

AMENDED
AGENDA

**DES MOINES CITY COUNCIL
REGULAR MEETING
City Council Chambers
21630 11th Avenue S, Des Moines, Washington
July 19, 2018 – 7:00 p.m.**

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

CORRESPONDENCE

COMMENTS FROM THE PUBLIC

BOARD & COMMITTEE REPORTS/COUNCILMEMBER COMMENTS

PRESIDING OFFICER'S REPORT

ADMINISTRATION REPORT

CONSENT CALENDAR

OLD BUSINESS

Page 1 Item 1: INTERLOCAL AGREEMENT WITH HIGHLINE COLLEGE FOR THE
COLLEGE WAY CONNECTION PROJECT
Staff Presentation: Chief Operations Officer Dan Brewer

Page 67 Item 2: BOND ORDINANCE FOR THE LIMITED TAX GENERAL OBLIGATION
IMPROVEMENT AND REFUNDING BONDS, 2018, SECOND READING
Staff Presentation: Finance Director Beth Anne Wroe

NEW BUSINESS

Page 97 Item 1: DISCUSSION OF 2019-2024 CAPITAL IMPROVEMENT PLAN
Staff Presentation: Finance Director Beth Anne Wroe

Page 279 Item 2: INTERLOCAL AGREEMENT WITH THE PORT OF SEATTLE FOR
SOUTH 216TH STREET IMPROVEMENTS FRONTING PORT OF
SEATTLE AND WSDOT PROPERTY, REFERRED TO AS DES MOINES
CREEK – WEST
Staff Presentation: Chief Operations Officer Dan Brewer

EXECUTIVE SESSION

~~Performance of a Public Employee~~Potential Litigation under RCW
42.30.110(1)(g) ~~and Property Acquisition under RCW 42.30.110(1)(b)~~—
30~~45~~ minutes

NEXT MEETING DATE

July 26, 2018 City Council Regular Meeting

ADJOURNMENT

AGENDA ITEM

SUBJECT: Interlocal Agreement (ILA) with Highline College for the College Way Connection Project

ATTACHMENTS:

1. Interlocal Agreement Between the City of Des Moines and Highline College for the College Way Connection Project

FOR AGENDA OF: July 19, 2018

DEPT. OF ORIGIN: Public Works

DATE SUBMITTED: July 3, 2018

CLEARANCES:

☒ Community Development SMC

☒ Public Works RBC

☐ Marina N/A

☐ Parks, Recreation & Senior Services N/A

CHIEF OPERATIONS OFFICER: DJB

☒ Legal MY

☒ Finance Baw

☐ Police N/A

☐ Courts N/A

**APPROVED BY CITY MANAGER
FOR SUBMITTAL:** [Signature]

Purpose and Recommendation:

The purpose of this item is to seek Council authorization to enter into an Interlocal Agreement (ILA) (Attachment 1) between the City of Des Moines and Highline College for the College Way Connection Project, to be integrated as part of Sound Transit's Federal Way Link Extension (FWLE) Project.

Suggested Motion:

Motion: "I move to approve the Interlocal Agreement between City of Des Moines and Highline College for the College Way Connection Project, and authorize the City Manager to sign said Agreement substantially in the form as submitted."

Background:

The FWLE final alignment and project-to-build was approved by the Sound Transit Board in January 2017. The approved project included a Kent Des Moines Link light rail station located on 30th Avenue South and South 236th Street/College Way, with a connection to Highline College along the 236th/College Way corridor.

In June 2016, Highline College submitted a Master Plan application for the proposed redevelopment of the Campus including East Lot parking and circulation improvements. The City Council approved the Master Plan following a public hearing in January 2017. The Master Plan is incorporated by reference into Chapter 5, Capital Facilities, Utilities and Public Services Element of the Des Moines

Comprehensive Plan. A SEPA Environmental Checklist was submitted with the Master Plan Application. A threshold Mitigated Determination of Non-significance (MDNS) was issued on November 21, 2016 and no appeals were received.

The College has been working for many years with the City, King County Metro and Sound Transit to accommodate the impacts and opportunities of the Kent Des Moines light rail station opening for service in 2024. As noted in the Master Plan approval resolution MDNS condition #9, Light Rail Station Access, as highlighted in the following resolution recitals, the City Council underscored the importance of opportunities for improved light rail station access and the City's willingness to work with the College and other agencies to help fund such improvements:

- *The City Council is especially supportive of MDNS Requirement 9 promoting improved access through the Highline College Campus to the Midway light rail station from Des Moines' neighborhoods on the north and south sides of the Campus and from the Barnes Creek Trail extension on the west side of the campus, and*
- *The City hopes to work closely with the College on funding such access improvements using Sound Transit 3 Access Improvement Program, State College Board, and other federal, state, regional and local funding.*

Sound Transit will issue a Notice to Proceed to a Design-Build contractor (DB) in Summer 2019. As noted in earlier Council briefings, the following is the current FWLE schedule:

- Right of Way Acquisition – Through July 2019
- Request for Design/Builder (DB) Qualifications (RFQ) – Issued April 2018
- Request for Proposals (RFP) from 3-4 short listed DB teams – August 2018
- DB selected – Winter 2019
- Notice to Proceed with design and construction – Summer 2019
- Heavy construction completed – 2023
- FWLE service begins - 2024

Discussion:

The College Way Connection Project will develop the College Way street improvements west of Pacific Highway South, including the street end and pedestrian access improvements on the Highline College Campus which will be integrated into the FWLE project and College campus. The Project will help decrease vehicular traffic by increasing the travel mode split for transit.

The College and the City have signed a Letter of Concurrence (Exhibit A to Attachment 1) which highlights the intent to connect the Kent Des Moines light rail station at South 236th Street and 30th Avenue South along South 236th Street and College Way to a street end just inside the current eastern edge of the College.

Sound Transit has completed state- and federally-required environmental analysis of the FWLE and the City's SEPA Official has determined that no further SEPA review is required for the Project and associated parking lot modifications.

Sound Transit's Design Build Contractor will complete the design and construct the College Way Connection Project, and both the City and the College will contribute toward the cost of constructing the Project as follows:

- The City will vacate certain historic public rights of way on the Campus (Exhibit F);
- The College will, in turn and at no cost to the City, dedicate a street end right of way (ROW) and grant a drainage easement (Exhibit E);
- The City will pay \$500,000 for the final design and construction of the street end along with pedestrian and bicycle facilities and landscaping to be constructed in the new City ROW on the College;
- The College will pay \$950,000 for the final design and construction of parking lot and traffic circulation modifications outside the City ROW; and
- The College will make a final decision on the East Lot parking modifications by April 1, 2019. These decisions will include final dimensions, surface treatment and traffic circulation, including access to South 240th Street (Exhibit C).

The ILA also provides for two Sound Transit-funded College monument sign foundations with electrical service on SR99, and one in the center island of the new street end treatment on the Campus. The College has agreed to fabricate, install and maintain the signs. These three signs will be part of a College comprehensive sign plan to be submitted by September 2018 and reviewed by the City as an element of a Comprehensive Design Plan Determination.

The City's ROW vacation and the College's dedication of the College Way street ROW will be considered separately by the City Council this winter.

Additional coordination involving right of way dedication, stormwater easements and public works contracting will be required with the State Board of Community and Technical Colleges and the State Department of Enterprise Services over the next several months. City staff will be coordinating and cooperating with Highline College Staff on this process.

Alternatives:

The Highline College President signed the staff-coordinated ILA on June 30th. If the City Council desires changes to the College-signed ILA, staff will need to negotiate the desired changes and the amended ILA will need to be approved by the College Board of Trustees and then reviewed again by the City Council.

Financial Impact:

The City's cost contribution will come from Transportation Impact Fees to be collected from the Highline Place development. If the ILA is approved, the City will serve as agent for the College with administrative staff costs to be paid for directly or reimbursed by Sound Transit through the Council-approved FWLE City Services Agreement. The College's cost share will be paid to the City by December 31, 2020. The City, in turn, will pay the combined City and College contribution to Sound Transit under the terms of the Sound Transit/City Development Agreement to be considered by the Council on July 26th, 2018.

If the ILA is not accepted, the City will not incur unreimbursed administrative expenses, but would also not receive any College funds to support this program. The College Way street end would be relocated east to a location just outside the East Parking Lot.

Recommendation/Conclusion:

Public Works, Community Development, Finance and Legal recommend authorization of the Interlocal Agreement.

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**INTERLOCAL AGREEMENT
BETWEEN THE CITY OF DES MOINES AND HIGHLINE COLLEGE
for the
COLLEGE WAY CONNECTION PROJECT**

This Interlocal Agreement ("Agreement") is entered, by and between the CITY OF DES MOINES ("City"), a Washington municipal corporation and HIGHLINE COLLEGE, a Washington State Community and Technical College ("College"). Under the authority of RCW 39.34.030 and in consideration of the mutual covenants contained herein, the City and College do hereby agree as follows regarding the College Way Connection Project ("Project").

RECITALS

WHEREAS, the City is a non-charter optional municipal code city organized under the laws of the State of Washington, with authority to enact laws and enter into interlocal and right-of-way agreements to promote the health, safety, and welfare of its citizens.

WHEREAS, Highline College is a state community college created pursuant to chapter 28B.50 RCW with power to enter into this agreement, except where noted.

WHEREAS, Chapter 39.34 RCW ("The Interlocal Cooperation Act") permits municipal corporations and state agencies to contract with one another to perform any act that each is independently authorized to perform.

WHEREAS, the Growth Management Act (Chapter 36.70A RCW) requires that the City plan for and encourage high capacity transit facilities such as the Federal Way Link Extension (RCW 36.70A.020) and accommodate within the City such essential public facilities (RCW 36.70A.200).

WHEREAS, in November 2008, central Puget Sound area voters approved an extensive program of transportation projects to be implemented over the 15-year timeframe from 2009 – 2023 known as the Sound Transit 2 (ST2) Plan. Among other projects identified for implementation, ST2 included the extension of the Link light rail transit system from SeaTac to the cities of Kent and Des Moines which is now a portion of Sound Transit's Federal Way Link Extension (FWLE). In November 2016, voters approved an additional program of transportation projects, known as the Sound Transit 3 (ST3) plan. The ST3 plan included, among other projects, the extension of the Link light rail transit system from its current terminus at the Angle Lake Station at S. 200th Street in the City of SeaTac to the City of Federal Way as part of the FWLE.

WHEREAS, the College Way Connection Project will develop the College Way street end and pedestrian access on Highline College from the light rail station and will be integrated into the FWLE project and College campus.

WHEREAS, The College and the City have signed a Letter of Concurrence which highlights the intent to connect the Kent Des Moines light rail station at South 236th Street and 30th Avenue South along South 236th Street and College Way to a street end just inside the current eastern edge of the College. The letter of Concurrence is included as Exhibit A to this Agreement.

WHEREAS, the City and College recognize the public benefits that will accrue to the City, College, and community from construction of the Project including a decrease in vehicular traffic and an increase in the travel mode split for transit.

WHEREAS, the Parties acknowledge that Sound Transit has completed extensive environmental analysis of the FWLE in accordance with the National and State Environmental Policy Act (NEPA and SEPA). Sound Transit completed the SEPA with the issuance of the Federal Way Link Extension Final Environmental Impact Statement on November 18, 2016. The Federal Transit Administration ("FTA") issued a Record of Decision (ROD) on March 6, 2017 and the Federal Highway Administration ("FHWA") issued a ROD on March 9, 2017 concluding the NEPA process.

WHEREAS, the City has completed environmental analysis of the Project in accordance with the State Environmental Policy Act (SEPA) and determined that no further SEPA review is required for the Project and associated parking lot improvements (Exhibit B).

WHEREAS, the Parties recognize the importance of connecting the light rail station to the College as part of the comprehensive program of regional transit improvements approved by voters and have mutually concluded that it is feasible to do so by 2024. Both parties will work in a collaborative effort to resolve any issues and risks to ensure that the College Way Connection Project is completed before Federal Way Link Extension project begins operations, currently projected for 2024.

WHEREAS, the parties anticipate that Sound Transit will procure the services of a Design Build Contractor to construct the College Way Connection Project, and that both the City and the College will contribute toward the cost of constructing the Project.

WHEREAS, the parties anticipate completion of the project will require that the City vacate certain public rights of way on the property held in trust on behalf of the College, as well as the City street right of way dedication and grant of a drainage easement by the State Board of Community and Technical Colleges (SBCTC).

NOW THEREFORE, in consideration of mutual promises and covenants and promises to set forth in this Agreement, and in the exercise of authority granted by the Interlocal Cooperation Act, Chapter 39.34 RCW, the Parties hereto agree to the terms and conditions as follows:

1.0 DEFINITIONS

For purposes of this Agreement, the following terms, phrases, words, and their derivations will have the meaning herein given where capitalized; words not defined herein will have their ordinary and common meaning. When not inconsistent with the context, words used in the present tense include the future, words in the plural number include the singular number, words in the singular number include the plural number, and the use of any gender will be applicable to all genders whenever the sense requires. The words "will" and "shall" are mandatory and the word "may" is permissive. Reference to governmental entities, whether persons or entities, refer to those entities or their successors in authority. If specific provisions of law referred to herein are renumbered, then the reference will be read to refer to the renumbered provision. References to laws, ordinances or regulations will be interpreted broadly to

cover government actions, however nominated, and include laws, ordinances and regulations now in force or hereinafter enacted as amended.

- 1.1 Agreement. "Agreement" means this Interlocal Agreement approved by appropriate action of the City and College.
- 1.2 City. "City" means the City of Des Moines and any successor or assignee following an assignment that is permitted under this Agreement.
- 1.3 Design/Build Contractor. "Design/Build (or D/B) Contractor" means the entity or entities that will contract with Sound Transit to complete the design of the Project, as part of the FWLE, to obtain all remaining permits for the Project as part of the FWLE, and to construct the Project as part of the FWLE, all based upon a design/build procurement method.
- 1.4 Design Submittal. "Design Submittal" means a set of design documents for the Project that Sound Transit or their D/B Contractor will submit to the City for review as the Project moves through various review and approval processes. There are currently envisioned four phases of design submittal as follows. These may change as procurement and design proceeds:
 - (a) "Pre-Final Preliminary Engineering (PE) Submittal" means the Design Submittal that was developed by the City, College, and Sound Transit prior to Sound Transit seeking the services of a Design/Build Contractor and has been completed at the time this Agreement is executed.
 - (b) "50% Design Submittal" means a Design Submittal that presents the basic concept of a defined segment of the Project, including advanced detail on roadway alignment, utilities, urban design concepts, parking lot layout, and other concepts required to define the intent of the Project.
 - (c) "100% Construction Document Submittal" (or "Permit Submittal") means a Design Submittal illustrating the entire scope of the work of the Project under design so that all reviewers can comment on the overall scope of the Project. This may include utility relocation improvements, grading and landscaping plans, and all work completed as part of the Project. This submittal is intended to ensure that new, never-before-seen items of significance do not appear for the first time in the Issued for Construction Design Submittal. This submittal will constitute the Permit Submittal.
 - (d) "Issued for Construction Design Submittal" means a Design Submittal that has incorporated any corrections required based on review of the 100% Construction Document, or 50% Design Submittal and that is sufficiently complete for Project Approval and upon which the Design/Build Contractor will rely on for constructing the Project, including, but not limited to a complete set of construction plans, drawings, and specifications, draft construction schedule, and maintenance of traffic plan. The Approved Permit Plans and Final Right-of-Way Plans will not materially differ from the Issued for Construction Design Submittal.

- 1.5 Federal Way Link Extension (FWLE). The extension of the Link light rail transit system from its current terminus at the Angle Lake Station at South 200th Street in the City of SeaTac to the City of Federal Way as part of the Federal Way Link Extension project.
- 1.6 Over-the-Shoulder Review. “Over-the-Shoulder Review” means the informal and ongoing review of evolving design concepts and plans developed during the Project construction phase.
- 1.7 Parties. “Parties” means the City of Des Moines and Highline College.
- 1.8 Project. “Project” or “Connection Project” means the College Way street end and pedestrian access to Highline College integrated into the FWLE project, and other parking lot and traffic circulation modifications as described and depicted in Exhibit C, attached and incorporated herein, and as approved by the City and College pursuant to the approvals described in this Agreement.
- 1.9 Sound Transit. “Sound Transit” means the Central Puget Sound Regional Transit Authority, and its Design Build (D/B) contractor.

2.0 COOPERATION AND GOOD FAITH EFFORTS

- 2.1 Cooperation: The Parties understand and agree that the activities described in this Agreement depend upon timely and open communication and cooperation between the Parties. In this regard, communication of issues, changes, or problems that arise with any aspect of the work should occur as early as possible in the process. Each Party agrees to work cooperatively and in good faith toward resolution of any such issues.
- 2.2 Future Agreements: The Parties acknowledge that this Agreement may contemplate the execution and delivery of future agreements, documents, instruments, and permits, the final form and contents of which are not presently determined. This may include, but not limited to, requirements from the State Board of Community and Technical Colleges (SBCTC), or the Department of Enterprise Services (DES) for example. The Parties agree to provide the necessary resources and to work in good faith to develop the final form and contents of such documents, agreements, instruments, and permits, and to execute and deliver the same promptly.
- 2.3 Timely Review: The Parties will provide timely review by both dedicated and regular City and College staff or its consultants of all permit applications and design submittals necessary to complete the Project, subject to the City’s applicable process and regulations.
- 2.4 Impact on College Operations: The City will exercise its reasonable best efforts to minimize impacts of construction activities upon current and future College operations. It is acknowledged by the Parties that certain impacts on the campus during construction of the Project cannot be completely avoided.

3.0 PROJECT LOCATION AND ELEMENTS

- 3.1 FWLE Project: As described in the FWLE’s Final Environmental Impact Statement (EIS), the purpose of the FWLE is to expand the Sound Transit Link light rail system from the City of SeaTac

to the cities of Des Moines, Kent, and Federal Way in King County to provide a rapid, reliable, accessible, and efficient alternative for travel to and from the corridor and other urban growth and activity centers in the region including Highline College. It would proceed generally within I-5 right-of-way to the FWLE's terminus in the City of Federal Way. The Kent Des Moines (KDM) Station plus two other new LRT stations will be constructed as part of the FWLE with associated improvements for parking, pedestrian, bicycle, bus and other access improvements. In the City of Des Moines, specific improvements to be included as part of the FWLE project include construction of College Way along with pedestrian and bicycle improvements. The FWLE project will also include the College Way Connection Project improvements on the Highline College campus, which will be addressed in this Agreement, and in a subsequent Development Agreement between the City and Sound Transit.

- 3.2 College Way Connection Project: The College Way Connection Project includes the construction improvements necessary for connecting the Kent Des Moines light rail station to the College campus, which is part of the comprehensive program of regional transit improvements approved by voters, and consistent with the FWLE FEIS. These improvements generally consist of a FWLE and City-funded street and street end round-about on College Way and associated drainage improvements located on the College Campus, along with College-funded pedestrian and bicycle facilities from the round-about street end through the parking lot to existing pedestrian and bicycle facilities on the eastern edge of the college Campus, and College-funded parking lot modifications to accommodate these street end and pedestrian and bicycle facilities and replace displaced parking. The Project is generally described and depicted in Exhibit C. It is understood that the number of parking spaces shown in Exhibit C are approximate, and the actual number of parking spaces is subject to change based on the Final Design considerations.

4.0 SEPA COMPLIANCE

- 4.1 FWLE Project EIS: Sound Transit is the lead agency for SEPA compliance on the FWLE. In coordination with the City and other agencies with jurisdiction, Sound Transit has completed the substantive and procedural environmental review for the Project in accordance with SEPA requirements. The environmental review covers the City's issuance of permits for the FWLE Project as well as environmental mitigation, and the City will use and rely upon the existing environmental documents to satisfy its SEPA responsibilities, consistent with WAC 197-11-600.
- 4.2 College Way Connection Project: The Project (as described in Section 3.2) is consistent with comments received during the FWLE FEIS and is considered by the City to be design detail to complete traffic and pedestrian connections from South 236th Street/College Way to the College campus. In addition, the Project is consistent with the threshold determination of a Mitigated Determination of Nonsignificance (MDNS) issued on November 21, 2016 for the City Council-approved Highline College Master Plan which included access improvements from the KDM Station and SR 99. The City of Des Moines has determined that SEPA requirements for the project have been satisfied with the completion of these two separate environmental processes, that all appropriate mitigation has been addressed, and that no additional environmental analysis is needed for this Project (Exhibit B).

5.0. PROJECT SCHEDULE

The City commits to use its best efforts to ensure the project is completed efficiently and effectively and consistent with the expectations of the College and Sound Transit. The City will provide timely updates to the College on the Project Schedule as it evolves and based on input from Sound Transit and their D/B Contractor.

6.0 PROJECT REQUIREMENTS AND DEVELOPMENT STANDARDS

- 6.1 Pre-Final PE: The City and College have determined that the Project as represented in the Pre-Final PE Submittal is generally well-designed. Furthermore, the Parties are aware of the Project schedule and the criticality of meeting schedule milestones to deliver the Project, as part of the FWLE Project, efficiently and effectively and consistent with expectations of the College and Sound Transit.
- 6.2 Development Standards: To the extent this Agreement does not establish or define development regulations or standards covering a certain subject, element, or condition, the Project will be governed by the City development standards and regulations in effect on July 1, 2018.
 - 6.2.1 Signs: The project will include foundations/bases and conduits for accent lighting for two College signs on the northwest and southwest corners of SR 99, and a College sign in the center of the street end on the Campus subject to a College-prepared and City approved Comprehensive Signage Design Plan determination that addresses all signage for the campus. The requirements for the Comprehensive Signage Design process are included in Exhibit G. The College will be responsible to provide, install, and maintain the signs and any lighting on the ST provided foundations. Details for the envisioned College Signs are provided in Exhibit D.
 - 6.2.2 Parking: The College will approve all East Parking Lot modifications, consistent with City standards.
 - 6.2.3 Lighting: The College will specify and approve the final design of all East Parking Lot lighting improvements, consistent with City standards.
- 6.3 Codes in Effect: The codes and editions that will be used for the entirety of this Project's Design and Construction are specified in the City's Development Agreement with Sound Transit that will be issued to Sound Transit's D/B Contractor and is incorporated by reference into this Agreement.
- 6.4 Right-of-Way (ROW) Vacation and Dedication: The State Board of Community and Technical College holds the project site in trust on behalf of the College. The College agrees to fully support and endorse a determination by the SBCTC to dedicate ROW required for the Project and support and endorse the grant of an associated drainage easements by the SBCTC to the City for the FWLE (Exhibit E), and in return the City agrees to vacate the former historic County ROW in the Project area (Exhibit F). When constructed, the College will fully support and endorse a proposal to the

SBCTC that the street end on the College Campus become part of the City maintained ROW and street system. See Section 11.

6.5 Project Costs and Contributions:

Provided that the SBCTC approves the dedication of the ROW and easements required for the Project as described in Exhibit C at no cost to the City, the College has the following options to develop the Project as relating to the new parking areas:

Option 1 (All new parking area to be paved):

The College agrees to contribute \$950,000 as its share of the estimated \$1,450,000 Project cost for alternative A.1 in Exhibit C. The City will address the cost difference in its Development Agreement with Sound Transit. To the extent that the Project cost is reduced below \$1,450,000, the cost savings shall be applied to the College's contribution by the equal amount. If the SBCTC does not approve the dedication of the ROW and easements required for the Project as described in Exhibit C at no cost to the City, the City is not legally able to contribute toward the Project, and the College will be responsible for the full Project cost of \$1,450,000.

