\$78	\$78	\$78	\$468
TOTAL FTE IMPACT	Dollars include .31 FTEs starting in 2014							

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.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

The project will require vegetation maintenance and operating funding to be determined during project design. The project area will require a period of 5 to 10-years of post monitoring for periodic removal of non-native vegetation species and replacement of mortality of plants. The future costs of M&O could be partially grant funded with a City match. Anticipated annual costs to decrease over time as vegetation matures and becomes self sufficient. Actual costs will be determined once the project has been completed.

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 initiated start of design phase in 2011.

PROJECT COMMENCEMENT REQUIREMENTS:

The design phase is estimated at \$150,000. The City received initial funding from King Conservation District for the design phase. 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:

Conceptual design is underway and expected to be completed by March 2013. The next phase of the project is preliminary (30%) design, which is anticipated to begin late 2013 depending on funding availability. Construction start is pending securing grant funds in 2014 or beyond.

Sammamish River Side Channel Restoration CFP #SW12

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Predesign	25								0	25
Design	100								0	100
Construction		755	5	3	3	2			768	768
TOTAL ESTIMATED COSTS	\$125	\$755	\$5	\$3	\$3	\$2	\$0	\$0	\$768	\$893

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Stormwater Capital Project Fund	50								0	50
Grant Awarded (King Conservation District)	75								0	75
TOTAL SECURED FUNDING	\$125	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$125
UNSECURED FUNDING										
Grant Pending (State King County District)		755	5	3	3	2			768	768
TOTAL UNSECURED FUNDING	\$0	\$755	\$5	\$3	\$3	\$2	\$0	\$0	\$768	\$768

TOTAL ESTIMATED FUNDING	\$125	\$755	\$5	\$3	\$3	\$2	\$0	\$0	\$768	\$893
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PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	125	0	0	0	0	0	0	0	0	125
Unsecured Funding	0	755	5	3	3	2	0	0	768	768
Estimated Project Cost	125	755	5	3	3	2	0	0	768	893
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Downtown Revitalization Utility Improvements

CFP #SW13

DESCRIPTION:

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

JUSTIFICATION:

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

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

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

TIMING PRIORITY CONSIDERATIONS:

Projects are identified and prioritized annually.

PROJECT COMMENCEMENT REQUIREMENTS:

Stormwater and surface water 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:

Projects may be advanced to coincide with downtown developments' construction timing.

Downtown Revitalization Utility Improvements CFP #SW13

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Construction				199					199	199
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$199	\$0	\$0	\$0	\$0	\$199	\$199

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Stormwater Capital Project Fund				199					199	199
TOTAL SECURED FUNDING	\$0	\$0	\$0	\$199	\$0	\$0	\$0	\$0	\$199	\$199

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	0	0	0	199	0	0	0	0	199	199
Estimated Project Cost	0	0	0	199	0	0	0	0	199	199
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



City of Bothell™

**Water
Capital Projects**



City of Bothell™

Water Capital Projects

<u>CFP NAME</u>	<u>CFP NUMBERS</u>
Annual Water Main Capital Replacement.....	W1
Morningside Booster Station Retrofit.....	W6
Penn Park Reservoir Replacement	W7
Bloomberg Reservoir Painting.....	W10
Downtown Revitalization Utility Improvements.....	W11
498 Pressure Zone Improvements	W12

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.

JUSTIFICATION:

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

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

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

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):

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

STATUS:

The following projects are currently identified. 2014: PRV Upgrades 350 Zone near Site 5; 2015: 105th Avenue NE and NE 193rd Street; 2016: NE 192nd Street; 2017: NE 192nd Place (east and west of 129th Avenue NE), and 129th Avenue NE; 2019: Valhalla. At Bothell Crossroads (CFP #T6), the water main will be relocated as part of the Crossroads project in 2012-2013.

Annual Water Main Capital Replacement CFP #W1

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design	65								0	65
Construction	3,465	152	124	494	211	485	0	820	2,286	5,751
TOTAL ESTIMATED COSTS	\$3,530	\$152	\$124	\$494	\$211	\$485	\$0	\$820	\$2,286	\$5,816

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Water Capital Project Fund	2,930	152	124	494	211	485	0	820	2,286	5,216
TOTAL SECURED FUNDING	\$2,930	\$152	\$124	\$494	\$211	\$485	\$0	\$820	\$2,286	\$5,216
UNSECURED FUNDING										
Water Capital Project Fund	600								0	600
TOTAL UNSECURED FUNDING	\$600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600
TOTAL ESTIMATED FUNDING	\$3,530	\$152	\$124	\$494	\$211	\$485	\$0	\$820	\$2,286	\$5,816

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	2,930	152	124	494	211	485	0	820	2,286	5,216
Unsecured Funding	600	0	0	0	0	0	0	0	0	600
Estimated Project Cost	3,530	152	124	494	211	485	0	820	2,286	5,816
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Morningside Booster Station Retrofit

CFP #W6

DESCRIPTION:

The existing booster station cannot currently meet the minimum residential fire flow requirement of 1,500 gallons per minute (gpm). A predesign report for upgrades to the booster station was completed in 2007. Design includes six new pumps to meet the needs of the system.

