



2015-2021 Capital Facilities Plan

City of Bothell



City of Bothell™

City of Bothell Capital Facilities Plan 2015-2021

City Council

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

Capital Facilities Plan Process Committee

**Mark Lamb, Council Member
Bill Evans, Council Member
Andy Rheaume, Council Member
Mike Stall, Planning Commissioner
Joanne Allen, Parks & Recreation Board Member
Bob Stowe, City Manager
Tami Schackman, Finance Director**

September 16, 2014



City of Bothell™

Honorable Mayor and Council Members
City of Bothell, WA

SUBJECT: Adopted 2015-2021 Capital Facilities Plan

I am pleased to present the City's 2015-2021 Capital Facilities Plan (CFP). This comprehensive CFP, prepared by City staff with input from the community, and endorsed by City's Council is a document that includes exciting transformations for the City of Bothell such as a new City Hall building in 2015, and major park improvements (1st Lt. Nicholas Madrazo US Marine Corps Memorial Park and Park at Bothell Landing), as well as completion of the long-awaited Multiway Boulevard (SR 522 to NE 188th St), Main Street Extension and Enhancement, North Creek Trail (West of SR 524/SR 527 to West of Filbert Dr), Sammamish River Bridge Replacement, and Horse Creek Improvement projects.

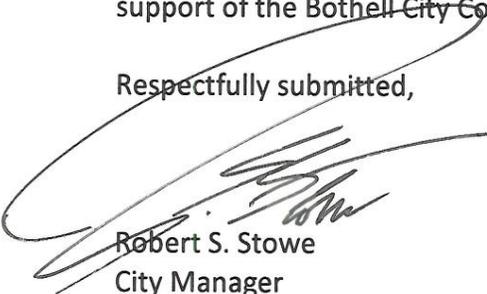
In 2007, Bothell received the Governor's SMART award for the City's CFP development process. The award was made in recognition of the innovative and effective elements incorporated into the CFP. As in all the City's capital plans since 2007, the CFP continues to incorporate the following fundamental 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 CFP 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.

Like its predecessor capital documents, the CFP is a key financial planning tool that will have a positive and lifelong influence on our community. To accomplish a community vision the magnitude of what is taking place in Bothell today, requires community input along with the professional expertise and steadfast contribution of countless City staff and the leadership and support of the Bothell City Council.

Respectfully submitted,


Robert S. Stowe
City Manager

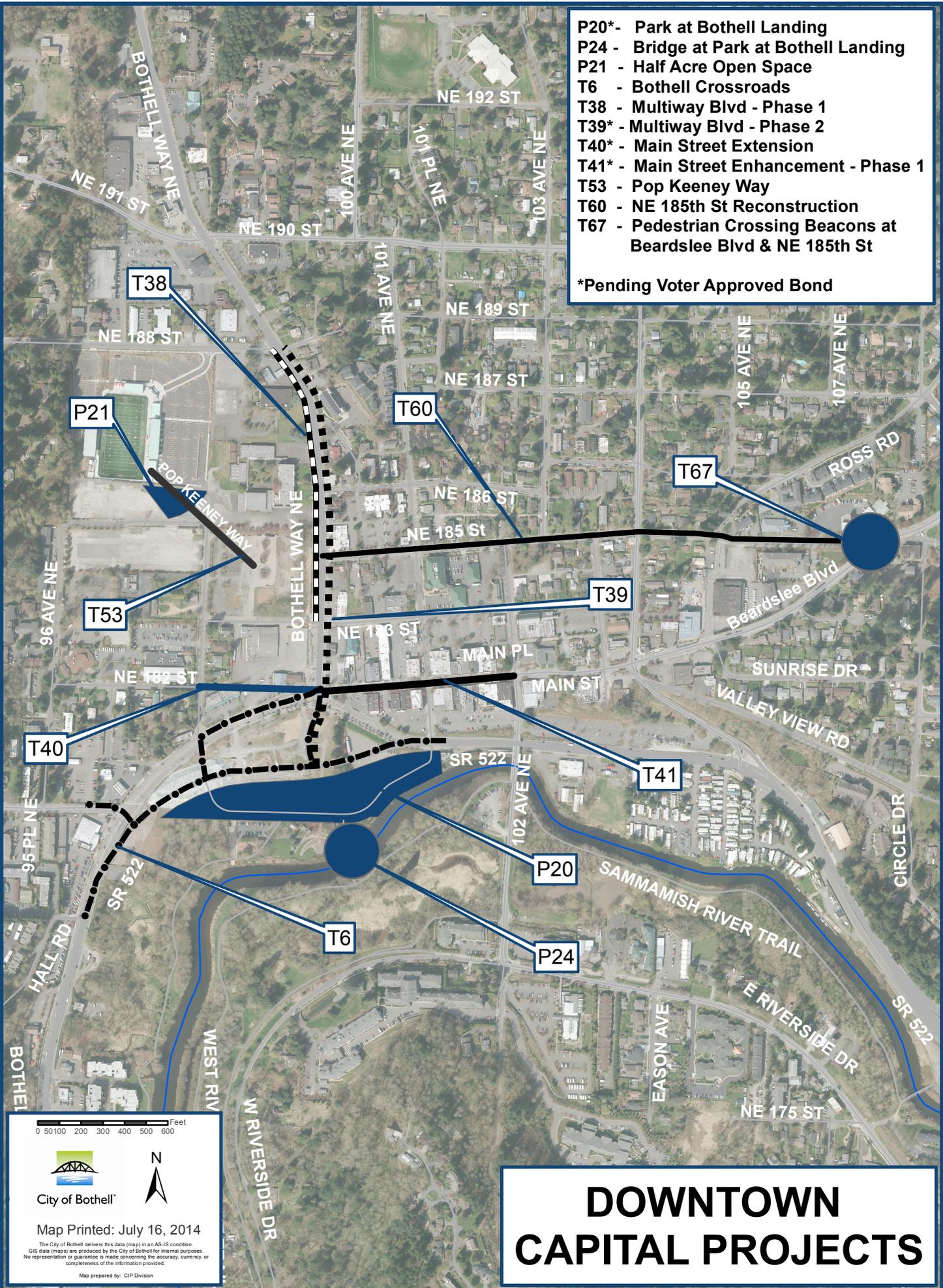
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*Pending Voter Approved Bond



0 50 100 200 300 400 500 600 Feet



Map Printed: July 16, 2014

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: CIP Division

DOWNTOWN CAPITAL PROJECTS



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Executive Summary



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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 establishes a systematic means to identify and finance both vitally needed and community desired capital infrastructure. The City's CFP planning process takes place in even-numbered years in coordination with the biennial budget development process. The first two years of the 2015-2021 CFP are designed to be incorporated into the City's 2015-2016 biennial budget. Council adopted Bothell's first CFP (2007-2013) in July 2006. The City's current CFP (2013-2019) was adopted in October 2012.

In preparation for the 2015-2021 CFP development process, staff resumed the practice of soliciting new project ideas from the community, as noted in Resolution No. 1183 (2006). The CFPPC's primary responsibility is to access the strategic prioritization of the City's capital needs for each seven year capital planning period along with a corresponding funding plan. When the project prioritization and funding plan are achieved, the CFPPC provides a recommendation to the City Council.

Since Bothell implemented a formal capital planning process, the City has successfully brought to fruition many vital 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:

- *Replacement of City Hall & Dawson buildings: Phase 1;*
- *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 \$7 million in federal funds, including American Recovery and Reinvestment Act funding;*
- *SR 522 (Stage 1) Wayne Curve and SR 522 Stage 2A (Wayne Curve to 91st Ave NE), completed with over \$26 million in federal, state and transit funds;*
- *240th Street SE Bridge Replacement, completed with over \$2.4 million of federal bridge and highway funds; and*
- *Citywide and SR 527 Intelligent Transportation Systems (ITS), completed with over \$1.8 million of federal highway funds.*

Furthermore, the following significant projects included in the adopted 2013-2019 CFP are anticipated to be substantially completed prior to 2015:

- *North Creek Trail – Section 3 (SR 527 from 214th St SE to 500 feet South of SR 524), completed with over \$1.2 million in federal funds;*

- *Bothell Crossroads;*
 - 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;
- *Bothell-Everett Hwy Widening (240th St SE to 228th St SE), completed with over \$8.7 million in federal and state funds; and*
- *Multiway Blvd: Phase 1 (West Side from NE 183rd St to NE 188th St).*

The Plan significantly progresses the City’s long-term capital vision by delivering community capital requests and promoting the community’s vision of Bothell’s downtown plan. The Plan anticipates completion of the following projects during the 2015-2021 period:

- *Bridge at Park at Bothell Landing;*
- *Half Acre Open Space (south of the Pop Keeney Stadium);*
- *Pop Keeney Way (NE 185th St / 98th Ave NE);*
- *NE 185th St Reconstruction;*
- *Pedestrian Crossing Beacons at Beardslee Blvd & NE 185th St;*
- *Horse Creek Improvements; and*
- *Sammamish River Side Channel Restoration.*

In addition, the Plan includes vital capital projects that would create destination parks, recreational opportunities, and downtown public spaces and enhancements if voters approve a Parks and Public Spaces Levy in November 2014:

- *Park at Bothell Landing;*
- *East Norway Hill Park Improvements;*
- *North Bothell Park Acquisition & Development;*
- *North Creek Field 3 Artificial Turf;*
- *Open Space Acquisition & Development;*
- *Multiway Blvd: Phase 2 (SR 522 to NE 188th St - Excluding West Side);*
- *Main Street Extension; and*
- *Main Street Enhancement: Phase 1 (Bothell Way to 102nd Ave NE).*

The City has also been awarded millions of dollars in grants for projects included in the Plan. Grant funds are reflected in the project worksheets. The following highlights significant grants that were awarded to the City in the past year:

- *SR 522 Stage 3 Improvements (91st Ave NE to Kenmore City limits) awarded \$9.2 million of federal highway funds for design and right-of-way phases of the missing SR 522 section located between Bothell and Kenmore (recently annexed in King County); and,*
- *three Transportation Safety Improvements projects (Bothell-Everett Hwy & 228th St SE Intersection, 228th St SE Corridor, and Citywide Transportation) awarded \$3.1 million of federal highway safety funds.*

Modifications employed in the development of the Plan are summarized below:

- Reclassifies and renames two projects that were categorized as “Proposed Annexation Projects” in the 2013-2019 CFP. King County annexation was adopted in February 2014:
 - 1) PAA1 “PAA Park Master Planning” to P23 “East Norway Hill Improvements” and relocate to “Park”,
 - 2) PAA2 to T54 “SR 522 Stage 3 Improvements” and reassign to “Transportation”;

- removes individual maps of facility, park and transportation capital projects and repositions into citywide and downtown maps;
- removes OP2 *“Park Opportunity Fund”* and OP3 *“Transportation Opportunity Fund”* for the reason that park and transportation impact fees are restricted monies and therefore cannot be made available for opportunity set aside funding;
- removes D5 *“Public Works Trust Fund Debt Services (Multiway Blvd: Phase 1 – T38)”* that was replaced with a new bond D7 *“2013 A & B Bond Debt Services”*;
- renames the following CFP projects:
 1. P7 *“Open Space Acquisition”* to *“Open Space Acquisition & Development”*,
 2. P6 *“Cedar Grove Park, Phase III”* to *“Cedar Grove Park: Phases 2 & 3”*,
 3. T39a *“Multiway Blvd: Phase 2 (SR 522 to NE 185th – Excluding West Side)”* to T39,
 4. T57 *“Sammamish River Bridge Seismic Retrofit”* to *“Sammamish River Bridge Replacement”*;
- removes T39b *“Multiway Blvd: Phase 3 (NE 185th to NE 188th – Excluding West Side)”* and combines into T39 *“Multiway Blvd: Phase 2 (SR 522 to NE 185th – Excluding West Side)”*;
- removes three non-utility capital projects that are not anticipated to take place during 2015-2021 planning period;
- removes seven non-utility and one utility capital projects that are anticipated to be completed by year-end 2014; and,
- secures one non-utility that was categorized as *“future projects”* in the 2013-2019 CFP.

The Plan increases estimated non-utility capital project costs by \$101,871,000.

The key factors driving this increase are explained below:

- Secures \$18,309,000 in debt for the 2013 A & B Bond debt service (final two Northshore School District (NSD) properties) and Multiway Boulevard, Phase 1 (NE 183rd Street to NE 188th Street), as well as the addition of years 2020 and 2021 for the Local Infrastructure Financing Tool (LIFT) Bond, City Hall Lease and Public Works Trust Fund debt service;
- secures an additional \$16,644,000 in grant funding;
- adds \$52,440,000 in unsecured funding sources and in secured grant funding for SR 522 Stage 3 Improvements ensuing from approved annexation in King County;
- increases \$7,599,000 to add Bridge at Park at Bothell Landing, Blyth Park Improvements, North Creek Trail – Section 4, Adaptive Signal Control, Traffic Mini Roundabout, Pedestrian Crossing Beacons and 228th St SE & 29th Dr SE Traffic projects;
- decreases \$2,267,000 in project costs resulting from actual 2013-2019 project costs being lower than budget estimates; and,
- increases \$9,146,000 in project costs resulting from the impending November 2014 Parks and Public Spaces Levy. The majority of the proposed voter bond (\$42 million) projects were always a part of the community’s downtown vision and therefore were included in past CFP documents, but did not have any funding allocated. For this reason, the fiscal impact between the 2013-2019 and 2015-2021 CFP documents is \$9,146,000 rather than \$42 million.

The following is a summary comparison of non-utility project costs in the adopted 2013-2019 Plan and 2015-2021 Plan:

	Adopted 2013-2019 Plan	Adopted 2015-2021 Plan
Number of Projects*	34	36
Secure Funding for Non-utility Projects	\$172,528,000	\$168,086,000
Unsecure Funding for Non-utility Projects	\$59,360,000	\$109,751,000

*Excludes seven non-utility capital projects that are anticipated to be completed prior to 2014.

The Plan also increases estimated utility capital project spending by \$17,979,000.

Key factors driving this increase are explained below:

- secures \$10,613,000 in debt for Utility Revenue Bond for Lift Station 3 Improvements, Promontory Hillside Sewer, Downtown Revitalization Improvements, Horse Creek Improvements and Penn Park Reservoir Replacement projects;
- decreases \$2,762,000 in Storm & Surface Water fund spending resulting from a revenue bond taking the place of a Public Works Trust Fund (PWTF) construction loan and a reduction in the engineer's estimates for Horse Creek Improvements project;
- increases Sewer Fund spending \$2,849,000 to allocate funding for sewer capital replacement projects and downtown revitalization projects;
- increases Storm & Surface Water Fund spending \$4,185,000 to allocate funding for Storm & Surface Water capital improvements projects and downtown revitalization projects;
- secures an additional \$1,250,000 in grant funding for Sammamish River Side Channel Restoration, Blyth Creek Erosion Control and Queensborough Watershed LID Implementation projects; and,
- increases Water Fund spending \$1,844,000 to allocate funding for water capital replacement projects and downtown revitalization projects.

The following summary compares utility capital projects in the adopted 2013-2019 Plan and 2015-2021 Plan:

	Adopted 2015-2019 Plan	Adopted 2015-2021 Plan
Number of Projects*	15	19
Secure Funding for Utility Projects	\$39,079,000	\$57,954,000
Unsecure Funding for Utility Projects	\$1,959,000	\$0

*Excludes one utility capital project that is anticipated to be completed prior to 2014.

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

- Comparison Summary of the adopted 2013-2019 CFP and 2015-2021 Plan.
- Secured Estimated Costs and Funding Sources.



City of Bothell™

Worksheets

Comparison Summary of Adopted 2013-2019 CFP & 2015-2021 CFP

Dollars in Thousands (000)

CFP No.	CFP Project Name/Description	Adopted 2013-2019 CFP		Adopted 2015-2021 CFP		Difference Between 2013-2019 & 2015-2021 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 PROJECT								
OP1	General Opportunity Funds Available	297		614		317		Accumulative General Opp Reserve
TOTAL - OPPORTUNITY FUNDS CAPITAL PROJECT		\$297	\$0	\$614	\$0	\$317	\$0	

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

DEBT SERVICES CAPITAL PROJECTS								
D1	Local Infrastructure Financing Tool (LIFT) Bond Debt Service	12,000		14,309		2,309		Include 2020 & 2021
D2	City Hall Lease	12,000		21,000		9,000		Include 2020 & 2021
D4	Public Works Trust Fund Debt Service (Bothell Crossroads - T6)	2,650		3,781		1,131		Include 2020 & 2021
D7	2013 A & B Bond Debt Service			5,869		5,869		New Bond - \$10M
TOTAL - DEBT SERVICES CAPITAL PROJECTS		\$26,650	\$0	\$44,959	\$0	\$18,309	\$0	

PARK CAPITAL PROJECTS								
P3	North Creek - Field 3			75	1,300	75	1,300	Pending Parks & Public Spaces Levy
P7	Open Space Acquisition & Development	966	305	462	1,000	(504)	695	Pending Parks & Public Spaces Levy
P11	1 st Lieutenant Nicholas Madrazo US Marine Corps Memorial Park	600		600				
P20	Park at Bothell Landing	1,165	12,558	592	12,022	(573)	(536)	Pending Parks & Public Spaces Levy
P21	Half Acre Open Space	959		959	801		801	Est Costs > Anticipated
P22	North Creek Forest	897	903	2,966		2,069	(903)	Add'l RCO & CTR Grants Awarded
P23	East Norway Hill Improvements			50	800	50	800	Pending Parks & Public Spaces Levy
P24	Bridge at Park at Bothell Landing			1,676		1,676		Asset Replacement & Federal Grant Pending
P25	North Bothell Park			41	4,609	41	4,609	Pending Parks & Public Spaces Levy
P26	Blyth Park Improvements			50	1,925	50	1,925	Funding Source (TBD)
TOTAL - PARK CAPITAL PROJECTS		\$4,587	\$13,766	\$7,471	\$22,457	\$2,884	\$8,691	

Comparison Summary of Adopted 2013-2019 CFP & 2015-2021 CFP

Dollars in Thousands (000)