The college contribution and estimated project cost identified for this option are consistent with alternative A.1 of Exhibit C. This alternative has all new parking areas to be constructed under this agreement on the College campus as paved with asphalt.

Option 2 (Paving of some new parking area delayed):

The College agrees to contribute \$850,000 as its share of the estimated \$1,350,000 Project cost for alternative A.2 in Exhibit C. The City will address the cost difference in its Development Agreement with Sound Transit. To the extent that the Project cost is reduced below \$1,350,000, the cost savings shall be applied to the College's contribution by the equal amount. If the SBCTC does not approve the dedication of the ROW and easements required for the Project as described in Exhibit C at no cost to the City, the City is not legally able to contribute toward the Project, and the College will be responsible for the full Project cost of \$1,350,000.

The college contribution and estimated project cost identified for this option are consistent with alternative A.2 of Exhibit C. This alternative has the new parking area to be constructed under this agreement on the College campus adjacent to South 240th Street with a compacted gravel surface. If the College chooses this alternative, the College must submit a plan meeting the requirements of DMMC 18.210.070(4) to the City no later than February 1, 2019. The City will authorize interim parking uses per DMMC 18.210.070 for this new parking area, in that the surface of the parking area may be compacted gravel for up to 5 years, from the date the parking area is constructed, upon which the College Agrees to pave the area, consistent with City Standards. The City will not authorize interim parking uses for the parking area improvements near the College Way street end.

6.6 Schedule for Project Decisions and Contributions:

A final College decision on exact parking lot changes and traffic circulation must be made by April 1, 2019 to be incorporated into the FWLE project construction.

The College payment to the City for the Project shall be made at a time to be determined jointly by the Parties but not later than December 31, 2020.

7.0 PERMITTING, DESIGN REVIEW AND INSPECTION

7.1 Permitting: The City will coordinate with the College before issuing any permits to Sound Transit for the Project.

7.2 Design Review: The City will participate in on-going Over-the-Shoulder reviews throughout the design process of the Sound Transit's D/B Contractor. City participation will be facilitated by the City's Project Liaison, who will be co-located at the FWLE Project job office and whose primary function it will be to identify and resolve issues to support the design process and development of plans that satisfy the City's permitting requirements. The City's Project Liaison will also serve as the agent for the College during this process. If required, the College and the City will negotiate and execute a separate Liaison agreement for activities the City provided to the College beyond the scope of this Agreement.

(a) One or more permitting packages will be submitted with 100% Construction Document Submittal for the subject project element depending on phasing. The Parties have committed to make a good faith effort to review the permitting submittal within approximately 10 business days, unless a mutually agreed-upon alternative timeframe is determined with Sound Transit. After the City's and College's review of the 100% Construction Document Submittal, Sound Transit's D/B Contractor will convene a meeting with the City, College and Sound Transit to discuss how issues have been resolved.

(b) The Parties contemplate that the ongoing, collaborative FWLE Over the Shoulder review (see Section 7.3) will keep the City's Project Liaison apprised of the latest developments in the design. The City's Project Liaison will coordinate review required by other City and College staff as a means of seeking informal feedback from the City and the College. To the extent that disputes arise about how a design correction should be resolved or whether a design correction is appropriate, the Parties will use the dispute resolution process in Section 14.

7.3 Project Administration: The City will assign a City staff contact as the City Project Liaison. The City Project Liaison will provide central coordination of all Design Submittal reviews and comments from all involved City and College Departments and will be an effective and empowered conduit between Sound Transit and other City and College staff.

The College Director of Facilities and Operations will serve as the College Project Liaison for Project administration with the City. The College Project Liaison will also be responsible for identifying and disclosing to the City as soon as practicable any other College projects or proposals that have the potential to conflict or interfere with the expeditious design and construction of the Project. The City Project Liaison will then be responsible to forward this information to Sound Transit and their D/B Contractor.

- 7.4 Project Permitting Plan: The City's Development Agreement with Sound Transit anticipates that Sound Transit will require its D/B Contractor to develop and submit a Permitting Plan as one of the earliest critical activities. This plan will be reviewed and developed with input from the City and College. Sound Transit and the City will work cooperatively to develop a final Permitting Plan that is implementable by the D/B Contractor and support City and College operations.
- 7.5 Permits and Licenses. The City will be responsible to ensure the Project secures and maintains in effect, all federal, state, and local permits and licenses required for the construction of the College Way Connection, including, without limitation, health, environmental, and communication permits and licenses.
- 7.6 Non-Interference. Subject to its relationships with and responsibilities to the SBCTC, the College will not interfere with Sound Transit's ability to secure, obtain, and maintain, at Sound Transit's sole cost and expense, any permits, licenses or approvals of other governmental agencies or authorities, or of any necessary Third Parties, for the use of any structures or facilities, including streets, roads, or utility poles.
- 7.7 Inspection:
- (a) For the Project constructed by Sound Transit's D/B Contractor, but which will be owned and maintained by the City following completion of construction or those components that abut, cross, or reside in City Right of Way, the City will do on site review and inspection of work performed by the D/B Contractor. These components include but are not necessarily limited to: street lighting standards, traffic signal poles and signal boxes, streets, sidewalks, curbs and gutters, drainage facilities, and other infrastructure as deemed appropriate. The College may participate in these reviews and inspections at their discretion.
 - (b) The Parties have identified conceptually the infrastructure for which they will respectively have inspection and acceptance responsibilities. Exhibit C depicts this concept. However, both Parties recognize the limitations of this conceptual plan and intend that it will be used conceptually and not to limit their mutual responsibilities to cooperate to deliver the Project in a safe, efficient, and timely manner.

8.0 CONSTRUCTION

- 8.1 D/B Contractor Mitigation Plans: The City expects that Sound Transit will require the D/B Contractor to develop mitigation and other plans that conform to City requirements including the following: Transportation Management Plan, Maintenance of Traffic Plan, Construction Noise and Vibration Mitigation Plan, Construction Outreach and Communication Plan. These plans will be submitted by the City to the College for review and comment prior to their acceptance by Sound Transit.
- 8.2 Contractor Work Hours: The Parties acknowledge that Sound Transit's D/B Contractor may propose work outside of the City's and College's standard permissible days and/or hours for construction. In the event such a proposal is received by Sound Transit from their D/B Contractor, the City's Project Liaison will facilitate the process of coordinating College work

days, work hours, and/or noise variance, as appropriate. Sound Transit and the College understand that such requests may be conditioned or denied by the City.

9.0 MINOR REVISIONS TO PROJECT APPROVALS

The City Public Works Director or designee is authorized to approve minor revisions to the Project that are necessary and generally consistent with this Agreement and the City's street design and construction standards. Such approvals and/or minor revisions will include oversight of the ST D/B contractor including: any revisions within the scope and intent of the original Project approvals, right of way dedication and recording, design review and approval, substantial project completion, physical completion, and/or any revisions within the scope of the Project environmental documents.

10.0 UTILITY RELOCATION

The College acknowledges that the relocation of utilities outside of the identified Project area (Exhibit C) may be needed to facilitate the improvements. If the need for such utility relocations becomes necessary, the College agrees to enter into separate agreements with utility providers as needed regarding the relocation of their facilities outside the Project area.

11.0 OPERATION AND MAINTENANCE RESPONSIBILITIES FOR IMPROVEMENTS CONSTRUCTED UNDER THE AGREEMENT

11.1 Responsibilities: Unless otherwise described in this section, upon completion and acceptance of the Project by the Parties, the City will be responsible for ownership and maintenance of the improvements in the College Way ROW, and the storm-water facilities located in dedicated easement areas on the College campus. The SBCTC will be responsible for ownership of all other improvements on the campus property. The College will be responsible for maintenance of all other improvement on the campus property.

11.2 Highline College Signing: The City will permit the College to install and maintain illuminated monument signs within the College Way ROW, under a Right-of-Way Use Permit. The permit may also include provisions for landscaping within the round-about street end. Under its Development Agreement with the Sound Transit, Sound Transit will include the installation of two monument signs bases, and associated lighting in the College Way ROW adjacent to SR 99 as part of the FLWE Project, consistent with the urban design elements for the Kent Des Moines Station area. Sound Transit will also include a base and conduit pathway to the center of the Round-about at the end of College Way to facilitate lighting of a Highline College Sign. These three signs, along with other signing for the Highline Campus, will be part of a Comprehensive Design Plan Determination expected to be submitted by the College to the City by September 2018.

12.0 LIABILITY, INDEMNIFICATION

12.1 Indemnification by the College: The College hereby agrees to indemnify, defend, and hold the City harmless from all claims, demands, suits, actions, damages, recoveries, judgments, costs, or

expenses, including, without limitation, reasonable attorney fees, paid by the City and arising or resulting from the negligent acts or omissions of the College.

- 12.2 Indemnification by the City: The City hereby agrees to indemnify, defend, and hold the College harmless from all claims, demands, suits, actions, damages, recoveries, judgments, costs, or expenses, including, without limitation, reasonable attorney fees, paid by the College and arising or resulting from the negligent acts or omissions of the City.
- 12.3 Notice of Claims: The party seeking indemnification will give the indemnifying party prompt notice of any claims directly affecting the party seeking indemnification about which it is aware the project. The City and College will cooperate fully with one another in the defense of any claim. The indemnifying party will not settle any claim directly affecting the party seeking indemnification without the prior written consent of the party seeking indemnification, which consent will not be unreasonably withheld.

13.0 INSURANCE

The City warrants that under its Development Agreement with the Sound Transit, Sound Transit, at its sole expense, is required to obtain and maintain during the entire term of this Agreement an appropriate program of commercial insurance, self-insurance or any combination thereof in amounts and types sufficient to satisfy its liabilities. The Development Agreement further provides that, when commercial insurance is utilized, Sound Transit will name the City and College as Additional Insureds in accordance with insurer underwriting practices, and Sound Transit insurance policies will be primary and non-contributory to any coverage maintained by the City and the College. When commercial insurance is used, coverage will include: (i) comprehensive general liability insurance; (ii) property damage liability insurance, including coverage for explosion, collapse, and instability; (iii) workers' compensation insurance, to the extent required by law; (iv) employer's liability insurance; and (v) comprehensive auto liability coverage, including owned, hired, and non-owned vehicles.

14.0 DISPUTE RESOLUTION

- 14.1 Dispute Escalation: The Parties agree to use their best efforts to resolve disputes arising out of or related to this Agreement using good faith negotiations at the lowest level by engaging in the following dispute escalation process should any such disputes arise:
- (a) Level One - The College's Director of Facilities and Operation and the City's Project Liaison will meet to discuss and attempt to resolve the dispute in a timely manner. If they cannot resolve the dispute within fourteen (14) calendar days after referral of that dispute, either party may refer the dispute to Level Two.
 - (b) Level Two - The College's Director of Facilities and Operations and the City's Public Works Director or Chief Strategic Officer as appropriate will meet to discuss and attempt to resolve the dispute, in a timely manner. If they cannot resolve the dispute within fourteen (14) calendar days after referral of that dispute to Level Two, either party may refer the dispute to Level Three.

- (c) Level Three - The College's President or Designee, and the City Manager or Designee will meet to discuss and attempt to resolve the dispute in a timely manner. If they cannot resolve the dispute within fourteen (14) calendar days after referral of that dispute to Level Three, either party may refer the dispute to mediation.

14.2 If Dispute Resolution Fails: Except as otherwise specified in this Agreement, in the event the dispute is not resolved at Level Three within fourteen (14) calendar days after referral of that dispute to Level Three, the Parties will agree to mediation. At all times prior to resolution of the dispute, the Parties will continue to perform and make any required payments under this Agreement in the same manner and under the same terms as existed prior to the dispute.

15.0 DEFAULT

No party will be in default under this Agreement unless it has failed to perform under this Agreement for a period of thirty (30) calendar days after written notice of default from any other party. Each notice of default will specify the nature of the alleged default and the way the default may be cured satisfactorily. If the nature of the alleged default is such that it cannot be reasonably cured within the thirty (30) day period, then commencement of the cure within such period and the diligent prosecution to completion of the cure will be deemed a cure. Any party not in default under this Agreement will have all rights and remedies provided by law including without limitation damages, specific performance or writs to compel performance or require action consistent with this Agreement. The prevailing party, or the substantially prevailing party if no one party prevails entirely, will be entitled to reasonable attorney fees and costs.

16.0 REMEDIES; ENFORCEMENT

16.1 Remedies: If dispute resolution is reasonably determined to be futile or otherwise fails, the Parties reserve the right to exercise all the following remedies, singly or in combination, in the event the other violates any provision of this Agreement:

- (a) Commencing an action at law for monetary damages;
- (b) Commencing an action for equitable or other relief; and
- (c) Seeking specific performance of any provision that reasonably lends itself to such remedy.

16.2 Remedy Considerations: In determining which remedy or remedies for violation are appropriate, a court may take into consideration the nature and extent of the violation, the remedy needed to prevent such violations in the future, whether the breaching party has a history of previous violations of the same or similar kind, and such other considerations as are appropriate under the circumstances. Remedies are cumulative; the exercise of one will not foreclose the exercise of others.

- 16.3 **Failure to Enforce Prompt Compliance:** Neither party will be relieved of any of its obligations to comply promptly with any provision of this Agreement by reason of any failure by the other party to enforce prompt compliance, nor will such failure to enforce constitute a waiver of rights or acquiescence in the other party's conduct.

17.0 TERM; TERMINATION

This Agreement will be effective as of the date the last party signs. Unless sooner terminated pursuant to the terms hereof, this Agreement will remain in effect for six years after completion and final acceptance of the Project.

18.0 COVENANTS AND WARRANTIES

- 18.1 **City Warranties:** By execution of this Agreement, the City warrants:

- (a) That the City has the full right and authority to enter into and perform this Agreement and any permits that may be granted in accordance with the terms hereof, and that by entering into or performing this Agreement the City is not in violation of its charter or by-laws, or any law, regulation or agreement by which it is bound or to which it is bound or to which it is subject; and
- (b) That the execution, delivery and performance of this Agreement by the City has been duly authorized by all requisite corporate action, that the signatories for the City hereto are authorized to sign this Agreement, and that, upon approval by the City, the joinder or consent of any other party, including a court or trustee or referee, is not necessary to make valid and effective the execution, delivery and performance of this Agreement.

- 18.2 **College Warranties:** By execution of this Agreement, the College warrants:

- (a) That Highline College has full right and authority to enter into and perform this Agreement in accordance with the terms hereof, except the authority to dedicate the ROW per Exhibit C, and by entering into or performing under this Agreement, Highline College is not in violation of any of its agency governance rules, or any law, regulation or agreement by which it is bound or to which it is subject; and
- (b) That the execution, delivery and performance of this Agreement by the College has been duly authorized by all requisite College action, that the signatories for the College hereto are authorized to sign this Agreement, and that the joinder or consent of any other party, including a court or trustee or referee, is not necessary to make valid and effective the

19.0 ASSIGNABILITY; BENEFICIARY

- 19.1 **Binding Agreement:** This Agreement will be binding upon and inure to the benefit of the Parties hereto and their respective successors or assignees.

- 19.2 **Assignment:** Either party hereto may assign any monetary receivables due them under this Agreement; provided, however, such assignment will not relieve the assignor of any of its rights or obligations under this Agreement.
- 19.3 **Beneficiaries:** Neither this Agreement nor any term or provision hereof, or any inclusion by reference, will be construed as being for the benefit of any party not a signatory hereto.

20.0 DESIGNATED REPRESENTATIVES

- 20.1 **Designated Representatives:** To promote effective intergovernmental cooperation and efficiencies, the Parties each designate a representative ("Designated Representative") who will be responsible for coordination of communications between the Parties and will act as the point of contact for each party. The Designated Representatives will be responsible for the performance of the objectives of this Agreement.

Designated Representatives and Contact Information during Construction/Operations:

HIGHLINE COLLEGE	CITY OF DES MOINES
Michael Pham	Daniel J. Brewer, PE, PTOE
Vice President, Administration	Chief Operations Officer
Highline College	City of Des Moines
2400 S. 240 th St	21630 11 th Ave S
Des Moines, WA 98198	Des Moines, WA 98198
(206) 592-3701	(206) 870-5681
mpham@highline.edu	dbrewer@desmoineswa.gov

- 20.2 **Responsibilities:** Each Designated Representative is also responsible for coordinating the input and work of its agency, consultants, and staff as it relates to the objectives of this Agreement. The Parties reserve the right to change Designated Representatives, by written notice to the other party during the term of this Agreement.

21.0 NOTICE

Unless otherwise provided herein, all notices and communications concerning this Agreement will be in writing and addressed to the Designated Representative. Any party at any time by written notice to the other party may designate a different address or person to which such notice or communication will be given. Unless otherwise provided herein, all notices will be either: (i) delivered in person, (ii) deposited postage prepaid in the certified mails of the United States, return receipt requested, (iii) delivered by a nationally recognized overnight or same-day courier service that obtains receipts, or (iv) delivered electronically to the other party's Designated Representative as listed herein.

22.0 GENERAL PROVISIONS

- 22.1 Unreasonable Withholding: The Parties will not unreasonably withhold requests for information, approvals or consents provided for in this Agreement. The Parties agree to take further actions and execute further documents, either jointly or within their respective powers and authority, to implement the intent of this Agreement. The City and College agree to work cooperatively with each other to achieve the mutually agreeable goals as set forth in this Agreement.
- 22.2 Interpretation: This Agreement will be interpreted, construed and enforced in accordance with the laws of the State of Washington. Venue for any action under this Agreement will be King County, Washington.
- 22.3 Time is of the Essence: Time is of the essence in every provision of this Agreement. Unless otherwise set forth in this Agreement, the reference to "days" will mean calendar days. If any time for action occurs on a weekend or legal holiday, then the time will be extended automatically to the next business day.
- 22.4 Rights of Action: This Agreement is made and entered into for the sole protection and benefit of the Parties hereto and their successors and assigns. No other person will have any right of action based upon any provision of this Agreement.
- 22.5 Ambiguity: This Agreement has been reviewed and revised by legal counsel for all parties and no presumption or rule that ambiguity will be construed against the party drafting the document will apply to the interpretation or enforcement of this Agreement. The Parties intend this Agreement to be interpreted to the full extent authorized by applicable law including the requirements of RCW 39.34.030.
- 22.6 Cost Responsibility: Each Party will be responsible for its own costs, including legal fees, incurred in negotiating or finalizing this Agreement, unless otherwise agreed in writing by the Parties.
- 22.7 Events Beyond Parties Control: The Parties will not be deemed in default with provisions of this Agreement where performance was rendered impossible by war or riots, civil disturbances, floods or other natural catastrophes beyond its control; the unforeseeable unavailability of labor or materials; or labor stoppages or slowdowns, or power outages exceeding back-up power supplies. This Agreement will not be revoked, or a party penalized for such noncompliance, provided that such party takes immediate and diligent steps to bring itself back into compliance and to comply as soon as practicable under the circumstances without unduly endangering the health, safety, and integrity of both parties' employees or property, or the health, safety, and integrity of the public, Public Right-of-way, public property, or private property.

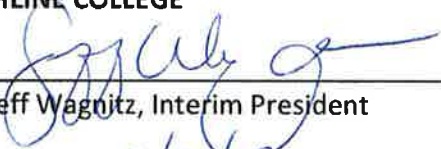
- 22.8 Agreement Amendments: This Agreement may be amended only by a written instrument executed by each of the Parties hereto. No failure to exercise and no delay in exercising, on the part of any party hereto, any rights, power or privilege hereunder will operate as a waiver hereof, except as expressly provided herein.
- 22.9 Agreement Entirety: This Agreement constitutes the entire agreement of the Parties with respect to the subject matters hereof, and supersedes all prior negotiations, oral and written, understandings and agreements with respect hereto.
- 22.10 Section Headings: Section headings are intended as information only and will not be construed with the substance of the section they caption.
- 22.11 Counterparts: This Agreement may be executed in several counterparts, each of which will be deemed an original, and all counterparts together will constitute but one and the same instrument.

23.0 SEVERABILITY

In case any term of this Agreement will be held invalid, illegal or unenforceable in whole or in part, neither the validity of the remaining part of such term nor the validity of the remaining terms of this Agreement will in any way be affected thereby.

IN WITNESS WHEREOF, each of the parties has executed this Agreement by its authorized representative.

HIGHLINE COLLEGE

By: 
Jeff Wagnitz, Interim President

Date: 6/30/18

Authorized by Resolution No. _____

APPROVED AS TO FORM:

By: _____
Bruce Marvin, Assistant Attorney General

THE CITY OF DES MOINES

By: _____
Michael Mathias, City Manager

Date: _____

Approved by the Des Moines City Council in
open Public Meeting on _____

APPROVED AS TO FORM:

By: _____
Tim George, City Attorney

EXHIBIT LIST

Exhibit A: Letter of Concurrence, College Way Street End, January 29, 2018

Exhibit B: SEPA Review of College Way Connection Project, April 19, 2018.

Exhibit C: Street End, Parking Lot, Pedestrian and Bicycle Facilities, and Drainage Improvement

Exhibit D: College Sign Details

Exhibit E: ROW to Be Dedicated to the City

Exhibit F: Historic County ROW to Be Vacated

Exhibit G: Comprehensive Sign Permit Requirements

Exhibit A



January 29, 2018

Michael Pham
Vice President, Administration
Highline College
2400 S. 240th St
Des Moines, WA 98198

Subject: FWLE Letter of Concurrence – College Way Street End

Dear Mr. Pham,

The purpose of this letter of concurrence (LOC) is to document the agreement in principle made between Highline College (College) and the City of Des Moines (City) relating to the design coordination, capital cost responsibility and allocation, real estate, environmental review, scheduling and the project management approach that will be used to design and build the College Way Connectivity Improvements consisting of roadway terminus and parking lot improvements on the Highline College campus. These improvements are consistent with comments received during the FWLE project EIS process and the City-approved Highline College Master Plan.

This LOC does not bind the College or the City to specific actions or decisions regarding either the FWLE project or the College Way Connectivity Improvements, but rather provides a framework for negotiating in good faith to complete the final terms and conditions to be contained in a Development Agreement (DA) between the City and College regarding:

- dedication of the required street end right of way to construct a round-about, and
- vacation of historic undeveloped road right of way, and
- drainage easements to construct a storm water conveyance system to connect with the City of Des Moines Storm Water System in the vicinity of 28th Avenue South in the East Parking Lot, and
- Highline College traffic impact and parking exception request.

The final DA shall incorporate by reference the to-be-approved Development Agreement between the City of Des Moines and Sound Transit.

The Waterland City

Mr. Michael Pham
Page Two
January 29, 2018

Please find attached, the Conceptual Design, College Way Street End proposed by the City and ST staff. The City of Des Moines will be responsible for costs associated with construction of the College Way Connectivity Improvements indicated in Exhibit A, highlighted in blue. Highline College will be responsible for costs associated with construction of any desired parking facilities or parking lot circulation not directly associated with the Connectivity Improvements. Cost sharing estimates will include soft costs and are the responsibility of each agency. Agreed upon cost estimates will be the basis of the DA rather than a proration of the final Design Build Lump sum contract amount. Each agency is responsible for change orders associated with their area of responsibility. The DA will address any unanticipated contamination conditions that may be encountered and detailed procedures for management of contaminated materials disturbed during construction.