JUSTIFICATION:

This project provides improvements to meet the water system needs identified in the Water Comprehensive Plan and established fire flow requirements for the system.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

After completion of the project the improved pump system will require less Operations and Maintenance requirement than the existing, older, less efficient system.

TIMING PRIORITY CONSIDERATIONS:

This project is identified and prioritized in the City's adopted 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:

The project design is complete. The project was bid several years ago but was rejected due to high cost. Staff is re-exploring the potential for an emergency intertie with Alderwood Water and Sewer District which would reduce the pump station retrofit costs.

Morningside Booster Station Retrofit CFP #W6

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design	27	30							30	57
Construction	4		520						520	524
TOTAL ESTIMATED COSTS	\$31	\$30	\$520	\$0	\$0	\$0	\$0	\$0	\$550	\$581

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Water Capital Project Fund	31	30	520						550	581
TOTAL SECURED FUNDING	\$31	\$30	\$520	\$0	\$0	\$0	\$0	\$0	\$550	\$581

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	31	30	520	0	0	0	0	0	550	581
Estimated Project Cost	31	30	520	0	0	0	0	0	550	581
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Penn Park Reservoir Replacement

CFP #W7

DESCRIPTION:

The storage requirement for the 284 pressure zone per the Water Comprehensive Plan is 1 million gallons. The Penn Park Reservoir, built in 1960 is a half-million gallon tank. 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.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

The replacement of the older reservoir with a newer reservoir should result in a reduction of overall maintenance and operations requirements. Additional maintenance and operating requirements may be associated with a second tank; specific costs will be determined if this is the chosen direction.

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:

This project was identified in the Water Comprehensive Plan.

Penn Park Reservoir Replacement CFP #W7

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design		362							362	362
Construction			1,437						1,437	1,437
TOTAL ESTIMATED COSTS	\$0	\$362	\$1,437	\$0	\$0	\$0	\$0	\$0	\$1,799	\$1,799

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Water Capital Project Fund		362	1,437						1,799	1,799
TOTAL SECURED FUNDING	\$0	\$362	\$1,437	\$0	\$0	\$0	\$0	\$0	\$1,799	\$1,799

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	0	362	1,437	0	0	0	0	0	1,799	1,799
Estimated Project Cost	0	362	1,437	0	0	0	0	0	1,799	1,799
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Bloomberg Reservoir Painting

CFP #W10

DESCRIPTION:

This project will consist of sandblasting, spot repairs, and painting the interior of the 5.0 million gallon steel tank Bloomberg reservoir.

JUSTIFICATION:

The tank was constructed in 1985 and the exterior of the tank was repainted in early 2000. The interior of the tank is due for new paint. Typically, interior coatings of tanks should redone once every 20 to 25 years. Inspection of the interior of the tank was performed in 2008 and the original paint was found to be in poor condition and needs to be replaced within the next few years.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

Once repainted, there are minimal M & O costs. It is recommended that interior inspection be performed once every five years to insure that the interior of the tank is in good condition.

TIMING PRIORITY CONSIDERATIONS:

The project is identified 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:

This project is in the proposed water comprehensive plan update.

Bloomberg Reservoir Painting

CFP #W10

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design						121			121	121
Construction							710		710	710
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$0	\$0	\$121	\$710	\$0	\$831	\$831

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Water Capital Project Fund						121	710		831	831
TOTAL SECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$121	\$710	\$0	\$831	\$831

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	0	0	0	0	0	121	710	0	831	831
Estimated Project Cost	0	0	0	0	0	121	710	0	831	831
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Downtown Revitalization Utility Improvements

CFP #W11

DESCRIPTION:

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

JUSTIFICATION:

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

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

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

TIMING PRIORITY CONSIDERATIONS:

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

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:

Project start dates will be coordinated with downtown developments' timing.