CFP No.	CFP Project Name/Description	Adopted 2013-2019 CFP		Adopted 2015-2021 CFP		Difference Between 2013-2019 & 2015-2021 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		1,755		267		Est Costs > Anticipated
T2f	North Creek Trail - Canyon Park	408		408				
T2g	North Creek Trail - Section 4			850	4,300	850	4,300	STP Grant Awarded
T6	Bothell Crossroads	54,074		51,850		(2,224)		Est Costs < Anticipated
T7	Bothell-Everett Hwy Widening (240 th St SE To 228 th St SE)	8,701		10,187		1,486		Add'l Federal & TIB Grants Awarded
T38	Multiway Blvd: Phase 1	9,626		10,161		535		Add Joint Trench Reimbursement
T39	Multiway Blvd: Phase 2		18,209	539	20,693	539	2,484	Pending Parks & Public Spaces Levy
T40	Main Street Extension	220	1,309	1,912	1,450	1,692	141	Pending Parks & Public Spaces Levy
T41	Main Street Enhancement: Phase 1 (Bothell Way to 102 nd Ave NE)	1,433	6,024	1,807	6,024	374		Pending Parks & Public Spaces Levy
T47	Downtown Contaminated Soil & Groundwater Clean Up	11,083	3,450	11,394	1,333	311	(2,117)	Add'l DOE Grant Pending
T48	Bothell-Everett Hwy & 228 th St SE Intersection Safety Improvements	2,880		2,484		(396)		Est Costs < Anticipated
T53	Pop Keeney Way (NE 185 th St / 98 th Ave NE)	320		250		(70)		Est Costs < Anticipated
T54	SR 522 Stage 3 Improvements			10,212	42,228	10,212	42,228	Annexation Approved in 2014
T57	Sammamish River Bridge Replacement	944		6,305	2,437	5,361	2,437	BRAC & STP Grants Pending
T58	NE 195 th St Bridge Seismic Retrofit	146		167		21		Est Costs > Anticipated
T60	NE 185 th St Reconstruction (Beardslee Blvd to Bothell Way)	1,344	8,506	1,108	8,742	(236)	236	Federal Grant Pending
T61	228 th St SE Corridor Safety Improvements	448		486		38		Est Costs > Anticipated
T62	Citywide Transportation Safety Improvements	350		380		30		Est Costs > Anticipated
T65	Adaptive Signal Control System			2,000		2,000		Federal Grant Awarded
T66	Traffic Mini Roundabout on 240 th St SE & Meridian Ave S			558	62	558	62	STP Grant Pending
T67	Pedestrian Crossing Beacons at Beardslee Blvd & NE 185 th St			225	25	225	25	Federal Grant Pending
T68	228 th St SE & 29 th Dr SE Traffic & Intersection Improvements			618		618		STP Grant Awarded
TOTAL - TRANSPORTATION CAPITAL PROJECTS		\$93,465	\$37,498	\$115,656	\$87,294	\$22,191	49,796	
TOTAL - DEBT SERVICES, PARK & TRANSPORTATION PROJECTS (Excluding General Opportunity Fund Capital Project)								
		\$124,702	\$51,264	\$168,086	\$109,751	\$43,384	\$58,487	\$101,871

Comparison Summary of Adopted 2013-2019 CFP & 2015-2021 CFP

Dollars in Thousands (000)

CFP No.	CFP Project Name/Description	Adopted 2013-2019 CFP		Adopted 2015-2021 CFP		Difference Between 2013-2019 & 2015-2021 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								
P1a	Centennial Park Improvements: Phase 2	1,509	715	1,509	715			
P3	North Creek - Field 3	66	1,246			(66)	(1,246)	Move to Secured Park Pending Parks & Public Spaces Levy
P6	Cedar Grove Park: Phases 2 & 3	515	265	371	409	(144)	144	Unsecure Park Impact Fees
P12	Regional Aquatic Center & Community Center		7,500		7,500			
T8	39th Ave SE Extension - Bothell Connector	2,650	73,065	2,650	78,232		5,167	Add Inflation to 2013 Costs
T21	Beardslee Blvd & NE 185 th St Intersection Improvements		200		525		325	Add Inflation to 2013 Costs
T33a	East Riverside Drive Improvements: Phase 1a		285		294		9	Add Inflation to 2013 Costs
T33b	East Riverside Drive Improvements: Phase 2		1,475		2,190		715	Add Inflation to 2013 Costs
T42	Main Street Enhancement: Phase 2		5,308		5,654		346	Add Inflation to 2013 Costs
T44	SR 522 Stage 2B Improvements (Wayne Curve to NE 180 th St)	455	10,026	455	18,500		8,474	Est Costs > Anticipated
T50	5 th Ave W Pedestrian Safety Improvements		70		73		3	Add Inflation to 2013 Costs
T51	108 th Ave NE Roadway Rehabilitation		14,660		29,320		14,660	Est Costs > Anticipated
T52	Arterial Mobility Interim Improvements Project		1,349		1,390		41	Add Inflation to 2013 Costs
TOTAL - FUTURE CAPITAL PROJECTS		\$5,195	\$116,164	\$4,985	\$144,802	(\$210)	\$28,638	
TOTAL - FUTURE CAPITAL PROJECTS								
TOTAL - FUTURE CAPITAL PROJECTS		\$5,195	\$116,164	\$4,985	\$144,802	(\$210)	\$28,638	\$28,428

Comparison Summary of Adopted 2013-2019 CFP & 2015-2021 CFP

Dollars in Thousands (000)

CFP No.	CFP Project Name/Description	Adopted 2013-2019 CFP		Adopted 2015-2021 CFP		Difference Between 2013-2019 & 2015-2021 CFP		Explanation
		Secured Funding [A]	Unsecured Funding [B]	Secured Funding [C]	Unsecured Funding [D]	Secured Funding [C] - [A]	Unsecured Funding [D] - [B]	

DEBT SERVICES UTILITY CAPITAL PROJECTS								
D6	Public Works Trust Fund Debt Service (Horse Creek Improvements - SW11)	3,107		345		(2,762)		\$800K Loan Awarded
D8	Utility Revenue Bond Debt Service			10,613		10,613		New Bond - \$18M
TOTAL - DEBT SERVICES CAPITAL PROJECTS		\$3,107	\$0	\$10,958	\$0	\$7,851	\$0	

SEWER CAPITAL PROJECTS								
S1	Annual Sewer Main Capital Replacement	4,254	50	5,502		1,248	(50)	Include 2020 & 2021
S8	Promontory Hillside Sewer Main Replacement	340		449		109		Est Costs > Anticipated
S9	Downtown Revitalization Utility Improvements	820	541	1,840		1,020	(541)	Est Costs > Anticipated
S11	Lift Station 3 Improvements			1,063		1,063		
TOTAL - SEWER CAPITAL PROJECTS		\$5,414	\$591	\$8,854	\$0	\$3,440	(\$591)	

STORM & SURFACE WATER CAPITAL PROJECTS								
SW1	Annual Storm & Surface Water Capital Improvements	5,098		5,865		767		Include 2020 & 2021
SW11	Horse Creek Improvements	13,639		16,596		2,957		Est Costs > Anticipated
SW12	Sammamish River Side Channel Restoration	125	768	1,788		1,663	(768)	Partial WA St RCO Grant Awarded
SW13	Downtown Revitalization Utility Improvements	199		199				
SW14	Blyth Creek Erosion Control			211		211		KC Flood District Grant Pending
SW15	Queensborough Watershed LID Implementation			480		480		DOE Grant Awarded (design) DOE Grant Pending (constr)
SW16	Parr Creek Flood Mitigation			125		125		
TOTAL - STORM & SURFACE WATER CAPITAL PROJECTS		\$19,061	\$768	\$25,264	\$0	\$6,203	(\$768)	

Comparison Summary of Adopted 2013-2019 CFP & 2015-2021 CFP

Dollars in Thousands (000)

CFP No.	CFP Project Name/Description	Adopted 2013-2019 CFP		Adopted 2015-2021 CFP		Difference Between 2013-2019 & 2015-2021 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	5,216	600	5,879		663	(600)	Est Costs > Anticipated
W6	Morningside Booster Station Retrofit	581		582		1		
W7	Penn Park Reservoir Replacement	1,799		3,365		1,566		Est Costs > Anticipated
W10	Bloomberg Reservoir Painting	831		831				
W11	Downtown Revitalization Utility Improvements	1,354		1,568		214		Est Costs > Anticipated
W12	498 Pressure Zone Improvements	653		653				
TOTAL - WATER CAPITAL PROJECTS		\$10,434	\$600	\$12,878	\$0	\$2,444	(\$600)	

TOTAL - DEBT SERVICES, SEWER, STORM & SURFACE WATER & WATER PROJECTS		\$38,016	\$1,959	\$57,954	\$0	\$19,938	(\$1,959)	\$17,979
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FUTURE UTILITY CAPITAL PROJECTS								
SW2	Enhancement Of Natural Resources	29	1,750	29	1,803		53	Add Inflation to 2013 Costs
TOTAL - FUTURE CAPITAL PROJECTS		\$29	\$1,750	\$29	\$1,803	\$0	\$53	

TOTAL - FUTURE UTILITY CAPITAL PROJECTS		\$29	\$1,750	\$29	\$1,803	\$0	\$53	\$53
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Adopted 2015-2019 CFP
 Estimated Secured Costs & Funding Sources
 Debt Services, Park & Transportation Projects

Dollars in Thousands (000)

CFP No.	CFP Project Name	Projected Spending Thru 2014	Estimated Secured Spending 2015-2021							Total Project Costs Thru 2021
			2015	2016	2017	2018	2019	2020	2021	

OPPORTUNITY FUNDS CAPITAL PROJECT *

OP1	General Opportunity Funds Available	614								614
TOTAL - OPPORTUNITY FUNDS CAPITAL PROJECT COSTS		\$614	\$0	\$614						

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

DEBT SERVICES CAPITAL PROJECTS

D1	Local Infrastructure Financing Tool (LIFT) Bond Debt Service	1,003	1,325	1,999	1,996	1,995	1,998	1,997	1,996	14,309
D2	City Hall Lease			3,500	3,500	3,500	3,500	3,500	3,500	21,000
D4	Public Works Trust Fund Debt Service (Crossroads - T6)	435	485	482	480	478	476	474	471	3,781
D7	2013 A & B Bond Debt Service	983	702	698	699	697	696	698	696	5,869
TOTAL - DEBT SERVICES CAPITAL PROJECTS COSTS		\$2,421	\$2,512	\$6,679	\$6,675	\$6,670	\$6,670	\$6,669	\$6,663	\$44,959

PARK CAPITAL PROJECTS

P3	North Creek - Field 3	75								75
P7	Open Space Acquisition & Development	462								462
P11	1 st Lieutenant Nicholas Madrazo US Marine Corps Memorial Park	80	520							600
P20	Park at Bothell Landing	120	322				150			592
P21	Half Acre Open Space	87	188	684						959
P22	North Creek Forest	284	2,682							2,966
P23	East Norway Hill Improvements		50							50
P24	Bridge at Park at Bothell Landing		217	1,459						1,676
P25	North Bothell Park		41							41
P26	Blyth Park Improvements						50			50
TOTAL - PARK CAPITAL PROJECTS COSTS		\$1,108	\$4,020	\$2,143	\$0	\$0	\$200	\$0	\$0	\$7,471

Adopted 2015-2019 CFP
 Estimated Secured Costs & Funding Sources
 Debt Services, Park & Transportation Projects

Dollars in Thousands (000)

CFP No.	CFP Project Name	Projected Spending Thru 2014	Estimated Secured Spending 2015-2021							Total Project Costs Thru 2021
			2015	2016	2017	2018	2019	2020	2021	
TRANSPORTATION CAPITAL PROJECTS										
T2e	North Creek Trail - Section 3	1,705	10	10	10	10	10			1,755
T2f	North Creek Trail - Canyon Park			193	215					408
T2g	North Creek Trail - Section 4			500	350					850
T6	Bothell Crossroads	51,620	51	33	39	47	60			51,850
T7	Bothell-Everett Hwy Widening (240 th St SE To 228 th St SE)	10,107	40	40						10,187
T38	Multiway Blvd: Phase 1	10,131	30							10,161
T39	Multiway Blvd: Phase 2	539								539
T40	Main Street Extension	1,912								1,912
T41	Main Street Enhancement: Phase 1 (Bothell Way to 102 nd Ave NE)	258	1,191	358						1,807
T47	Downtown Contaminated Soil & Groundwater Clean Up	6,834	1,715	2,435	355	55				11,394
T48	Bothell-Everett Hwy & 228 th St SE Intersection Safety Improvements	556	1,928							2,484
T53	Pop Keeney Way (NE 185 th St / 98 th Ave NE)	225	25							250
T54	SR 522 Stage 3 Improvements	1,153	3,039	1,511	2,105	2,404				10,212
T57	Sammamish River Bridge Replacement		718	43	5,544					6,305
T58	NE 195 th St Bridge Seismic Retrofit	33	134							167
T60	NE 185 th St Reconstruction (Beardslee Blvd to Bothell Way)				1,108					1,108
T61	228 th St SE Corridor Safety Improvements	87	399							486
T62	Citywide Transportation Safety Improvements	93	287							380
T65	Adaptive Signal Control System		200	1,800						2,000
T66	Traffic Mini Roundabout on 240 th St SE & Meridian Ave S		108	450						558
T67	Pedestrian Crossing Beacons at Beardslee Blvd & NE 185 th St		45	180						225
T68	228 th St SE & 29 th Dr SE Traffic & Intersection Improvements		123	495						618
TOTAL - TRANSPORTATION CAPITAL PROJECTS COSTS		\$85,253	\$10,043	\$8,048	\$9,726	\$2,516	\$70	\$0	\$0	\$115,656
CAPITAL PROJECT COSTS (Excluding General Opportunity Fund Capital Project)		\$88,782	\$16,575	\$16,870	\$16,401	\$9,186	\$6,940	\$6,669	\$6,663	\$168,086

Adopted 2015-2019 CFP
Estimated Secured Costs & Funding Sources
Debt Services, Park & Transportation Projects

Dollars in Thousands (000)

Summary Allocation of Secured Funding Sources	Projected Funding Thru 2014	Estimated Secured Funding 2015-2021							Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021	
Real Estate Excise Tax (REET)	26,991	1,112	1,474	415	338	338	1,828	1,828	34,324
2013 A & B Bonds (Multiway Blvd: Ph 1 - T38, Main St Extension - T40)	6,027								6,027
Arterial Street Fund	277								277
Asset Replacement (Park at BL - P20, Bridge at BL - P24, Blyth - P26)	20	83	417			200			720
Bond Anticipation Note	11,392								11,392
Capitalized Interest Earned (City Hall Lease - D2)			600						600
Design Credit (City Hall Lease - D2)			2,400						2,400
Developers Contributions (Half Acre - P21, Multiway Blvd: Ph 1 - T38)	1,299	188	684						2,171
Grants (Awards)	26,543	8,540	3,589	2,408	2,404				43,484
Grants (Pending)		3,138	3,590	7,210	50				13,988
Mitigation - King County Pump Station (1 st Lt Madrazo Park - P11)	80	520							600
Mitigation - Brightwater	736								736
Non-City Providers Construction Compensations	726	22	555						1,303
Park Impact Fees (Park at BL - P20, North Bothell Park - P25)	100	363							463
Potential Annexation Allocation, Facility Transfer (City Hall Lease - D2)			500	500	500	500	500	500	3,000
Proceeds From Sale of Property	206	194		3,000	3,000	3,000	1,500	1,500	12,400
Proposition 2 Parks Expansion Levy (North Creek Forest - P22)	41								41
Public Works Trust Fund Loan (Crossroads - T6)	8,000								8,000
State LIFT Award (LIFT Bond Debt Service - D1)	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	8,000
Traffic Impact Fees	5,344	1,415	2,061	1,868	1,894	1,902	1,841	1,835	18,160
TOTAL - SUMMARY ALLOCATION OF SECURED FUNDING SOURCES	\$88,782	\$16,575	\$16,870	\$16,401	\$9,186	\$6,940	\$6,669	\$6,663	\$168,086

ON-GOING REVENUES **	\$82,804	\$19,392	\$18,659	\$18,069	\$10,661	\$8,715	\$7,472	\$7,679	\$173,451
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** Estimated revenue are not available for appropriation until received.

TOTAL CAPITAL PROJECT COSTS***	\$88,782	\$16,575	\$16,870	\$16,401	\$9,186	\$6,940	\$6,669	\$6,663	\$168,086
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*** Costs exceed revenues due to appropriation/spending down of pre 2015 fund balance reserves.

PROJECT REVENUES AND COSTS VARIANCES	(\$5,978)	\$2,817	\$1,789	\$1,668	\$1,475	\$1,775	\$803	\$1,016	\$5,365
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Adopted 2015-2019 CFP
Estimated Secured Costs & Funding Sources
Sewer Capital Projects

Dollars in Thousands (000)

CFP No.	CFP Project Name	Projected Spending Thru 2014	Estimated Secured Spending 2015-2021							Total Project Costs Thru 2021
			2015	2016	2017	2018	2019	2020	2021	

SEWER CAPITAL PROJECTS										
S1	Annual Sewer Main Capital Replacement	1,827	175	625	625	775	625	775	75	5,502
S8	Promontory Hillside Sewer Main Replacement	89	360							449
S9	Downtown Revitalization Utility Improvements	313	333	333	861					1,840
S11	Lift Station 3 Improvements		183	880						1,063
TOTAL - SEWER CAPITAL PROJECTS COSTS		\$2,229	\$1,051	\$1,838	\$1,486	\$775	\$625	\$775	\$75	\$8,854

DEBT SERVICES CAPITAL PROJECTS										
D8	Utility Revenue Bond Debt Service	53	125	122	120	117	114	112	109	872
TOTAL - DEBT SERVICES CAPITAL PROJECTS COSTS		\$53	\$125	\$122	\$120	\$117	\$114	\$112	\$109	\$872

SEWER CAPITAL PROJECT COSTS		\$2,282	\$1,176	\$1,960	\$1,606	\$892	\$739	\$887	\$184	\$9,726
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Summary Allocation of Secured Funding Sources	Projected Funding Thru 2014	Estimated Secured Funding 2015-2021							Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021	
Sewer Capital Project Fund	2,282	456	1,080	1,606	892	739	887	184	8,126
Mitigation - Brightwater (NE 195th Sewer Improvements - S1)		100							100
Revenue Bond (Prom Hillside - S8, DT Revitalization - S9, Lift 3 - S11)		620	880						1,500
TOTAL - SECURED FUNDING SOURCES	\$2,282	\$1,176	\$1,960	\$1,606	\$892	\$739	\$887	\$184	\$9,726

SEWER ON-GOING REVENUES [§]	\$5,510	\$3,820	\$3,439	\$2,112	\$1,218	\$1,025	\$1,016	\$910	\$19,050
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[§] Estimated revenue are not available for appropriation until received.