The parties to this LOC acknowledge that the final Development Agreement will be subject to review and approval by the City of Des Moines City Council, the Highline College Board of Trustees, the State Board of Community and Technical Colleges, and until the transfer of the land title to the college, the Department of Natural Resources.

If you agree, please sign and return this Letter of Concurrence. The City will then draft a DA for the College's review and approval and incorporate the elements of this Letter into its DA with Sound Transit.

Sincerely,



Daniel J. Brewer, PE, PTOE
Chief Operations Officer
City of Des Moines

Concurrence:
Highline College

By: 
/ Jan 29, 2018

Michael Pham, Vice President, Administration
Highline College

Enclosure: Conceptual Design, College Way Connectivity Improvements

Cc: Brandon Carver, Public Works Director
City of Des Moines

The Waterland City

High-Level Cost Estimate: 236th Lane & Highline College (HC) Property Improvements
MLarson 10/17/2017

Highline College and S 236th Lane Improvements Cost Estimate	HC Property Parking + Roundabout (KPFF Estimate)	Roundabout (S 236th Lane west of HC Property Line)	HC Property Parking Only (Purple-Blue)	236th Lane (East of HC Property Line)
Civil Roadway Improvements	\$ 414,300	\$ 199,749	\$ -	\$ 1,027,036
Demolition	\$ 121,000	\$ 59,849	\$ -	\$ 90,847
Drainage	\$ 513,000	\$ 100,000	\$ -	\$ 400,000
Landscaping	\$ 83,000	\$ 40,000	\$ -	\$ 40,000
Subtotal	\$ 1,131,300	\$ 399,598	\$ -	\$ 1,557,883
Mobilization (8%)	\$ 90,504	\$ 31,968	\$ -	\$ 124,631
Contingency (30%)	\$ -	\$ 119,879	\$ -	\$ 467,365
Contingency - KPFF Estimate (15%)	\$ 169,695	\$ -	\$ -	\$ -
Total	\$ 1,391,499	\$ 551,445	\$ 840,054	\$ 2,149,878
Cost-Share Responsibility	City of Des Moines & Highline College	City of Des Moines	Highline College	Sound Transit

 1601 Fifth Avenue, Suite 1600 Seattle, WA 98101 (206) 622-5922 fax (206) 622-8130	Opinion of Probable Cost Worksheet			
	Project	HC 236th Entrance	By	Dan Veldee
	Location	Des Moines WA	Date	14-Sep-17
	Client	Highline College		
Site Preparation				
Description	QTY	Unit	Unit Price	Cost
Surveying	1	LS	\$30,000.00	\$30,000.00
Site Demolition	1	LS	\$40,000.00	\$40,000.00
TESC	1	LS	\$15,000.00	\$15,000.00
Common Excavation	2,000	CY	\$18.00	\$36,000.00
Subtotal for Site Preparation				\$121,000.00
Utilities				
Description	QTY	Unit	Unit Price	Cost
Stormwater Flow Control structure	1	EA	\$2,500.00	\$2,500.00
Stormwater Detention Pipe	1	LS	\$146,000.00	\$146,000.00
Structure Excavation	3,600	CY	\$50.00	\$180,000.00
Water Quality Catch Basins	6	EA	\$20,000.00	\$120,000.00
8" SD pipe	600	LF	\$75.00	\$45,000.00
Manhole	5	EA	\$3,900.00	\$19,500.00
Subtotal for Utilities				\$513,000.00
Pavement				
Description	QTY	Unit	Unit Price	Cost
Pavement, HMA CL 1/2 IN	950	TN	\$160.00	\$152,000.00
Mineral aggregate Type 1	1,900	TN	\$42.00	\$79,800.00
Curb and gutter	2,500	LF	\$23.00	\$57,500.00
Concrete Pavement	2,000	SY	\$60.00	\$120,000.00
Pavement markings	1	LS	\$5,000.00	\$5,000.00
Subtotal for Pavement				\$414,300.00
Site Amenities				
Description	QTY	Unit	Unit Price	Cost
Landscaping & irrigation	8,500	SF	\$6.00	\$51,000.00
Light poles	6	EA	\$5,000.00	\$30,000.00
Signs	1	LS	\$2,000.00	\$2,000.00
Subtotal for Site Amenities				\$83,000.00
Subtotal				\$1,131,300.00
Mobilization (8%)				\$90,504.00
Contingencies (15%)				\$169,695.00
Total				\$1,391,499.00
Assumptions: 1. Soft costs including Washington State sales tax, Highline College administrative costs, permit fees and design fees are not included in this estimate. 2. Unit prices derived from 2015 SDOT unit cost report, and current WSDOT unit bid tabulation standards. 3. Cost estimate is representative of the work on Highline College property for proposed Option #1				

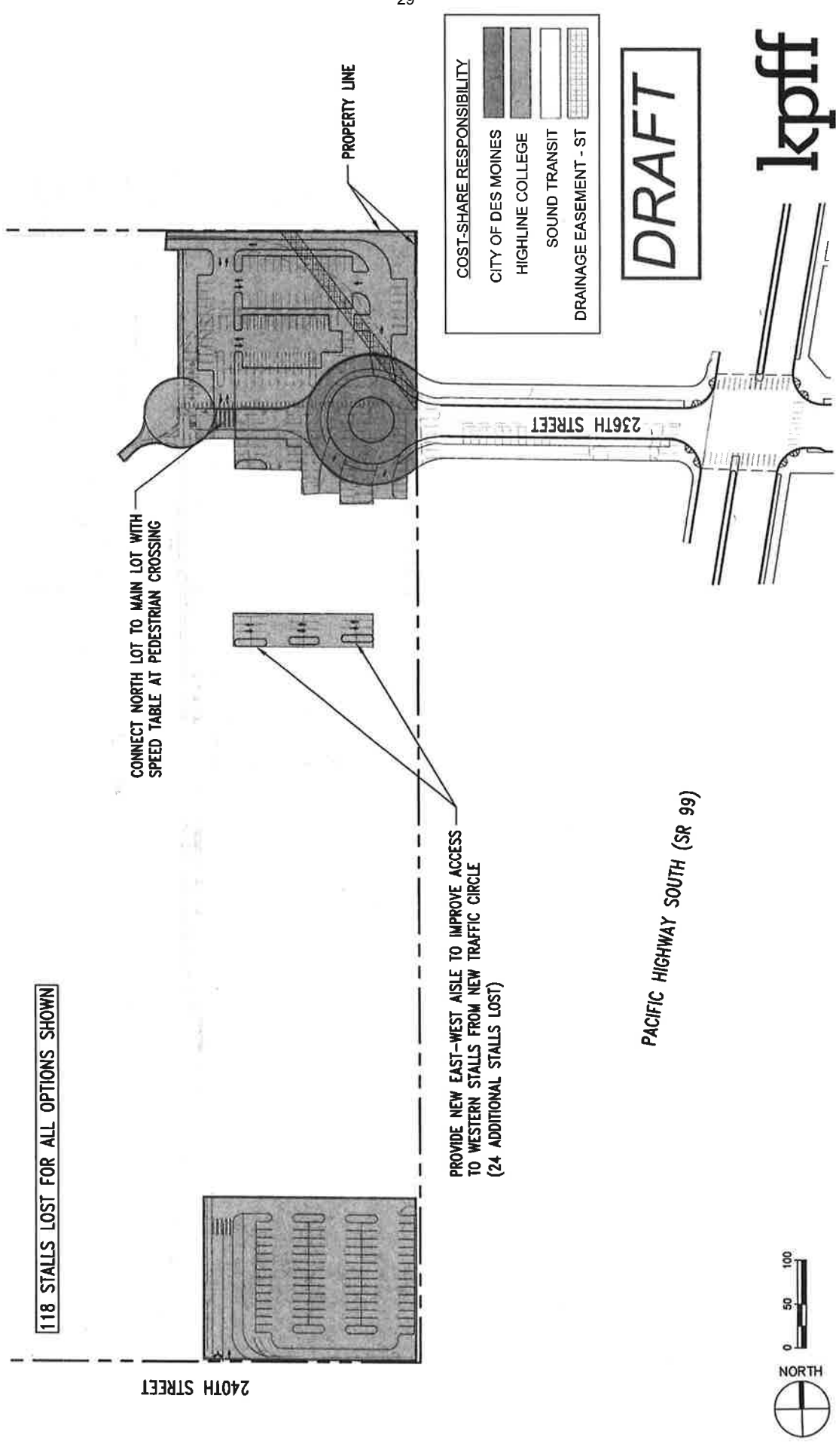
SCC 40

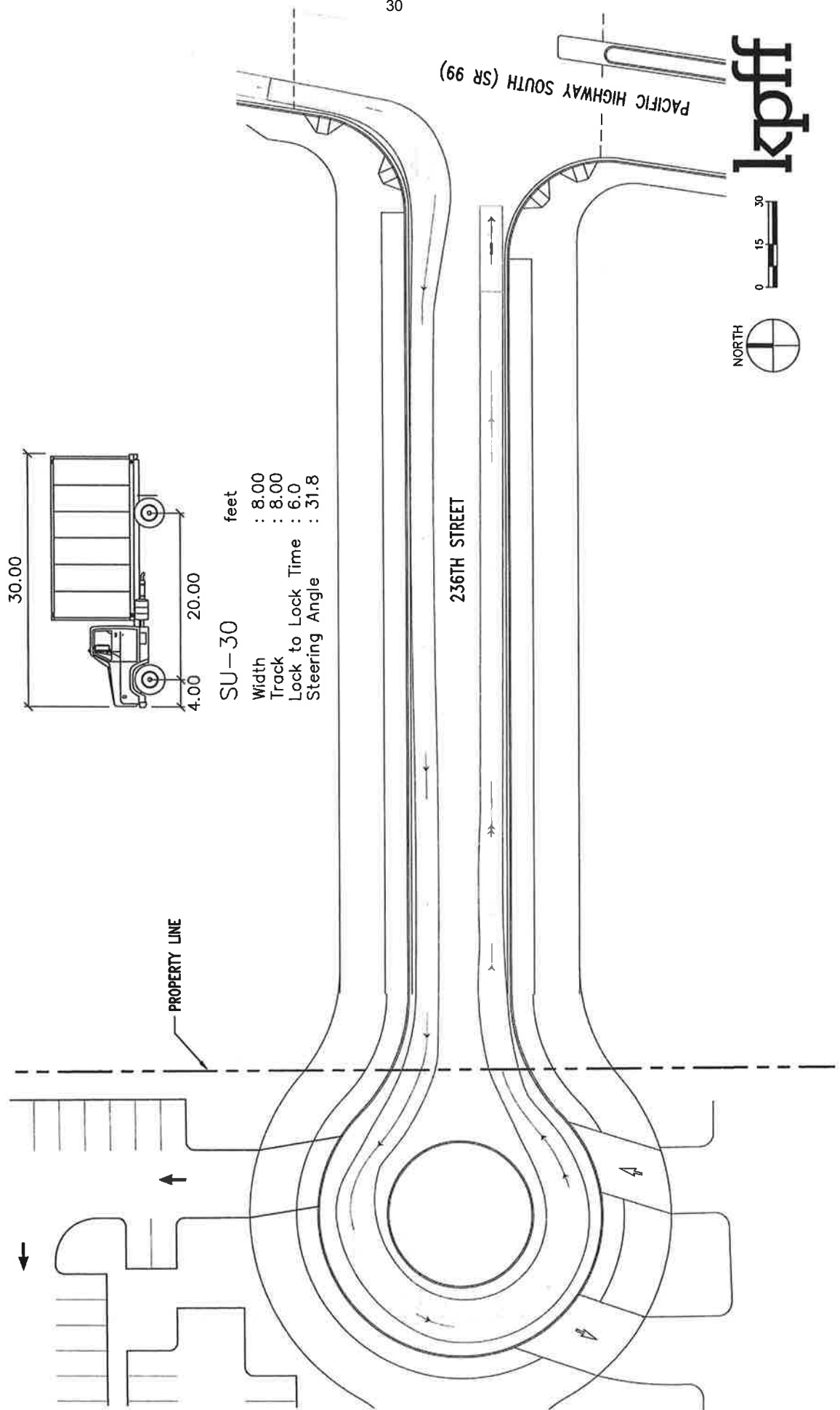
Sitework and Special Conditions

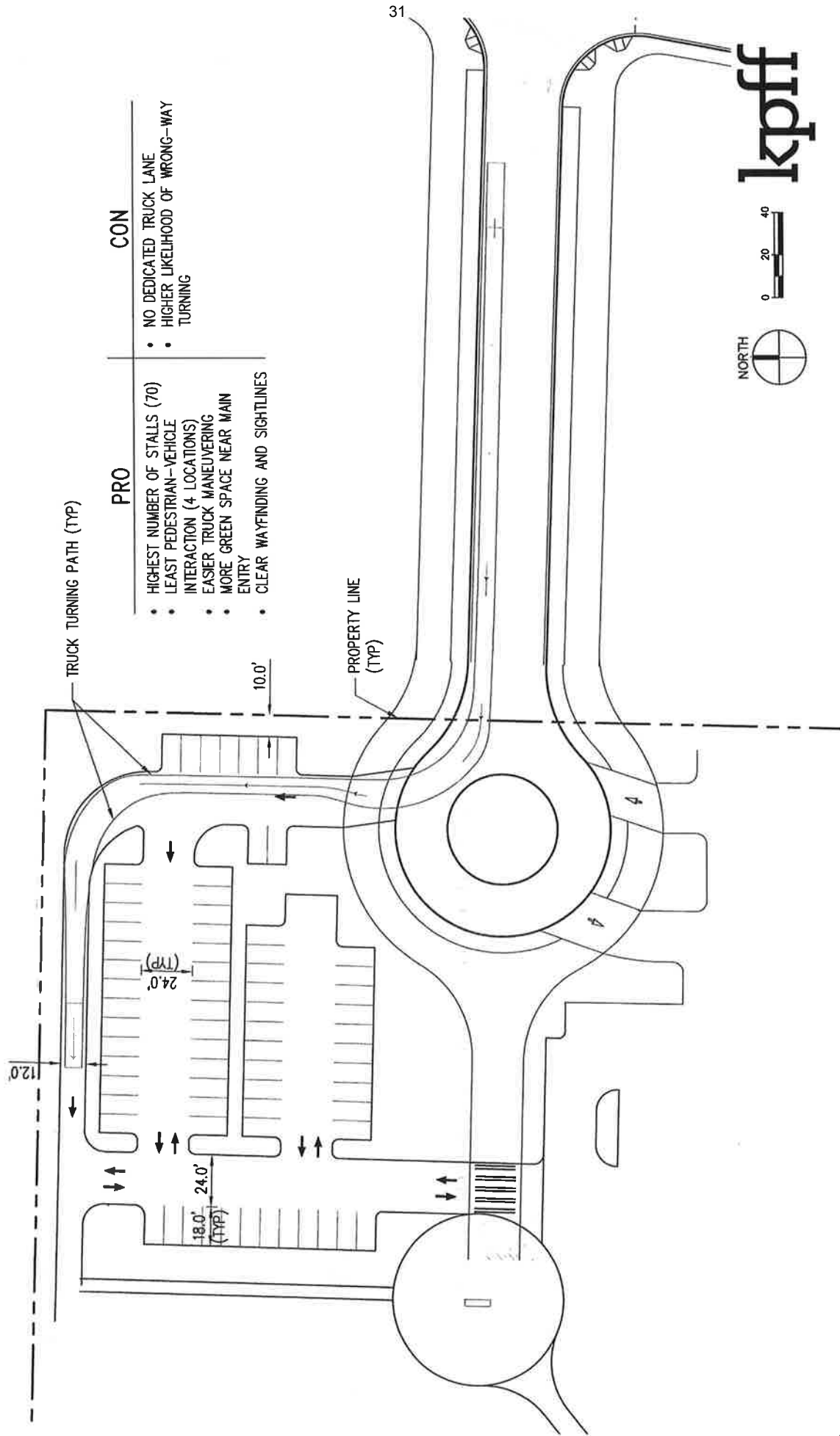
Federal Way Link Extension
Capital Cost Estimate

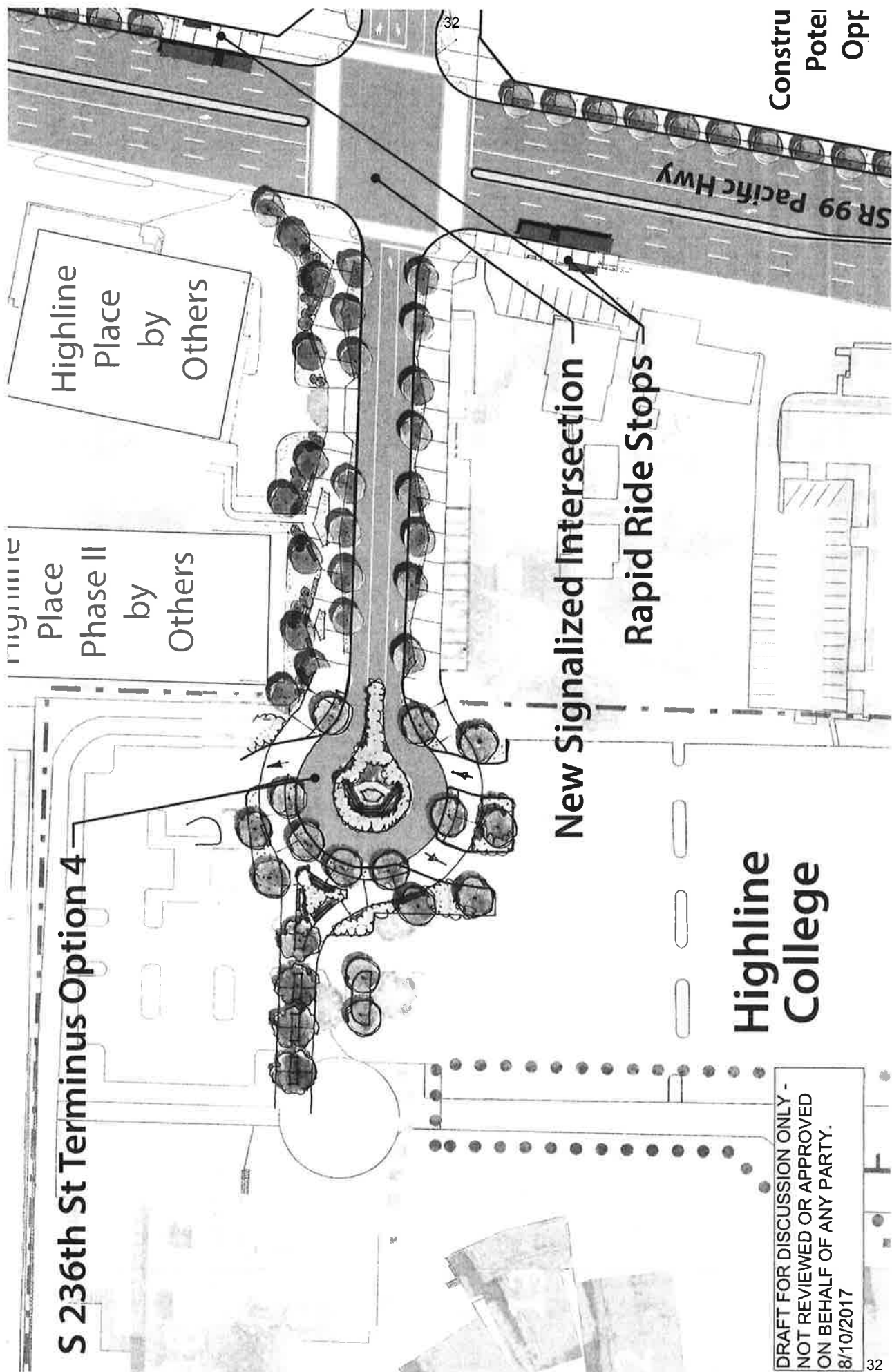
40.07 Roadway and Parking Lots		Note: yellow = input quantity, brown = output quantity			Capital Cost Estimate	
40.07.01 Roadway Improvement on Highline College property (West of property line only)		HC				
UCL CODE	ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY		
GENERAL ALIGNMENT					TOTAL	236th Lane
				Asphalt Pavement Area (sf) →	5,900.0	10,551.0
				Concrete Pavement Area (sf) →		
				Gravel Pavement Area (sf) →		
				Sidewalk Area (sf) →	1,040	12,093.0
31-23-16-00.01	Excavation, Site w/haul	cy	\$ 20.00		100.0	200.0
32-16-23-13.01	Concrete Sidewalk	sf	\$ 60.00	13133.1	1040.1	12093.0
32-16-13-13.06	Concrete Curb Ramp	ea	\$ 1,500.00	4.0	2.0	2.0
32-11-23-23.04	Crushed Surfacing Top Course	cy	\$ 87.00	1135.8	203.5	932.4
	Crushed Surfacing Top Course - Asphalt Pavement (8")	cy			145.7	260.5
	Crushed Surfacing Top Course - Gravel Pavement (2")	cy				
	Crushed Surfacing Top Course - Sidewalk (2")	cy			57.8	671.8
32-11-23-23.01	Crushed Surfacing Base Course	cy	\$ 35.00	0.0	0.0	0.0
	Crushed Surfacing Base Course - Concrete Pavement (6")	cy				
	Crushed Surfacing Base Course - Gravel Pavement (4")	cy				
32-11-23-23.03	Gravel Borrow	tn	\$ 47.65	1500.0	300.0	1200.0
32-12-16-13.02	HMA Class 1/2"	cy	\$ 221.00	152.3	54.6	97.7
32-12-16-13.04	HMA Class 3/4"	cy	\$ 221.00	152.3	54.6	97.7
32-13-13-33.01	Cement Concrete Pavement	cy	\$ 275.00	0.0		
32-16-13-13.03	Concrete Curb And Gutter	lf	\$ 39.00	1420.0	800.0	620.0
32-17-23-13.04	White Stripe	lf	\$ 3.00	1100.0	500.0	600.0
26-56-19-00.01	Lighting, Roadway - Pole	ea	\$ 10,000.00	9.0	3.0	6.0
26-56-19-00.02	Lighting, Roadway - LED Fixture	ea	\$ 500.00	9.0	3.0	6.0
26-56-19-00.03	Lighting, Roadway - Pole Foundation	ea	\$ 4,000.00	9.0	3.0	6.0
				Subtotal	\$ 199,749	\$ 1,027,036

40.01 Demolition and Earthwork									
40.01.01 Demolition									
UCL CODE	ITEM DESCRIPTION	DISCIPLINE	UNIT	UNIT COST	QUANTITY	GW05	HC - Roundabout	236th Lane	
02-41-13-13.01	Sawcut Asphalt Pavement	Civil	lf	\$ 2.20	1180.0		830.0		350.0
02-41-13-13.04	Remove Concrete Curb	Civil	lf	\$ 6.71	565.0		200.0		365.0
02-41-13-13.06	Remove Concrete Sidewalk	Civil	sy	\$ 22.49	214.4		0.0		214.4
02-41-13-13.08	Remove Asphalt Pavement	Civil	sy	\$ 20.00	5053.9		2765.1		2288.8
02-41-13-23.11	Remove Light Pole	Civil	ea	\$ 654.24	2.0		2.0		0.0
02-41-16-13.01	Building Demolition	Civil	sf	\$ 11.06	3272.0		0.0		3272.0
31-11-13-10.01	Clearing & Grubbing	Civil	sy	\$ 1.40	651.6		50.0		601.6
Total Cost				\$	150,696	\$	59,849	\$	90,847









Constru
Pote
Opr

S 236th St Terminus Option 4

Highline
Place
by
Others

Highline
Place
Phase II
by
Others

New Signalized Intersection
Rapid Ride Stops

Highline
College

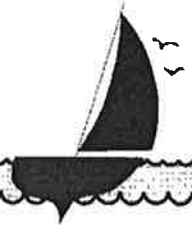
DRAFT FOR DISCUSSION ONLY -
NOT REVIEWED OR APPROVED
ON BEHALF OF ANY PARTY.
8/10/2017

Exhibit B

City of Des Moines



PLANNING, BUILDING AND PUBLIC WORKS
www.desmoineswa.gov
 21630 11TH AVENUE SOUTH, SUITE D
 DES MOINES, WASHINGTON 98198-6398
 (206) 870-7576 FAX (206) 870-6544



April 19, 2018

Dan Abernathy
 Executive Project Director, Federal Way Link Extension
 401 S. Jackson St
 Seattle, WA 98104

Subject: SEPA Review of College Way Connectivity Connection Project

Dear Mr. Abernathy,

The purpose of this letter is to advise Sound Transit of the City of Des Moines' decision that no further State Environmental Policy Act (SEPA) review is required for the College Way Connectivity Connection Project (Project), FWLE drainage improvements and associated East Parking Lot improvements, and College-funded mitigation and parking lot modifications that are consistent with the City-approved College Master Plan.