Downtown Revitalization Utility Improvements CFP #W11

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Construction		353	164	314	523				1,354	1,354
TOTAL ESTIMATED COSTS	\$0	\$353	\$164	\$314	\$523	\$0	\$0	\$0	\$1,354	\$1,354

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Water Capital Project Fund		353	164	314	523				1,354	1,354
TOTAL SECURED FUNDING	\$0	\$353	\$164	\$314	\$523	\$0	\$0	\$0	\$1,354	\$1,354

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	0	353	164	314	523	0	0	0	1,354	1,354
Estimated Project Cost	0	353	164	314	523	0	0	0	1,354	1,354
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

498 Pressure Zone Improvements

CFP #W12

DESCRIPTION:

The City is planning to develop a new pressure zone (498) to raise system pressures within the Maywood Hill neighborhood. Improvements will include a booster station of approximately 300 gallons per minute capacity which will provide domestic flow to approximately 284 service connections near the Maywood reservoir.

JUSTIFICATION:

The project is identified in the Water Comprehensive plan. Service pressures near the base of the Maywood Hills Reservoir have historically been between 30 and 40 pounds per square inch (psi).

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

This project benefits the City's annual water maintenance program, it reduces calls and responses concerning low pressures in the Maywood Hills area. The reduction in service calls and response will negate any increases in maintenance requirements associated with a new booster station.

TIMING PRIORITY CONSIDERATIONS:

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

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:

Project expected to start in 2015.

498 Pressure Zone Improvements CFP #W12

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Construction				653					653	653
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$653	\$0	\$0	\$0	\$0	\$653	\$653

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Water Capital Project Fund				653					653	653
TOTAL SECURED FUNDING	\$0	\$0	\$0	\$653	\$0	\$0	\$0	\$0	\$653	\$653

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	0	0	0	653	0	0	0	0	653	653
Estimated Project Cost	0	0	0	653	0	0	0	0	653	653
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



City of Bothell™

Future Projects



City of Bothell™

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 III	P6
Regional Aquatic Center & Community Center	P12
39 th Ave SE Extension - Bothell Connector (240 th St SE to 228 th St SE).....	T8
Beardslee Blvd & NE 185 th St Intersection Improvements.....	T21
East Riverside Drive Improvements: Phase 1a (102nd to 111th Ave NE)	T33a
East Riverside Drive Improvements: Phase 2	T33b
(111th Ave NE to Riverside Mobile Home Park)	
Main St Enhancement: Phase 2 (102 nd Ave NE to Kaysner Way).....	T42
SR 522 Stage 2B Improvements (Wayne Curve to NE 180 th St)	T44
5 th Ave W Pedestrian Safety Improvements	T50
108 th Ave NE Roadway Rehabilitation.....	T51
Arterial Mobility Interim Improvements Project (35th Ave SE/39th Ave SE)	T52
98 th Ave NE (East Side from Main St to NE 183 rd St)	T64
Enhancement of Natural Resources.....	SW2

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. Any future annexation area will also be considered.

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 King County 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 King County PAA annexation.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

Maintenance and operating (M & O) costs cannot be determined until a facility is identified or designed.

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:

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's current level of service (LOS) will be used to identify the optimum location(s) for fire station needs.

Fire Station Facility Needs CFP #F3

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Construction				5,000					5,000	5,000
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$5,000	\$0	\$0	\$0	\$0	\$5,000	\$5,000

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
UNSECURED FUNDING										
Voted Fire Facility Improvement Go Bond				5,000					5,000	5,000
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$5,000	\$0	\$0	\$0	\$0	\$5,000	\$5,000

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Unsecured Funding	0	0	0	5,000	0	0	0	0	5,000	5,000
Estimated Project Cost	0	0	0	5,000	0	0	0	0	5,000	5,000
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Centennial Park Improvements: Phase 2

CFP #P1a

DESCRIPTION:

This park was master 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, picnic shelter, 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.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

No additional maintenance and operating (M & O) costs anticipated during 2013-2019 planning period.

TIMING PRIORITY CONSIDERATIONS:

Additional phases require 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:

No work has begun until funding source is secured.

Centennial Park Improvements: Phase 2 CFP #P1a

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019 *
		2013	2014	2015	2016	2017	2018	2019		
Predesign	66								0	66
Design	192								0	292
Construction	1,251								0	1,866
TOTAL ESTIMATED COSTS	\$1,509	\$0	\$2,224							

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019 *
		2013	2014	2015	2016	2017	2018	2019		
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	\$1,509							
UNSECURED FUNDING										
Funding Source (TBD)									0	715
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$715

TOTAL ESTIMATED FUNDING	\$1,509	\$0	\$2,224							
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PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	1,509	0	0	0	0	0	0	0	0	1,509
Unsecured Funding	0	0	0	0	0	0	0	0	0	715
Estimated Project Cost	1,509	0	0	0	0	0	0	0	0	2,224
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

*Not anticipated to take place during 2013-2019 planning period. Project cost is not escalated to the year of expenditure.