ESTIMATED ANNUAL IMPACT ON FUND BALANCE ^{§§}	\$3,228	\$2,644	\$1,479	\$506	\$326	\$286	\$129	\$726	\$9,324
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^{§§} Including estimated required capital reserves per CFP

Adopted 2015-2019 CFP
 Estimated Secured Costs & Funding Sources
 Storm & Surface Water Capital Projects

Dollars in Thousands (000)

CFP No.	CFP Project Name	Projected Spending Thru 2014	Estimated Secured Spending 2015-2021						Total Project Costs Thru 2021
			2015	2016	2017	2018	2019	2020	

STORM & SURFACE WATER CAPITAL PROJECTS										
SW1	Annual Storm & Surface Water Capital Improvements	3,090	725	300	350	350	350	350	350	5,865
SW11	Horse Creek Improvements	6,921	5,394	4,121	29	30	32	34	35	16,596
SW12	Sammamish River Side Channel Restoration	288	1,500							1,788
SW13	Downtown Revitalization Utility Improvements		199							199
SW14	Blyth Creek Erosion Control	28	45	138						211
SW15	Queensborough Watershed LID Implementation	120	360							480
SW16	Parr Creek Flood Mitigation	50	75							125
TOTAL - STORM & SURFACE WATER CAPITAL PROJECTS COSTS		\$10,497	\$8,298	\$4,559	\$379	\$380	\$382	\$384	\$385	\$25,264

DEBT SERVICES CAPITAL PROJECTS										
D6	Public Works Trust Fund Debt Service (Horse Creek - SW11)	44	44	43	43	43	43	43	42	345
D8	Utility Revenue Bond Debt Service	438	1,063	1,041	1,019	997	975	953	931	7,417
TOTAL - DEBT SERVICES CAPITAL PROJECTS COSTS		\$482	\$1,107	\$1,084	\$1,062	\$1,040	\$1,018	\$996	\$973	\$7,762

STORM & SURFACE WATER CAPITAL PROJECT COSTS		\$10,979	\$9,405	\$5,643	\$1,441	\$1,420	\$1,400	\$1,380	\$1,358	\$33,026
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Adopted 2015-2019 CFP
 Estimated Secured Costs & Funding Sources
 Storm & Surface Water Capital Projects

Summary Allocation of Secured Funding Sources	Projected Funding Thru 2014	Estimated Secured Funding 2013-2019							Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021	
Storm & Surface Water Capital Project Fund	6,722	2,343	1,492	1,412	1,390	1,368	1,346	1,323	17,396
Developers Contributions (Horse Creek Improvements - SW11)		38							38
Grants (Awards)	433								433
Grants (Pending)		1,668	30						1,698
Non-City Providers Construction Compensations		161							161
Public Works Trust Fund Loan (Horse Creek Improvements - SW11)	200	400	200						800
Revenue Bond (Horse Creek Improvements - SW11)	3,624	4,795	3,921	29	30	32	34	35	12,500
TOTAL - SECURED FUNDING SOURCES	\$10,979	\$9,405	\$5,643	\$1,441	\$1,420	\$1,400	\$1,380	\$1,358	\$33,026

STORM & SURFACE WATER ON-GOING REVENUES ⁺	\$21,261	\$15,083	\$10,253	\$6,534	\$6,989	\$7,418	\$7,858	\$8,440	\$83,836
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⁺ Estimated revenue are not available for appropriation until received.

ESTIMATED ANNUAL IMPACT ON FUND BALANCE ⁺⁺	\$10,282	\$5,678	\$4,610	\$5,093	\$5,569	\$6,018	\$6,478	\$7,082	\$50,810
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⁺⁺ Including estimated required capital reserves per CFP

Adopted 2015-2019 CFP
Estimated Secured Costs & Funding Sources
Water Capital Projects

Dollars in Thousands (000)

CFP No.	CFP Project Name	Projected Spending Thru 2014	Estimated Secured Spending 2015-2021							Total Project Costs Thru 2021
			2015	2016	2017	2018	2019	2020	2021	

WATER CAPITAL PROJECTS										
W1	Annual Water Main Capital Replacement	3,693	281	211		485	389	820		5,879
W6	Morningside Booster Station Retrofit	31	30	521						582
W7	Penn Park Reservoir Replacement	325	3,040							3,365
W10	Bloomberg Reservoir Painting			121	710					831
W11	Downtown Revitalization Utility Improvements	370	260	938						1,568
W12	498 Pressure Zone Improvements		653							653
TOTAL - WATER CAPITAL PROJECTS COSTS		\$4,419	\$4,264	\$1,670	\$121	\$1,195	\$389	\$820	\$0	\$12,878

DEBT SERVICES CAPITAL PROJECTS										
D8	Utility Revenue Bond Debt Service	140	333	326	319	312	305	298	291	2,324
TOTAL - DEBT SERVICES CAPITAL PROJECTS COSTS		\$140	\$333	\$326	\$319	\$312	\$305	\$298	\$291	\$2,324

WATER CAPITAL PROJECT COSTS		\$4,559	\$4,597	\$1,996	\$440	\$1,507	\$694	\$1,118	\$291	\$15,202
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Summary Allocation of Secured Funding Sources	Projected Funding Thru 2014	Estimated Secured Funding 2015-2021							Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021	
Water Capital Project Fund	4,559	1,297	1,296	440	1,507	694	1,118	291	11,202
Revenue Bond (Penn Park Reservoir - W7 & DT Revitalization - W11)		3,300	700						4,000
TOTAL - SECURED FUNDING SOURCES	\$4,559	\$4,597	\$1,996	\$440	\$1,507	\$694	\$1,118	\$291	\$15,202

WATER ON-GOING REVENUES ♦	\$9,866	\$5,981	\$2,146	\$978	\$1,402	\$1,078	\$1,673	\$1,969	\$25,093
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♦ Estimated revenue are not available for appropriation until received.

ESTIMATED ANNUAL IMPACT ON FUND BALANCE ♦♦	\$5,307	\$1,384	\$150	\$538	(\$105)	\$384	\$555	\$1,678	\$9,891
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♦♦ Including estimated required capital reserves per CFP

Revenue

Capital Facilities Revenue

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

When the "Roadmap: Setting the Course" document was originally developed in 2005, extensive research was collected on the viability and timing of development within Bothell. This was done through discussions with local developers, property owners and local economists. The data collected in 2014 was again utilized as a base to establish revenue estimates for the ensuing 2015-2021 Capital Facilities Plan.

The following fiscal strategies are incorporated in the Plan:

- A minimum of 10% of projected revenues from Real Estate Excise Tax (REET) should be designated as Opportunity Funds. REET revenue receipts fluctuate from year-to-year. Although staff projects revenues realistically, it is prudent to establish an adequate reserve as Opportunity Funds and not allocate these revenues until the funds are actually received. Only at Council discretion can these funds be appropriated towards currently unidentified projects. Per this policy, the Opportunity Fund equates to 10% of projected REET receipts.
- Annual REET receipts amounting to \$1 million should be held in reserves. These funds are reserved to address any cash flow issues that should arise for REET eligible projects.
- Councilmanic General Obligation debt service should not exceed REET revenue estimates unless other secured funding is identified.
- A 50% minimum of one-time revenue transfers should be allocated as follows:
 - 25% Park Improvements
 - 25% Pavement Improvements

FUNDING SOURCES

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

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

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

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

Real Estate Excise Tax

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

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

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

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

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

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

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

General Fund Reserve Transfer

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

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

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

One-Time Revenue Transfers

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

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

Mitigation

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

Arterial Street Funds

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

Bonds

Bond revenue is available to finance capital projects through two sources: general obligation bonds and revenue bonds. General obligation bonds are backed by the value of the property within the jurisdiction and require a scheduled repayment of the debt. General obligation bonds are either non-voted (Councilmanic) or voter-approved. Under Washington State law, general government debt is restricted to 2.5% of a jurisdiction's taxable assessed value of property for general purpose bonds. In 2015, this equates to nearly \$173 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.

63-20 Lease Financing

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

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

Public Works Trust Fund Loans

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

Grants

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

Other Sources

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

- Contributions by others: The City often partners with other jurisdictions such as King County, Snohomish County, Sound Transit, etc., to fund projects that benefit the citizens of Bothell.
- 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.

In addition to the capital investment and spending Plan outlined in this document, the Plan calls for the establishment and implementation of:

- A public process to remove "Future Project" CFP #T8 (39th Ave SE Extension – Bothell Connector) from future Plans.
- A process to determine neighboring partners' current interest/participation in funding an aquatic center as described in "Future Project" CFP #P12 (Regional Aquatic Center and Community Center).

Capital Utility Revenue

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

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

Prudent utility fiscal management requires responsible management of utility reserves and the establishment of a sound reserve policy. Operating contingency reserves reduce the unknown economic risk factor associated with long-term financial planning. In accordance with the fiscal policies adopted in the 2013-2019 Capital Facilities Plan, the following financial strategies were carried forward into the 2015-2021 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 Storm & Surface Water Utility Fund.
- Capital reserves amounting to 2% of the asset replacement (value of the utility's infrastructure) should be maintained in each utility fund to provide for unexpected major repairs.
- Capital reserves amounting to 10% of average annual capital improvement projects should be maintained in each utility fund to protect against unanticipated increases in project costs.
- Asset replacement funding should be collected as an element of the utility user fees on the utility bills.

FUNDING SOURCES

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

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

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

Utility Customer User Fees/Utility Bills

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

Interest Earnings from Unallocated Funds

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

Facility Charges/Connection Fees

Similar to parks and transportation mitigation fees, the sewer, storm & surface water, and water utilities collect connection fees, sometimes also referred to as facility charges or late-comer fees, from new customers when they request to be connected to the system. Connection fees are determined as a percentage of the capital infrastructure owned by the utility. Based on future development projections, the sewer, storm & surface water and water utility systems combined are expected to collect an estimated \$1,225,000 in Water, \$1,350,000 in Sewer, and \$4,930,000 in Storm & Surface Water connection fee revenues during the seven-year Capital Facilities Planning period (total utility connection fee revenues = \$7,505,000).

Revenue Bonds

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

Public Works Trust Fund Loans

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

Interfund Loans

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

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

	Water	Sewer	Storm
Operating Reserves	\$481,000	\$514,000	\$1,273,000
Capital Emergency Reserves	\$234,000	\$198,000	\$266,000
Capital Reserves	\$297,000	\$145,000	\$635,000



City of Bothell™

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
Public Works Trust Fund Debt Service (Bothell Crossroads - T6)	D4
Public Works Trust Fund Debt Service (Horse Creek Improvements - SW11)	D6
2013 A & B Bond Debt Service	D7
Utility Revenue Bond Debt Service	D8

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, staff includes funding for the LIFT GO Bond debt service in the City's Capital Facilities Plan (CFP).

FUTURE DEBT SERVICE COSTS:

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

TIMING PRIORITY CONSIDERATIONS:

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

PROJECT COMMENCEMENT REQUIREMENTS:

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

PROJECT STOPPING POINT(S):

No longer applicable.

STATUS:

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

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

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
LIFT GO Bond Debt Service	1,003	1,325	1,999	1,996	1,995	1,998	1,997	1,996	13,306	14,309
TOTAL ESTIMATED COSTS	\$1,003	\$1,325	\$1,999	\$1,996	\$1,995	\$1,998	\$1,997	\$1,996	\$13,306	\$14,309

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	3								0	3
Capital Improvement Fund (State LIFT Award)	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	7,000	8,000
Capital Improvement Fund (Traffic Impact Fees Transfer)		325	999	996	995	998	997	996	6,306	6,306
TOTAL SECURED FUNDING	\$1,003	\$1,325	\$1,999	\$1,996	\$1,995	\$1,998	\$1,997	\$1,996	\$13,306	\$14,309

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	1,003	1,325	1,999	1,996	1,995	1,998	1,997	1,996	13,306	14,309
Estimated Project Cost	1,003	1,325	1,999	1,996	1,995	1,998	1,997	1,996	13,306	14,309
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 16, 2014

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 was completed in 2014. Specifically, this phase relocated onsite private utilities and established temporary and new power facilities, removed five buildings and established temporary employee parking.

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

JUSTIFICATION:

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

FUTURE CAPITAL LEASE COSTS:

As outlined in Council's City Hall Ordinance (2150) that was adopted June 3, 2014, the annual City Hall lease payment would be based on a 30 year financing period and was not to exceed \$3,415,000. The actual City Hall lease payment is based on a 25 year financing period, which begins in 2016 at \$3 million and trends upward to \$3.3 million in 2039. The impact of the strong credit rating Standards & Poor's assigned to the bond issue allowed the City to decrease the term of the financing period, as well as the overall financing costs while still keeping the lease payment well under the original annual estimate (\$3.4 million).

TIMING PRIORITY CONSIDERATIONS:

No longer applicable

PROJECT COMMENCEMENT REQUIREMENTS:

No longer applicable

PROJECT STOPPING POINT(S):

Phase 2 was authorized by Council in June 2014.

STATUS:

Construction commencement for City Hall Phase 2 is planned for mid-July 2014 and is expected to be completed in the fall of 2015 under a 63-20 developer-lease option with debt service payments over a 25 year period that begins in 2016.

City Hall Lease CFP #D2

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Lease Payments			3,500	3,500	3,500	3,500	3,500	3,500	21,000	21,000
TOTAL ESTIMATED COSTS	\$0	\$0	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$21,000	\$21,000

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)							1,500	1,500	3,000	3,000
Capital Improvement Fund (Capitalized Interest)			600						600	600
Potential Annexation Allocation (Facility Transfer)			500	500	500	500	500	500	3,000	3,000
Design Credit			2,400						2,400	2,400
Proceeds from Sale of Property				3,000	3,000	3,000	1,500	1,500	12,000	12,000
TOTAL SECURED FUNDING	\$0	\$0	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$21,000	\$21,000

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	0	0	3,500	3,500	3,500	3,500	3,500	3,500	21,000	21,000
Estimated Project Cost	0	0	3,500	3,500	3,500	3,500	3,500	3,500	21,000	21,000
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 16, 2014

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 2.55% and are linked to the repayment period, which ranges from 10 to 30 years. Bothell applied for and received an \$8,000,000 Public Works Trust Fund (PWTF) loan. This financing opportunity provided the means necessary to fund construction of the City's Bothell Crossroads project that facilitates the redevelopment of the community's historic downtown area.

JUSTIFICATION:

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

FUTURE DEBT SERVICE COSTS:

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

TIMING PRIORITY CONSIDERATIONS:

Construction for Bothell Crossroads was substantially completed in June 2014.

PROJECT COMMENCEMENT REQUIREMENTS:

Construction for Bothell Crossroads was substantially completed in June 2014.

PROJECT STOPPING POINT(S):

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

STATUS:

The \$8 million PWTF loan was awarded in 2011. Debt service payments commenced in 2013 and will be allocated over a 20 year period. The interest rate is 0.5%.

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

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
PW Trust Loan Debt Service	435	485	482	480	478	476	474	471	3,346	3,781
TOTAL ESTIMATED COSTS	\$435	\$485	\$482	\$480	\$478	\$476	\$474	\$471	\$3,346	\$3,781

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Capital Improvement Fund (Traffic Impact Fees Transfer)	435	485	482	480	478	476	474	471	3,346	3,781
TOTAL SECURED FUNDING	\$435	\$485	\$482	\$480	\$478	\$476	\$474	\$471	\$3,346	\$3,781

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	435	485	482	480	478	476	474	471	3,346	3,781
Estimated Project Cost	435	485	482	480	478	476	474	471	3,346	3,781
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 16, 2014

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 2.55% and are linked to the repayment period, which ranges from 10 to 30 years. Bothell applied for and received an \$800,000 Public Works Trust Fund (PWTF) loan. This financing opportunity provided the means necessary to fund construction of the City's Horse Creek Improvements project.

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 & Surface 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. This project emancipates City-owned surplus properties for future sale.

PROJECT COMMENCEMENT REQUIREMENTS:

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

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

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

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
PW Trust Loan Debt Service	44	44	43	43	43	43	43	42	301	345
TOTAL ESTIMATED COSTS	\$44	\$44	\$43	\$43	\$43	\$43	\$43	\$42	\$301	\$345

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Utilities - Storm & Surface Water	44	44	43	43	43	43	43	42	301	345
TOTAL SECURED FUNDING	\$44	\$44	\$43	\$43	\$43	\$43	\$43	\$42	\$301	\$345

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	44	44	43	43	43	43	43	42	301	345
Estimated Project Cost	44	44	43	43	43	43	43	42	301	345
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 16, 2014

2013 A & B Bond Debt Service

CFP #D7

DESCRIPTION:

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

JUSTIFICATION:

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

FUTURE DEBT SERVICE COSTS:

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

TIMING PRIORITY CONSIDERATIONS:

Not applicable.

PROJECT COMMENCEMENT REQUIREMENTS:

Not applicable.

PROJECT STOPPING POINT(S):

Not applicable.

STATUS:

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

2013 A & B Bond Debt Service CFP #D7

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
2013 A Bond (Taxable) Debt Service	420	395	391	391					1,177	1,597
2013 B Bond (Tax-Exempt) Debt Service	563	307	307	308	697	696	698	696	3,709	4,272
TOTAL ESTIMATED COSTS	\$983	\$702	\$698	\$699	\$697	\$696	\$698	\$696	\$4,886	\$5,869

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	354	158	350	351	328	328	328	328	2,171	2,525
Capital Improvement Fund (Traffic Impact Fees Transfer)	423	350	348	348	369	368	370	368	2,521	2,944
Proceeds from Sale of Property	206	194							194	400
TOTAL SECURED FUNDING	\$983	\$702	\$698	\$699	\$697	\$696	\$698	\$696	\$4,886	\$5,869

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	983	702	698	699	697	696	698	696	4,886	5,869
Estimated Project Cost	983	702	698	699	697	696	698	696	4,886	5,869
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 16, 2014

Utility Revenue Bond Debt Service

CFP #D8

DESCRIPTION:

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

JUSTIFICATION:

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

FUTURE DEBT SERVICE COSTS:

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

TIMING PRIORITY CONSIDERATIONS:

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

PROJECT COMMENCEMENT REQUIREMENTS:

Not applicable.

PROJECT STOPPING POINT(S):

Not applicable.

STATUS:

Utility revenue bonds are anticipated to be issued in September 2014. Debt services payments are anticipated to span 20 years beginning in 2014.

Utility Revenue Bond Debt Service

CFP #D8

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Utility Revenue Bond Debt Service	631	1,521	1,489	1,458	1,426	1,394	1,363	1,331	9,982	10,613
TOTAL ESTIMATED COSTS	\$631	\$1,521	\$1,489	\$1,458	\$1,426	\$1,394	\$1,363	\$1,331	\$9,982	\$10,613

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Utilities - Sewer	53	125	122	120	117	114	112	109	819	872
Utilities - Storm & Surface Water	438	1,063	1,041	1,019	997	975	953	931	6,979	7,417
Utilities - Water	140	333	326	319	312	305	298	291	2,184	2,324
TOTAL SECURED FUNDING	\$631	\$1,521	\$1,489	\$1,458	\$1,426	\$1,394	\$1,363	\$1,331	\$9,982	\$10,613

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	631	1,521	1,489	1,458	1,426	1,394	1,363	1,331	9,982	10,613
Estimated Project Cost	631	1,521	1,489	1,458	1,426	1,394	1,363	1,331	9,982	10,613
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Council Adopted September 16, 2014



City of Bothell™

Opportunity Funds



City of Bothell™

Revenue

CFP NAME

CFP NUMBERS

General Opportunity Fund..... OP1

General Opportunity Fund

CFP #OP1

DESCRIPTION:

Opportunity funds are set aside to take advantage of unanticipated opportunities that may arise during the current capital planning period (2015-2021). 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 (REET) receipts, the City's Capital Facilities Plan (CFP) strives to set aside ten percent of REET receipts as opportunity funds. Opportunity funds are available for Council appropriation as needs are identified.