Our decision is based on review of the existing FWLE and College SEPA documents and the anticipated Project scope that includes the City code-required standard for the end of a street, pedestrian and bicycle access and associated East Parking Lot modifications, and College-funded mitigation and parking lot modifications that are consistent with the City-approved College Master Plan. These project elements complete the College Way/ South 236th Street connection to the Kent Des Moines (KDM) Link Station and are within the scope of the existing environmental documents and consistent with public comments received during the public hearing on the Highline College Master Plan, the City's Mitigated Determination of Nonsignificance issued on November 21, 2016 for the City Council-approved Highline College Master Plan, and the FWLE DEIS and FEIS.

As part of the City's Interlocal Agreement with Highline College, the City will be the SEPA lead agency for the Project elements east of the College Campus boundary

Sincerely,

Susan Cezar, LEG
 Chief Strategic Officer
 SEPA Official
 City of Des Moines

Cc: Dan Brewer, Chief Operations Officer

Exhibit C

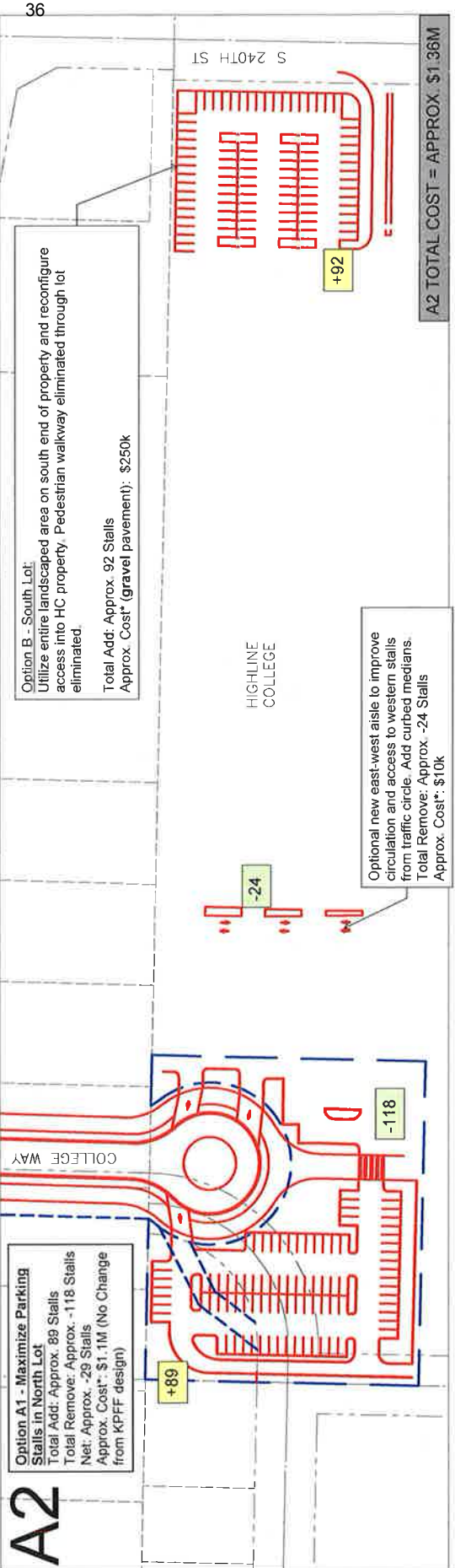
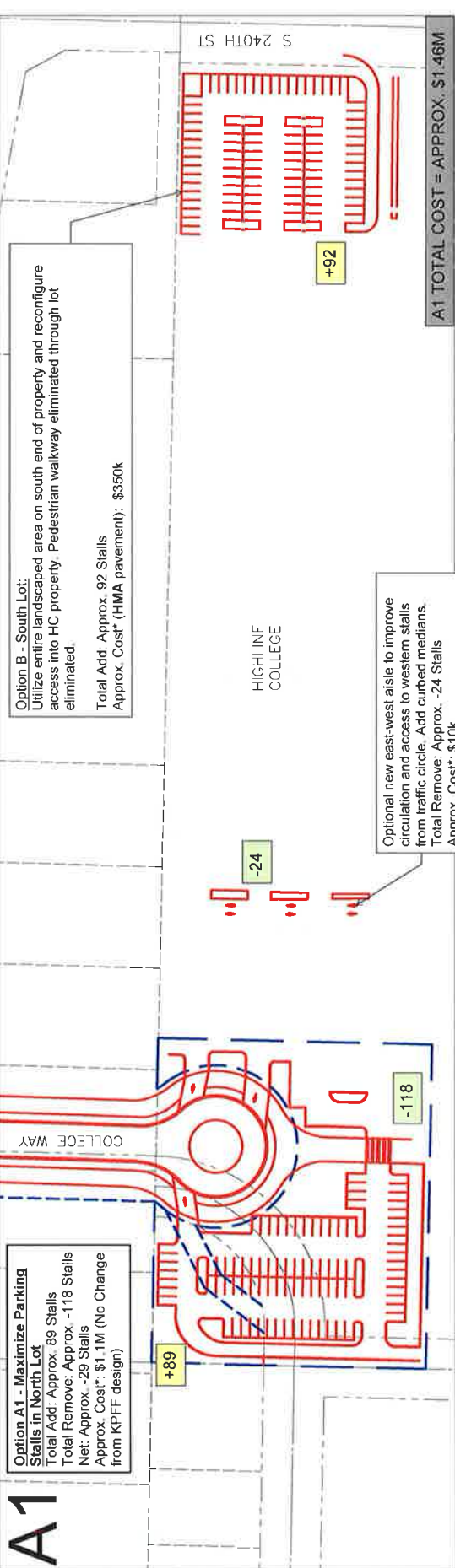


Exhibit D

Dan Brewer

From: Holldorf, Barry <bholldorf@highline.edu>
Sent: Monday, October 09, 2017 10:40 AM
To: paul.bennett@soundtransit.org
Cc: Dan Brewer; Grant Fredricks; Pham, Michael; Skari, Lisa A
Subject: Highline College sign spec for ST RFQ
Attachments: HIGHLINE SPECS DWGS 2-2017-0929s.pdf; PSPEC 2-HC ENTRY-2017-0930.docx

Paul

In the spirit of trying to keep you on track with including in your RFQ I am submitting to you the sign for hwy. 99 entrance and roundabout sign at the 236th entrance.

Hope this provides the information you will need for this exercise.

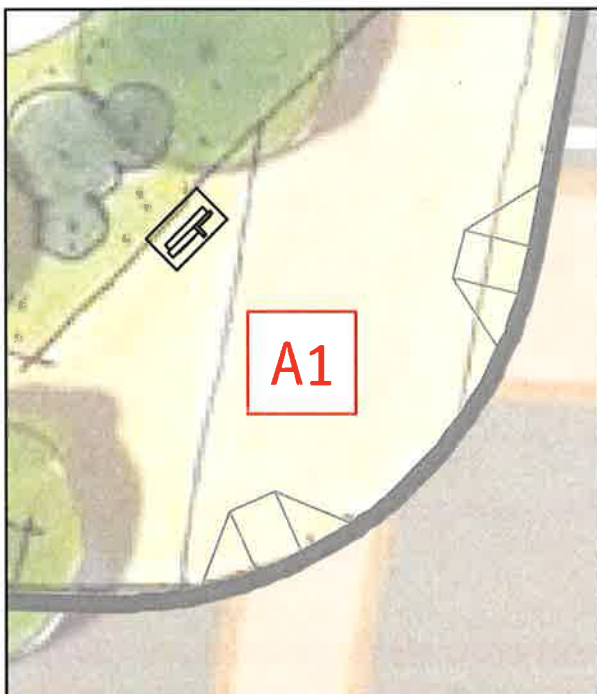
Barry Holldorf, CFM
 Director of Facilities & Operations
 Highline College
 2400 S. 240th St.
 Des Moines WA 98198
 206-870-3793





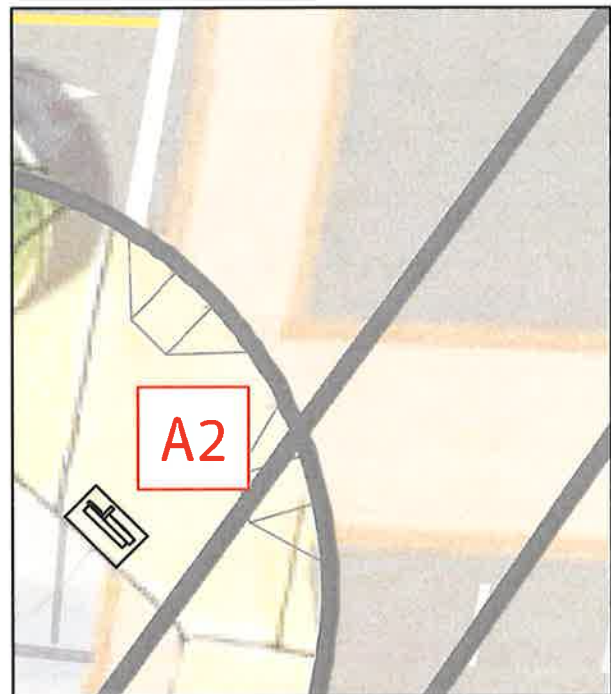
1.1

Sign Location A, Placement Option 1
1:500



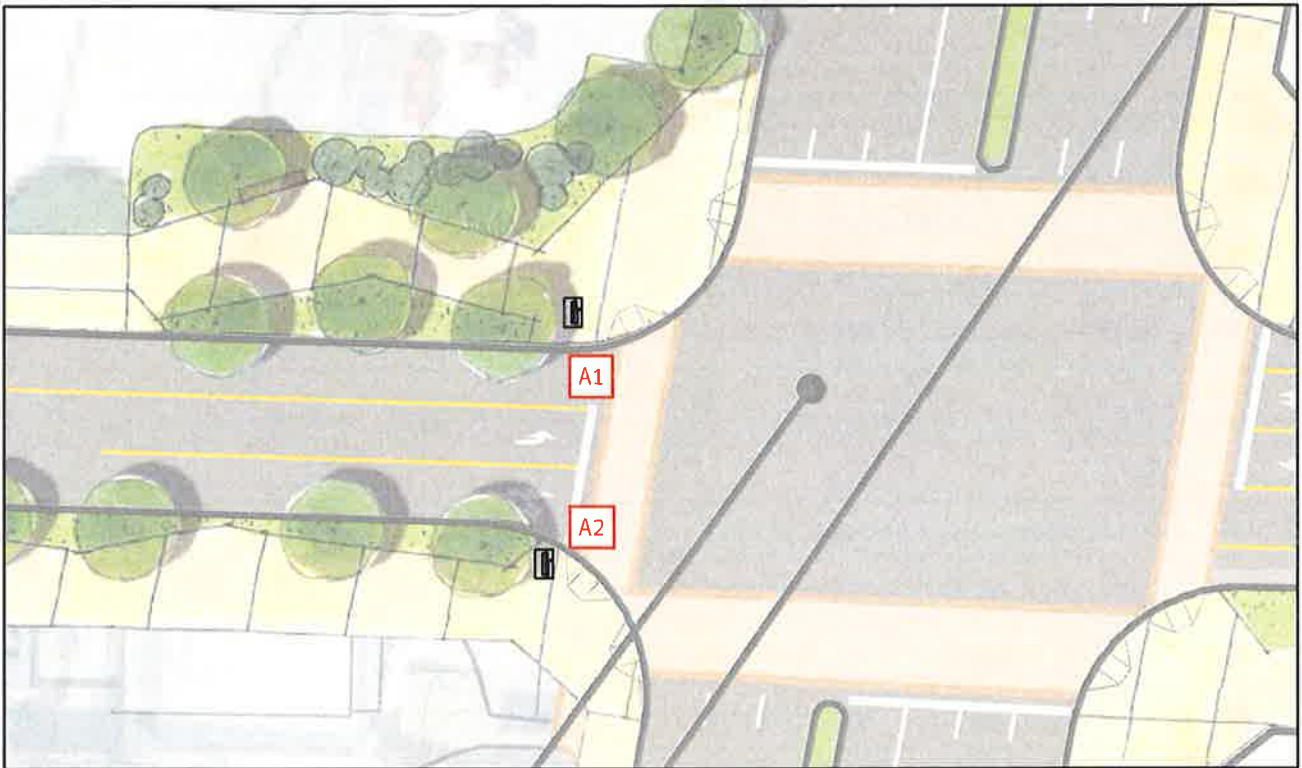
1.2

Enlarged Plan
1:200

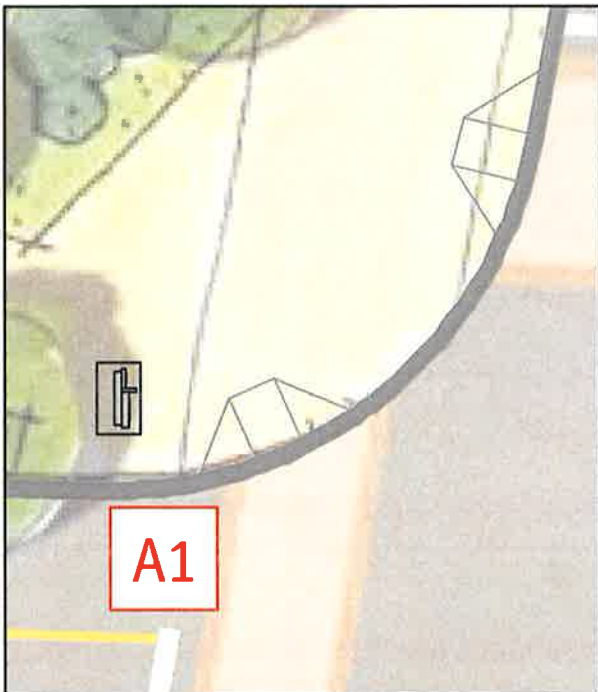


1.3

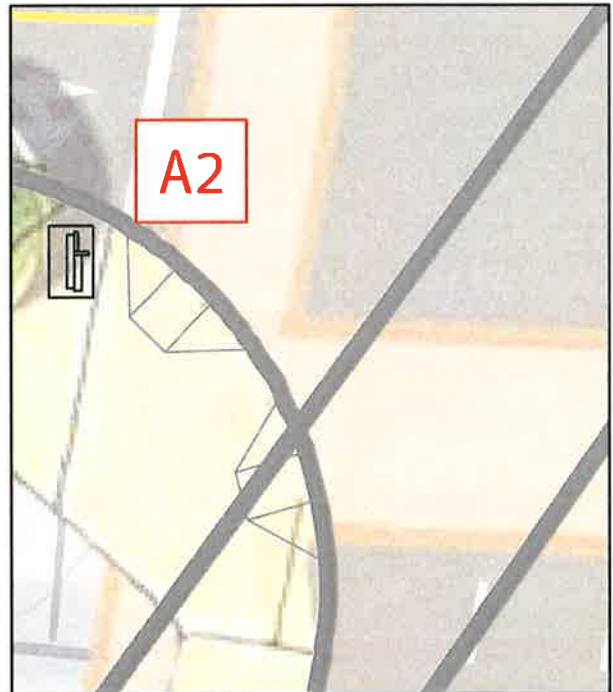
Enlarged Plan
1:200



2.1 Sign Location A, Placement Option 2
1:500



2.2 Enlarged Plan
1:200



2.3 Enlarged Plan
1:200



3.1

Sign Location B
1:500

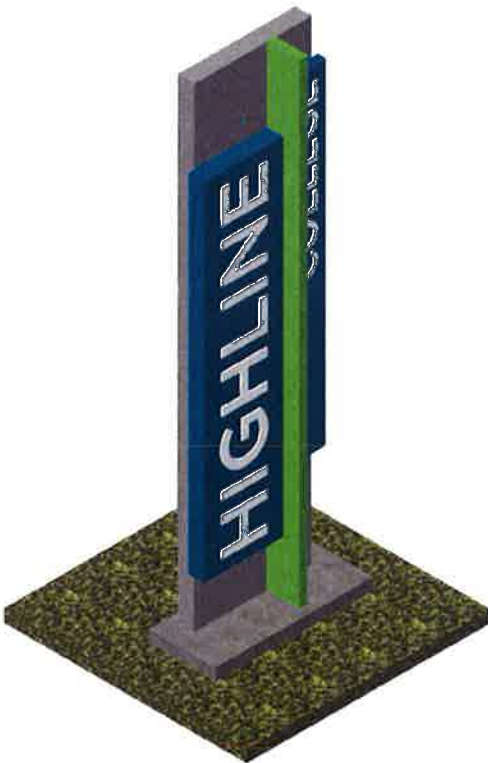


3.2

Sign Location B, Conceptual Rendering Plan View
1:200



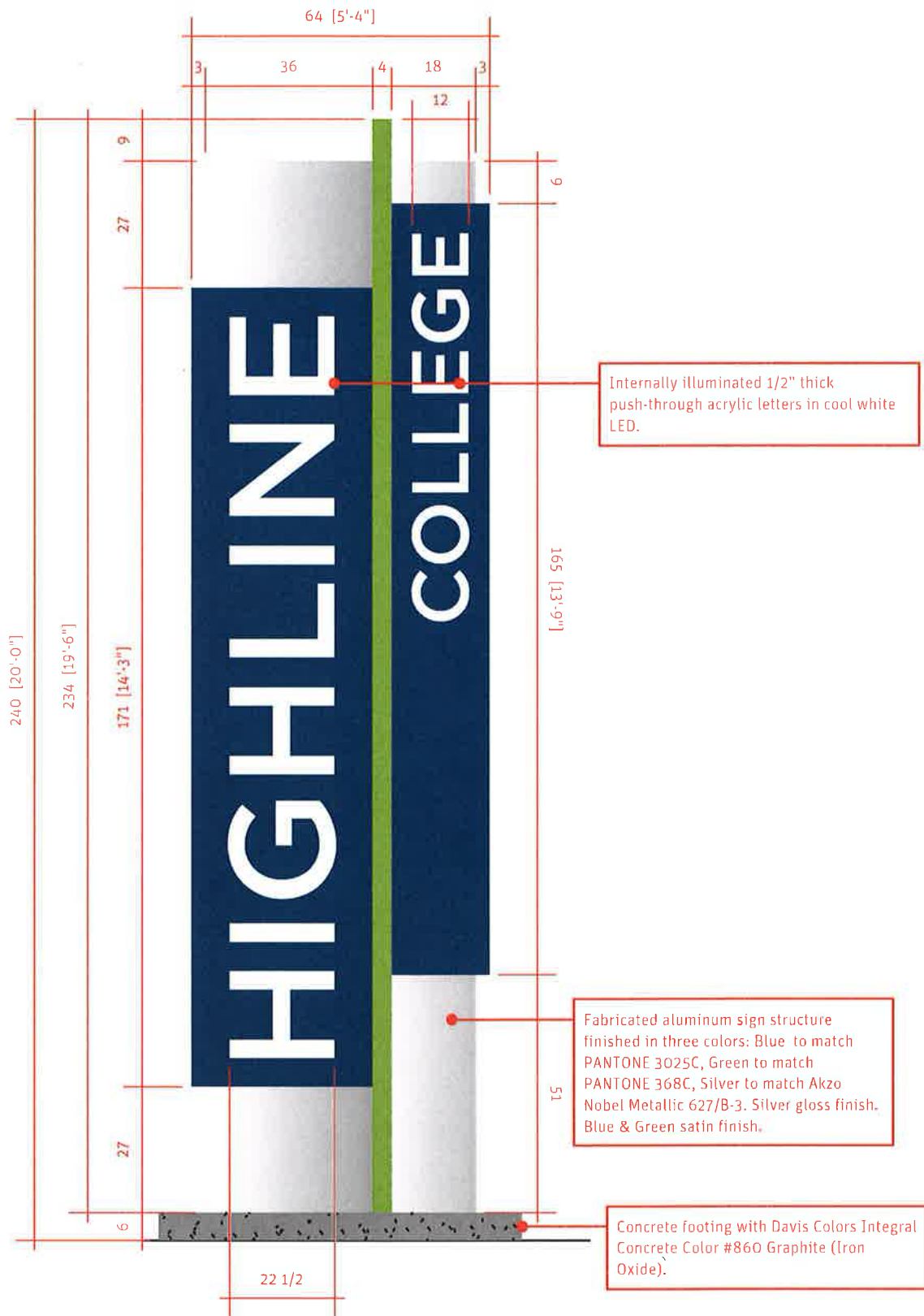
4.1 Signs A1 & A2, Front Elevation
3/16" = 1'-0"



4.2 A1 & A2 Left Isometric Rendering
3/16" = 1'-0"



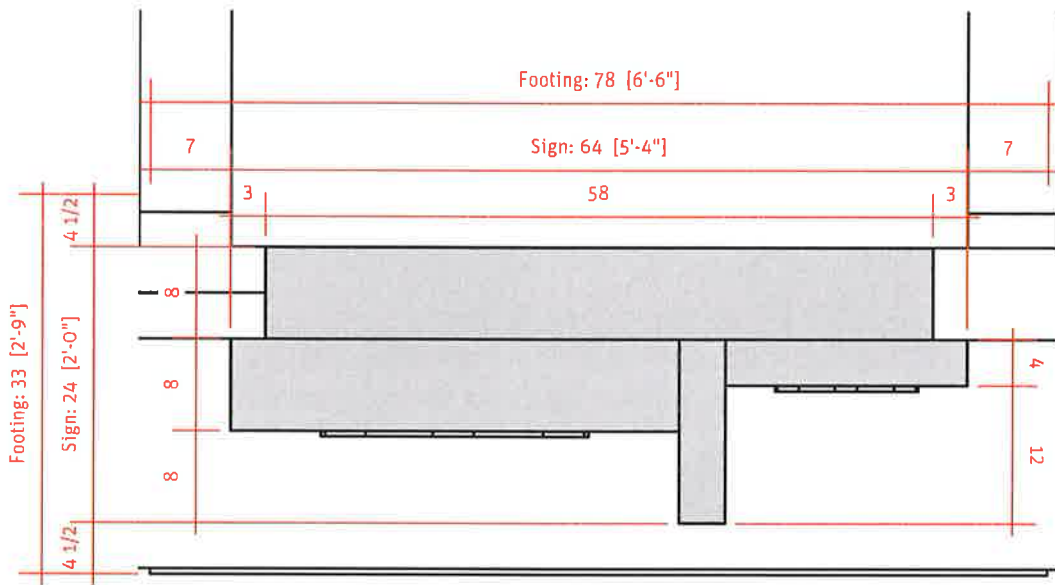
4.3 A1 & A2 Right Isometric Rendering
3/16" = 1'-0"