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.

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.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

No maintenance and operating (M&O) costs (or savings) anticipated during 2013-2019 planning period.

TIMING PRIORITY CONSIDERATIONS:

The funding strategy is for a bond issue to be placed on a future ballot 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:

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

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019 *
		2013	2014	2015	2016	2017	2018	2019		
Construction	66								0	1,312
TOTAL ESTIMATED COSTS	\$66	\$0	\$1,312							

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019 *
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	66								0	66
TOTAL SECURED FUNDING	\$66	\$0	\$66							
UNSECURED FUNDING										
Voter Approved Bond									0	1,246
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,246

TOTAL ESTIMATED FUNDING	\$66	\$0	\$1,312							
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PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	66	0	0	0	0	0	0	0	0	66
Unsecured Funding	0	0	0	0	0	0	0	0	0	1,246
Estimated Project Cost	66	0	0	0	0	0	0	0	0	1,312
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Cedar Grove Park, Phase III

CFP #P6

DESCRIPTION:

Phase III completes development of this park. Improvements include renovation of the maintenance building and street frontage improvements, to include additional parking and improved access.

JUSTIFICATION:

The City will need to complete frontage improvements when adjacent properties are developed. Renovation of the Cedar Grove Park maintenance building provides much needed storage for Parks & Recreation equipment and supplies.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

No additional maintenance and operating (M & O) costs anticipated during 2013-2019 planning period.

TIMING PRIORITY CONSIDERATIONS:

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

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:

Phase III will complete the development of Cedar Grove Park.

Cedar Grove Park: Phase III CFP #P6

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Construction	371			409					409	780
TOTAL ESTIMATED COSTS	\$371	\$0	\$0	\$409	\$0	\$0	\$0	\$0	\$409	\$780

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	64								0	64
Capital Improvement Fund (Park Impact Fees Transfer)	167			144					144	311
Mitigation - Brightwater	140								0	140
TOTAL SECURED FUNDING	\$371	\$0	\$0	\$144	\$0	\$0	\$0	\$0	\$144	\$515
UNSECURED FUNDING										
Capital Improvement Fund (Park Impact Fees Transfer)				265					265	265
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$265	\$0	\$0	\$0	\$0	\$265	\$265

TOTAL ESTIMATED FUNDING	\$371	\$0	\$0	\$409	\$0	\$0	\$0	\$0	\$409	\$780
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PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	371	0	0	144	0	0	0	0	144	515
Unsecured Funding	0	0	0	265	0	0	0	0	265	265
Estimated Project Cost	371	0	0	409	0	0	0	0	409	780
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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 several years. McMenamins will operate and reopen the pool in mid 2014 as part of its purchase and sale agreement with the City. However, there is still a need for an aquatic facility and community center that serves the interest of the community.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

A new modern aquatics center and community center is proposed to be funded through a voted general obligation bond. Operation expense for such a facility can also be supported through an operations levy. Maintenance and operations estimates would be developed in conjunction with project design.

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:

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

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Construction				7,500					7,500	7,500
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$7,500	\$0	\$0	\$0	\$0	\$7,500	\$7,500

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
UNSECURED FUNDING										
Voted Regional Bond				7,500					7,500	7,500
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$7,500	\$0	\$0	\$0	\$0	\$7,500	\$7,500

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Unsecured Funding	0	0	0	7,500	0	0	0	0	7,500	7,500
Estimated Project Cost	0	0	0	7,500	0	0	0	0	7,500	7,500
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

39th Ave SE Extension (Bothell Connector)
(240th St SE to 228th St 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.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

No maintenance and operating (M & O) costs anticipated during 2013-2019 planning period.

TIMING PRIORITY CONSIDERATIONS:

None identified at this time.

PROJECT COMMENCEMENT REQUIREMENTS:

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

PROJECT STOPPING POINT(S):

The project is not authorized to commence until funding sources are identified and secured.

STATUS:

Project is approximately 60% designed. The project is on hold until a funding source is secured.