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 2015-2016 budget or 2015-2021 CFP. General opportunities that arise over the planning period (2015-2021) will be evaluated based on the specific project, impact, and cost comparable 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 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Opportunity Monies Available	614								0	614
TOTAL ESTIMATED COSTS	\$614	\$0	\$614							

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	614								0	614
TOTAL SECURED FUNDING	\$614	\$0	\$614							

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	614	0	0	0	0	0	0	0	0	614
Estimated Project Cost	614	0	0	0	0	0	0	0	0	614
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.
Council Adopted September 16, 2014



City of Bothell™

Park Capital Projects



City of Bothell™

Park Capital Projects

<u>CFP NAME</u>	<u>CFP NUMBERS</u>
North Creek - Field 3	P3
Open Space Acquisition & Development.....	P7
1 st Lieutenant Nicholas Madrazo US Marine Corps Memorial Park.....	P11
Park at Bothell Landing	P20
Half Acre Open Space.....	P21
North Creek Forest.....	P22
East Norway Hill Improvements	P23
Bridge at Park at Bothell Landing	P24
North Bothell Park	P25
Blyth Park Improvements	P26

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, 2 and 4. 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 a year until 11 p.m. This increases field usage by approximately 25 percent. Upgrading this field is a priority project in the adopted 2014 Parks, Recreation & Open Space Action Program (PROSAP).

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

No net increase in maintenance and operating (M & O) costs is anticipated during 2015-2021 planning period. While there is a cost increase for Storm & Surface Water fees there is an anticipated decrease in maintenance therefore a net zero increase in M & O costs.

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:

Preliminary design work has already been completed. This project is listed on the Parks and Public Spaces levy to be voted on in November 2014.

North Creek - Field 3

CFP #P3

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design	75	75							75	150
Construction		1,225							1,225	1,225
TOTAL ESTIMATED COSTS	\$75	\$1,300	\$0	\$0	\$0	\$0	\$0	\$0	\$1,300	\$1,375

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	75								0	75
TOTAL SECURED FUNDING	\$75	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75
UNSECURED FUNDING										
Voter Approved Bond (Pending)		1,300							1,300	1,300
TOTAL UNSECURED FUNDING	\$0	\$1,300	\$0	\$0	\$0	\$0	\$0	\$0	\$1,300	\$1,300

TOTAL ESTIMATED FUNDING	\$75	\$1,300	\$0	\$0	\$0	\$0	\$0	\$0	\$1,300	\$1,375
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PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	75	0	0	0	0	0	0	0	0	75
Unsecured Funding	0	1,300	0	0	0	0	0	0	1,300	1,300
Estimated Project Cost	75	1,300	0	0	0	0	0	0	1,300	1,375
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Council Adopted September 16, 2014

Open Space Acquisition & Development

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 adopted 2014 Parks, Recreation & Open Space Action Program (PROSAP) or other opportunities that might be presented over the next seven years.

JUSTIFICATION:

These funds would provide a funding source to acquire new open space sites or expand existing parks with open space or development 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:

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

PROJECT COMMENCEMENT REQUIREMENTS:

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

PROJECT STOPPING POINT(S):

Unwilling seller(s) and lack of funding.

STATUS:

Appraisal was completed for the Williams property. Purchase failed as a result of unwilling seller. Open space acquisition and development is listed on the Parks and Public Spaces levy to be voted on in November 2014.

Open Space Acquisition & Development

CFP #P7

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Land Acquisition & Development	462	1,000							1,000	1,462
TOTAL ESTIMATED COSTS	\$462	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$1,462

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	34								0	34
Grant Awarded (KC Conservation Futures Fund)	34								0	34
Grant Awarded (SCo Conservation Futures Fund)	200								0	200
Grant Awarded (Wa St Dept of Commerce)	194								0	194
TOTAL SECURED FUNDING	\$462	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$462
UNSECURED FUNDING										
Voter Approved Bond (Pending)		1,000							1,000	1,000
TOTAL UNSECURED FUNDING	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$1,000

TOTAL ESTIMATED FUNDING	\$462	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$1,462
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PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	462	0	0	0	0	0	0	0	0	462
Unsecured Funding	0	1,000	0	0	0	0	0	0	1,000	1,000
Estimated Project Cost	462	1,000	0	0	0	0	0	0	1,000	1,462
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Future M&O Impact Not Determined Yet							

Council Adopted September 16, 2014

1st Lieutenant Nicholas Madrazo US Marine Corps 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. The adopted 2013 Master Plan calls for: a full size tennis and basketball court, walking paths, parking lot (26 spaces), landscaping, picnic tables and benches, a restroom 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. This project is listed as a priority in the adopted 2014 Parks, Recreation & Open Space Action Program (PROSAP).

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

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

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.

PROJECT STOPPING POINT(S):

Project spending is not authorized in excess of adopted funding resources

STATUS:

Council adopted the master plan in 2013. King County is finalizing Use Agreement with the City for the site. Once Use Agreement is approved, the project will move to design phase.

1st Lieutenant Nicholas Madrazo US Marine Corps Memorial Park

CFP #P11

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design	80								0	80
Construction		520							520	520
TOTAL ESTIMATED COSTS	\$80	\$520	\$0	\$0	\$0	\$0	\$0	\$0	\$520	\$600

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Capital Improvement Fund (KC Pump Station Mitigation)	80	520							520	600
TOTAL SECURED FUNDING	\$80	\$520	\$0	\$0	\$0	\$0	\$0	\$0	\$520	\$600

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	80	520	0	0	0	0	0	0	520	600
Estimated Project Cost	80	520	0	0	0	0	0	0	520	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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
General Fund - Park	77	77	77	77	77	77	77	539
Dollars include .51 FTEs starting in 2015								
TOTAL FUTURE M&O COSTS	\$77	\$77	\$77	\$77	\$77	\$77	\$77	\$539
TOTAL FTE IMPACT	Dollars include .51 FTEs starting in 2015							

Council Adopted September 16, 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 was analyzed in its entirety, but will be developed in phases as funding is secured. The projected development schedule is:

- 2014-2015 Design Entire Park
- 2015-2016 Gathering Plaza, West & East Parking, Cafe Zone Site Work
- 2018 Historic Building Zone
- 2019 Play Area
- 2020 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. This project is a priority project in the adopted 2014 Parks, Recreation & Open Spaces Action Program (PROSAP).

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

No new maintenance and operating (M & O) costs assumed for 2015-2016. Final estimates will be calculated once the scope for Phase 1 is determined.

TIMING PRIORITY CONSIDERATIONS:

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 playground and boardwalk), voter approved levy, 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 Master Plan for the Park at Bothell Landing was adopted in 2010. The Park at Bothell Landing project's design is funded in 2014 and 2015. This project is listed on the Parks and Public Spaces levy to be voted on in November 2014.

Park at Bothell Landing

CFP #P20

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design	120	890							890	1,010
Construction		900	4,932		1,597	2,285	1,890		11,604	11,604
TOTAL ESTIMATED COSTS	\$120	\$1,790	\$4,932	\$0	\$1,597	\$2,285	\$1,890	\$0	\$12,494	\$12,614

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Capital Improvement Fund (Park Impact Fees Transfer)	100	322							322	422
Capital Improvement Fund (Asset Replacement Transfer)	20					150			150	170
TOTAL SECURED FUNDING	\$120	\$322	\$0	\$0	\$0	\$150	\$0	\$0	\$472	\$592
UNSECURED FUNDING										
Potential Grant Funding *		309				500	500		1,309	1,309
Unidentified City Resources **					1,597	1,635	1,390		4,622	4,622
Voter Approved Bond (Pending)		1,159	4,932						6,091	6,091
TOTAL UNSECURED FUNDING	\$0	\$1,468	\$4,932	\$0	\$1,597	\$2,135	\$1,890	\$0	\$12,022	\$12,022

TOTAL ESTIMATED FUNDING	\$120	\$1,790	\$4,932	\$0	\$1,597	\$2,285	\$1,890	\$0	\$12,494	\$12,614
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PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	120	322	0	0	0	150	0	0	472	592
Unsecured Funding	0	1,468	4,932	0	1,597	2,135	1,890	0	12,022	12,022
Estimated Project Cost	120	1,790	4,932	0	1,597	2,285	1,890	0	12,494	12,614
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Future M&O Impact Not Determined Yet							

Council Adopted September 16, 2014

* 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. The design concept was developed in conjunction with the Pop Keeney Connector and will result in the open space being a key component of the view and pedestrian corridor between the downtown core and Pop Keeney Stadium. The open space will be designed to provide a place to gather as well as provide a viewing point for a portion of the daylighted Horse Creek.

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:

This project is currently at approximately 60% design. No further design will occur until additional funds are secured.

PROJECT COMMENCEMENT REQUIREMENTS:

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

PROJECT STOPPING POINT(S):

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

STATUS:

The project is currently on hold until additional funds are authorized to continue with design.

Half Acre Open Space CFP #P21

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design	87	188							188	275
Construction			1,485						1,485	1,485
TOTAL ESTIMATED COSTS	\$87	\$188	\$1,485	\$0	\$0	\$0	\$0	\$0	\$1,673	\$1,760

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Contributions (Developers)	87	188	684						872	959
TOTAL SECURED FUNDING	\$87	\$188	\$684	\$0	\$0	\$0	\$0	\$0	\$872	\$959
UNSECURED FUNDING										
Funding Source (TBD)			801						801	801
TOTAL UNSECURED FUNDING	\$0	\$0	\$801	\$0	\$0	\$0	\$0	\$0	\$801	\$801

TOTAL ESTIMATED FUNDING	\$87	\$188	\$1,485	\$0	\$0	\$0	\$0	\$0	\$1,673	\$1,760
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PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	87	188	684	0	0	0	0	0	872	959
Unsecured Funding	0	0	801	0	0	0	0	0	801	801
Estimated Project Cost	87	188	1,485	0	0	0	0	0	1,673	1,760
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
General Fund - Park		32	32	32	32	32	32	192
Dollars include .15 FTEs starting in 2016								
TOTAL FUTURE M&O COSTS	\$0	\$32	\$32	\$32	\$32	\$32	\$32	\$192
TOTAL FTE IMPACT	Dollars include .15 FTEs starting in 2016							

Council Adopted September 16, 2014

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. As of mid-2014, three of the six parcels have been purchased by the city.

JUSTIFICATION:

This project is specific to acquisition of open space. This project is listed as a priority project in the adopted 2014 Parks, Recreation & Open Space Action Program (PROSAP) and has been funded with grants and King County Conservation Futures Tax (CFT) funds.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

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

TIMING PRIORITY CONSIDERATIONS:

The CFT grant requires a 50% match and if RCO dollars are awarded as match, acquisition of the additional North Creek Forest parcels must be completed by mid-2016.

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. A third parcel of 5+ acres was acquired in 2013. Grants have been applied for and \$682,000 has been awarded by King County Conservation Futures Tax (CFT) and \$197,000 from Recreation and Conservation Office (RCO). Additional King County CFT grant of \$303,000 is pending. Applications for \$1.5 million have been submitted to RCO. These funds should purchase the remaining three parcels.

North Creek Forest CFP # P22

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Land Acquisition	284	2,682							2,682	2,966
TOTAL ESTIMATED COSTS	\$284	\$2,682	\$0	\$0	\$0	\$0	\$0	\$0	\$2,682	\$2,966

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Capital Improvement Fund (Proposition 2 Fund Transfer)	41								0	41
Grant Awarded (KC Conservation Futures Tax)	134	682							682	816
Grant Awarded (Wa St RCO)	109	197							197	306
Grant Pending (KC Conservation Futures Tax)		303							303	303
Grant Pending (Wa St RCO)		1,500							1,500	1,500
TOTAL SECURED FUNDING	\$284	\$2,682	\$0	\$0	\$0	\$0	\$0	\$0	\$2,682	\$2,966

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	284	2,682	0	0	0	0	0	0	2,682	2,966
Estimated Project Cost	284	2,682	0	0	0	0	0	0	2,682	2,966
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Future M&O Impact Not Determined Yet							

Council Adopted September 16, 2014

East Norway Hill Improvements

CFP # P23

DESCRIPTION:

This underdeveloped park site came to the City of Bothell from King County upon 2014 annexation. The site has limited improvements that consist of two small sportsfields and a few informal trails. This project would master plan the site, improve the sportsfields and add an off-leash dog area.

JUSTIFICATION:

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

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

To be determined once design is completed.

TIMING PRIORITY CONSIDERATIONS:

Further project spending is not approved until all financing 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.

STATUS:

This project is listed on the Parks and Public Spaces levy to be voted on in November 2014.

East Norway Hill Improvements CFP #P23

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design		75							75	75
Construction		775							775	775
TOTAL ESTIMATED COSTS	\$0	\$850	\$0	\$0	\$0	\$0	\$0	\$0	\$850	\$850

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)		50							50	50
TOTAL SECURED FUNDING	\$0	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$50	\$50
UNSECURED FUNDING										
Voter Approved Bond (Pending)		800							800	800
TOTAL UNSECURED FUNDING	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$800

TOTAL ESTIMATED FUNDING	\$0	\$850	\$0	\$0	\$0	\$0	\$0	\$0	\$850	\$850
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PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	0	50	0	0	0	0	0	0	50	50
Unsecured Funding	0	800	0	0	0	0	0	0	800	800
Estimated Project Cost	0	850	0	0	0	0	0	0	850	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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Future M&O Impact Not Determined Yet							

Council Adopted September 16, 2014

Bridge at Park at Bothell Landing

CFP #P24

DESCRIPTION:

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

JUSTIFICATION:

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

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

To be determined.

TIMING PRIORITY CONSIDERATIONS:

A grant application was submitted in spring 2014 for federal design funds. If successful, design will begin in 2015.

PROJECT COMMENCEMENT REQUIREMENTS:

The project will not proceed unless grant funding is obtained.

PROJECT STOPPING POINT(S):

The project will not proceed unless grant funding is obtained.

STATUS:

A grant application was submitted in spring 2014 for federal design funds. If successful, design will begin in 2015.

Bridge at Park at Bothell Landing

CFP #P24

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design		217							217	217
Construction			1,459						1,459	1,459
TOTAL ESTIMATED COSTS	\$0	\$217	\$1,459	\$0	\$0	\$0	\$0	\$0	\$1,676	\$1,676

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Capital Improvement Fund (Asset Replacement Transfer)		83	417						500	500
Grant Pending (Federal)		134	1,042						1,176	1,176
TOTAL SECURED FUNDING	\$0	\$217	\$1,459	\$0	\$0	\$0	\$0	\$0	\$1,676	\$1,676

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	0	217	1,459	0	0	0	0	0	1,676	1,676
Estimated Project Cost	0	217	1,459	0	0	0	0	0	1,676	1,676
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Future M&O Impact Not Determined Yet							

Council Adopted September 16, 2014

North Bothell Park

CFP # P25

DESCRIPTION:

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

JUSTIFICATION:

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

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

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

TIMING PRIORITY CONSIDERATIONS:

Further project spending is not approved until all financing 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.

STATUS:

This project is listed on the Parks and Public Spaces levy to be voted on in November 2014.

North Bothell Park CFP #P25

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design		200							200	200
ROW Acquisition		3,000							3,000	3,000
Construction			1,450						1,450	1,450
TOTAL ESTIMATED COSTS	\$0	\$3,200	\$1,450	\$0	\$0	\$0	\$0	\$0	\$4,650	\$4,650

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Capital Improvement Fund (Park Impact Fees Transfer)		41							41	41
TOTAL SECURED FUNDING	\$0	\$41	\$0	\$0	\$0	\$0	\$0	\$0	\$41	\$41
UNSECURED FUNDING										
Voter Approved Bond (Pending)		3,159	1,450						4,609	4,609
TOTAL UNSECURED FUNDING	\$0	\$3,159	\$1,450	\$0	\$0	\$0	\$0	\$0	\$4,609	\$4,609

TOTAL ESTIMATED FUNDING	\$0	\$3,200	\$1,450	\$0	\$0	\$0	\$0	\$0	\$4,650	\$4,650
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PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	0	41	0	0	0	0	0	0	41	41
Unsecured Funding	0	3,159	1,450	0	0	0	0	0	4,609	4,609
Estimated Project Cost	0	3,200	1,450	0	0	0	0	0	4,650	4,650
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Future M&O Impact Not Determined Yet							

Council Adopted September 16, 2014

Blyth Park Improvements

CFP # P26

DESCRIPTION:

In 2011, the City Council adopted the master plan for Blyth Park. The master plan allows for park development in phases: Play Area, South Gathering Space, Parking & Drives, Restroom and Gathering space, Forest Opening, Large Shelter, Stream Restoration, Meadow, River Edge, Hillside Woodland and Disc Golf. These phases are listed in no particular order. The phases proposed for the CFP 2015-2021 planning period are the Playground and South Gathering Space, and Parking & Drives. Total cost for park development was estimated at \$3.9 million in 2011.

JUSTIFICATION:

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

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

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

TIMING PRIORITY CONSIDERATIONS:

Further project spending is not approved until all financing 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.

STATUS:

Master plan was adopted in 2011.

Blyth Park Improvements CFP #P26

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design					556				556	556
Construction						857		562	1,419	1,419
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$0	\$556	\$857	\$0	\$562	\$1,975	\$1,975

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Capital Improvement Fund (Asset Replacement Transfer)						50			50	50
TOTAL SECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$50	\$0	\$0	\$50	\$50
UNSECURED FUNDING										
Funding Source (TBD)					556	807		562	1,925	1,925
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$556	\$807	\$0	\$562	\$1,925	\$1,925

TOTAL ESTIMATED FUNDING	\$0	\$0	\$0	\$0	\$556	\$857	\$0	\$562	\$1,975	\$1,975
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PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	0	0	0	0	0	50	0	0	50	50
Unsecured Funding	0	0	0	0	556	807	0	562	1,925	1,925
Estimated Project Cost	0	0	0	0	556	857	0	562	1,975	1,975
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Future M&O Impact Not Determined Yet							

Council Adopted September 16, 2014



City of Bothell™

Transportation Capital Projects



City of Bothell™

Transportation Capital Projects

CFP NAME	CFP NUMBERS
North Creek Trail - Section 3 (SR 527 from 214 th St SE to 500 Feet South of SR 524)	T2e
North Creek Trail - Canyon Park (Along 220 th St SE between North Creek and 20 th Ave SE)	T2f
North Creek Trail - Section 4 (500 LF West of SR 524 / SR 527 to 500 LF West of Filbert Ave)	T2g
Bothell Crossroads	T6
Bothell-Everett Hwy Widening (240 th St SE to 228 th St SE).....	T7
Multiway Blvd: Phase 1 (West Side from NE 183 rd St to NE 188 th St)	T38
Multiway Blvd: Phase 2 (SR 522 to NE 188 th St - Excluding West Side)	T39
Main Street Extension	T40
Main Street Enhancement: Phase 1 (Bothell Way to 102 nd Ave NE).....	T41
Downtown Contaminated Soil & Groundwater Clean Up.....	T47
Bothell-Everett Hwy & 228 th St SE Intersection Safety Improvements	T48
Pop Keeney Way (NE 185 th St / 98 th Ave NE)	T53
SR 522 Stage 3 Improvements	T54
Sammamish River Bridge Replacement.....	T57
NE 195 th St Bridge Seismic Retrofit.....	T58
NE 185 th St Reconstruction (Beardslee Blvd to Bothell Way).....	T60
228 th St SE Corridor Safety Improvements.....	T61
Citywide Transportation Safety Improvements	T62
Adaptive Signal Control System	T65
(SR 526 at Airport Rd to Seattle Hill Rd & SR 527 from SR 96 to 228 th St SE)	
Traffic Mini Roundabout on 240 th St SE & Meridian Ave S.....	T66
Pedestrian Crossing Beacons at Beardslee Blvd & NE 185 th St.....	T67
228 th St SE & 29 th Dr SE Traffic & Intersection Improvements	T68

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-Gilman/ 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 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. 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. The City will complete the majority of the construction phase of the trail in 2014. There may be retainage funds to pay in 2015. In addition, funds for wetland monitoring and maintenance are shown for the required 5 years. King County will construct the portions of the trail affected by the sewer trunkline by 2016.