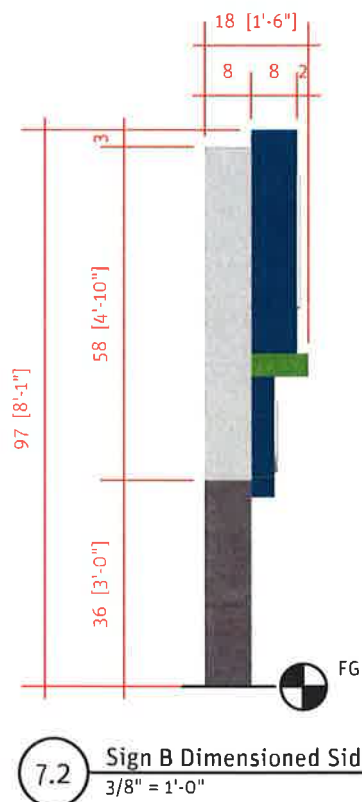
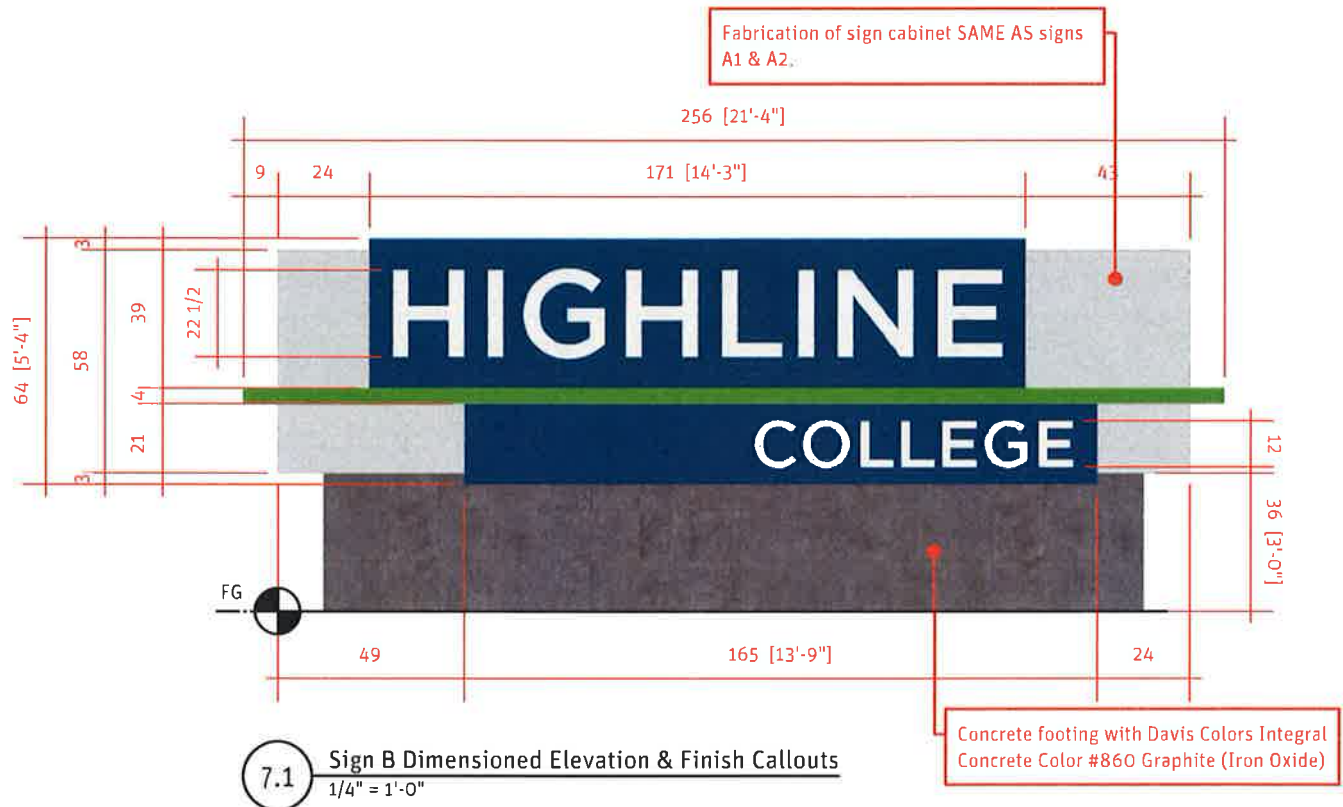
5

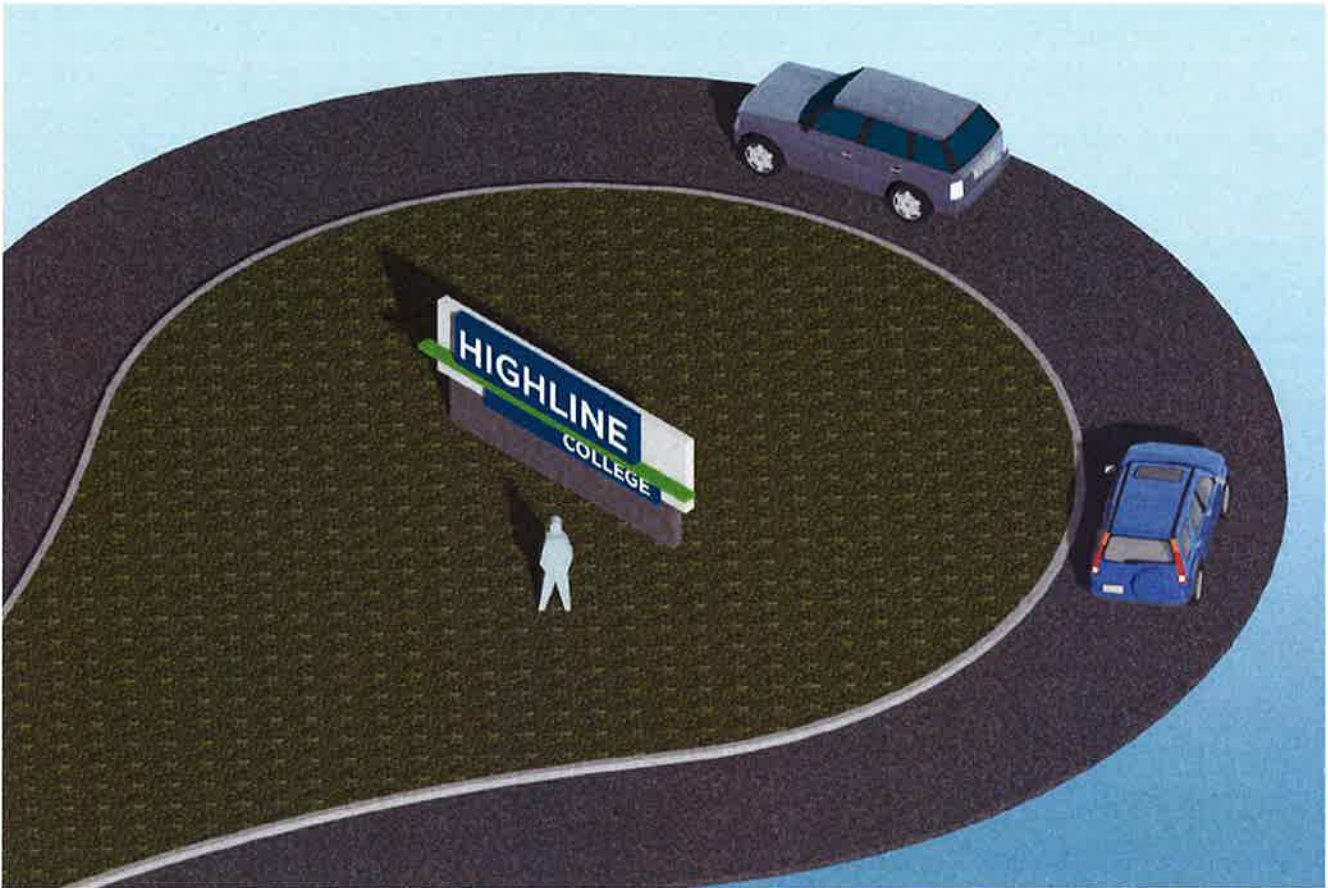
Signs A1 & A2 Dimensioned Elevation & Finish Callouts

 $\frac{3}{8}" = 1'-0"$



6 Signs A1 & A2 Dimensioned Plan View
 $\frac{3}{4}" = 1'-0"$





8

Sign B Conceptual Rendering
1:125

Performance Specifications

Highline College Signage at South 236th Street and SR 99 Pacific Highway South

1 General

- 1.1 Project location: Southwest and Northwest corners of South 236th Street and SR 99 Pacific Highway South, Des Moines, Washington.
- 1.2 General scope: Fabrication and installation of three internally illuminated campus identification signs:
 - 1.2.1 Two signs (A1 & A2) at intersection of South 236th Street and SR 99 Pacific Highway South, one on each side. See drawings.
 - 1.2.2 One sign (B) in new turnaround.
- 1.3 Attachments — Sign Type Drawings
- 1.4 Work to include all materials, labor, equipment, footing design, structural engineering, inspection, coordination, supervision, permits, electrical connection, and installation for turnkey operation of the three signs.
- 1.5 Artwork for the message elements of the signs — “HIGHLINE” and “COLLEGE” — will be provided in Adobe Illustrator CC format.

2 Submittals

- 2.1 Detailed shop drawings are required and shall include:
 - 2.1.1 Scale sign face layouts.
 - 2.1.2 Sign profiles, product component details, dimensions, anchorages, and accessories.
 - 2.1.3 Installation locations.
- 2.2 Samples:
 - 2.2.1 (3) sets of 12 inch by 12 inch (minimum) painted samples of each color.
 - 2.2.2 (3) samples of colored concrete footing.

3 Performance

- 3.1 Signs shall be of the shape, proportions, and finishes as described in the attached drawings.
- 3.2 Signs shall be placed at the locations specified. Final placement in turnaround to be coordinated with Owner and Landscape Architect.
- 3.3 Signs shall be free of blemishes and demonstrate quality craftsmanship.
- 3.4 Corners shall be square, edges shall be smooth, elements shall be level.

- 3.5 Illuminated elements shall be even, free of hot spots.
- 3.6 Illumination shall be by cool white LED. Access to LED and in particular to power supply shall be provided for maintenance.
- 3.7 Sign electrical connection shall be on a separate circuit with an astronomical clock so that sign is powered only when exterior illumination levels warrant.
- 3.8 Finishes shall even and consistent across all surfaces, free of blemish and discoloration.
- 3.9 Finishes and coatings shall be of standard use within the sign fabrication industry, typically Akzo Nobel (preferred) or Matthews Paint (acceptable but not preferred).
- 3.10 Finishes and coatings shall be graffiti-resistant.
- 3.11 Finishes shall have a ten year warranty against discoloration, cracking, clouding, and silvering.

Exhibit E

Dan Brewer

From: Lowry, Soraya <Soraya.Lowry@soundtransit.org>
Sent: Thursday, June 28, 2018 4:43 PM
To: Dan Brewer
Cc: Grant Fredricks; Abernathy, Dan; Eskenazi, Zachary; Wilk, Dana; O'Brien, Kathryn
Subject: RE: Legal Descriptions -
Attachments: FL227.1 Parcel Map-Streets.pdf; AE 0044-12 HC-College Way Cul-de-sac_20180430.pdf

Hi Dan – The assumptions used to develop the parcel maps and legal descriptions attached are as follows:

1. Attached vacation of the "City ROW" through HCC. There is a proposed storm drain line that was shown to be just NE of this existing ROW, which is shown to have a Drainage Easement. This storm drain line can be shifted to be within the ROW, which is why we have never prepared a parcel map or said that there were any impacts on the HCC property since this storm drain line can be placed within the ROW. The vacation of this ROW could reserve the City's rights for an easement for this storm drain line. The request to revise the easement from 10' to 20' to me is unnecessary since the ROW is 60'. There is actually another City ROW portion along the north side of HCC that HCC is using for their use even though it is technically City ROW.
2. Attached proposed dedication from the college to the City for the proposed cul-de-sac.
3. ROW Plans don't show ST obtaining any fee takes or easements on the HCC parcel per meetings that we have had.

Please let me know if you have edits.

Thanks,
 Soraya

Soraya Lowry
 High Capacity Transit Development Manager
 Planning, Environment & Project Development
 Sound Transit
 206.903.7408

Connect with us
facebook.com/SoundTransit
twitter.com/SoundTransit



From: Dan Brewer [mailto:DBrewer@desmoineswa.gov]
Sent: Thursday, June 28, 2018 4:26 PM
To: Lowry, Soraya <Soraya.Lowry@soundtransit.org>
Cc: Grant Fredricks <GFredricks@desmoineswa.gov>
Subject: RE: Legal Descriptions -

The ILA with the college is nearly complete. We're down to minor word-smithing at this point. The college has indicated that they will sign the ILA tomorrow morning.

The only remaining is the legal descriptions.....

Dan

From: Lowry, Soraya [<mailto:Soraya.Lowry@soundtransit.org>]
Sent: Wednesday, June 27, 2018 3:53 PM
To: Dan Brewer <DBrewer@desmoineswa.gov>
Cc: Grant Fredricks <GFredricks@desmoineswa.gov>
Subject: RE: Legal Descriptions -

I am inquiring with HDR and will get back to you ASAP.

Thanks,
 Soraya

Soraya Lowry
 High Capacity Transit Development Manager
 Planning, Environment & Project Development
 Sound Transit
 206.903.7408

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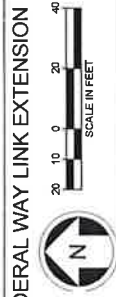
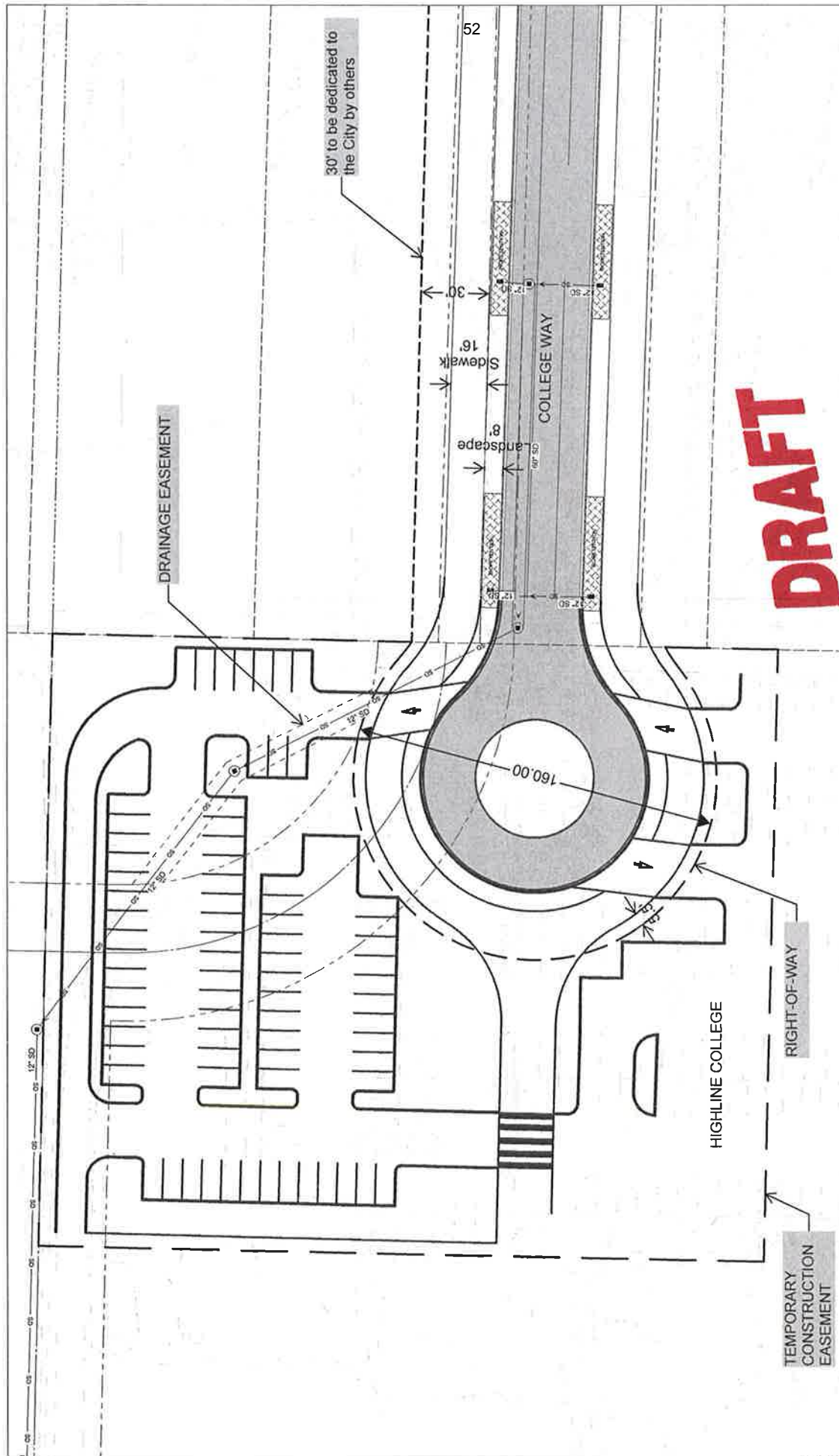
From: Dan Brewer [<mailto:DBrewer@desmoineswa.gov>]
Sent: Wednesday, June 27, 2018 2:59 PM
To: Lowry, Soraya <Soraya.Lowry@soundtransit.org>
Cc: Grant Fredricks <GFredricks@desmoineswa.gov>
Subject: Legal Descriptions -

I'm pulling together the Attachments for the College ILA.

Do we have the final legal descriptions and exhibits for the various areas on the college campus?

1. The area of the street end to be dedicated to the City.
2. The area of the storm drainage easement.
3. The Historic ROW that the City needs to vacate back to the college.
4. The TCE areas for the parking lot work.

Dan



SOUND TRANSIT FEDERAL WAY LINK EXTENSION
COLLEGE WAY TIE-IN + HIGHLINE
COLLEGE IMPROVEMENTS
4/27/2018

*DESIGN SHOWN IN RED IS MODIFIED FROM THE
DESIGN REFLECTED IN PRE-FINAL RFP PACKAGE.

DRAFT for discussion purposes only. Not approved by or on behalf of any party.



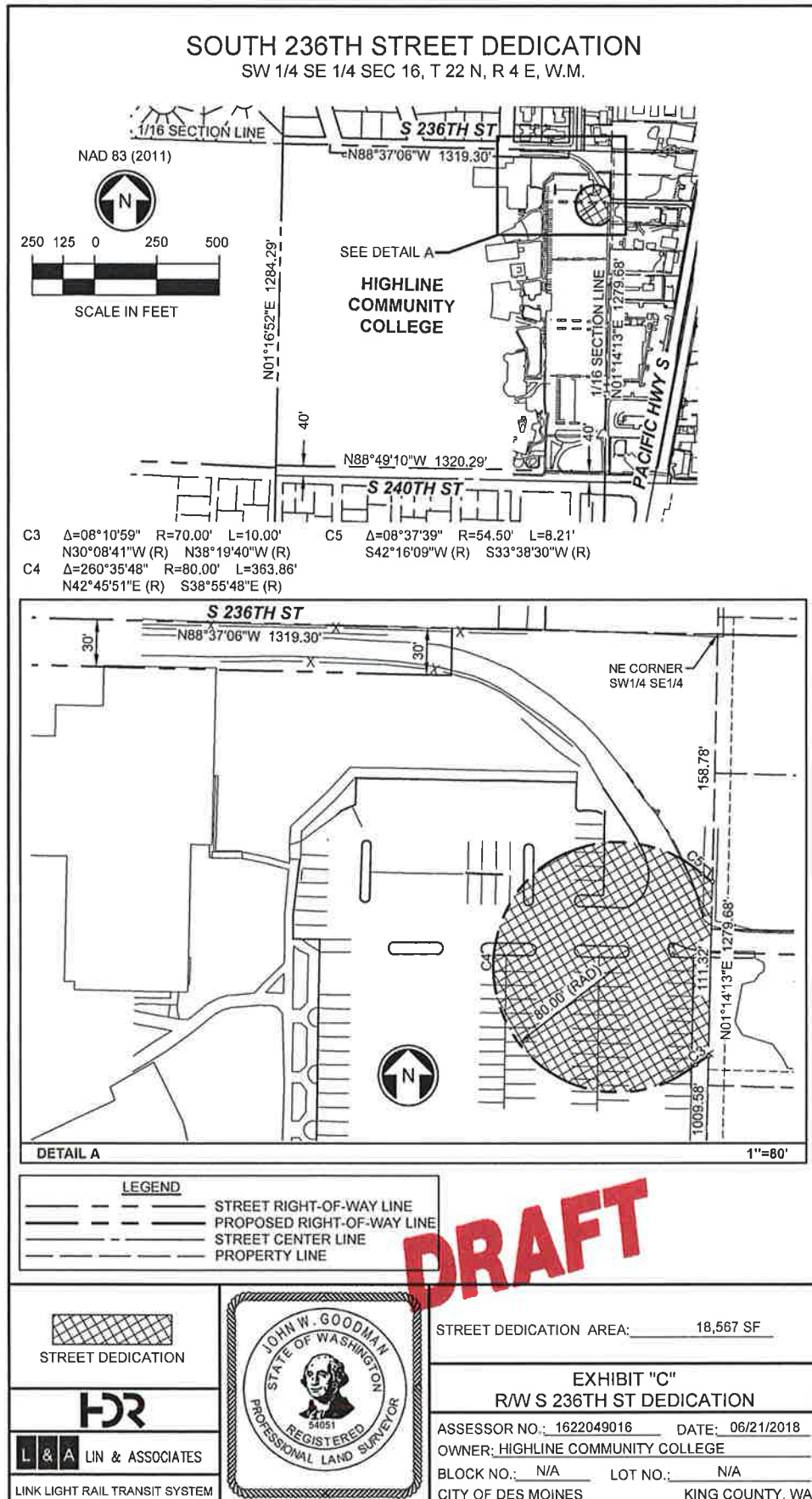


EXHIBIT "A"

R/W No. FL227.1
PIN 1622049016
STATE OF WASHINGTON – HIGHLINE COMMUNITY COLLEGE

DRAFT**Entire Parcel:**

THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 22 NORTH,
RANGE 4 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON;
EXCEPT ANY PORTION THEREOF LYING WITHIN THE RIGHT OF WAY FOR 25TH AVENUE SOUTH;
AND EXCEPT AND PORTION THEREOF LYING WITHIN THE RIGHT OF WAY FOR SOUTH 240TH
STREET.