**39th Ave SE Extension - Bothell Connector
(240th St SE to 228th St SE)
CFP #T8**

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019 *
		2013	2014	2015	2016	2017	2018	2019		
Predesign	6								0	6
Design	3,952								0	3,952
ROW Acquisition	9,280								0	30,773
Construction									0	40,984
TOTAL ESTIMATED COSTS	\$13,238	\$0	\$75,715							

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019 *
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	1,742								0	1,742
Contributions (Snoh County)	578								0	578
Grant Awarded (TIB)	330								0	330
TOTAL SECURED FUNDING	\$2,650	\$0	\$2,650							
UNSECURED FUNDING										
Funding Source (TBD)	10,588								0	73,065
TOTAL UNSECURED FUNDING	\$10,588	\$0	\$73,065							

TOTAL ESTIMATED FUNDING	\$13,238	\$0	\$75,715							
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PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	2,650	0	0	0	0	0	0	0	0	2,650
Unsecured Funding	10,588	0	0	0	0	0	0	0	0	73,065
Estimated Project Cost	13,238	0	0	0	0	0	0	0	0	75,715
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

* Not anticipated to take place during 2013-2019 planning period. Project cost is not escalated to the year of expenditure.

Beardslee Blvd & NE 185th St Intersection Improvements

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.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

No maintenance and operating (M & O) costs are associated with the implementation of this project during 2013-2019 planning period.

TIMING PRIORITY CONSIDERATIONS:

None identified at this time.

PROJECT COMMENCEMENT REQUIREMENTS:

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

PROJECT STOPPING POINT(S):

The project is not authorized to commence until funding sources are identified and secured.

STATUS:

Work on this project has not started.

Beardslee Blvd & NE 185th St Intersection Improvements CFP #T21

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019 *
		2013	2014	2015	2016	2017	2018	2019		
Predesign									0	25
Design									0	50
Construction									0	125
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019 *
		2013	2014	2015	2016	2017	2018	2019		
UNSECURED FUNDING										
Funding Source (TBD)									0	200
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Unsecured Funding	0	0	0	0	0	0	0	0	0	200
Estimated Project Cost	0	0	0	0	0	0	0	0	0	200
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

* Not anticipated to take place during 2013-2019 planning period. Project cost is not escalated to the year of expenditure.

East Riverside Drive Improvements: Phase 1a
(102nd to 111th Ave 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 an interim widened, 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 in early 2010.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

No maintenance and operating (M & O) costs are associated with the implementation of this project during 2013-2019 planning period.

TIMING PRIORITY CONSIDERATIONS:

None identified at this time.

PROJECT COMMENCEMENT REQUIREMENTS:

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

PROJECT STOPPING POINT(S):

The project is not authorized to commence until funding sources are identified and secured.

STATUS:

Work on this project has not started.

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

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019 *
		2013	2014	2015	2016	2017	2018	2019		
Design									0	25
Construction									0	260
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$285

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019 *
		2013	2014	2015	2016	2017	2018	2019		
UNSECURED FUNDING										
Funding Source (TBD)									0	285
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$285

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Unsecured Funding	0	0	0	0	0	0	0	0	0	285
Estimated Project Cost	0	0	0	0	0	0	0	0	0	285
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

* Not anticipated to take place during 2013-2019 planning period. Project cost is not escalated to the year of expenditure.

East Riverside Drive Improvements: Phase 2 (111th Ave 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.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

No maintenance and operating (M & O) costs are associated with the implementation of this project during 2013-2019 planning period.

TIMING PRIORITY CONSIDERATIONS:

None identified at this time.

PROJECT COMMENCEMENT REQUIREMENTS:

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

PROJECT STOPPING POINT(S):

The project is not authorized to commence until funding sources are identified and secured.

STATUS:

Work on this project has not started.

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

CFP #T33b

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019 *
		2013	2014	2015	2016	2017	2018	2019		
Predesign									0	50
Design									0	350
ROW Acquisition									0	75
Construction									0	1,650
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,125

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019 *
		2013	2014	2015	2016	2017	2018	2019		
UNSECURED FUNDING										
Funding Source (TBD)									0	1,475
Utilities - Sewer Share									0	50
Utilities - Water Share									0	600
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,125

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Unsecured Funding	0	0	0	0	0	0	0	0	0	2,125
Estimated Project Cost	0	0	0	0	0	0	0	0	0	2,125
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

* Not anticipated to take place during 2013-2019 planning period. Project cost is not escalated to the year of expenditure.

Main Street Enhancement: Phase 2 (102nd Ave NE to Kaysner Way) CFP #T42

DESCRIPTION:

The Main Street Enhancement, Phase 2 project implements improvements to Main Street from just east of 102nd Avenue NE to Kaysner Way. The project reworks the entire streetscape from building front to building front - approximately 60 feet total width. 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 replacement 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 downtown core.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

No maintenance and operating (M & O) costs are associated with the implementation of this project during 2013-2019 planning period.

TIMING PRIORITY CONSIDERATIONS:

None identified at this time.