PROJECT COMMENCEMENT REQUIREMENTS:

Project spending is authorized for construction.

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 complete. The City will construct its portion in 2014. King County will construct its portion in 2016.

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

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design	360								0	360
ROW Acquisition	244								0	244
Construction	1,101	10	10	10	10	10			50	1,151
TOTAL ESTIMATED COSTS	\$1,705	\$10	\$10	\$10	\$10	\$10	\$0	\$0	\$50	\$1,755

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	441	10	10	10	10	10			50	491
Grant Awarded (Federal)	1,178								0	1,178
Mitigation - Brightwater	86								0	86
TOTAL SECURED FUNDING	\$1,705	\$10	\$10	\$10	\$10	\$10	\$0	\$0	\$50	\$1,755

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	1,705	10	10	10	10	10	0	0	50	1,755
Estimated Project Cost	1,705	10	10	10	10	10	0	0	50	1,755
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
General Fund - Park	5	5	5	5	5	5	5	32
Dollars include .02 FTEs starting in 2015								
TOTAL FUTURE M&O COSTS	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$32
TOTAL FTE IMPACT	Dollars include .02 FTEs starting in 2015							

Council Adopted September 16, 2014

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 the 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.

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:

This project will not proceed until the City has the opportunity to leverage grant funding for this missing link of the North Creek Trail.

PROJECT COMMENCEMENT REQUIREMENTS:

The project timeline and spending will comply with grant requirements. The project will not proceed unless it successfully obtains 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.

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 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
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 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
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 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
Street Fund			1	1	1	1	1	7
	Dollars include .01 FTEs starting in 2017							
General Fund - Park			2	2	2	2	2	8
	Dollars include .01 FTEs starting in 2017							
TOTAL FUTURE M&O COSTS	\$0	\$0	\$3	\$3	\$3	\$3	\$3	\$16
TOTAL FTE IMPACT	Dollars include .02 FTEs starting in 2017							

Council Adopted September 16, 2014

North Creek Trail - Section 4
(500 LF West of SR 524 / SR 527 to 500 LF West of Filbert Drive)
CFP # T2g

DESCRIPTION:

North Creek Trail is a seven-mile trail connecting the Burke-Gilman/ Sammamish River Trail in King County and the Interurban Trail at McCollum Park in Snohomish County. This project will complete the missing link between the proposed Snohomish County portion of the trail and the Bothell portion of the trail. The trail will consist of a separated multi-purpose paved path. The trail may consist of an elevated boardwalk structure over the wetland areas. The trail will parallel SR 524 from approximately 500 feet west of the SR 524/SR 527 intersection to approximately 500 feet west of Filbert Drive.

JUSTIFICATION:

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

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

To be determined.

TIMING PRIORITY CONSIDERATIONS:

A grant application was submitted in spring 2014 for federal design funds. If successful, design will begin in 2016.

PROJECT COMMENCEMENT REQUIREMENTS:

The project will not proceed unless grant funding is obtained.

PROJECT STOPPING POINT(S):

The project will not proceed unless grant funding is obtained.

STATUS:

A grant application was submitted in spring 2014 for federal design funds. If successful, design will begin in 2016.

North Creek Trail - Section 4
(500 LF West of SR 524 / SR 527 to 500 LF West of Filbert Drive)
CFP #T2g

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design			500	350					850	850
ROW Acquisition					500	300			800	800
Construction						2,800	700		3,500	3,500
TOTAL ESTIMATED COSTS	\$0	\$0	\$500	\$350	\$500	\$3,100	\$700	\$0	\$5,150	\$5,150

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)			68	47					115	115
Grant Awarded (STP)			432	303					735	735
TOTAL SECURED FUNDING	\$0	\$0	\$500	\$350	\$0	\$0	\$0	\$0	\$850	\$850
UNSECURED FUNDING										
Funding Source (TBD)					500	3,100	700		4,300	4,300
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$500	\$3,100	\$700	\$0	\$4,300	\$4,300

TOTAL ESTIMATED FUNDING	\$0	\$0	\$500	\$350	\$500	\$3,100	\$700	\$0	\$5,150	\$5,150
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PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	0	0	500	350	0	0	0	0	850	850
Unsecured Funding	0	0	0	0	500	3,100	700	0	4,300	4,300
Estimated Project Cost	0	0	500	350	500	3,100	700	0	5,150	5,150
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Future M&O Impact Not Determined Yet							

Council Adopted September 16, 2014

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. Construction was completed in June 2014. However, plant maintenance and wetland monitoring & maintenance will be required beyond 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 was 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 completed in June 2014. Plant maintenance and wetland monitoring and maintenance will be required beyond 2014.

Bothell Crossroads

CFP #T6

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Predesign	62								0	62
Design	6,779								0	6,779
ROW Acquisition	25,615								0	25,615
Construction	20,517	51	33	39	47	60			230	20,747
TOTAL ESTIMATED COSTS	\$52,973	\$51	\$33	\$39	\$47	\$60	\$0	\$0	\$230	\$53,203

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	20,816								0	20,816
Capital Improvement Fund (Traffic Impact Fees Transfer)	1,373	51	33	39	47	60			230	1,603
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)	3,671								0	3,671
State Contribution (WSDOT Overlay)	500								0	500
Mitigation - Brightwater	650								0	650
Public Works Trust Fund	7,994								0	7,994
Utilities - Sewer	518								0	518
Utilities - Water	835								0	835
TOTAL SECURED FUNDING	\$52,973	\$51	\$33	\$39	\$47	\$60	\$0	\$0	\$230	\$53,203

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	52,973	51	33	39	47	60	0	0	230	53,203
Estimated Project Cost	52,973	51	33	39	47	60	0	0	230	53,203
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
Street Fund	83	83	83	83	83	83	83	579
Dollars include .65 FTEs starting in 2015								
Storm & Surface Water Fund	38	38	38	38	38	38	38	266
Dollars include .22 FTEs starting in 2015								
TOTAL FUTURE M&O COSTS	\$121	\$121	\$121	\$121	\$121	\$121	\$121	\$845
TOTAL FTE IMPACT	Dollars include .87 FTEs starting in 2015							

Council Adopted September 16, 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. 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. The construction contract was awarded in fall 2013 and the project, except for plant establishment, completed in July 2014.

PROJECT COMMENCEMENT REQUIREMENTS:

Project spending is authorized for construction.

PROJECT STOPPING POINT(S):

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

STATUS:

Construction is began in early 2013 and was completed in July 2014. Funds will be carried into 2015 and 2016 for plant maintenance.

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

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design	1,665								0	1,665
ROW Acquisition	1,842								0	1,842
Construction	6,600	40	40						80	6,680
TOTAL ESTIMATED COSTS	\$10,107	\$40	\$40	\$0	\$0	\$0	\$0	\$0	\$80	\$10,187

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Capital Improvement Fund (Traffic Impact Fees Transfer)	1,019	40	40						80	1,099
Arterial Street Fund	263								0	263
Grant Awarded (Fed - WSDOT)	7,902								0	7,902
Grant Awarded (TIB)	762								0	762
Non-City Utility Costs *	161								0	161
TOTAL SECURED FUNDING	\$10,107	\$40	\$40	\$0	\$0	\$0	\$0	\$0	\$80	\$10,187

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	10,107	40	40	0	0	0	0	0	80	10,187
Estimated Project Cost	10,107	40	40	0	0	0	0	0	80	10,187
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
Street Fund	98	98	98	98	98	98	98	688
Dollars include .63 FTEs starting in 2015								
Storm & Surface Water Fund	2	2	2	2	2	2	2	13
Dollars include .01 FTEs starting in 2015								
TOTAL FUTURE M&O COSTS	\$100	\$100	\$100	\$100	\$100	\$100	\$100	\$701
TOTAL FTE IMPACT	Dollars include .64 FTEs starting in 2015							

Council Adopted September 16, 2014

* Non-City utility providers compensate for their share in construction costs: Alderwood Water District \$161K.

Multiway Blvd: Phase 1
(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 1 constructed the west side of the boulevard from NE 183rd 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 precluded the construction of the entire Multiway Boulevard until the City was 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, or other viable funding sources. This project will be constructed in phases as financing is obtained. Phase 1 constructed 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 needed 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 188th Street. It is anticipated that private development will complete frontage on the west side between NE 183rd Street and SR 522. If the City Hall block proceeds with development, then Phase 2 may need to be implemented. Construction of Phase 1 was completed in spring 2014. However, the plant establishment period will run into 2015.

PROJECT COMMENCEMENT REQUIREMENTS:

Project spending is authorized for construction.

PROJECT STOPPING POINT(S):

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

STATUS:

Construction began in summer 2013 and was completed in spring 2014. However, the plant establishment period will run into 2015.

**Multiway Blvd: Phase 1
(West Side from NE 183rd St to NE 188th St)
CFP #T38**

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design	3,371								0	3,371
ROW Acquisition	958								0	958
Construction	5,933	30							30	5,963
TOTAL ESTIMATED COSTS	\$10,262	\$30	\$0	\$0	\$0	\$0	\$0	\$0	\$30	\$10,292

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	2,840								0	2,840
Capital Improvement Fund (Traffic Impact Fees Transfer)	1,179	30							30	1,209
Contributions (Developers)	1,212								0	1,212
2013 Bonds	4,335								0	4,335
Joint Trench Reimbursement	565								0	565
Utilities - Storm & Surface Water	131								0	131
TOTAL SECURED FUNDING	\$10,262	\$30	\$0	\$0	\$0	\$0	\$0	\$0	\$30	\$10,292

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	10,262	30	0	0	0	0	0	0	30	10,292
Estimated Project Cost	10,262	30	0	0	0	0	0	0	30	10,292
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
Street Fund	70	70	70	70	70	70	70	490
Dollars include .38 FTEs starting in 2015								
Storm & Surface Water Fund	41	41	41	41	41	41	41	287
Dollars include .20 FTEs starting in 2015								
TOTAL FUTURE M&O COSTS	\$111	\$111	\$111	\$111	\$111	\$111	\$111	\$778
TOTAL FTE IMPACT	Dollars include .58 FTEs starting in 2015							

Council Adopted September 16, 2014

Multiway Blvd: Phase 2
(SR 522 to NE 188th St - Excluding West Side)
CFP #T39

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 188th 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:

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 precluded the construction of the entire Multiway Boulevard until the City was able to reduce its debt requirements associated with the Crossroads project and property acquisition. Funding for this phase of the project will be considered as part of the Parks and Public Spaces Levy. The balance of the project will be funded from various sources to be determined, including but not limited to property sale proceeds, utility funds, impact fees, capital improvement fund, grant funds, or other viable funding sources. Phase 1 constructed 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 needed 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 188th Street. It is anticipated that private development will complete frontage on the west side between NE 183rd Street and SR 522. If the City Hall block proceeds with development, then Phase 2 may need to be implemented. Construction of Phase 1 was completed in spring 2014.

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 is not to commence until funding sources are secured. Project spending is not authorized in excess of adopted funding resources.

STATUS:

The design is 60% complete but will need to be updated to capture changes and as-built conditions. Construction bid documents will need to be developed for Phase 2. A small amount of ROW needs to be acquired from parcels on the east side.

Multiway Blvd: Phase 2
(SR 522 to NE 188th St - Excluding West Side)
CFP #T39

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design	494	1,428							1,428	1,922
ROW Acquisition	45	391							391	436
Construction			9,922	9,813					19,735	19,735
TOTAL ESTIMATED COSTS	\$539	\$1,819	\$9,922	\$9,813	\$0	\$0	\$0	\$0	\$21,554	\$22,093

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Capital Improvement Fund (Traffic Impact Fees Transfer)	539								0	539
Utilities - Sewer				861					861	861
TOTAL SECURED FUNDING	\$539	\$0	\$0	\$861	\$0	\$0	\$0	\$0	\$861	\$1,400
UNSECURED FUNDING										
Voter Approved Bond (Pending)		1,819	9,922	8,952					20,693	20,693
TOTAL UNSECURED FUNDING	\$0	\$1,819	\$9,922	\$8,952	\$0	\$0	\$0	\$0	\$20,693	\$20,693

TOTAL ESTIMATED FUNDING	\$539	\$1,819	\$9,922	\$9,813	\$0	\$0	\$0	\$0	\$21,554	\$22,093
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PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	539	0	0	861	0	0	0	0	861	1,400
Unsecured Funding	0	1,819	9,922	8,952	0	0	0	0	20,693	20,693
Estimated Project Cost	539	1,819	9,922	9,813	0	0	0	0	21,554	22,093
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
Street Fund	0	0	104	104	104	104	104	520
Dollars include .55 FTEs starting in 2017								
Sewer Fund	0	0	1	1	1	1	1	5
Dollars include 0 FTEs starting in 2017								
Storm & Surface Water Fund	0	0	56	56	56	56	56	280
Dollars include .3 FTEs starting in 2017								
TOTAL FUTURE M&O COSTS	\$0	\$0	\$161	\$161	\$161	\$161	\$161	\$805
TOTAL FTE IMPACT	Dollars include .85 FTEs starting in 2017							

Council Adopted September 16, 2014

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 construction of the Main Street Extension project is to be funded by developers with the City's participation in the form of conceptual design work and right-of-way acquisition to ensure that the 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. Funding for the ROW portion of this project will be considered as part of the Parks and Public Spaces levy.

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 Street Extension CFP #T40

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design	206	50							50	256
ROW Acquisition	1,731	1,400							1,400	3,131
TOTAL ESTIMATED COSTS	\$1,937	\$1,450	\$0	\$0	\$0	\$0	\$0	\$0	\$1,450	\$3,387

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	200								0	200
Arterial Street Fund	13								0	13
Bond Anticipation Note	7								0	7
2013 Bonds	1,692								0	1,692
Utilities - Storm & Surface Water	25								0	25
TOTAL SECURED FUNDING	\$1,937	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,937
UNSECURED FUNDING										
Funding Source (TBD)		141							141	141
Voter Approved Bond (Pending)		1,309							1,309	1,309
TOTAL UNSECURED FUNDING	\$0	\$1,450	\$0	\$0	\$0	\$0	\$0	\$0	\$1,450	\$1,450

TOTAL ESTIMATED FUNDING	\$1,937	\$1,450	\$0	\$0	\$0	\$0	\$0	\$0	\$1,450	\$3,387
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PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	1,937	0	0	0	0	0	0	0	0	1,937
Unsecured Funding	0	1,450	0	0	0	0	0	0	1,450	1,450
Estimated Project Cost	1,937	1,450	0	0	0	0	0	0	1,450	3,387
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
Street Fund		59	59	59	59	59	59	354
	Dollars include .43 FTEs starting in 2016							
Water Fund		0	0	0	0	0	0	2
	Dollars include 0 FTEs starting in 2016							
Sewer Fund		0	0	0	0	0	0	1
	Dollars include 0 FTEs starting in 2016							
Storm & Surface Water Fund		2	2	2	2	2	2	14
	Dollars include .02 FTEs starting in 2016							
TOTAL FUTURE M&O COSTS	\$0	\$62	\$62	\$62	\$62	\$62	\$62	\$371
TOTAL FTE IMPACT	Dollars include .45 FTEs starting in 2016							

Council Adopted September 16, 2014

T40 - Transpo Capital Funding

Main Street Enhancement: Phase 1

(Bothell Way to 102nd Ave NE)

CFP #T41

DESCRIPTION:

The Main Street Enhancement project implements improvements to Main Street from Bothell Way to 104th 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:

Federal grant funding has been obtained to complete the design phase of the project. Construction funding for this project will be considered as part of the Parks and Public Spaces Levy. Additional federal grant funding for construction will be requested as well. If obtained, this would reduce the amount of funds necessary via the Parks and Public Spaces levy. The balance of funding for the project will 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.

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 has proceeded since federal funding for this phase was obtained. Construction of the project is on hold until funds are secured.

Main Street Enhancement: Phase 1 (Bothell Way to 102nd Ave NE) CFP #T41

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design	258	1,242							1,242	1,500
Construction			6,860						6,860	6,860
TOTAL ESTIMATED COSTS	\$258	\$1,242	\$6,860	\$0	\$0	\$0	\$0	\$0	\$8,102	\$8,360

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	258	161							161	419
Grant Awarded (STP)		1,030							1,030	1,030
Private Utilities			358						358	358
Utilities - Sewer			174						174	174
Utilities - Storm & Surface Water		25							25	25
Utilities - Water			330						330	330
TOTAL SECURED FUNDING	\$258	\$1,216	\$862	\$0	\$0	\$0	\$0	\$0	\$2,078	\$2,336
UNSECURED FUNDING										
Voter Approved Bond (Pending)		26	5,998						6,024	6,024
TOTAL UNSECURED FUNDING	\$0	\$26	\$5,998	\$0	\$0	\$0	\$0	\$0	\$6,024	\$6,024

TOTAL ESTIMATED FUNDING	\$258	\$1,242	\$6,860	\$0	\$0	\$0	\$0	\$0	\$8,102	\$8,360
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PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	258	1,216	862	0	0	0	0	0	2,078	2,336
Unsecured Funding	0	26	5,998	0	0	0	0	0	6,024	6,024
Estimated Project Cost	258	1,242	6,860	0	0	0	0	0	8,102	8,360
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
Street Fund		35	35	35	35	35	35	207
	Dollars include .20 FTEs starting in 2016							
Water Fund		0	0	0	0	0	0	2
	Dollars include 0 FTEs starting in 2016							
Sewer Fund		2	2	2	2	2	2	15
	Dollars include .02 FTEs starting in 2016							
Storm & Surface Water Fund		6	6	6	6	6	6	36
	Dollars include .04 FTEs starting in 2016							
TOTAL FUTURE M&O COSTS	\$0	\$43	\$43	\$43	\$43	\$43	\$43	\$260
TOTAL FTE IMPACT	Dollars include .26 FTEs starting in 2016							

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 clean-up of the source of solvent contamination near the existing SR 522/98th Ave NE intersection. It was necessary to clean up the contaminated, former gas station sites associated with the Crossroads project prior to the roadway construction. In the case of the latter three sites, the City is advancing cleanup efforts in conjunction with surplusing the properties for future developments.