EXHIBIT "B"

R/W No. FL227.1
 PIN 1622049016
 STATE OF WASHINGTON – HIGHLINE COMMUNITY COLLEGE

DRAFT

Area of South 236th Street Vacation:

COMMENCING AT THE NORTHEAST CORNER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 22 NORTH, RANGE 4 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON;
 THENCE ALONG THE EAST LINE OF SAID SUBDIVISION S01°14'13"W A DISTANCE OF 143.89 FEET TO THE **POINT OF BEGINNING**;
 THENCE CONTINUING ALONG SAID EAST LINE S01°14'13"W A DISTANCE OF 60.00 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 170.71 FEET, OF WHICH THE RADIAL LINE BEARS S01°28'53"W;
 THENCE WESTERLY, NORTHWESTERLY AND NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 89°44'30" AN ARC DISTANCE OF 267.38 FEET;
 THENCE N01°13'23"E A DISTANCE OF 33.65 FEET TO THE NORTH LINE OF SAID SUBDIVISION;
 THENCE ALONG SAID NORTH LINE S88°37'09"E A DISTANCE OF 60.00 FEET;
 THENCE S01°13'23"W A DISTANCE OF 33.49 FEET TO THE BEGINNING OF A CURVE TO THE LEFT HAVING A RADIUS OF 110.71 FEET;
 THENCE ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 89°36'33" AN ARC DISTANCE OF 173.15 FEET TO THE **POINT OF BEGINNING**.

THE CITY OF DES MOINES SHALL RETAIN AN EASEMENT OR THE RIGHT TO EXERCISE AND GRANT EASEMENTS IN RESPECT TO THE VACATED LAND FOR THE CONSTRUCTION, REPAIR AND MAINTENANCE OF PUBLIC UTILITIES AND SERVICES.

CONTAINING 15,230 SQUARE FEET, MORE OR LESS

EXHIBIT "B"

R/W No. FL227.1
 PIN 1622049016
 STATE OF WASHINGTON – HIGHLINE COMMUNITY COLLEGE

DRAFT

Area of South 236th Street Dedication:

COMMENCING AT THE NORTHEAST CORNER OF THE SOUTHWEST QUARTER OF THE
 SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 22 NORTH, RANGE 4 EAST, WILLAMETTE
 MERIDIAN, IN KING COUNTY, WASHINGTON;
 THENCE ALONG THE EAST LINE OF SAID SUBDIVISION S01°14'13"W A DISTANCE OF 158.78 FEET
 TO THE POINT OF BEGINNING;
 THENCE CONTINUING ALONG SAID EAST LINE S01°14'13"W A DISTANCE OF 111.32 FEET TO THE
 BEGINNING OF A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF
 70.00 FEET, OF WHICH THE RADIAL LINE BEARS N30°08'41"W;
 THENCE SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 08°10'59" AN
 ARC DISTANCE OF 10.00 FEET TO THE POINT OF REVERSE CURVE HAVING A RADIUS OF 80.00
 FEET;
 THENCE ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 260°35'48" AN ARC DISTANCE
 OF 363.86 FEET TO THE POINT OF REVERSE CURVE HAVING A RADIUS OF 54.50 FEET;
 THENCE ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 08°37'39" AN ARC DISTANCE OF
 4.11 FEET TO THE POINT OF BEGINNING.

CONTAINING 18,567 SQUARE FEET, MORE OR LESS

Exhibit F

Dan Brewer

From: Dan Brewer
Sent: Wednesday, January 17, 2018 3:52 PM
To: 'Pham, Michael'; Holldorf, Barry
Cc: Grant Fredricks; Brandon Carver
Subject: FW: Information on Highline College area dedicated for public ROW
Attachments: 5678292+EAS.PDF; FL227 1-Parcel Map_KN.pdf; Pages from FWEA-L05-RPP100-Rack Set_KN.pdf

Michael & Barry:

I am forwarding you the information below in advance of our meeting tomorrow. It would be good to discuss this with you at the meeting, either with the folks from Highline Place, or separately at our follow up meeting afterwards.

As you will see, the Sound Transit team of staff and consultants have discovered a right-of-way that was dedicated and recorded back in 1963, which is on what we have all thought of as the Highline campus. That may in fact not be the case however. Sound Transit approached us with this information in December, and we asked them to do some more research into this to see if this right-of-way was ever vacated at King County. They have now completed that research and there does not appear to be any records indicating that this right-of-way was ever vacated. As you can imagine, this presents some issues that we need to discuss and figure out.

Take a look and lets discuss tomorrow.

Dan

From: Eskenazi, Zachary [mailto:Zachary.Eskenazi@soundtransit.org]
Sent: Tuesday, January 16, 2018 2:26 PM
To: Dan Brewer <DBrewer@desmoineswa.gov>
Cc: Grant Fredricks <GFredricks@desmoineswa.gov>; Lowry, Soraya <Soraya.Lowry@soundtransit.org>
Subject: Information on Highline College area dedicated for public ROW

Hello Dan-

I am following up to your request for the information on the Highline College area that is dedicated as a public ROW.

Attached is the information we provided at the meeting in December including Ordinance No. 609, King County Rec No. 8411200460, which vacates the north half of 236th ST North of the College's property and East of the Deeded Roadway crossing the Northeast corner of the College's property.

Regards,

Zac

Zac Eskenazi
 High Capacity Transit Project Manager
 Planning, Environment and Project Development
 Sound Transit
 206-903-7178

63-1011

R/W 1777

3

STATE OF WASHINGTON
DEPARTMENT OF NATURAL RESOURCES
BERT L. COLE, Commissioner of Public Lands

5678292

*
In re: Application No. 2685 for*
Right of Way for County Road in *
King County *

ORDER
AND
CERTIFICATE OF GRANT
OF
RIGHT OF WAY

It appearing to the Commissioner of Public Lands that Application No. 2685 has been filed in this office by the Board of County Commissioners of King County for an easement for a right of way for county road over and across portions of the SW $\frac{1}{4}$ SE $\frac{1}{4}$, Section 16, Township 22 North, Range 4 East, W.M., in King County; and

It further appearing that this easement is necessary for the use of King County as a county road; that there is no merchantable timber on the area included within the right of way; and that the plat showing the survey of said right of way as filed with said application is hereby approved as the official plat of said road; and the Commissioner being fully advised, it is therefore

ORDERED and DETERMINED that an easement for right of way for county road in accordance with the authority set forth in Section 5, Chapter 73, Session Laws of 1961, is hereby granted to King County over and across the following described land:

Those portions of the SW $\frac{1}{4}$ SE $\frac{1}{4}$, Section 16, Township 22 North, Range 4 East, W.M., included within the limits of three strips of land described as follows:

The North 10.0 feet of the South 40.0 feet of said SW $\frac{1}{4}$ SE $\frac{1}{4}$, having an area of 0.30 acre; also

Beginning at a point on the east line of said SW $\frac{1}{4}$ SE $\frac{1}{4}$, which is S 1° 18' 30" W 173.89 feet from the northeast corner thereof, said point being a point on a 41° 43' curve to the right, the tangent to said curve at said point bears N 88° 23' 42" W, running thence on said curve to the right, with a width of 30.0 feet on each side, a distance of 220.26 feet and thence N 1° 17' 40" E 33.18 feet to a point on the north line of said SW $\frac{1}{4}$ SE $\frac{1}{4}$, which is N 88° 36' 50" W 140.0 feet from the northeast corner thereof, having an area of 0.35 acre; also

Beginning at a point in said SW $\frac{1}{4}$ SE $\frac{1}{4}$, which is S 1° 17' 40" W 15.0 feet from a point on the north line which is N 88° 36' 50" W 170.00 feet from the northeast corner thereof, running thence, with a width of 15.0 feet on each side, N 88° 36' 50" W 961.00 feet to a point, which is S 1° 23' 10" W 15.0 feet from a point on the north line of said SW $\frac{1}{4}$ SE $\frac{1}{4}$, which is S 88° 36' 50" E 189.93 feet from the northwest corner thereof, having an area of 0.66 acre.

The rights of way hereinabove described have a total area of 1.31 acres as shown on the plat thereof on file in the office of the Commissioner of Public Lands at Olympia, Washington.

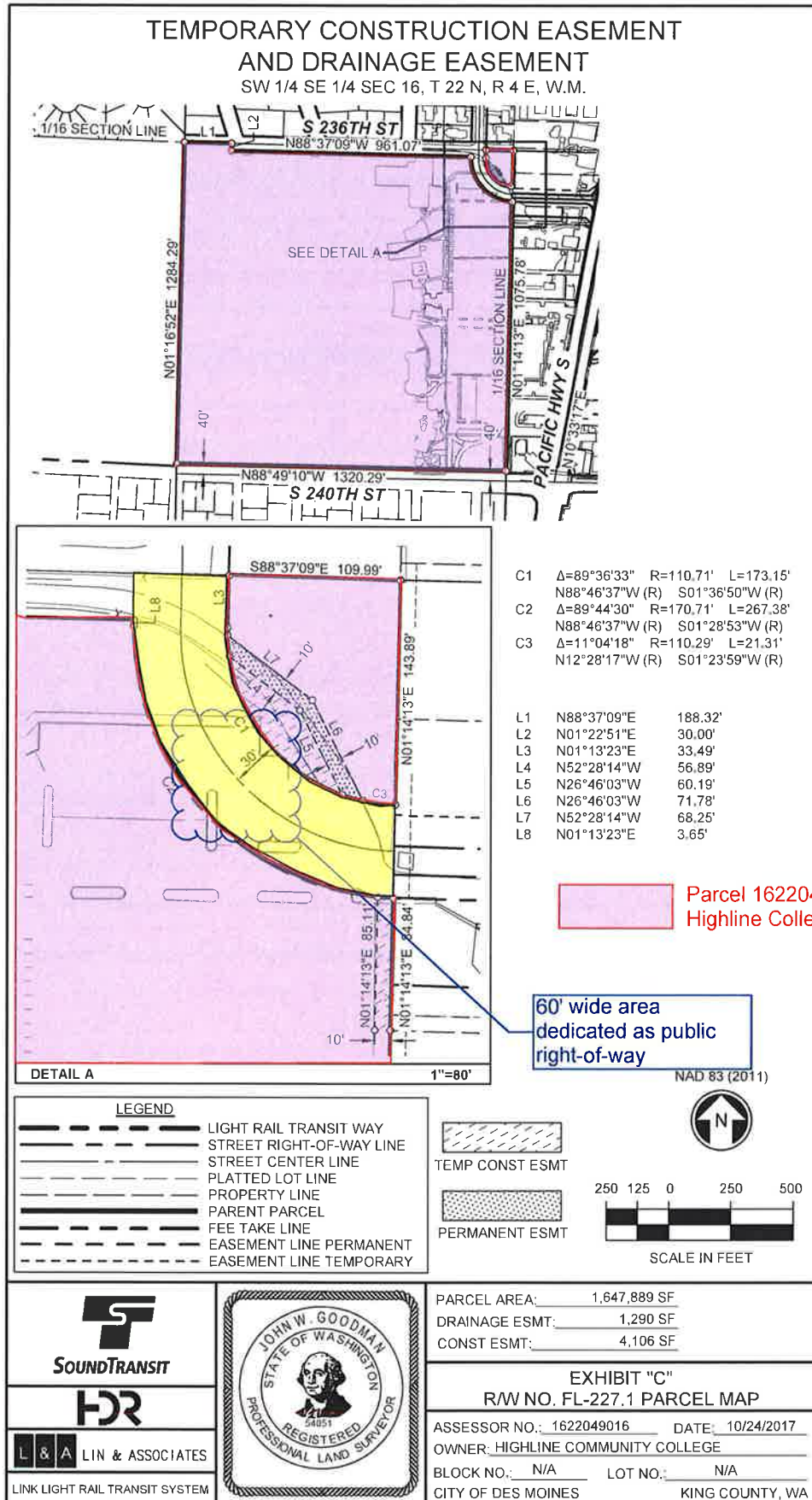
Dated this 27th day of November, A.D., 1963.

STATE OF WASHINGTON
DEPARTMENT OF NATURAL RESOURCES

Bert L. Cole
BERT L. COLE
Commissioner of Public Lands

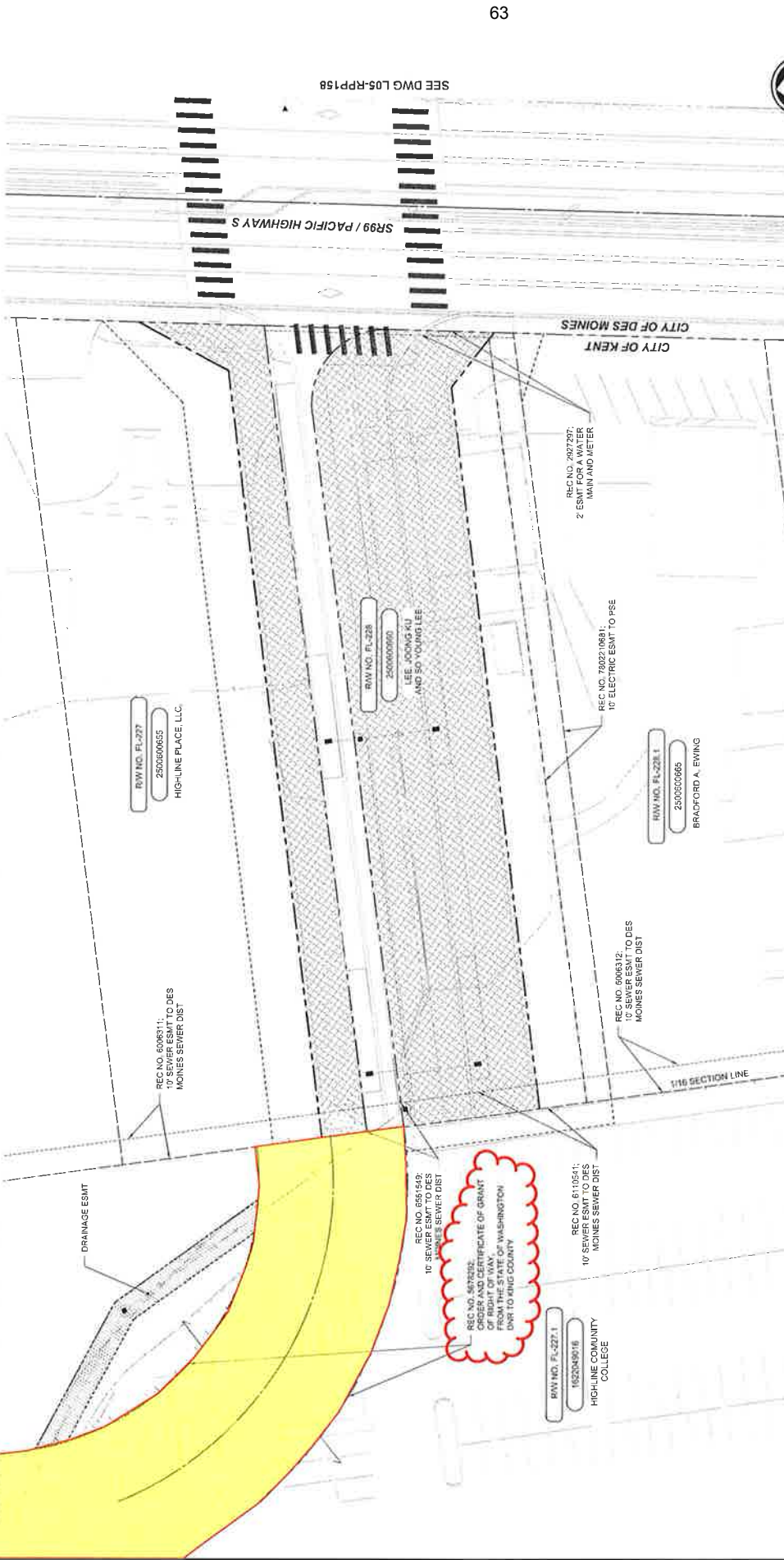
DEC 19 1963

78
pp. No. 2685



S'W 1/4 SE 1/4 SEC 16, T 22 N, R 4 E; W.M.

SE 1/4 SE 1/4 SEC 16, T 22 N, R 4 E; W.M.

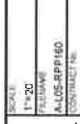
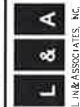


SOUND TRANSIT	RW NO.	PARCEL NO. (TAX ACCOUNT NO.)	OWNERS	PARCEL AREA SQ. FT.	FEE TAKE SQ. FT.	REMAINDER SQ. FT.	GUIDEWAY/ PERMANENT ESMT SQ. FT.	TEMPORARY CONSTRUCTION ESMT SQ. FT.	KING CO. RECORDING NO.
1	FL-227	250606655	HIGHLINE PLACE, LLC	33,724	5,088	27,533	11,280	6,812	
2	FL-227.1	162245016	HIGHLINE COMMUNITY COLLEGE	1,717.135		8,737	4,300	4,300	
3	FL-228	250606655	LEE JOONG KU AND SO YOUNG LEE	26,881	18,154	8,737	8,737	8,737	
4	FL-228.1	250606655	BRADFORD A. EWING	30,310				169	

PRELIMINARY
ENGINEERING

NOT FOR
CONSTRUCTION

CONCEPTUAL DESIGN DRAWINGS



FEDERAL WAY LINK EXTENSION
CONTRACT NUMBER
PRESCRIPTIVE

PROJECT NO.
L05-RPP160

RIGHT-OF-WAY
PLAN

KENT DES MOINES STATION

SHEET NO.
77

DATE
08/07/2017

SCALE
1"=20'

PROJECT NO.
L05-RPP160

CONTRACT NO.
L05

SHEET NO.
77

DATE
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L05

SHEET NO.
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DATE
08/07/2017

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SHEET NO.
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Exhibit G

Dan Brewer

Subject: FW: Comprehensive Sign Review

From: Denise Lathrop

Sent: Wednesday, June 27, 2018 4:15 PM

To: Dan Brewer <DBrewer@desmoineswa.gov>

Subject: Comprehensive Sign Review

1. A sign Comprehensive Design Plan is required to approve the new off-premises monument sign in addition to any other existing or future Highline College signs. The Comprehensive Design Plan process and criteria for approval is explained in chapter 18.200 DMMC (DMMC 18.200.120, DMMC 18.200.130, and DMMC 18.200.140). All of the College's signs will be considered in the Comprehensive Design Plan review. A master development application, a narrative pursuant to DMMC 18.200.130(1), square footages of all proposed and existing Highline College signs, and a site plan would be submitted with the application. The current fee for a Comprehensive Design Plan is \$1,530.00 (an Administrative Zoning Code Deviation Request fee per <http://www.desmoineswa.gov/DocumentCenter/View/124>) plus an automation fee.
2. Elevations, structural and electrical details, a site plan, a new sign permit application, and fees for any new sign/s must also be submitted.

Denise E. Lathrop, AICP

Planning & Development Services Manager

City of Des Moines Planning, Building and Public Works Department

21630 11th Avenue S, Suite D

Des Moines, WA 98198-6398

Phone: 206-870-6563

Fax: 206-870-6544

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A G E N D A I T E M

BUSINESS OF THE CITY COUNCIL City of Des Moines, WA

SUBJECT: Bond Ordinance for the Limited Tax General Obligation Improvement and Refunding Bonds, 2018, Second Reading

ATTACHMENTS:

1. Draft Ordinance No. 18-044: Bond Ordinance for the Limited Tax General Obligation Improvement and Refunding Bonds, 2018

FOR AGENDA OF: July 19, 2018

DEPT. OF ORIGIN: Legal

DATE SUBMITTED: July 12, 2018

CLEARANCES:

- [] Community Development _____
 [X] Marina *SW*
 [] Parks, Recreation & Senior Services _____
 [X] Public Works *PLC*

CHIEF OPERATIONS OFFICER: *DJS*

- [X] Legal *TV6*
 [X] Finance *Baw*
 [] Courts _____
 [] Police _____

APPROVED BY CITY MANAGER
FOR SUBMITTAL: *[Signature]*

Purpose and Recommendation

The purpose of this agenda item is seek City Council approval of Draft Ordinance No. 18-044 providing for the sale and issuance of Limited Tax General Improvement and Refunding Obligation Bonds in an amount not to exceed \$10,000,000, to provide for the design, construction, improvement, renovation and/or replacement of the Marina bulkhead and other related public amenities and capital improvements and the refunding of the outstanding Limited Tax General Obligation Bonds, 2008A and Limited Tax General Obligation Bonds, 2008B and to pay for the cost and issuance of the bonds.

A first reading was conducted on June 26, 2018. No changes have been made to the Draft Ordinance since that time.

Suggested Motion

Motion 1: “I move to pass Draft Ordinance No. 18-044 providing for the sale and issuance of Limited Tax General Improvement and Refunding Obligation Bonds in an amount not to exceed \$10,000,000, to provide for the design, construction, improvement, renovation and/or replacement of the Marina bulkhead and other related public amenities and capital improvements and the refunding of the outstanding Limited Tax General Obligation Bonds, 2008A and Limited Tax General Obligation Bonds, 2008B and to pay for the cost and issuance of the bonds.”

Background

The Bulkhead for the marina north parking lot was completed in 1979 and consists of timber walers, timber piling, timber lagging, and deadman anchoring systems with rock slope scour protection. Recent bulkhead evaluations concluded the timber elements exhibit severe degradation and failure. Additionally, some of the deadman anchors appear to be no longer constrained by the timber walers.

Given the condition of the bulkhead, the City is moving forward with design and permitting for complete replacement to ensure public use, economic development, and emergency management operations remain resilient into the future. The City issued a Request for Proposals in late 2017 and selected Exeltech Consulting to assist in these efforts. They will conduct preliminary engineering, bulkhead and breakwater alternative analysis, environmental permitting, and final design to be able to advertise the project for construction bidding.

It is anticipated that the replacement for the entire north parking lot bulkhead and restroom facility could cost up to \$15,000,000. Due to the significant cost, the project will be phased into three or four distinct projects with a focus on asset risk first. During preliminary engineering, it has been determined that the northwest corner of the existing bulkhead and north bulkhead are most susceptible to damage and wave inundation.

Discussion

The Draft Ordinance for consideration will allow the City to finance a portion of the costs of the Project through the issuance of tax-exempt bonds in the anticipated amount of approximately \$3,300,000. This financing is necessary to undertake the design, construction, improvement, renovation and/or replacement of the bulkhead located near the City marina and other related public amenities and capital improvements.

Limited tax general obligation (LTGO) bonds (also called "councilmanic" bonds or non-voted debt), may be issued by a vote of City Council. Because the voters have not been asked to approve a tax increase to pay for the principal and interest, general fund revenues must be pledged to pay the debt service on LTGO. The new bond issue will be repaid over a 20-year period and the estimated annual debt service is approximately \$260,000.