PROJECT COMMENCEMENT REQUIREMENTS:

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

PROJECT STOPPING POINT(S):

The project is not authorized to commence until funding sources are identified and secured.

STATUS:

This project was put on hold after identification of the streetscape concept.

**Main St Enhancement: Phase 2
(102nd Ave NE to Kaysner Way)
CFP #T42**

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019 *
		2013	2014	2015	2016	2017	2018	2019		
Design									0	768
Construction									0	4,540
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,308

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019 *
		2013	2014	2015	2016	2017	2018	2019		
UNSECURED FUNDING										
Funding Source (TBD)									0	5,308
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,308

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Unsecured Funding	0	0	0	0	0	0	0	0	0	5,308
Estimated Project Cost	0	0	0	0	0	0	0	0	0	5,308
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

* Not anticipated to take place during 2013-2019 planning period. Project cost is not escalated to the year of expenditure.

SR 522 Stage 2B Improvements (Wayne Curve to NE 180th St) CFP #T44

DESCRIPTION:

This project is the continuation of the SR 522 Stage 1 Project (Wayne Curve) to connect to the limits of the Bothell Crossroads project at NE 180th Street. The project will improve overall mobility, 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 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.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

No maintenance and operating (M & O) costs anticipated during 2013-2019 planning period.

TIMING PRIORITY CONSIDERATIONS:

Project is on hold until funding is secured.

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:

This project is currently on-hold at the 60% design level due to funding shortfall.

SR 522 Stage 2B Improvements (Wayne Curve to NE 180th St) CFP #T44

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019 *
		2013	2014	2015	2016	2017	2018	2019		
Design	438								0	1,091
ROW Acquisition	17								0	1,870
Construction									0	7,520
TOTAL ESTIMATED COSTS	\$455	\$0	\$10,481							

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019 *
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	81								0	81
Arterial Street Fund	241								0	241
Grant Awarded (Fed - WSDOT)	86								0	86
Grant Awarded (TIB)	47								0	47
TOTAL SECURED FUNDING	\$455	\$0	\$455							
UNSECURED FUNDING										
Funding Source (TBD)									0	10,026
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,026

TOTAL ESTIMATED FUNDING	\$455	\$0	\$10,481							
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PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	455	0	0	0	0	0	0	0	0	455
Unsecured Funding	0	0	0	0	0	0	0	0	0	10,026
Estimated Project Cost	455	0	0	0	0	0	0	0	0	10,481
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

* Not anticipated to take place during 2013-2019 planning period. Project cost is not escalated to the year of expenditure.

5th Ave 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.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

No maintenance and operating (M & O) costs are associated with the implementation of this project during 2013-2019 planning period.

TIMING PRIORITY CONSIDERATIONS:

None identified at this time.

PROJECT COMMENCEMENT REQUIREMENTS:

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

PROJECT STOPPING POINT(S):

The project is not authorized to commence until funding sources are identified and secured.

STATUS:

Work on this project has not started.

5th Ave W Pedestrian Safety Improvements CFP #T50

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019 *
		2013	2014	2015	2016	2017	2018	2019		
Design									0	15
Construction									0	55
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$70

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019 *
		2013	2014	2015	2016	2017	2018	2019		
UNSECURED FUNDING										
Funding Source (TBD)									0	70
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$70

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Unsecured Funding	0	0	0	0	0	0	0	0	0	70
Estimated Project Cost	0	0	0	0	0	0	0	0	0	70
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

* Not anticipated to take place during 2013-2019 planning period. Project cost is not escalated to the year of expenditure.

108th Ave NE Roadway Rehabilitation

CFP #T51

DESCRIPTION:

This project is envisioned to reconstruct 108th Avenue NE/112th Place NE from approximately E Riverside Drive to NE 164th Street to address slope stability and drainage issues and provide pedestrian and bicycle facilities.

JUSTIFICATION:

Due to increased traffic demands on this winding substandard roadway and absence of non-motorized facilities, it is desired to improve safety for both vehicles and non-motorized travelers. The project would also address the long-term slope stability and drainage issues that have resulted in localized failures of the roadway. The project would substantially improve the linkage between the large residential community of Norway Hill and downtown Bothell.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

No maintenance and operating (M & O) costs are associated with the implementation of this project during 2013-2019 planning period.

TIMING PRIORITY CONSIDERATIONS:

An interim drainage project (listed as a separate project) is proposed to provide an interim solution until larger-scale improvements can be made or other alternatives explored.

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 the City's annual overlay programs for 2011 and 2012.

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:

There is no activity on this project at this time. A geotechnical analysis was completed to provide more information on the slope stability issue.