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. In addition to the four major clean-up areas, Ecology has directed the City to move forward with an interim action to prevent solvents from entering the Sammamish River near the gravel parking lot for the Park at Bothell Landing. Project spending is not authorized in excess of adopted funding resources.

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 took place during Phase 3 of the Crossroads in 2014. The Case property clean-up also began in 2014. Analytical work has begun on the former SR 522/98th Ave NE solvent site but clean-up will not begin until grant funding is secured.

STATUS:

The City has completed a substantial portion of the petroleum clean-up associated with the Crossroads project. In addition, a substantial portion of the clean-up associated with the NSD site was completed in 2010 with further work completed in 2014. The City has entered into an agreement with Ecology to clean up the solvent site at the former Case property. A 90% funding grant rate was negotiated for this site and clean-up started in 2014. An interim action has been 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 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design	2,386	560							560	2,946
Construction	4,448	1,155	3,258	780	140				5,333	9,781
TOTAL ESTIMATED COSTS	\$6,834	\$1,715	\$3,258	\$780	\$140	\$0	\$0	\$0	\$5,893	\$12,727

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	1,486	118	725						843	2,329
Capital Improvement Fund (Traffic Impact Fees Transfer)	308	11	10	5	5				31	339
Bond Anticipation Note	1,750								0	1,750
Grant Awarded (Dept of Ecology) *	2,904	1,256							1,256	4,160
Grant Awarded (EPA-Brownsfield)	200								0	200
Grant Awarded (TIB)	180								0	180
Grant Pending (Dept of Ecology) **		330	1,700	350	50				2,430	2,430
Public Works Trust Fund	6								0	6
TOTAL SECURED FUNDING	\$6,834	\$1,715	\$2,435	\$355	\$55	\$0	\$0	\$0	\$4,560	\$11,394
UNSECURED FUNDING										
Funding Source (TBD)			823	425	85				1,333	1,333
TOTAL UNSECURED FUNDING	\$0	\$0	\$823	\$425	\$85	\$0	\$0	\$0	\$1,333	\$1,333

TOTAL ESTIMATED FUNDING	\$6,834	\$1,715	\$3,258	\$780	\$140	\$0	\$0	\$0	\$5,893	\$12,727
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PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	6,834	1,715	2,435	355	55	0	0	0	4,560	11,394
Unsecured Funding	0	0	823	425	85	0	0	0	1,333	1,333
Estimated Project Cost	6,834	1,715	3,258	780	140	0	0	0	5,893	12,727
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Council Adopted September 16, 2014

* Assumes project is 90% grant reimbursable.

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

T47 - Transpo Capital Funding

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. A portion of the work was completed with the Bothell-Everett Highway Widening project. The balance of the design work began in the fall of 2012 with the completion of the preliminary engineering expected by summer 2014. Right-of-way acquisition is underway and expected to be completed by the end of 2014. Construction is anticipated to begin in early 2015 and be completed by summer 2015.

PROJECT COMMENCEMENT REQUIREMENTS:

The project is almost entirely funded by federal funds with minimal use of City funds. The project can commence with construction.

PROJECT STOPPING POINT(S):

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

STATUS:

Design and right-of-way acquisition is underway and expected to be completed by the end of 2014. Construction is anticipated to begin in early 2015.

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

CFP #T48

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design	482								0	482
ROW Acquisition	74								0	74
Construction		1,928							1,928	1,928
TOTAL ESTIMATED COSTS	\$556	\$1,928	\$0	\$0	\$0	\$0	\$0	\$0	\$1,928	\$2,484

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	1								0	1
Capital Improvement Fund (Traffic Impact Fees Transfer)	67	86							86	153
Grant Awarded (Federal)	488	1,842							1,842	2,330
TOTAL SECURED FUNDING	\$556	\$1,928	\$0	\$0	\$0	\$0	\$0	\$0	\$1,928	\$2,484

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	556	1,928	0	0	0	0	0	0	1,928	2,484
Estimated Project Cost	556	1,928	0	0	0	0	0	0	1,928	2,484
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
Street Fund	1	1	1	1	1	1	1	7
Dollars include 0 FTEs starting in 2015								
TOTAL FUTURE M&O COSTS	\$1	\$1	\$1	\$1	\$1	\$1	\$1	\$7
TOTAL FTE IMPACT	Dollars include 0 FTEs starting in 2015							

Council Adopted September 16, 2014

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 Avenue 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:

To be determined once design is completed.

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. Funds in 2015 are to support staff/consultant review of the developer's final design for consistency.

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 2013 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 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design	225	25							25	250
TOTAL ESTIMATED COSTS	\$225	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$25	\$250

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	225	25							25	250
TOTAL SECURED FUNDING	\$225	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$25	\$250

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	225	25	0	0	0	0	0	0	25	250
Estimated Project Cost	225	25	0	0	0	0	0	0	25	250
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Future M&O Impact Not Determined Yet							

Council Adopted September 16, 2014

SR 522 Stage 3 Improvements

CFP #T54

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 37,000 average daily trips (ADT) with 50,000 expected in 2025. 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:

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 received \$4,000,000 of federal grant funding for the design phase with \$50,000 in contribution from the City of Kenmore. Providing approximately \$810,000 of city funds could leverage an additional \$5.2 million of federal grant funds for right-of-way acquisition.

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 design phase was started in 2014. The City has the opportunity to potentially leverage its local funds with federal grant funding to complete the right-of-way acquisition phase of the project.

SR 522 Stage 3 Improvements CFP #T54

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design	1,153	3,039	687						3,726	4,879
ROW Acquisition			824	2,461	2,797				6,082	6,082
Construction					13,426	20,484	7,569		41,479	41,479
TOTAL ESTIMATED COSTS	\$1,153	\$3,039	\$1,511	\$2,461	\$16,223	\$20,484	\$7,569	\$0	\$51,287	\$52,440

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	186	519	257						776	962
City of Kenmore	50								0	50
Grant Awarded (Federal)	917	2,520	1,254	2,105	2,404				8,283	9,200
TOTAL SECURED FUNDING	\$1,153	\$3,039	\$1,511	\$2,105	\$2,404	\$0	\$0	\$0	\$9,059	\$10,212
UNSECURED FUNDING										
Funding Source (TBD)					13,496	20,484	7,569		41,549	41,549
Traffic Impact Fees Transfer (TBD)				356	323				679	679
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$356	\$13,819	\$20,484	\$7,569	\$0	\$42,228	\$42,228

TOTAL ESTIMATED FUNDING	\$1,153	\$3,039	\$1,511	\$2,461	\$16,223	\$20,484	\$7,569	\$0	\$51,287	\$52,440
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PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	1,153	3,039	1,511	2,105	2,404	0	0	0	9,059	10,212
Unsecured Funding	0	0	0	356	13,819	20,484	7,569	0	42,228	42,228
Estimated Project Cost	1,153	3,039	1,511	2,461	16,223	20,484	7,569	0	51,287	52,440
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
Street Fund						75	75	150
Dollars include .52 FTEs starting in 2020								
Storm & Surface Water Fund						18	18	36
Dollars include .10 FTEs starting in 2020								
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$93	\$93	\$186
TOTAL FTE IMPACT	Dollars include .62 FTEs starting in 2020							

Council Adopted September 16, 2014

Sammamish River Bridge Replacement

CFP #T57

DESCRIPTION:

The project will replace the existing bridge and make road, bicycle, and pedestrian improvements along Waynita Drive NE and 96th Avenue NE

JUSTIFICATION:

The Sammamish River Bridge is a key link over the Sammamish River via Waynita Drive NE and 96th Avenue NE. 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. The structural viability of the bridge is dependent on exposed timber piles that are over 60 years old. In addition to the bridge replacement, road improvements on each end of the bridge will be completed that will provide sidewalk and bike lanes on both sides of the roadway. Roadway drainage and lighting will also be provided.

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 City will apply for federal bridge replacement funds in 2014. If this grant is successfully obtained, this would allow design of the project to proceed. Staff would apply for further federal and/or state grants to fund a portion of the roadway construction cost on each end of the bridge.

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. Construction would not begin until additional grant funding was obtained to offset roadway costs on each end of the bridge.

STATUS:

A federal grant funding application was submitted in spring 2014. Notification to grant recipients will take place in November 2014.

Sammamish River Bridge Replacement

CFP #T57

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design		1,245							1,245	1,245
ROW Acquisition			50						50	50
Construction				7,447					7,447	7,447
TOTAL ESTIMATED COSTS	\$0	\$1,245	\$50	\$7,447	\$0	\$0	\$0	\$0	\$8,742	\$8,742

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Grant Pending (BRAC)		718	43	4,108					4,869	4,869
Grant Pending (STP)				1,436					1,436	1,436
TOTAL SECURED FUNDING	\$0	\$718	\$43	\$5,544	\$0	\$0	\$0	\$0	\$6,305	\$6,305
UNSECURED FUNDING										
Funding Source (TBD)		527	7	1,903					2,437	2,437
TOTAL UNSECURED FUNDING	\$0	\$527	\$7	\$1,903	\$0	\$0	\$0	\$0	\$2,437	\$2,437

TOTAL ESTIMATED FUNDING	\$0	\$1,245	\$50	\$7,447	\$0	\$0	\$0	\$0	\$8,742	\$8,742
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PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	0	718	43	5,544	0	0	0	0	6,305	6,305
Unsecured Funding	0	527	7	1,903	0	0	0	0	2,437	2,437
Estimated Project Cost	0	1,245	50	7,447	0	0	0	0	8,742	8,742
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
Street Fund			3	3	3	3	3	13
Dollars include .01 FTEs starting in 2017								
Storm & Surface Water Fund			3	3	3	3	3	13
Dollars include .01 FTEs starting in 2017								
TOTAL FUTURE M&O COSTS	\$0	\$0	\$5	\$5	\$5	\$5	\$5	\$26
TOTAL FTE IMPACT	Dollars include .02 FTEs starting in 2017							

Council Adopted September 16, 2014

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 City has obtained a federal grant that will provide the majority of funding to fund the retrofit.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

No additional maintenance and operating (M & O) costs are associated with the implementation of this project during 2015-2021 planning period.

TIMING PRIORITY CONSIDERATIONS:

A federal grant was awarded that will fund the majority of the cost of the seismic retrofit.

PROJECT COMMENCEMENT REQUIREMENTS:

This project is authorized to proceed through construction.

PROJECT STOPPING POINT(S):

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

STATUS:

Design has started on the project. It is anticipated that construction will take place in 2015.

NE 195th St Bridge Seismic Retrofit CFP #T58

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design	33	26							26	59
Construction		108							108	108
TOTAL ESTIMATED COSTS	\$33	\$134	\$0	\$0	\$0	\$0	\$0	\$0	\$134	\$167

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Capital Improvement Fund * (Bridge Maintenance Program)	6	15							15	21
Grant Awarded (BRAC)	27	119							119	146
TOTAL SECURED FUNDING	\$33	\$134	\$0	\$0	\$0	\$0	\$0	\$0	\$134	\$167

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	33	134	0	0	0	0	0	0	134	167
Estimated Project Cost	33	134	0	0	0	0	0	0	134	167
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Council Adopted September 16, 2014

* Allocated from Bridge Maintenance Program (T14) \$21K.

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 once design is completed.

TIMING PRIORITY CONSIDERATIONS:

Design will not begin until funding is obtained. Partial design funding is included to allow the City to apply for grant funds. This ensures that the required local match funding requirements are met.

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.

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

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
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 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Grant Pending (Federal - WSDOT)				1,108					1,108	1,108
TOTAL SECURED FUNDING	\$0	\$0	\$0	\$1,108	\$0	\$0	\$0	\$0	\$1,108	\$1,108
UNSECURED FUNDING										
Funding Source (TBD)				236	921	7,585			8,742	8,742
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$236	\$921	\$7,585	\$0	\$0	\$8,742	\$8,742

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 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	0	0	0	1,108	0	0	0	0	1,108	1,108
Unsecured Funding	0	0	0	236	921	7,585	0	0	8,742	8,742
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

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Future M&O Impact Not Determined Yet							

Council Adopted September 16, 2014

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. 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 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 began in the fall of 2012 with the completion of the preliminary engineering in summer 2014. Construction is anticipated to begin in early 2015.

PROJECT COMMENCEMENT REQUIREMENTS:

Federal funds have been secured for this project. Project is fully funded primarily by federal funds and can proceed through construction.

PROJECT STOPPING POINT(S):

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

STATUS:

Design was completed in summer 2014. Construction is anticipated to begin in early 2015.

228th St SE Corridor Safety Improvements CFP #T61

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design	87								0	87
Construction		399							399	399
TOTAL ESTIMATED COSTS	\$87	\$399	\$0	\$0	\$0	\$0	\$0	\$0	\$399	\$486

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	8	30							30	38
Grant Awarded (Federal)	79	369							369	448
TOTAL SECURED FUNDING	\$87	\$399	\$0	\$0	\$0	\$0	\$0	\$0	\$399	\$486

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	87	399	0	0	0	0	0	0	399	486
Estimated Project Cost	87	399	0	0	0	0	0	0	399	486
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
Street Fund	4	4	4	4	4	4	4	29
Dollars include 0 FTEs starting in 2015								
TOTAL FUTURE M&O COSTS	\$4	\$4	\$4	\$4	\$4	\$4	\$4	\$29
TOTAL FTE IMPACT	Dollars include 0 FTEs starting in 2015							

Council Adopted September 16, 2014

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 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 an 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 began in the fall of 2012. Purchase and installment of those signs and/or equipment not needing design plans or specifications began in fall 2012. Design was completed in summer 2014. Construction is anticipated to begin in early 2015.

PROJECT COMMENCEMENT REQUIREMENTS:

Federal funds have been secured for this project. Project is primarily funded by federal funds and can proceed through construction.

PROJECT STOPPING POINT(S):

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

STATUS:

Design was completed in summer 2014. Construction is anticipated to begin in early 2015.

Citywide Transportation Safety Improvements

CFP #T62

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design	79								0	79
Construction	14	287							287	301
TOTAL ESTIMATED COSTS	\$93	\$287	\$0	\$0	\$0	\$0	\$0	\$0	\$287	\$380

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	8	21							21	29
Capital Improvement Fund (Traffic Impact Fees Transfer)	1								0	1
Grant Awarded (Federal)	84	266							266	350
TOTAL SECURED FUNDING	\$93	\$287	\$0	\$0	\$0	\$0	\$0	\$0	\$287	\$380

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	93	287	0	0	0	0	0	0	287	380
Estimated Project Cost	93	287	0	0	0	0	0	0	287	380
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
Street Fund	6	6	6	6	6	6	6	42
Dollars include .01 FTEs starting in 2015								
TOTAL FUTURE M&O COSTS	\$6	\$6	\$6	\$6	\$6	\$6	\$6	\$42
TOTAL FTE IMPACT	Dollars include .01 FTEs starting in 2015							

Council Adopted September 16, 2014

Adaptive Signal Control System

(SR 526 at Airport Rd to Seattle Hill Rd & SR 527 from SR 96 to 228th St SE)

CFP #T65

DESCRIPTION:

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

JUSTIFICATION:

Poor traffic signal timing contributes to traffic congestion and delay. Conventional signal systems use pre-programmed, daily signal timing schedules. Adaptive signal control technology adjusts the timing of red, yellow, and green lights to accommodate changing traffic patterns and ease traffic congestion. The main benefits of adaptive signal control technology over conventional signal systems are that it can: 1) Continually distribute green light time equitably for all traffic movements, 2) Improve traffic time reliability by progressively moving vehicles through green lights, 3) Reduce congestion by creating smoother flow, and 4) prolong the effectiveness of traffic signal timing. The majority of the project than is inclusive of Snohomish County, Everett, and WSDOT would be funded via a federal grant. The City's portion would be only \$46,170 and result in the improvement of 9 intersections.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

To be determined.

TIMING PRIORITY CONSIDERATIONS:

Snohomish County will be the lead agency and apply in spring 2014 for the federal grant. If the grant is successfully obtained, design would occur in 2015 and construction in 2016.

PROJECT COMMENCEMENT REQUIREMENTS:

This project will not proceed unless grant funding is obtained

PROJECT STOPPING POINT(S):

This project will not proceed unless grant funding is obtained

STATUS:

An application for federal grant funding was submitted in spring 2014.

Adaptive Signal Control System
(SR 526 at Airport Rd to Seattle Hill Rd & SR 527 from SR 96 to 228th St SE)
CFP #T65

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design		200							200	200
Construction			1,800						1,800	1,800
TOTAL ESTIMATED COSTS	\$0	\$200	\$1,800	\$0	\$0	\$0	\$0	\$0	\$2,000	\$2,000

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)		5	46						51	51
Capital Improvement Fund (City of Everett Contribution)		4	32						36	36
Capital Improvement Fund (SnoCo Cty Contribution)		5	46						51	51
WSDOT Contribution		13	119						132	132
Grant Awarded (Federal)		173	1,557						1,730	1,730
TOTAL SECURED FUNDING	\$0	\$200	\$1,800	\$0	\$0	\$0	\$0	\$0	\$2,000	\$2,000

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	0	200	1,800	0	0	0	0	0	2,000	2,000
Estimated Project Cost	0	200	1,800	0	0	0	0	0	2,000	2,000
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Future M&O Impact Not Determined Yet							

Council Adopted September 16, 2014

Traffic Mini Roundabout on 240th St SE & Meridian Ave S

CFP #T66

DESCRIPTION:

This project would construct a mini roundabout at the intersection of 240 Street SE and Meridian Avenue S. In addition, sidewalks, crosswalks, ADA ramps, drainage, and illumination would be installed.

JUSTIFICATION:

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

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 City will apply for a federal grant to fund the majority of this project. If the City is successful in obtaining this grant, design would likely begin in 2015 with construction in 2016. Meeting grant funding timeline requirements would be critical.

PROJECT COMMENCEMENT REQUIREMENTS:

This project will not proceed unless grant funding is obtained.

PROJECT STOPPING POINT(S):

This project will not proceed unless grant funding is obtained.

STATUS:

A grant application was submitted in summer 2014.