Additionally, this Draft Ordinance would provide for the repayment or “refunding” of outstanding bonds. The refunding allows the City the opportunity to lower the interest rate on the outstanding bonds as detailed below:

Refunding Bonds:

The 2008A Bonds were issued for the purpose of providing funds to pay part of the costs of capital improvements to the Marina described in the Marina Master Plan of the City, including but not limited to upgrades to the electrical distribution system, fire safety improvements with installation of stand pipes and a fire alarm system, dredging in the Marina entrance and at selected locations inside the moorage basin and replacement of a large restroom/shower facility (the “2008 Marina Projects”), and to pay the costs of issuance of the 2008A Bonds. The 2008A Bonds are currently outstanding in the aggregate principal amount of \$4,330,000, maturing the years 2018 through 2028, inclusive, and bearing interest at rates ranging from 4.500% to 5.000%. In the 2008A Bond Ordinance, the City reserved the right to redeem the 2008A Bonds prior to their maturity at a price equal to 100% of the principal amount to be redeemed, plus accrued interest, on any date on or after December 1, 2018.

The outstanding 2008B Bonds were allocated to the purpose of providing funds to pay part of the costs of capital improvements to the City’s transportation infrastructure described in the Comprehensive Transportation Plan of the City, or necessary repairs to transportation infrastructure owned and maintained by the City, such as bridges and other structures, and roadways (the “2008 Transportation Projects”), and to pay the costs of issuance of the 2008B Bonds. The 2008B Bonds are currently outstanding in the aggregate principal amount of \$1,635,000, maturing the years 2021, 2025 and 2028, and bearing interest at rates ranging from 4.375% to 4.700%. In the 2008B Bond Ordinance, the City reserved the right to redeem the 2008B Bonds prior to their maturity at a price equal to 100% of the principal amount to be redeemed, plus accrued interest, on any date on or after December 1, 2018.

The estimated present value savings on the refunding is estimated to range from \$444,521 to \$540,953, depending on market rates at the time of refunding and the City’s bond rating.

Alternatives

Do not approve Draft Ordinance No. 18-044. The City will not be able to take advantage of the estimated present value savings on the refunding which is estimated to range from \$444,521 to \$540,953. In addition, the City will need to find another funding sources for the \$3,300,000 project improvements.

Financial Impact

As discussed, the financial impact provides for present value savings estimated to range from \$444,521 to \$540,953, depending on market rates at the time of refunding and the City’s bond rating. The estimated annual debt service for the new bond issue is estimated to be approximately \$260,000. Savings from the refunding will be applied to the debt service for the new bond.

Recommendation

Staff recommends that the City Council authorize the issuance of Limited Tax General Obligation Improvement and Refunding Bonds, 2018, by adopting Draft Ordinance No. 18-044.

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CITY OF DES MOINES, WASHINGTON

DRAFT ORDINANCE NO. 18-044

AN ORDINANCE of the City of Des Moines, Washington, relating to contracting indebtedness; providing for the issuance, sale and delivery of not to exceed \$10,000,000 aggregate principal amount of limited tax general improvement and refunding obligation bonds to provide funds (i) to pay or reimburse a portion of the costs of the design, construction, improvement, renovation and/or replacement of the bulkhead located near the City marina and other related public amenities and capital improvements; (ii) to carry out a current refunding of all or a portion of the City's outstanding Limited Tax General Obligation Bonds, 2008A and Limited Tax General Obligation and Refunding Bonds, 2008B; and (iii) to pay the costs of issuance and sale of the bonds; fixing or setting parameters with respect to certain terms and covenants of the bonds; appointing the City's designated representative to approve the Bond Sale Terms of the sale of the bonds; and providing for other related matters.

Passed _____

This document prepared by

STRADLING YOCCA CARLSON & RAUTH, PC
999 Third Avenue, Suite 3610
Seattle, Washington
(206) 829-3000

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**The cover page, table of contents and section headings of this ordinance are for convenience of reference only, and shall not be used to resolve any question of interpretation of this ordinance.*

CITY OF DES MOINES, WASHINGTON

DRAFT ORDINANCE NO. 18-044

AN ORDINANCE of the City of Des Moines, Washington, relating to contracting indebtedness; providing for the issuance, sale and delivery of not to exceed \$10,000,000 aggregate principal amount of limited tax general improvement and refunding obligation bonds to provide funds (i) to pay or reimburse a portion of the costs of the design, construction, improvement, renovation and/or replacement of the bulkhead located near the City marina and other related public amenities and capital improvements; (ii) to carry out a current refunding of all or a portion of the City's outstanding Limited Tax General Obligation Bonds, 2008A and Limited Tax General Obligation and Refunding Bonds, 2008B; and (iii) to pay the costs of issuance and sale of the bonds; fixing or setting parameters with respect to certain terms and covenants of the bonds; appointing the City's designated representative to approve the Bond Sale Terms of the sale of the bonds; and providing for other related matters.

THE CITY COUNCIL OF THE CITY OF DES MOINES, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Definitions. As used in this ordinance, the following capitalized terms shall have the following meanings:

- (a) “*2008 Bonds*” means the 2008A Bonds and 2008B Bonds.
- (b) “*2008A Bond Ordinance*” means Ordinance No. 1445 of the City, adopted on November 20, 2008.
- (c) “*2008A Bonds*” means the Limited Tax General Obligation Bonds, 2008A, originally issued in the aggregate principal amount of \$6,080,000, as authorized by the 2008A Bond Ordinance.
- (d) “*2008B Bond Ordinance*” means Ordinance No. 1444 of the City, adopted on November 20, 2008.
- (e) “*2008B Bonds*” means the Limited Tax General Obligation and Refunding Bonds, 2008B, originally issued in the aggregate principal amount of \$3,450,000, as authorized by the 2008B Bond Ordinance.
- (f) “*Acquired Obligations*” means those Government Obligations, as defined in chapter 39.53 RCW and as further identified in the Refunding Trust Agreement, purchased to accomplish the refunding of the Refunded Bonds as authorized by this ordinance.
- (g) “*Authorized Denomination*” means \$5,000 or any integral multiple thereof within a maturity of a Series, or such other minimum authorized denominations as may be specified by the Designated Representative in a Bond Purchase Agreement for a Series.

(h) “*Beneficial Owner*” means, with respect to a Bond, the owner of any beneficial interest in that Bond.

(i) “*Bond*” means each bond issued pursuant to and for the purposes provided in this ordinance.

(j) “*Bond Counsel*” means the firm of Stradling Yocca Carlson & Rauth, a Professional Corporation, its successor, or any other attorney or firm of attorneys selected by the City with a nationally recognized standing as bond counsel in the field of municipal finance.

(k) “*Bond Fund*” means the Limited Tax General Obligation Bond Fund, 2018, of the City created for the payment of the principal of and interest on the Bonds and other outstanding limited tax general obligation bonds of the City.

(l) “*Bond Purchase Agreement*” means a written offer to purchase a Series of the Bonds pursuant to certain Bond Sale Terms, which offer has been accepted by the Designated Representative on behalf of the City, in accordance with this ordinance. In the case of a competitive sale, the official notice of sale, the Purchaser’s bid and the award by the City shall constitute the Bond Purchase Agreement for purposes of this ordinance.

(m) “*Bond Register*” means the books or records maintained by the Bond Registrar for the purpose of identifying ownership of each Bond.

(n) “*Bond Registrar*” means the Fiscal Agent, or any successor bond registrar selected by the City.

(o) “*Bond Sale Terms*” means the terms and conditions for the sale of a Series of Bonds including, but not limited to the amount, date or dates, denominations, interest rate or rates (or mechanism for determining interest rate or rates), payment dates, final maturity, redemption rights, price, and other terms or covenants, including minimum savings for refunding bonds. The parameters for certain Bond Sale Terms are set forth in Exhibit A.

(p) “*Book-Entry Form*” means a fully registered form in which physical bond certificates are registered only in the name of the Securities Depository (or its nominee), as Registered Owner, with the physical bond certificates held by and immobilized in the custody of the Securities Depository (or its designee), where the system for recording and identifying the transfer of the ownership interests of the Beneficial Owners in those Bonds is neither maintained by nor the responsibility of the City or the Bond Registrar.

(q) “*City*” means the City of Des Moines, Washington, a municipal corporation duly organized and existing as a non-charter code city under the laws of the State.

(r) “*City Contribution*” means money of the City from sources other than proceeds of the Bonds that is legally available and allocated to carrying out the Refunding Plan, as determined by the Designated Representative.

(s) “*City Council*” means the legislative authority of the City, as duly and regularly constituted from time to time.

(t) “*Code*” means the United States Internal Revenue Code of 1986, as amended, and applicable rules and regulations promulgated thereunder.

(u) “*Continuing Disclosure Agreement*” means the written undertaking to provide continuing disclosure entered into pursuant to Section 15 of this ordinance, in substantially the form set forth in Exhibit B.

(v) “*DTC*” means The Depository Trust Company, New York, New York, or its nominee.

(w) “*Designated Representative*” means the officer of the City appointed in Section 4 of this ordinance to serve as the City’s designated representative in accordance with RCW 39.46.040(2).

(x) “*Finance Director*” means the Finance Director or such other officer of the City who succeeds to substantially all of the responsibilities of that office.

(y) “*Fiscal Agent*” means the fiscal agent of the State, as the same may be designated by the State from time to time.

(z) “*Government Obligations*” means, unless otherwise limited in the Bond Purchase Agreement for a particular Series of the Bonds, any government obligation as that term is defined in RCW 39.53.010, as now in effect or as may hereafter be amended.

(aa) “*Issue Date*” means, with respect to a Bond, the date of initial issuance and delivery of that Bond to the Purchaser in exchange for the purchase price of that Bond.

(bb) “*Letter of Representations*” means the Blanket Issuer Letter of Representations between the City and DTC, substantially in the form on file with the City Clerk, as it may be amended from time to time, and any successor or substitute letter relating to the operational procedures of the Securities Depository.

(cc) “*MSRB*” means the Municipal Securities Rulemaking Board.

(dd) “*Official Statement*” means an offering document, disclosure document, private placement memorandum or substantially similar disclosure document provided to purchasers and potential purchasers in connection with the initial offering of a Series of the Bonds in conformance with Rule 15c2-12 or other applicable regulations of the SEC.

(ee) “*Owner*” means, without distinction, the Registered Owner and the Beneficial Owner.

(ff) “*Project*” means the design, construction, improvement, renovation and/or replacement of the bulkhead located near the City marina and other related public amenities and capital improvements, as deemed necessary and advisable by the City. Incidental costs incurred in connection with carrying out and accomplishing the Project, consistent with RCW 39.46.070, may be included as costs of the Project.

(gg) “*Project Fund*” means the Municipal Capital Improvements Fund of the City, or such other fund or account as may be designated or created by the Finance Director for the purpose of carrying out the Project.

(hh) “*Purchaser*” means KeyBanc Capital Markets of Seattle, Washington, or such other corporation, firm, association, partnership, trust, bank, financial institution or other legal entity or group of entities selected by the Designated Representative to serve as purchaser in a private placement, underwriter or placement agent in a negotiated sale, or awarded as the successful bidder in a competitive sale of any Series of the Bonds.

(ii) “*Rating Agency*” means any nationally recognized rating agency then maintaining a rating on the Bonds at the request of the City.

(jj) “*Record Date*” means the Bond Registrar’s close of business on the 15th day of the month preceding an interest payment date. With respect to redemption of a Bond prior to its maturity, the Record Date shall mean the Bond Registrar’s close of business on the date on which the Bond Registrar sends the notice of redemption in accordance with Section 9.

(kk) “*Redemption Date*” means the date or dates selected by the Designated Representative for the call, payment and redemption of the Refunded Bonds, as set forth in the Refunding Plan.

(ll) “*Refunded Bond Ordinances*” means the 2008A Bond Ordinance and the 2008B Bond Ordinance.

(mm) “*Refunded Bonds*” means those maturities or portions of maturities of the 2008 Bonds identified in Exhibit C, which are selected by the Finance Director to be refunded pursuant to the authorization set forth in this ordinance.

(nn) “*Refunding Plan*” means the following plan for carrying out the current refunding of the Refunded Bonds, as further detailed in the Refunding Trust Agreement:

(1) On the Issue Date, the deposit with the Refunding Trustee of proceeds of the sale of the Bonds allocated to the Refunding Plan in an amount, together with the City Contribution (if any), sufficient to acquire the Acquired Obligations (if any) and establish a beginning cash balance;

(2) The acquisition by the Refunding Trustee of the Acquired Obligations (if any) and the periodic receipt by the Refunding Trustee of the maturing principal of and interest on the Acquired Obligations (if any);

(3) On the Redemption Date, the application of the amounts held by it (together with any other cash held by it) to the call, payment and redemption of the Refunded Bonds at a price equal to the principal amount to be redeemed, plus accrued interest to that date; and

(4) At the direction of the City’s Finance Director, the application of funds deposited with the Refunding Trustee for such purpose to the payment of all or a portion of the costs of issuing the Bonds and the costs of carrying out the foregoing elements of the Refunding Plan (if payment of such costs is specified in the Refunding Trust Agreement).

(oo) “*Refunding Trust Agreement*” means a refunding trust agreement between the City and the Refunding Trustee, providing for the carrying out of the Refunding Plan.

(pp) “*Refunding Trustee*” means the trustee, or any successor or alternate trustee, designated by the Designated Representative to serve as refunding trustee to carry out the Refunding Plan.

(qq) “*Registered Owner*” means, with respect to a Bond, the person in whose name that Bond is registered on the Bond Register. For so long as the Bonds are held in Book-Entry Form, Registered Owner shall mean the Securities Depository.

(rr) “*Rule 15c2-12*” means Rule 15c2-12 promulgated by the SEC under the Securities Exchange Act of 1934, as amended.

(ss) “*SEC*” means the United States Securities and Exchange Commission.

(tt) “*Securities Depository*” means DTC, any successor thereto, any substitute securities depository selected by the City, or the nominee of any of the foregoing. Any successor or substitute Securities Depository must be qualified under applicable laws and regulations to provide the services proposed to be provided by it.

(uu) “*Series of the Bonds*” or “*Series*” means a series of the Bonds issued pursuant to this ordinance.

(vv) “*State*” means the State of Washington.

(ww) “*System of Registration*” means the system of registration for the City’s bonds and other obligations set forth in chapter 3.32 of the Des Moines Municipal Code.

(xx) “*Tax-Exempt Bond*” means any Bond, the interest on which is intended on the Issue Date to be excludable from gross income for federal income tax purposes.

(yy) “*Taxable Bond*” means any Bond, the interest on which is not intended on the Issue Date to be excludable from gross income for federal income tax purposes.

(zz) “*Term Bond*” means each Bond designated as a Term Bond and subject to mandatory redemption in the years and amounts set forth in the Bond Purchase Agreement.

Section 2. Findings and Determinations. The City takes note of the following facts and makes the following findings and determinations:

(a) *The City Marina.* Pursuant to applicable law, including without limitation RCW 35A.11.020, 35.22.280 (25) through (28), 35.23.440(26) and chapter 67.20 RCW, the City is authorized to own and operate the City marina (the “Marina”). The City in 2008 undertook a variety of Marina improvements, which are now eligible to be refinanced to achieve a debt service savings. In addition, the City is now in need of funds to undertake the Project, described below, to rebuild the bulkhead and public amenities located along the seaward side of the public parking lot at the north end of the Marina, and has instituted parking fees associated with the public’s use of that lot to offset the costs of the Project.

(b) *Findings with respect to the Project and the New Money Portion of Bonds.*

(1) *Authority and Description of Project.* The City finds that it is necessary and in the City’s best interest to undertake the design, construction, improvement, renovation and/or replacement of the bulkhead located near the City marina and other related public amenities and capital

improvements (the “Project”). The total expected cost of the Project is estimated to be approximately \$12 million, which cost is expected to be paid from proceeds of the Bonds and other available money of the City. Because the City does not have sufficient funds currently available and budgeted for this Project, the City Council finds that it is in the best interests of the City to issue the Bonds to carry out the Project.

(2) *Debt Capacity.* The maximum amount of additional indebtedness authorized by this ordinance for the Project (i.e., exclusive of the refunding portion) is \$10,000,000. Based on the following facts, this amount is to be issued within the amount permitted to be issued by the City for general municipal purposes without a vote:

(i) The assessed valuation of the taxable property within the City as ascertained by the last preceding assessment for City purposes for collection in the calendar year 2018 is \$3,786,485,943.

(ii) As of June 1, 2018, the City has limited tax general obligation indebtedness, consisting of bonds, notes and leases outstanding in the principal amount of \$13,645,549, which is incurred within the limit of up to 1½% of the value of the taxable property within the City permitted for general municipal purposes without a vote.

(iii) As of June 1, 2018, the City has no unlimited tax general obligation indebtedness outstanding. Such indebtedness is permitted to be incurred for capital purposes only, with the approval of the requisite proportion of the City’s qualified voters at an election meeting the minimum turnout requirements, within the limits of: up to 2½% of the value of the taxable property within the City for general municipal purposes (when combined with the outstanding limited tax general obligation indebtedness); 2½% for utility purposes; and 2½% for open space, parks and economic development purposes.

(c) *Findings With Respect to the Refunding.*

(1) *The Refunded Bonds.* Pursuant to Chapter 39.53 RCW and other applicable State law, the City is authorized to carry out the Refunding Plan. Pursuant to the Refunded Bond Ordinances, the City previously issued the 2008 Bonds, as follows:

(i) *The 2008A Bonds.* The 2008A Bonds were issued for the purpose of providing funds to pay part of the costs of capital improvements to the Marina described in the Marina Master Plan of the City, including but not limited to upgrades to the electrical distribution system, fire safety improvements with installation of stand pipes and a fire alarm system, dredging in the Marina entrance and at selected locations inside the moorage basin and replacement of a large restroom/shower facility (the “2008 Marina Projects”), and to pay the costs of issuance of the 2008A Bonds. The 2008A Bonds are currently outstanding in the aggregate principal amount of \$4,330,000, maturing the years 2018 through 2028, inclusive, and bearing interest at rates ranging from 4.000% to 5.000%. In the 2008A Bond Ordinance, the City reserved the right to redeem the 2008A Bonds prior to their maturity at a price equal to 100% of the principal amount to be redeemed, plus accrued interest, on any date on or after December 1, 2018.

(ii) *The 2008B Bonds.* The outstanding 2008B Bonds were allocated to the purpose of providing funds to pay part of the costs of capital improvements to the City's transportation infrastructure described in the Comprehensive Transportation Plan of the City, or necessary repairs to transportation infrastructure owned and maintained by the City, such as bridges and other structures, and roadways (the "2008 Transportation Projects"), and to pay the costs of issuance of the 2008B Bonds. The 2008B Bonds are currently outstanding in the aggregate principal amount of \$1,635,000, maturing the years 2021, 2025 and 2028, and bearing interest at rates ranging from 4.375% to 4.700%. In the 2008B Bond Ordinance, the City reserved the right to redeem the 2008B Bonds prior to their maturity at a price equal to 100% of the principal amount to be redeemed, plus accrued interest, on any date on or after December 1, 2018.

(2) *Debt Service Savings.* After due consideration, it appears to the City Council that, in order to realize a debt service savings to the City, it is in the best interest of the City to authorize the Designated Representative to take such steps as are necessary or convenient to carry out the refunding of all or a portion of the outstanding 2008 Bonds, as selected by the Finance Director (the "Refunded Bonds"), by the issuance and sale of the refunding portion of the Bonds authorized herein. The Refunded Bonds that are to be refunded shall be selected by the Designated Representative such that a savings equal to or exceeding the savings target set forth in Exhibit A will be effected by the difference between the principal and interest cost over the life of the portion of the Bonds allocated to such refunding and the principal and interest cost over the life of the Refunded Bonds to be refunded by such allocated portion of the Bonds.

(d) *Plan of Financing.* Pursuant to applicable law, including without limitation chapters 35.37, 35A.40, 39.36, 39.44, 39.46, 39.52 and 39.53 RCW, the City is authorized to issue general obligation bonds for the purposes of financing the Project, carrying out the Refunding Plan (subject to meeting the savings target set forth in Exhibit A) and paying the costs of issuance of the Bonds.

(e) *Issuance of the Bonds.* For the purpose of providing the funds necessary to pay or reimburse a portion of the costs of carrying out the Project, to carry out the Refunding Plan, and to pay the costs of issuance and sale of the Bonds, the City Council therefore finds that it is in the best interests of the City and its taxpayers to issue and sell the Bonds to the Purchaser, pursuant to the terms set forth in the Bond Purchase Agreement as approved by the City's Designated Representative consistent with this ordinance.

Section 3. Authorization and Description of Bonds. The City is authorized to borrow money on the credit of the City and issue negotiable limited tax general obligation improvement and refunding bonds evidencing indebtedness, in one or more Series, in the maximum principal amount stated in Exhibit A, to provide funds necessary to carry out the Project and the Refunding Plan and to pay the costs of issuance and sale of the Bonds. The Bonds may be issued in one or more Series and may be combined with other general obligation bonds (including refunding bonds) authorized separately. The Bonds shall be designated limited tax general obligation bonds, shall be numbered separately, and shall have any name, year and series or other label as deemed necessary or appropriate by the Finance Director.

Section 4. Appointment of Designated Representative; Bond Sale Terms. The City Manager and the Finance Director are each, acting independently, appointed to act as the Designated Representative of the City in connection with the issuance and sale of the Bonds in accordance with RCW 39.46.040 and this ordinance. The Designated Representative is authorized to approve, on behalf

of the City, Bond Sale Terms for the sale of the Bonds in one or more Series, and in connection with each such sale, to execute a Bond Purchase Contract (or, in the case of a competitive sale, a Pricing Certificate) confirming the Bond Sale Terms and such related agreements as may be necessary or desirable, consistent with the parameters set forth in Exhibit A, which is attached and incorporated by this reference.

Section 5. Bond Registrar; Registration and Transfer of Bonds.

(a) *Registration of Bonds.* Each Bond shall be issued only in registered form as to both principal and interest and the ownership of each Bond shall be recorded on the Bond Register.

(b) *Bond Registrar; Duties.* Unless otherwise determined by the Finance Director, the Fiscal Agent is appointed as initial Bond Registrar. The Bond Registrar shall keep, or cause to be kept, sufficient books for the registration and transfer of the Bonds, which shall be open to inspection by the City at all times. The Bond Registrar is authorized, on behalf of the City, to authenticate and deliver Bonds transferred or exchanged in accordance with the provisions of the Bonds and this ordinance, to serve as the City's paying agent for the Bonds and to carry out all of the Bond Registrar's powers and duties under this ordinance and the System of Registration. The Bond Registrar shall be responsible for its representations contained in the Bond Registrar's Certificate of Authentication on each Bond. The Bond Registrar may become an Owner with the same rights it would have if it were not the Bond Registrar and, to the extent permitted by law, may act as depository for and permit any of its officers or directors to act as members of, or in any other capacity with respect to, any committee formed to protect the rights of Owners.

(c) *Bond Register; Transfer and Exchange.* The Bond Register shall contain the name and mailing address of each Registered Owner and the principal amount and number of each Bond held by each Registered Owner. A Bond surrendered to the Bond Registrar may be exchanged for a Bond or Bonds in any Authorized Denomination of an equal aggregate principal amount and of the same Series, interest rate and maturity. A Bond may be transferred only if endorsed in the manner provided thereon and surrendered to the Bond Registrar. Any exchange or transfer shall be without cost to the Owner or transferee. The Bond Registrar shall not be obligated to exchange any Bond or transfer registered ownership during the period between the applicable Record Date and the next upcoming interest payment or redemption date.