108th Ave NE Roadway Rehabilitation

CFP #T51

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019 *
		2013	2014	2015	2016	2017	2018	2019		
Design									0	2,073
ROW Acquisition									0	1,171
Construction									0	11,416
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,660

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019 *
		2013	2014	2015	2016	2017	2018	2019		
UNSECURED FUNDING										
Funding Source (TBD)									0	14,660
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,660

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Unsecured Funding	0	0	0	0	0	0	0	0	0	14,660
Estimated Project Cost	0	0	0	0	0	0	0	0	0	14,660
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

* Not anticipated to take place during 2013-2019 planning period. Project cost is not escalated to the year of expenditure.

Arterial Mobility Interim Improvements Project

(35th Ave SE/39th Ave SE)

CFP #T52

DESCRIPTION:

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

JUSTIFICATION:

Both the intersections of 240th/39th and 240th/35th are congested during weekday peak hours, as well as some weekends. Both are operating at or near acceptable LOS limits. 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 the business activities within the subject area, 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 related to the technical studies performed for the City as part of the Bothell Connector project.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

No maintenance and operating (M & O) costs are associated with the implementation of this project during 2013-2019 planning period.

TIMING PRIORITY CONSIDERATIONS:

None identified at this time.

PROJECT COMMENCEMENT REQUIREMENTS:

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

PROJECT STOPPING POINT(S):

The project is not authorized to commence until funding sources are identified and secured.

STATUS:

Work on this project has not started.

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

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019 *
		2013	2014	2015	2016	2017	2018	2019		
Design									0	223
Construction									0	1,126
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,349

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019 *
		2013	2014	2015	2016	2017	2018	2019		
UNSECURED FUNDING										
Funding Source (TBD)									0	1,349
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,349

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Unsecured Funding	0	0	0	0	0	0	0	0	0	1,349
Estimated Project Cost	0	0	0	0	0	0	0	0	0	1,349
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

* Not anticipated to take place during 2013-2019 planning period. Project cost is not escalated to the year of expenditure.

98th Ave NE
(East side from Main St to NE 183rd St)
CFP #T64

DESCRIPTION:

This project completes the 98th Ave NE improvements on the east side of the street. 98th Ave NE is anticipated to be the future east-west transit corridor.

JUSTIFICATION:

The project will complete the improvements to the future transit corridor along NE 185th St and 98th Avenue NE between SR 522 and Bothell Way. This street is critical to the circulation of the new revitalized downtown.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

No maintenance and operating (M & O) costs are associated with the implementation of this project during 2013-2019 planning period.

TIMING PRIORITY CONSIDERATIONS:

None identified at this time.

PROJECT COMMENCEMENT REQUIREMENTS:

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

PROJECT STOPPING POINT(S):

The project is not authorized to commence until funding sources are identified and secured.

STATUS:

Approximately 30% design has been completed. No further work will be completed until funding is identified.

98th Ave NE
(East Side from Main St to NE 183rd St)
CFP #T64

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019 *
		2013	2014	2015	2016	2017	2018	2019		
Design									0	200
ROW Acquisition									0	250
Construction									0	500
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$950

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019 *
		2013	2014	2015	2016	2017	2018	2019		
UNSECURED FUNDING										
Funding Source (TBD)									0	950
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$950

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Unsecured Funding	0	0	0	0	0	0	0	0	0	950
Estimated Project Cost	0	0	0	0	0	0	0	0	0	950
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

* Not anticipated to take place during 2013-2019 planning period. Project cost is not escalated to the year of expenditure.

Enhancement of Natural Resources

CFP #SW2

DESCRIPTION:

Projects are ones that enhance sensitive areas, enhance fish life, and improve water quality habitats, wetlands, stream rehabilitation and natural resources.

JUSTIFICATION:

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

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

No additional M&O costs are associated with the implementation of this project.

TIMING PRIORITY CONSIDERATIONS:

Project is dependent upon grant funding.