Traffic Mini Roundabout on 240th St SE & Meridian Ave S

CFP #T66

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design		120							120	120
Construction			500						500	500
TOTAL ESTIMATED COSTS	\$0	\$120	\$500	\$0	\$0	\$0	\$0	\$0	\$620	\$620

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Grant Pending (State - Safety)		108	450						558	558
TOTAL SECURED FUNDING	\$0	\$108	\$450	\$0	\$0	\$0	\$0	\$0	\$558	\$558
UNSECURED FUNDING										
Funding Source (TBD)		12	50						62	62
TOTAL UNSECURED FUNDING	\$0	\$12	\$50	\$0	\$0	\$0	\$0	\$0	\$62	\$62

TOTAL ESTIMATED FUNDING	\$0	\$120	\$500	\$0	\$0	\$0	\$0	\$0	\$620	\$620
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PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	0	108	450	0	0	0	0	0	558	558
Unsecured Funding	0	12	50	0	0	0	0	0	62	62
Estimated Project Cost	0	120	500	0	0	0	0	0	620	620
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
Street Fund		3	3	3	3	3	3	18
Dollars include .01 FTEs starting in 2016								
TOTAL FUTURE M&O COSTS	\$0	\$3	\$3	\$3	\$3	\$3	\$3	\$18
TOTAL FTE IMPACT	Dollars include .01 FTEs starting in 2016							

Council Adopted September 16, 2014

Pedestrian Crossing Beacons at Beardslee Blvd & NE 185th St

CFP #T67

DESCRIPTION:

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

JUSTIFICATION:

Beardslee Blvd is an increasingly busy arterial. There is no marked crosswalk on Beardslee from NE 104 Street to the traffic signal at the UW/CCC campus - approximately a half mile stretch. Pedestrians coming from any direction on Beardslee have no safe way to cross the busy arterial. The project will provide safe pedestrian and bicyclist crossing.

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:

The City will apply for a federal grant to fund the majority of this project. If the City is successful in obtaining this grant, design would likely begin in 2015 with construction in 2016. Meeting grant funding timeline requirements would be critical.

PROJECT COMMENCEMENT REQUIREMENTS:

This project will not proceed unless grant funding is obtained.

PROJECT STOPPING POINT(S):

This project will not proceed unless grant funding is obtained.

STATUS:

A grant application was submitted in summer 2014.

Pedestrian Crossing Beacons at Beardslee Blvd & NE 185th St

CFP #T67

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design		50							50	50
Construction			200						200	200
TOTAL ESTIMATED COSTS	\$0	\$50	\$200	\$0	\$0	\$0	\$0	\$0	\$250	\$250

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Grant Pending (Federal)		45	180						225	225
TOTAL SECURED FUNDING	\$0	\$45	\$180	\$0	\$0	\$0	\$0	\$0	\$225	\$225
UNSECURED FUNDING										
Funding Source (TBD)		5	20						25	25
TOTAL UNSECURED FUNDING	\$0	\$5	\$20	\$0	\$0	\$0	\$0	\$0	\$25	\$25

TOTAL ESTIMATED FUNDING	\$0	\$50	\$200	\$0	\$0	\$0	\$0	\$0	\$250	\$250
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PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	0	45	180	0	0	0	0	0	225	225
Unsecured Funding	0	5	20	0	0	0	0	0	25	25
Estimated Project Cost	0	50	200	0	0	0	0	0	250	250
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
Street Fund		2	2	2	2	2	2	12
Dollars include 0 FTEs starting in 2016								
TOTAL FUTURE M&O COSTS	\$0	\$2	\$2	\$2	\$2	\$2	\$2	\$12
TOTAL FTE IMPACT	Dollars include 0 FTEs starting in 2016							

Council Adopted September 16, 2014

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

CFP #T68

DESCRIPTION:

This project will install a traffic signal at the busy 228th Street SE and 29th Drive SE intersection that serves the Canyon Park Business Center. Improvements will include channelization and ADA ramp installation as well.

JUSTIFICATION:

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

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 City will apply for a federal grant to fund the majority of this project. If the City is successful in obtaining this grant, design would likely begin in 2015 with construction in 2016. Meeting grant funding timeline requirements would be critical.

PROJECT COMMENCEMENT REQUIREMENTS:

This project will not proceed unless the City is successful in obtaining a federal grant.

PROJECT STOPPING POINT(S):

This project will not proceed unless the City is successful in obtaining a federal grant.

STATUS:

An application was submitted in spring 2014 for a federal grant.

228th St SE & 29th Dr SE Traffic & Intersection Improvements CFP #T68

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design		123							123	123
Construction			495						495	495
TOTAL ESTIMATED COSTS	\$0	\$123	\$495	\$0	\$0	\$0	\$0	\$0	\$618	\$618

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Capital Improvement Fund (Traffic Impact Fees Transfer)		37	149						186	186
Grant Awarded (STP)		86	346						432	432
TOTAL SECURED FUNDING	\$0	\$123	\$495	\$0	\$0	\$0	\$0	\$0	\$618	\$618

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	0	123	495	0	0	0	0	0	618	618
Estimated Project Cost	0	123	495	0	0	0	0	0	618	618
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
Street Fund		1	1	1	1	1	1	6
Dollars include 0 FTEs starting in 2016								
TOTAL FUTURE M&O COSTS	\$0	\$1	\$1	\$1	\$1	\$1	\$1	\$6
TOTAL FTE IMPACT	Dollars include 0 FTEs starting in 2016							

Council Adopted September 16, 2014



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
Promontory Hillside Sewer Main Replacement	S8
Downtown Revitalization Utility Improvements	S9
Lift Station 3 Improvements.....	S11

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: 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 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design	147								0	147
Construction	1,680	175	625	625	775	625	775	75	3,675	5,355
TOTAL ESTIMATED COSTS	\$1,827	\$175	\$625	\$625	\$775	\$625	\$775	\$75	\$3,675	\$5,502

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Mitigation - Brightwater		100							100	100
Utilities - Sewer	1,827	75	625	625	775	625	775	75	3,575	5,402
TOTAL SECURED FUNDING	\$1,827	\$175	\$625	\$625	\$775	\$625	\$775	\$75	\$3,675	\$5,502

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	1,827	175	625	625	775	625	775	75	3,675	5,502
Estimated Project Cost	1,827	175	625	625	775	625	775	75	3,675	5,502
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Council Adopted September 16, 2014

Promontory Hillside Sewer Main Replacement

CFP #S8

DESCRIPTION:

A city sanitary sewer main, located along a pedestrian trail, which collects wastewater from homes on 102nd Avenue NE was damaged 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 permanent replacement project involves constructing a new sewer system installed along a new alignment away from the active landslide area, anchored on the hillside. It will connect to the existing sewer system located at the Chateau Senior Center on West Riverside drive.

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 (pre)existing condition. Current/ temporary system involves more Operations and Maintenance (M & O) than proposed permanent solution.

TIMING PRIORITY CONSIDERATIONS:

Project should commence in summer of 2015.

PROJECT COMMENCEMENT REQUIREMENTS:

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

PROJECT STOPPING POINT(S):

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

STATUS:

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

Promontory Hillside Sewer Main Replacement CFP #S8

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design	89								0	89
ROW Acquisition		20							20	20
Construction		340							340	340
TOTAL ESTIMATED COSTS	\$89	\$360	\$0	\$0	\$0	\$0	\$0	\$0	\$360	\$449

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Revenue Bond		360							360	360
Utilities - Sewer	89								0	89
TOTAL SECURED FUNDING	\$89	\$360	\$0	\$0	\$0	\$0	\$0	\$0	\$360	\$449

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	89	360	0	0	0	0	0	0	360	449
Estimated Project Cost	89	360	0	0	0	0	0	0	360	449
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Council Adopted September 16, 2014

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 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Construction	313	333	333	861					1,527	1,840
TOTAL ESTIMATED COSTS	\$313	\$333	\$333	\$861	\$0	\$0	\$0	\$0	\$1,527	\$1,840

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Revenue Bond		260							260	260
Utilities - Sewer	313	73	333	861					1,267	1,580
TOTAL SECURED FUNDING	\$313	\$333	\$333	\$861	\$0	\$0	\$0	\$0	\$1,527	\$1,840

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	313	333	333	861	0	0	0	0	1,527	1,840
Estimated Project Cost	313	333	333	861	0	0	0	0	1,527	1,840
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Council Adopted September 16, 2014

Lift Station 3 Improvements

CFP #S11

DESCRIPTION:

This project will reconstruct the mechanical, electrical, and control systems of the lift station. The lift station is known as the Bothell Station Lift Station and serves the Cedar Park Basin, which consists of a portion of Norway Hill to the south of the Sammamish River.

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 after easements have been acquired, 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:

City staff will select a consultant for design of the Lift Station 3 Improvements in 2015. Construction is planned for 2016.

Lift Station 3 Improvements CFP #S11

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design		163							163	163
ROW Acquisition		20							20	20
Construction			880						880	880
TOTAL ESTIMATED COSTS	\$0	\$183	\$880	\$0	\$0	\$0	\$0	\$0	\$1,063	\$1,063

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Revenue Bond			880						880	880
Utilities - Sewer		183							183	183
TOTAL SECURED FUNDING	\$0	\$183	\$880	\$0	\$0	\$0	\$0	\$0	\$1,063	\$1,063

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	0	183	880	0	0	0	0	0	1,063	1,063
Estimated Project Cost	0	183	880	0	0	0	0	0	1,063	1,063
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Council Adopted September 16, 2014



City of Bothell™

Storm & Surface Water Capital Projects



City of Bothell™

Storm & Surface Water Capital Projects

<u>CFP NAME</u>	<u>CFP NUMBERS</u>
Annual Storm & Surface Water Capital Improvements.....	SW1
Horse Creek Improvements	SW11
Sammamish River Side Channel Restoration	SW12
Downtown Revitalization Utility Improvements.....	SW13
Blyth Creek Erosion Control	SW14
Queensborough Watershed LID Implementation	SW15
Parr Creek Flood Mitigation.....	SW16

Annual Storm & Surface Water Capital Improvements

CFP #SW1

DESCRIPTION:

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

JUSTIFICATION:

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

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

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

TIMING PRIORITY CONSIDERATIONS:

Projects are identified and prioritized annually.

PROJECT COMMENCEMENT REQUIREMENTS:

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

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 Storm & Surface Water Capital Improvements CFP #SW1

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design	304	25							25	329
Construction	2,786	700	300	350	350	350	350	350	2,750	5,536
TOTAL ESTIMATED COSTS	\$3,090	\$725	\$300	\$350	\$350	\$350	\$350	\$350	\$2,775	\$5,865

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Grant Awarded (KC Flood Conservation District)	38								0	38
Utilities - Storm & Surface Water	3,052	725	300	350	350	350	350	350	2,775	5,827
TOTAL SECURED FUNDING	\$3,090	\$725	\$300	\$350	\$350	\$350	\$350	\$350	\$2,775	\$5,865

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	3,090	725	300	350	350	350	350	350	2,775	5,865
Estimated Project Cost	3,090	725	300	350	350	350	350	350	2,775	5,865
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Council Adopted September 16, 2014

Horse Creek Improvements

CFP #SW11

DESCRIPTION:

This project replaces the Horse Creek pipe with a hybrid open-channel/culvert system along 98th Avenue 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 Street, 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:

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:

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

PROJECT COMMENCEMENT REQUIREMENTS:

This storm & surface water project was approved to commence.

PROJECT STOPPING POINT(S):

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

STATUS:

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

Horse Creek Improvements

CFP #SW11

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design	2,382								0	2,382
ROW Acquisition *	1,012								0	1,012
Construction	4,032	5,850	4,365	29	30	32	34	35	10,375	14,407
TOTAL ESTIMATED COSTS	\$7,426	\$5,850	\$4,365	\$29	\$30	\$32	\$34	\$35	\$10,375	\$17,801

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Revenue Bond	3,624	4,795	3,921	29	30	32	34	35	8,876	12,500
Contributions (Developers) **		38							38	38
Non-City Utility Costs ***		161							161	161
Public Works Trust Fund	200	400	200						600	800
Utilities - Sewer	303	297	159						456	759
Utilities - Storm & Surface Water	3,097								0	3,097
Utilities - Water	202	159	85						244	446
TOTAL SECURED FUNDING	\$7,426	\$5,850	\$4,365	\$29	\$30	\$32	\$34	\$35	\$10,375	\$17,801

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	7,426	5,850	4,365	29	30	32	34	35	10,375	17,801
Estimated Project Cost	7,426	5,850	4,365	29	30	32	34	35	10,375	17,801
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
Street Fund		9	9	9	9	9	9	52
Dollars include .03 FTEs starting in 2016								
Storm & Surface Water Fund		138	138	138	138	138	138	827
Dollars include 1.05 FTEs starting in 2016								
TOTAL FUTURE M&O COSTS	\$0	\$147	\$147	\$147	\$147	\$147	\$147	\$879
TOTAL FTE IMPACT	Dollars include 1.08 FTEs starting in 2016							

Council Adopted September 16, 2014

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

** McMenamin's

*** Non-City utility providers compensate for their share in construction costs: Frontier \$132K and Comcast \$29K.

Sammamish River Side Channel Restoration

CFP #SW12

DESCRIPTION:

This project will enhance and reconnect riparian wetlands and remnant side channels on the left bank of the Sammamish River adjacent to 102nd Avenue bridge.

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. It is listed in the 2010 Salmon Recovery WRIA 08 3-year Work Plan Updates as a needed restoration effort.

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 contract for final design is expected to be awarded in spring 2014 with completion of design by mid-2015. Construction could begin in late 2015 or 2016 if permits and grant funding for construction are received.

PROJECT COMMENCEMENT REQUIREMENTS:

Start of construction is dependent on the City being awarded additional grant funding and state and federal permits. The construction phase funding has multiple sources of grant opportunities, including Salmon Recovery Funding Board, KCD, and Community Salmon Funds. A 15% city match is typically required by these grants and is estimated at \$225,000. Anticipated funding for the City match would come from storm & surface water utility rate-payer revenues.

PROJECT STOPPING POINT(S):

Project spending beyond the design phase is not authorized until grant funding is secured, and is not authorized in excess of adopted funding resources.

STATUS:

Conceptual design was completed by March 2013. Final design is funded and expected to be completed by mid 2015. Construction start is pending securing grant funds and permits. Construction could begin as soon as summer 2015, but more likely could begin in 2016.

Sammamish River Side Channel Restoration CFP #SW12

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design	288								0	288
Construction		1,500							1,500	1,500
TOTAL ESTIMATED COSTS	\$288	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500	\$1,788

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Grant Awarded (KC Conservation District)	47								0	47
Grant Awarded (Wa St RCO)	200								0	200
Grant Pending (Wa St RCO)		1,275							1,275	1,275
Utilities - Storm & Surface Water	41	225							225	266
TOTAL SECURED FUNDING	\$288	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500	\$1,788

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	288	1,500	0	0	0	0	0	0	1,500	1,788
Estimated Project Cost	288	1,500	0	0	0	0	0	0	1,500	1,788
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
General Fund - Park		29	29	29	29	29	29	175
	Dollars include .19 FTEs starting in 2016							
Storm & Surface Water Fund		2	2	2	2	2	2	9
	Dollars include .01 FTEs starting in 2016							
TOTAL FUTURE M&O COSTS	\$0	\$31	\$31	\$31	\$31	\$31	\$31	\$185
TOTAL FTE IMPACT	Dollars include .20 FTEs starting in 2016							

Council Adopted September 16, 2014

Downtown Revitalization Utility Improvements

CFP #SW13

DESCRIPTION:

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

JUSTIFICATION:

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

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

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

TIMING PRIORITY CONSIDERATIONS:

Projects are identified and prioritized annually.

PROJECT COMMENCEMENT REQUIREMENTS:

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

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 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Construction		199							199	199
TOTAL ESTIMATED COSTS	\$0	\$199	\$0	\$0	\$0	\$0	\$0	\$0	\$199	\$199

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Utilities - Storm & Surface Water		199							199	199
TOTAL SECURED FUNDING	\$0	\$199	\$0	\$0	\$0	\$0	\$0	\$0	\$199	\$199

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	0	199	0	0	0	0	0	0	199	199
Estimated Project Cost	0	199	0	0	0	0	0	0	199	199
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Council Adopted September 16, 2014

Blyth Creek Erosion Control

CFP #SW14

DESCRIPTION:

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

JUSTIFICATION:

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

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

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

TIMING PRIORITY CONSIDERATIONS:

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

PROJECT COMMENCEMENT REQUIREMENTS:

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

PROJECT STOPPING POINT(S):

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

STATUS:

Concept design was funded by a King County Flood District grant and was completed in November 2013. Final design is expected to be performed in 2015 and construction could begin in 2016.

Blyth Creek Erosion Control

CFP #SW14

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design	28	45							45	73
Construction			138						138	138
TOTAL ESTIMATED COSTS	\$28	\$45	\$138	\$0	\$0	\$0	\$0	\$0	\$183	\$211

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Grant Awarded (KC Flood District)	28								0	28
Grant Pending (KC Flood District)		33	30						63	63
Utilities - Storm & Surface Water		12	108						120	120
TOTAL SECURED FUNDING	\$28	\$45	\$138	\$0	\$0	\$0	\$0	\$0	\$183	\$211

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	28	45	138	0	0	0	0	0	183	211
Estimated Project Cost	28	45	138	0	0	0	0	0	183	211
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS		\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Council Adopted September 16, 2014

Queensborough Watershed LID Implementation

CFP #SW15

DESCRIPTION:

This project will select, design, and install Low Impact Development (LID) storm & surface water facilities within the Queensborough Creek watershed to reduce storm flows to Queensborough Creek.

JUSTIFICATION:

Development of the Queensborough Watershed has resulted in excessive storm flow to Queensborough Creek. High flows are causing stream channel erosion and potentially destabilizing side slopes. The conditions are harming the stream's aquatic biota, stream insects and salmon (City of Bothell, 2013). The area is identified in the 1994 Comprehensive Storm & Surface Water Master, and Flood Mitigation Report 2007 as needing storm flow reduction.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

Ongoing maintenance and operating costs associated with LID facilities will depend on the types of installations that are chosen.

TIMING PRIORITY CONSIDERATIONS:

Delay in reducing excessive flows to Queensborough Creek may cause further deterioration of the Creek habitat.

PROJECT COMMENCEMENT REQUIREMENTS:

Start of construction depends on the City receiving additional grant funding from Washington Department of Ecology (Ecology). No match is expected to be required for the construction grant.

PROJECT STOPPING POINT(S):

The project will be suspended at final design until the City receives grant funding for construction.

STATUS:

Design work is continuing and is fully funded by a \$120,000 Ecology grant. Final design work is expected to be completed by August 2014. The City anticipates applying for a construction grant in late 2014 or 2015.

Queensborough Watershed LID Implementation CFP #SW15

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design	120								0	120
Construction		360							360	360
TOTAL ESTIMATED COSTS	\$120	\$360	\$0	\$0	\$0	\$0	\$0	\$0	\$360	\$480

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Grant Awarded (Dept of Ecology)	120								0	120
Grant Pending (Dept of Ecology)		360							360	360
TOTAL SECURED FUNDING	\$120	\$360	\$0	\$0	\$0	\$0	\$0	\$0	\$360	\$480

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	120	360	0	0	0	0	0	0	360	480
Estimated Project Cost	120	360	0	0	0	0	0	0	360	480
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Future M&O Impact Not Determined Yet							

Council Adopted September 16, 2014

Parr Creek Flood Mitigation

CFP #SW16

DESCRIPTION:

This project will address flooding of roadway and sidewalk along 120th Avenue NE, north of NE 195th Street. Proposed work may include a temporary culvert, grading, and road repair to redirect the creek overflow off of the roadway. Work will be completed within the right-of-way and coordinated with private drainage repairs and creek restoration projects.