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:

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

Enhancement of Natural Resources CFP #SW2

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
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	\$0	\$0	\$100	\$100	\$100	\$100	\$100	\$500	\$1,779

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Grant Awarded (KC WRIA - NC Confluence)	29								0	29
TOTAL SECURED FUNDING	\$29	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29
UNSECURED FUNDING										
Stormwater Capital Project Fund	162			30	30	30	30	30	150	312
Grant Pending (Nat'l Fish & Wildlife Foundation)	44								0	44
Grant Pending (KC WRIA - NC Confluence)	35								0	35
Grant Pending (Enhancement of Natural Resources)	13			70	70	70	70	70	350	363
Mitigation - Wetland	996								0	996
TOTAL UNSECURED FUNDING	\$1,250	\$0	\$0	\$100	\$100	\$100	\$100	\$100	\$500	\$1,750

TOTAL ESTIMATED FUNDING	\$1,279	\$0	\$0	\$100	\$100	\$100	\$100	\$100	\$500	\$1,779
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PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	29	0	0	0	0	0	0	0	0	29
Unsecured Funding	1,250	0	0	100	100	100	100	100	500	1,750
Estimated Project Cost	1,279	0	0	100	100	100	100	100	500	1,779
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



City of Bothell™

PAA Projects



City of Bothell™

PAA Projects

<u>CFP NAME</u>	<u>CFP NUMBERS</u>
PAA Park Master Planning	PAA1
SR 522 Stage 3 Improvements	PAA2

PAA Park Master Planning

CFP # PAA1

DESCRIPTION:

Develop master plan for East Norway Hill Park. This is a 26 acre park that has minimal improvements. Once a master plan is developed with community participation, improvements to the site can be made.

JUSTIFICATION:

Underdeveloped park site anticipated to be transferred from King County to the City of Bothell upon annexation.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

To be determined once park master plan is developed.

TIMING PRIORITY CONSIDERATIONS:

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

PROJECT COMMENCEMENT REQUIREMENTS:

The park master plan is not approved until all financing is secured.

PROJECT STOPPING POINT(S):

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

STATUS:

No activity on this plan at this time.

PAA Park Master Planning

CFP # PAA1

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Predesign			75						75	75
TOTAL ESTIMATED COSTS	\$0	\$0	\$75	\$0	\$0	\$0	\$0	\$0	\$75	\$75

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
UNSECURED FUNDING										
Funding Source (TBD)			75						75	75
TOTAL UNSECURED FUNDING	\$0	\$0	\$75	\$0	\$0	\$0	\$0	\$0	\$75	\$75

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Unsecured Funding	0	0	75	0	0	0	0	0	75	75
Estimated Project Cost	0	0	75	0	0	0	0	0	75	75
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

SR 522 Stage 3 Improvements

CFP #PAA2

DESCRIPTION:

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

JUSTIFICATION:

SR 522 is a regional corridor that connects not only downtown Bothell to Seattle but the eastside cities on the northern side of Lake Washington to the westside cities. The project segment currently carries about 35,000 average daily trips (ADT) with 56,000 expected in 2035. It serves as an alternate route to the SR 520 Bridge and especially serves as a major route for traffic diverted as a result of early implementation of SR 520 tolling. Completion of this segment would provide essentially continuous BAT lanes from Seattle to Bothell. Transit speed and reliability will be improved with the installation of BAT lanes where none currently exist. This would support the vision of downtown Bothell as a transit-friendly urban core. Finally, there currently is no sidewalk on the northern side of the highway. Installation of a new sidewalk would allow the neighborhoods to access intersections along SR 522 and cross to the regional trail system. This would promote pedestrian and bicycle usage.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

To be determined.

TIMING PRIORITY CONSIDERATIONS:

The project would only move forward if the annexation of this area is finalized. The project is currently listed on the contingency for federal grant funding for the design phase. Providing \$750,000 of city funds could leverage \$4,950,000 of federal grant funds and \$50,000 in contribution from the City of Kenmore.

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:

This is a new project. The City has the opportunity to potentially leverage its local funds with federal grant funding to complete the design phase of the project.

SR 522 Stage 3 Improvements CFP #PAA2

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design		497	2,555	2,698					5,750	5,750
ROW Acquisition					653	1,445			2,098	2,098
Construction							18,138	18,968	37,106	37,106
TOTAL ESTIMATED COSTS	\$0	\$497	\$2,555	\$2,698	\$653	\$1,445	\$18,138	\$18,968	\$44,954	\$44,954

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
UNSECURED FUNDING										
City of Bothell Match Pending		50	312	388					750	750
City of Kenmore Match Pending		17	33						50	50
Funding Source (TBD)					653	1,445	18,138	18,968	39,204	39,204
Grant Pending (Federal)		430	2,210	2,310					4,950	4,950
TOTAL UNSECURED FUNDING	\$0	\$497	\$2,555	\$2,698	\$653	\$1,445	\$18,138	\$18,968	\$44,954	\$44,954

PROJECT VARIANCES	Projected to 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Unsecured Funding	0	497	2,555	2,698	653	1,445	18,138	18,968	44,954	44,954
Estimated Project Cost	0	497	2,555	2,698	653	1,445	18,138	18,968	44,954	44,954
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



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