JUSTIFICATION:

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

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

Maintenance of 120th Avenue NE and its storm system will decrease as a result of this and other private projects along Parr Creek. By removing the creek overflow from the roadway, the necessity to close the road will greatly reduce if not be eliminated. In addition, with the stream sediments staying within the stream channel, storm infrastructure cleaning needs will reduce as well.

TIMING PRIORITY CONSIDERATIONS:

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

PROJECT COMMENCEMENT REQUIREMENTS:

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

PROJECT STOPPING POINT(S):

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

STATUS:

Staff is currently evaluating temporary measures the City can complete within right-of-way until a more comprehensive basin-wide solution is identified with property owner participation. A basin study, funded by both the City and private property owners, is anticipated to be completed by end of 2014. Design of study recommendations could begin in winter 2014 or winter 2015, with construction of selected elements possible late summer 2015 or summer 2016.

Parr Creek Flood Mitigation CFP #SW16

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design	50								0	50
Construction		75							75	75
TOTAL ESTIMATED COSTS	\$50	\$75	\$0	\$0	\$0	\$0	\$0	\$0	\$75	\$125

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Utilities - Storm & Surface Water *	50	75							75	125
TOTAL SECURED FUNDING	\$50	\$75	\$0	\$0	\$0	\$0	\$0	\$0	\$75	\$125

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	50	75	0	0	0	0	0	0	75	125
Estimated Project Cost	50	75	0	0	0	0	0	0	75	125
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS		\$0						
TOTAL FTE IMPACT	No Future M&O Impact							

Council Adopted September 16, 2014

* Business owners compensate for their share in construction costs in 2014: \$30K



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 in 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 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. 2015: PRV Upgrades 350 Zone near Site 5; 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; 2018: Piper's Glen: NE 196th Street; 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 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design	65								0	65
Construction	3,628	281	211		485	389	820		2,186	5,814
TOTAL ESTIMATED COSTS	\$3,693	\$281	\$211	\$0	\$485	\$389	\$820	\$0	\$2,186	\$5,879

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Utilities - Water	3,693	281	211		485	389	820		2,186	5,879
TOTAL SECURED FUNDING	\$3,693	\$281	\$211	\$0	\$485	\$389	\$820	\$0	\$2,186	\$5,879

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	3,693	281	211	0	485	389	820	0	2,186	5,879
Estimated Project Cost	3,693	281	211	0	485	389	820	0	2,186	5,879
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Council Adopted September 16, 2014

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 (M & O) requirement than the existing, older, less efficient system.

TIMING PRIORITY CONSIDERATIONS:

This project is 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:

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 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design	28	30							30	58
Construction	3		521						521	524
TOTAL ESTIMATED COSTS	\$31	\$30	\$521	\$0	\$0	\$0	\$0	\$0	\$551	\$582

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Utilities - Water	31	30	521						551	582
TOTAL SECURED FUNDING	\$31	\$30	\$521	\$0	\$0	\$0	\$0	\$0	\$551	\$582

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	31	30	521	0	0	0	0	0	551	582
Estimated Project Cost	31	30	521	0	0	0	0	0	551	582
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Council Adopted September 16, 2014

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 that has reached the end of its service life. A new 1 million gallon tank will be constructed to replace the existing tank.

JUSTIFICATION:

The need for this project is identified in the City's Water Comprehensive plan. Replacement of this reservoir is necessary to ensure the City's water system continues to operate effectively.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

In the near term, the replacement of the older reservoir with a newer reservoir should result in a reduction of overall maintenance and operations requirements. When the interior lining and exterior paint needs to be replaced in the future, higher costs will be incurred due to the increase in tank size.

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:

Design began in 2013 and it is anticipated the project will be constructed in 2015.

Penn Park Reservoir Replacement CFP #W7

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design	325								0	325
Construction		3,040							3,040	3,040
TOTAL ESTIMATED COSTS	\$325	\$3,040	\$0	\$0	\$0	\$0	\$0	\$0	\$3,040	\$3,365

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Revenue Bond		3,040							3,040	3,040
Utilities - Water	325								0	325
TOTAL SECURED FUNDING	\$325	\$3,040	\$0	\$0	\$0	\$0	\$0	\$0	\$3,040	\$3,365
UNSECURED FUNDING										

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	325	3,040	0	0	0	0	0	0	3,040	3,365
Estimated Project Cost	325	3,040	0	0	0	0	0	0	3,040	3,365
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	Future M&O Impact Not Determined Yet							

Council Adopted September 16, 2014

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 reservoir was constructed in 1985 and the exterior was repainted in early 2000. The interior is due for new paint. Typically, interior coatings of reservoirs should redone once every 20 to 25 years. Inspection of the interior of the reservoir 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 Maintenance and Operations (M & O) costs. It is recommended that interior inspection be performed once every five years to insure that the interior of the tank is in good condition.

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 identified in the Water Comprehensive Plan.

Bloomberg Reservoir Painting CFP #W10

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design				121					121	121
Construction					710				710	710
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$121	\$710	\$0	\$0	\$0	\$831	\$831

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Utilities - Water				121	710				831	831
TOTAL SECURED FUNDING	\$0	\$0	\$0	\$121	\$710	\$0	\$0	\$0	\$831	\$831

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	0	0	0	121	710	0	0	0	831	831
Estimated Project Cost	0	0	0	121	710	0	0	0	831	831
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Council Adopted September 16, 2014

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 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 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 is anticipated to commence in 2015.

Downtown Revitalization Utility Improvements CFP #W11

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Construction	370	260	938						1,198	1,568
TOTAL ESTIMATED COSTS	\$370	\$260	\$938	\$0	\$0	\$0	\$0	\$0	\$1,198	\$1,568

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Revenue Bond		260	700						960	960
Utilities - Water	370		238						238	608
TOTAL SECURED FUNDING	\$370	\$260	\$938	\$0	\$0	\$0	\$0	\$0	\$1,198	\$1,568

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	370	260	938	0	0	0	0	0	1,198	1,568
Estimated Project Cost	370	260	938	0	0	0	0	0	1,198	1,568
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Council Adopted September 16, 2014

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 City's 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 is anticipated to commence in 2015.

498 Pressure Zone Improvements CFP #W12

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Construction		653							653	653
TOTAL ESTIMATED COSTS	\$0	\$653	\$0	\$0	\$0	\$0	\$0	\$0	\$653	\$653

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Utilities - Water		653							653	653
TOTAL SECURED FUNDING	\$0	\$653	\$0	\$0	\$0	\$0	\$0	\$0	\$653	\$653

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	0	653	0	0	0	0	0	0	653	653
Estimated Project Cost	0	653	0	0	0	0	0	0	653	653
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 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Council Adopted September 16, 2014



City of Bothell™

Future Capital Projects



City of Bothell™

Future Capital Projects

<u>CFP NAME</u>	<u>CFP NUMBERS</u>
Centennial Park Improvements: Phase 2	P1a
Cedar Grove Park: Phases 2 & 3	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 (102 nd to 111 th Ave NE)	T33a
East Riverside Drive Improvements: Phase 2	T33b
(111 th Ave NE to Riverside Mobile Home Park)	
Main Street 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 (35 th Ave SE / 39 th Ave SE)	T52
Enhancement of Natural Resources.....	SW2

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 Snohomish County 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 maintenance and operating (M & O) costs are associated with the implementation of this project during 2015-2021 planning period.

TIMING PRIORITY CONSIDERATIONS:

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

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 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021*
		2015	2016	2017	2018	2019	2020	2021		
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 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
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 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
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 2015-2021 planning period. Project cost is not escalated to the year of expenditure.

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Council Adopted September 16, 2014

Cedar Grove Park: Phases 2 & 3

CFP #P6

DESCRIPTION:

Phases 2 & 3 complete 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 maintenance and operating (M & O) costs are associated with the implementation of this project during 2015-2021 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:

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

Cedar Grove Park: Phases 2 & 3

CFP #P6

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021*
		2015	2016	2017	2018	2019	2020	2021		
Construction	371								0	780
TOTAL ESTIMATED COSTS	\$371	\$0	\$780							

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	64								0	64
Capital Improvement Fund (Park Impact Fees Transfer)	167								0	167
Mitigation - Brightwater	140								0	140
TOTAL SECURED FUNDING	\$371	\$0	\$371							
UNSECURED FUNDING										
Capital Improvement Fund (Park Impact Fees Transfer)									0	409
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$409

TOTAL ESTIMATED FUNDING	\$371	\$0	\$780							
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PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	371	0	0	0	0	0	0	0	0	371
Unsecured Funding	0	0	0	0	0	0	0	0	0	409
Estimated Project Cost	371	0	0	0	0	0	0	0	0	780
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

*Not anticipated to take place during 2015-2021 planning period. Project cost is not escalated to the year of expenditure.

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Council Adopted September 16, 2014

Regional Aquatic Center & Community Center

CFP #P12

DESCRIPTION:

Construction of an aquatic and/or community center to serve either the Northshore School District, the Parks and Recreation Service Area or the local Bothell community. The type and size of the pool/community center will be determined through outreach to the community to ensure it fits the needs of our citizens prior to proceeding with a bond issue. If a regional pool and community center proceeds, the project costs would be equivalent to the City's citizens' share of the total regional bond.

JUSTIFICATION:

The Adopted 2014 Parks, Recreation & Open Space Program (PROSAP) ranks a pool as a high need and recommends a regional approach to providing swimming activities.

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 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021*
		2015	2016	2017	2018	2019	2020	2021		
Construction									0	7,500
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
UNSECURED FUNDING										
Voter Regional Bond									0	7,500
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Unsecured Funding	0	0	0	0	0	0	0	0	0	7,500
Estimated Project Cost	0	0	0	0	0	0	0	0	0	7,500
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

*Not anticipated to take place during 2015-2021 planning period. Project cost is not escalated to the year of expenditure.

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Council Adopted September 16, 2014

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.

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 are associated with the implementation of this project during 2015-2021 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 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021*
		2015	2016	2017	2018	2019	2020	2021		
Predesign	6								0	6
Design	2,644								0	4,569
ROW Acquisition									0	36,834
Construction									0	39,473
TOTAL ESTIMATED COSTS	\$2,650	\$0	\$80,882							

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	1,742								0	1,742
Contributions (Snoho County)	578								0	578
Grant Awarded (TIB)	330								0	330
TOTAL SECURED FUNDING	\$2,650	\$0	\$2,650							
UNSECURED FUNDING										
Funding Source (TBD)									0	78,232
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$78,232

TOTAL ESTIMATED FUNDING	\$2,650	\$0	\$80,882							
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PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	2,650	0	0	0	0	0	0	0	0	2,650
Unsecured Funding	0	0	0	0	0	0	0	0	0	78,232
Estimated Project Cost	2,650	0	0	0	0	0	0	0	0	80,882
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

*Not anticipated to take place during 2015-2021 planning period. Project cost is not escalated to the year of expenditure.

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Council Adopted September 16, 2014

Beardslee Blvd & NE 185th St Intersection Improvements

CFP #T21

DESCRIPTION:

This project is designed to enhance safety and mobility 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 and mobility of general traffic, transit, pedestrians, and bicycles.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

No maintenance and operating (M & O) costs are associated with the implementation of this project during 2015-2021 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 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021*
		2015	2016	2017	2018	2019	2020	2021		
Pre-design									0	25
Design									0	100
Construction									0	400
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$525

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
UNSECURED FUNDING										
Funding Source (TBD)									0	525
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$525

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Unsecured Funding	0	0	0	0	0	0	0	0	0	525
Estimated Project Cost	0	0	0	0	0	0	0	0	0	525
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

*Not anticipated to take place during 2015-2021 planning period. Project cost is not escalated to the year of expenditure.

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Council Adopted September 16, 2014

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 Avenue 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 2015-2021 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 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021*
		2015	2016	2017	2018	2019	2020	2021		
Design									0	26
Construction									0	268
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$294

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
UNSECURED FUNDING										
Funding Source (TBD)									0	294
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$294

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Unsecured Funding	0	0	0	0	0	0	0	0	0	294
Estimated Project Cost	0	0	0	0	0	0	0	0	0	294
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

*Not anticipated to take place during 2015-2021 planning period. Project cost is not escalated to the year of expenditure.

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Council Adopted September 16, 2014

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

CFP #T33b

DESCRIPTION:

This project proposes to construct sidewalk between 111th Avenue 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 2015-2021 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 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021*
		2015	2016	2017	2018	2019	2020	2021		
Predesign									0	52
Design									0	361
ROW Acquisition									0	77
Construction									0	1,700
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,190

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
UNSECURED FUNDING										
Funding Source (TBD)									0	1,540
Utilities - Sewer Share									0	50
Utilities - Water Share									0	600
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,190

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Unsecured Funding	0	0	0	0	0	0	0	0	0	2,190
Estimated Project Cost	0	0	0	0	0	0	0	0	0	2,190
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

*Not anticipated to take place during 2015-2021 planning period. Project cost is not escalated to the year of expenditure.

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Council Adopted September 16, 2014

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 within the existing street right-of-way (approximately 60 feet total width). The Downtown Plan roundtable process identified a flexible parking zone as a key element of the street design. This will allow parallel parking that can on occasion, be used for other purposes such as outdoor cafe seating. This project will 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 2015-2021 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 Street Enhancement: Phase 2
(102nd Ave NE to Kaysner Way)
CFP #T42**

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021*
		2015	2016	2017	2018	2019	2020	2021		
Design									0	845
Construction									0	4,809
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,654

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
UNSECURED FUNDING										
Funding Source (TBD)									0	5,654
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,654

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Unsecured Funding	0	0	0	0	0	0	0	0	0	5,654
Estimated Project Cost	0	0	0	0	0	0	0	0	0	5,654
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

*Not anticipated to take place during 2015-2021 planning period. Project cost is not escalated to the year of expenditure.

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Council Adopted September 16, 2014

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 traffic mobility, transit mobility, vehicular and pedestrian safety and improve business access. Key project elements will include installation of a BAT lane westbound, sidewalks, curb and gutters and a raised median to enhance traffic safety through access management. Other potential elements include street illumination and landscaping.

JUSTIFICATION:

Improving traffic/transit flow and pedestrian safety along this corridor is needed to address current and future mobility needs.

FUTURE MAINTENANCE AND OPERATING (M & O) COSTS:

No maintenance and operating (M & O) costs are associated with the implementation of this project during 2015-2021 planning period.

TIMING PRIORITY CONSIDERATIONS:

This project will not proceed until financing is secured.

PROJECT COMMENCEMENT REQUIREMENTS:

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

PROJECT STOPPING POINT(S):

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

STATUS:

This project is currently on-hold 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 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021*
		2015	2016	2017	2018	2019	2020	2021		
Design	438								0	2,438
ROW Acquisition	17								0	5,517
Construction									0	11,000
TOTAL ESTIMATED COSTS	\$455	\$0	\$18,955							

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
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	18,500
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,500

TOTAL ESTIMATED FUNDING	\$455	\$0	\$18,955							
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PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	455	0	0	0	0	0	0	0	0	455
Unsecured Funding	0	0	0	0	0	0	0	0	0	18,500
Estimated Project Cost	455	0	0	0	0	0	0	0	0	18,955
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

*Not anticipated to take place during 2015-2021 planning period. Project cost is not escalated to the year of expenditure.

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Council Adopted September 16, 2014

5th Ave W Pedestrian Safety Improvements

CFP #T50

DESCRIPTION:

This project constructs an extruded concrete curb along the east side of 5th Avenue W between 240th Street SE 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 Avenue 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 2015-2021 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 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021*
		2015	2016	2017	2018	2019	2020	2021		
Design									0	16
Construction									0	57
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$73

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
UNSECURED FUNDING										
Funding Source (TBD)									0	73
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$73

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Unsecured Funding	0	0	0	0	0	0	0	0	0	73
Estimated Project Cost	0	0	0	0	0	0	0	0	0	73
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

*Not anticipated to take place during 2015-2021 planning period. Project cost is not escalated to the year of expenditure.

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Council Adopted September 16, 2014

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 2015-2021 planning period.

TIMING PRIORITY CONSIDERATIONS:

An interim drainage 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 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 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021*
		2015	2016	2017	2018	2019	2020	2021		
Design									0	4,146
ROW Acquisition									0	2,342
Construction									0	22,832
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,320

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
UNSECURED FUNDING										
Funding Source (TBD)									0	29,320
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,320

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Unsecured Funding	0	0	0	0	0	0	0	0	0	29,320
Estimated Project Cost	0	0	0	0	0	0	0	0	0	29,320
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

*Not anticipated to take place during 2015-2021 planning period. Project cost is not escalated to the year of expenditure.

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Council Adopted September 16, 2014

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 a 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 2015-2021 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 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021*
		2015	2016	2017	2018	2019	2020	2021		
Design									0	230
Construction									0	1,160
TOTAL ESTIMATED COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,390

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
UNSECURED FUNDING										
Funding Source (TBD)									0	1,390
TOTAL UNSECURED FUNDING	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,390

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Unsecured Funding	0	0	0	0	0	0	0	0	0	1,390
Estimated Project Cost	0	0	0	0	0	0	0	0	0	1,390
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

*Not anticipated to take place during 2015-2021 planning period. Project cost is not escalated to the year of expenditure.

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Council Adopted September 16, 2014

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 maintenance and operating (M & O) costs are associated with the implementation of this project during 2015-2021 planning period.

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 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021*
		2015	2016	2017	2018	2019	2020	2021		
Design	309								0	309
Construction	1,523								0	1,523
TOTAL ESTIMATED COSTS	\$1,832	\$0	\$1,832							

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
SECURED FUNDING										
Grant Awarded (KC WRIA - NC Confluence)	29								0	29
TOTAL SECURED FUNDING	\$29	\$0	\$29							
UNSECURED FUNDING										
Storm & Surface Water Capital Project Fund	365								0	365
Grant Pending (Nat'l Fish & Wildlife Foundation)	44								0	44
Grant Pending (KC WRIA - NC Confluence)	35								0	35
Grant Pending (Enhance. of Natural Resources)	363								0	363
Mitigation - Wetland	996								0	996
TOTAL UNSECURED FUNDING	\$1,803	\$0	\$1,803							
TOTAL ESTIMATED FUNDING	\$1,832	\$0	\$1,832							

PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	29	0	0	0	0	0	0	0	0	29
Unsecured Funding	1,803	0	0	0	0	0	0	0	0	1,803
Estimated Project Cost	1,832	0	0	0	0	0	0	0	0	1,832
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

*Not anticipated to take place during 2015-2021 planning period. Project cost is not escalated to the year of expenditure.

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
TOTAL FUTURE M&O COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FTE IMPACT	No Future M&O Impact							

Council Adopted September 16, 2014



City of Bothell™