(d) *Securities Depository; Book-Entry Only Form.* Unless otherwise determined by the City's Designated Representative, the Bonds initially shall be issued and held fully immobilized in Book-Entry Form by the Securities Depository in accordance with the provisions of the Letter of Representations. Neither the City nor the Bond Registrar shall have any responsibility or obligation to participants of the Securities Depository or the persons for whom they act as nominees with respect to the Bonds regarding the accuracy of any records maintained by the Securities Depository or its participants of any amount in respect of principal of or interest on the Bonds, or any notice which is permitted or required to be given to Registered Owners hereunder (except such notice as is required to be given by the Bond Registrar to the Securities Depository). Registered ownership of a Bond initially held in Book-Entry Form, or any portion thereof, may not be transferred except: (i) to any successor Securities Depository; (ii) to any substitute Securities Depository appointed by the City or such substitute Securities Depository's successor; or (iii) to any person if the Bond is no longer held in Book-Entry Form.

If the Securities Depository resigns from its functions as depository, or upon a determination by the Finance Director to discontinue utilizing the then-current Securities Depository, the Finance Director may appoint a substitute Securities Depository. If the Securities Depository resigns from its functions as depository and no substitute Securities Depository can be obtained, or if the Finance Director determines not to utilize a Securities Depository, then the Bonds shall no longer be held in Book-Entry Form and ownership may be transferred only as provided herein.

Nothing herein shall prevent the Bond Sale Terms from providing that a Series of the Bonds shall be issued in certificated form without utilizing a Securities Depository, and that the Bonds of such Series shall be registered as of their Issue Date in the names of the Owners thereof, in which case ownership may be transferred only as provided herein.

(d) *Lost or Stolen Bonds.* In case any Bond shall be lost, stolen or destroyed, the Bond Registrar may authenticate and deliver a new bond or bonds of like amount, date, tenor, and effect to the Registered Owner(s) thereof upon the Registered Owner(s)' paying the expenses and charges of the City in connection therewith and upon filing with the Bond Registrar evidence satisfactory to the Bond Registrar that such bond or bonds were actually lost, stolen or destroyed and of Registered Ownership thereof, and upon furnishing the City with indemnity satisfactory to both.

(e) *DTC Letter of Representations.* To induce DTC to accept the Bonds as eligible for deposit at DTC, the City approves the Letter of Representations. The Designated Representative is authorized and directed to execute the Letter of Representations, on behalf of the City, and to deliver it to DTC on or before the Issue Date.

Section 6. Pledge of Taxes. The Bonds constitute a general indebtedness of the City and are payable from tax revenues of the City and such other money as is lawfully available and pledged by the City for the payment of principal of and interest on the Bonds. For as long as any of the Bonds are outstanding, the City irrevocably pledges that it shall, in the manner provided by law within the constitutional and statutory limitations provided by law without the assent of the voters, include in its annual property tax levy amounts sufficient, together with other money that is lawfully available, to pay principal of and interest on the Bonds as the same become due. The full faith, credit and resources of the City are pledged irrevocably for the prompt payment of the principal of and interest on the Bonds and such pledge shall be enforceable in mandamus against the City.

Section 7. Form and Execution of Bonds.

(a) *Form of Bonds; Signatures and Seal.* Each Bond shall be prepared in a form consistent with the provisions of this ordinance and State law. Each Bond shall be signed by the Mayor and the City Clerk, either or both of whose signatures may be manual or in facsimile, and the seal of the City or a facsimile reproduction thereof shall be impressed or printed thereon. If any officer whose manual or facsimile signature appears on a Bond ceases to be an officer of the City authorized to sign bonds before the Bond bearing his or her manual or facsimile signature is authenticated by the Bond Registrar, or issued or delivered by the City, that Bond nevertheless may be authenticated, issued and delivered and, when authenticated, issued and delivered, shall be as binding on the City as though that person had continued to be an officer of the City authorized to sign bonds. Any Bond also may be signed on behalf of the City by any person who, on the actual date of signing of the Bond, is an officer of the City authorized to sign bonds, although he or she did not hold the required office on its Issue Date.

(b) *Authentication Required.* Only a Bond bearing a Certificate of Authentication in substantially the following form, manually signed by the Bond Registrar, shall be valid or obligatory for any purpose or entitled to the benefits of this ordinance: "*Certificate of Authentication. This Bond is one of the fully registered City of Des Moines, Washington, Limited Tax General Obligation Improvement and Refunding Bonds, 2018 [Series], described in the Bond Ordinance.*" The authorized signing of a Certificate of Authentication shall be conclusive evidence that the Bond so authenticated has been duly executed, authenticated and delivered and is entitled to the benefits of this ordinance.

Section 8. **Bond Fund; Manner of Payment; Failure to Pay.**

(a) *Bond Fund.* The Bond Fund has been previously created as a special fund of the City for the sole purpose of paying principal of and interest on the Bonds and other limited tax general obligation bonds of the City. The principal of and interest on the Bonds shall be paid out of the Bond Fund. All amounts allocated to the payment of the principal of and interest on the Bonds shall be deposited in the Bond Fund as necessary for the timely payment of amounts due with respect to the Bonds. Bond proceeds (if any) in excess of the amounts needed to carry out the Refunding Plan, to pay the costs of the Project, and to pay the costs of issuance shall be deposited into the Bond Fund. Until needed to pay principal of and interest on the Bonds, the City may invest money in the Bond Fund temporarily in any legal investment, and the investment earnings shall be retained in the Bond Fund and used for the purposes of that Fund.

(b) *Manner of Payment.* Principal of and interest on each Bond shall be payable in lawful money of the United States of America on the dates and in the amounts as provided in the Bond Purchase Agreement applicable to that Series. No Bonds of any Series shall be subject to acceleration under any circumstances.

(1) *Bonds Held In Book-Entry Form.* Principal of and interest on each Bond held in Book-Entry Form shall be payable in the manner set forth in the Letter of Representations.

(2) *Bonds Not Held In Book-Entry Form.* Interest on each Bond not held in Book-Entry Form shall be payable by electronic transfer on the interest payment date, or by check or draft of the Bond Registrar mailed on the interest payment date to the Registered Owner at the address appearing on the Bond Register on the Record Date. The City, however, is not required to make electronic transfers except pursuant to a request by a Registered Owner in writing received at least ten days prior to the Record Date and at the sole expense of the Registered Owner. Principal of each Bond not held in Book-Entry Form shall be payable upon presentation and surrender of the Bond by the Registered Owner to the Bond Registrar.

(c) *Failure To Pay Bonds.* If the principal of any Bond is not paid when the Bond is properly presented at its maturity or date fixed for redemption, the City shall be obligated to pay interest on that Bond at the same rate provided in the Bond from and after its maturity or date fixed for redemption until that Bond, both principal and interest, is paid in full or until sufficient money for its payment in full is on deposit in the Bond Fund, or in a trust account established to refund or defease the Bond, and the Bond has been called for payment by giving notice of that call to the Registered Owner.

Section 9. Redemption Provisions and Purchase of Bonds.

(a) *Optional Redemption.* All or some of the Bonds may be issued subject to redemption prior to their stated maturity dates at the option of the City at the times and on the terms set forth in the Bond Purchase Agreement, consistent with the parameters set forth in Exhibit A.

(b) *Mandatory Redemption.* All or some of the Bonds of any Series may be designated as Term Bonds, subject to mandatory redemption in principal installment payments, as set forth in the applicable Bond Purchase Agreement. If not redeemed or purchased at the City's option prior to maturity, Term Bonds (if any) must be redeemed, at a price equal to one hundred percent of the principal amount to be redeemed plus accrued interest, on the dates and in the years and principal amounts as set forth in the applicable Bond Purchase Agreement. If the City optionally redeems or purchases a Term Bond prior to maturity, the principal amount of that Term Bond so redeemed or purchased (irrespective of its redemption or purchase price) shall be credited against the remaining mandatory redemption installment payments in the manner as directed by the Finance Director. In the absence of direction by the Finance Director, credit shall be allocated to each mandatory redemption installment payment for that Bond on a *pro rata* basis.

(c) *Extraordinary Redemption Provisions.* All or some of the Bonds of any Series may be issued subject to extraordinary optional or extraordinary mandatory redemption prior to maturity, upon the occurrence of an extraordinary event, at the prices, in the principal amounts, and on the dates set forth in the applicable Bond Purchase Agreement.

(d) *Partial Redemption; Selection of Bonds for Redemption.* If fewer than all of the outstanding Bonds are to be redeemed at the option of the City, the Finance Director shall select the Series and maturities to be redeemed. If less than all of the principal amount of a maturity of the selected Series is to be redeemed, if such Series is held in Book-Entry Form, the portion of such maturity to be redeemed shall be selected for redemption by the Securities Depository in accordance with the Letter of Representations, and if the Series is not then held in Book-Entry Form, the portion of such maturity to be redeemed shall be selected by the Bond Registrar randomly in such manner as the Bond Registrar shall determine. All or a portion of the principal amount of any Bond that is to be redeemed may be redeemed in any Authorized Denomination. If less than all of the outstanding principal amount of any Bond is redeemed, upon surrender of that Bond to the Bond Registrar, there shall be issued to the Registered Owner, without charge, a new Bond (or Bonds, at the option of the Registered Owner) of the same Series, maturity and interest rate in any Authorized Denomination in the aggregate principal amount to remain outstanding.

(e) *Notice of Redemption.* Notice of an intended redemption of any Bond then in Book-Entry Form shall be given in accordance with the Letter of Representations. Unless otherwise set forth in the applicable Bond Purchase Agreement, the City must cause notice of any intended redemption of Bond not in Book-Entry Form to be given not less than 20 nor more than 60 days prior to the date fixed for redemption by first-class mail, postage prepaid, to the Registered Owner of each Bond to be redeemed at the address appearing on the Bond Register on the Record Date. The requirements of the preceding sentence shall be deemed to have been fulfilled when notice has been mailed as so provided, whether or not it is actually received by the Owner of any Bond, and may be waived by the Registered Owner of the Bond to be redeemed. In addition, the redemption notice shall be mailed or sent electronically within the same period to the MSRB (if required under the Continuing Disclosure Agreement), to each Rating Agency, and to such other persons and with such additional information

as the Finance Director shall determine, but these additional mailings shall not be a condition precedent to the redemption of any Bond.

(f) *Rescission of Optional Redemption Notice.* In the case of an optional redemption, the notice of redemption may state that the City retains the right to rescind the redemption notice and the redemption by giving a notice of rescission to the affected Registered Owners at any time prior to the scheduled optional redemption date. Any notice of optional redemption that is so rescinded shall be of no effect, and each Bond for which a notice of optional redemption has been rescinded shall remain outstanding.

(g) *Effect of Redemption.* Interest on each Bond called for redemption shall cease to accrue on the date fixed for redemption, unless either the notice of optional redemption is rescinded as set forth in Section 9, or money sufficient to effect such redemption is not on deposit in the Bond Fund or in a trust account established to refund or defease the Bond.

(h) *Purchase of Bonds.* The City reserves the right to purchase any or all of the Bonds offered to the City at any time at any price acceptable to the City plus accrued interest to the date of purchase.

Section 10. Refunding or Defeasance of the Bonds. The City may issue refunding bonds pursuant to State law or use money available from any other lawful source to carry out a refunding or defeasance plan, which may include (a) paying when due the principal of and interest on any or all of the Bonds (the “defeased Bonds”); (b) redeeming the defeased Bonds prior to their maturity; and (c) paying the costs of the refunding or defeasance. If the City sets aside in a special trust fund or escrow account irrevocably pledged to that redemption or defeasance (the “trust account”), money and/or Government Obligations maturing at a time or times and bearing interest in amounts sufficient to redeem, refund or defease the defeased Bonds in accordance with their terms, then all right and interest of the Owners of the defeased Bonds in the covenants of this ordinance and in the funds and accounts obligated to the payment of the defeased Bonds shall cease and become void. Thereafter, the Owners of defeased Bonds shall have the right to receive payment of the principal of and interest on the defeased Bonds solely from the trust account and the defeased Bonds shall be deemed no longer outstanding. In that event, the City may apply money remaining in any fund or account (other than the trust account) established for the payment or redemption of the defeased Bonds to any lawful purpose. Unless otherwise specified by the City in a refunding or defeasance plan, notice of refunding or defeasance shall be given, and selection of Bonds for any partial refunding or defeasance shall be conducted, in the manner prescribed in this ordinance for the redemption of Bonds.

Section 11. Deposit and Use of Proceeds.

(a) *Project Fund; Deposit of New Money Proceeds.* The Project Fund has been previously created for the purpose of paying the costs of the Project and other capital improvements. On the Issue Date, proceeds received from the sale and delivery of the Bonds allocated to carry out the Project shall be deposited into the Project Fund and used to pay or reimburse the City for costs of the Project. Until needed to pay such costs, the City may invest those proceeds temporarily in any legal investment, and the investment earnings shall be retained in the Project Fund and used for the purposes of that fund, except that earnings subject to a federal tax or rebate requirement (if applicable) may be withdrawn from the Project Fund and used for those tax or rebate purposes.

(b) *Refunding Proceeds.* On the Issue Date, the proceeds of the Bonds allocated to the Refunding Plan shall be deposited with the Refunding Trustee in accordance with Section ____.

(c) *Costs of Issuance.* Pending their application to pay costs of issuance, bond proceeds may be deposited, as directed by the Finance Director, either with the Refunding Trustee for payment in accordance with the Refunding Trust Agreement or in the Project Fund for payment by the City.

Section 12. Refunding Proceeds; the Refunding Plan. Subject to the condition of meeting the minimum savings target set forth in exhibit A, the Designated Representative is authorized to carry out the refunding of the Refunded Bonds, consistent with the following:

(a) *Appointment of Refunding Trustee.* The Designated Representative is authorized and directed to appoint a financial institution to serve as Refunding Trustee and to perform the duties of Refunding Trustee under this ordinance.

(b) *Use of Bond Proceeds; Acquisition of Acquired Obligations.* On the Issue Date, sufficient proceeds of the sale of the Bonds, plus the City Contribution (if any), shall be deposited with the Refunding Trustee and used to discharge the obligations of the City relating to the Refunded Bonds by carrying out the Refunding Plan in accordance with the Refunding Trust Agreement. To the extent practicable, such obligations shall be discharged fully by the Refunding Trustee's simultaneous purchase of the Acquired Obligations, bearing such interest and maturing as to principal and interest in such amounts and at such times so as to provide, together with a beginning cash balance, if necessary, for the payment of the amounts required to be paid by the Refunding Plan. The Acquired Obligations, if any, shall be listed and more particularly described in a schedule attached to the Refunding Trust Agreement. Any Bond proceeds or other money deposited with the Refunding Trustee not needed to carry out the Refunding Plan shall be returned to the City for deposit in the Bond Fund to pay interest on the Bonds on the next upcoming interest payment date.

(c) *Refunding Trust Agreement; Administration of Refunding Plan.* The Designated Representative is authorized and directed to execute a Refunding Trust Agreement setting forth the duties, obligations and responsibilities of the Refunding Trustee in connection with carrying out the Refunding Plan. The Refunding Trust Agreement shall, among other things, authorize and direct the Refunding Trustee to purchase the Acquired Obligations and to make the payments required to be made by the Refunding Plan. All Acquired Obligations and the money deposited with the Refunding Trustee and any income therefrom shall be held irrevocably, invested and applied in accordance with the provisions of the Refunded Bond Ordinances, this ordinance, chapter 39.53 RCW and other applicable State law. All administrative costs (including without limitation all necessary and proper fees, compensation, and expenses of the Refunding Trustee for the Bond and all other costs incidental to the setting up of the escrow to accomplish the Refunding Plan) and costs of issuance of the Bonds may be paid out of the amounts deposited with the Refunding Trustee or other available money of the City, in accordance with the Refunding Trust Agreement.

(d) *Call for Redemption of the Refunded Bonds.* The Designated Representative is authorized to call the Refunded Bonds for redemption on their respective Redemption Dates at their redemption prices, plus accrued interest. Such call for redemption shall identify the Refunded Bonds, the maturity dates, the Redemption Date and redemption price (expressed as a percentage of par, plus accrued interest), and shall be irrevocable after the Bonds are delivered to the Purchaser. The Designated Representative is authorized and directed to give or cause to be given such notices as

required, at the times and in the manner required, pursuant to the Refunded Bond Ordinances, and to take all other actions necessary to effect the redemption of the Refunded Bonds on the Redemption Date.

(e) *Additional Findings with Respect to Refunding.* Prior to approving the sale of the Bond, the Designated Representative shall make the following determinations in writing if in his or her judgment the following conditions are met:

(1) The savings that will be effected (as measured by the difference between the principal and interest cost over the life of the Bond and the principal and interest cost over the life of the Refunded Bonds, but for such refunding) shall be equal to at least the percentage savings set forth in Exhibit A. In making such determination, the Designated Representative shall give consideration to the fixed maturity of the Bond and the Refunded Bonds, the costs of issuance of the Bond and the known earned income from the investment of the proceeds of the Bond pending redemption of the Refunded Bonds.

(2) The Refunding Plan will provide sufficient funds to discharge and satisfy the obligations of the City under the Refunded Bond Ordinance. In making such determination, the Designated Representative may rely upon a verification by a nationally recognized independent certified public accounting firm.

Section 13. Tax Covenants; Designation of Bonds as “Qualified Tax Exempt Obligations.” The Designated Representative is authorized to designate each Series of the Bonds as either Tax-Exempt Bonds or Taxable Bonds.

(a) *Preservation of Tax Exemption for Interest on Tax-Exempt Bonds.* For each Series of the Bonds issued as Tax-Exempt Bonds, the City covenants that it will take all actions necessary to prevent interest on the Tax-Exempt Bonds from being included in gross income for federal income tax purposes, and it will neither take any action nor make or permit any use of proceeds of the Tax-Exempt Bonds or other funds of the City treated as proceeds of the Tax-Exempt Bonds that will cause interest on the Tax-Exempt Bonds to be included in gross income for federal income tax purposes. The City also covenants that, to the extent the arbitrage rebate requirements of Section 148 of the Code are applicable to the Tax-Exempt Bonds, it will take all actions necessary to comply (or to be treated as having complied) with those requirements in connection with the Tax-Exempt Bonds.

(b) *Post-Issuance Compliance.* The Finance Director is authorized and directed to adopt and implement written procedures to facilitate compliance by the City with the covenants in this ordinance and the applicable requirements of the Code that must be satisfied after the Issue Date to prevent interest on the Tax-Exempt Bonds from being included in gross income for federal tax purposes.

(c) *Designation of Tax-Exempt Bonds as “Qualified Tax-Exempt Obligations.”* Any Series of the Bonds may be designated as “qualified tax-exempt obligations” for the purposes of Section 265(b)(3) of the Code, if the following conditions are met: (1) the Series does not constitute “private activity bonds” within the meaning of Section 141 of the Code; (2) the reasonably anticipated amount of tax-exempt obligations (other than private activity bonds and other obligations not required to be included in such calculation) that the City and any entity subordinate to the City (including any entity that the City controls, that derives its authority to issue tax-exempt obligations from the City, or

that issues tax-exempt obligations on behalf of the City) will issue during the calendar year in which the Series is issued will not exceed \$10,000,000; and (3) the amount of tax-exempt obligations, including the Series, designated by the City as “qualified tax-exempt obligations” for the purposes of Section 265(b)(3) of the Code during the calendar year in which the Series is issued does not exceed \$10,000,000.

Section 14. Manner of Sale; Delivery of the Bonds.

(a) *Manner of Sale of Bonds; Delivery of Bonds.* The Designated Representative is authorized to sell each Series of the Bonds by negotiated sale or private placement, based on the assessment of the Designated Representative of market conditions, in consultation with appropriate City officials and staff, Bond Counsel and other advisors. In determining the method of sale of a Series and accepting the Bond Sale Terms, the Designated Representative shall take into account those factors that, in the judgment of the Designated Representative, may be expected to result in the lowest true interest cost to the City.

(b) *Procedure for Negotiated Sale or Private Placement.* If the Designated Representative determines that a Series of the Bonds is to be sold by negotiated sale or private placement, the Designated Representative shall select one or more Purchasers with which to negotiate such sale. The Bond Purchase Agreement for each Series of the Bonds shall set forth the Bond Sale Terms. The Designated Representative is authorized to execute the Bond Purchase Agreement on behalf of the City, so long as the terms provided therein are consistent with the terms of this ordinance.

(c) *Preparation, Execution and Delivery of the Bonds.* The Bonds will be prepared at City expense and will be delivered to the Purchaser in accordance with the Bond Purchase Agreement, together with the approving legal opinion of Bond Counsel regarding the Bonds.

Section 15. Official Statement; Continuing Disclosure.

(a) *Preliminary Official Statement Deemed Final.* The Designated Representative shall review and, if acceptable to him or her, approve the preliminary Official Statement prepared in connection with each sale of a Series of the Bonds to the public or through a Purchaser as a placement agent. For the sole purpose of the Purchaser’s compliance with paragraph (b)(1) of Rule 15c2-12, if applicable, the Designated Representative is authorized to deem that preliminary Official Statement final as of its date, except for the omission of information permitted to be omitted by Rule 15c2-12. The City approves the distribution to potential purchasers of the Bonds of a preliminary Official Statement that has approved by the Designated Representative and been deemed final, if applicable, in accordance with this subsection.

(b) *Approval of Final Official Statement.* The City approves the preparation of a final Official Statement for each Series of the Bonds to be sold to the public in the form of the preliminary Official Statement that has been approved and deemed final in accordance with subsection (a), with such modifications and amendments as the Designated Representative deems necessary or desirable, and further authorizes the Designated Representative to execute and deliver such final Official Statement to the Purchaser if required under Rule 15c2-12. The City authorizes and approves the distribution by the Purchaser of the final Official Statement so executed and delivered to purchasers and potential purchasers of a Series of the Bonds.

(c) *Agreement to Provide Continuing Disclosure.* If necessary to meet the requirements of paragraph (b)(5) of Rule 15c2-12, as applicable to the Purchaser acting as a participating underwriter for a Series of the Bonds, the Designated Representative is authorized to execute a Continuing Disclosure Agreement for the benefit of holders of a Series of the Bonds in substantially the form attached as Exhibit B.

Section 16. Supplemental and Amendatory Ordinances. The City may supplement or amend this ordinance without the consent of any Owners of the Bonds only for one or more of the following purposes:

(a) To add covenants and agreements that do not materially adversely affect the interests of Owners, or to surrender any right or power reserved to or conferred upon the City.

(b) To cure any ambiguities, or to cure, correct or supplement any defective provision contained in this ordinance in a manner that does not materially adversely affect the interest of the Beneficial Owners of the Bonds.

Section 17. General Authorization and Ratification. The Designated Representative and other appropriate officers of the City are severally authorized to take such actions and to execute such documents as in their judgment may be necessary or desirable to carry out the transactions contemplated in connection with this ordinance, and to do everything necessary for the prompt delivery of each Series of the Bonds to the Purchaser thereof and for the proper application, use and investment of the proceeds of the Bonds. All actions taken prior to the effective date of this ordinance in furtherance of the purposes described in this ordinance and not inconsistent with the terms of this ordinance are ratified and confirmed in all respects.

Section 18. Severability. The provisions of this ordinance are declared to be separate and severable. If a court of competent jurisdiction, all appeals having been exhausted or all appeal periods having run, finds any provision of this ordinance to be invalid or unenforceable as to any person or circumstance, such offending provision shall, if feasible, be deemed to be modified to be within the limits of enforceability or validity. However, if the offending provision cannot be so modified, it shall be null and void with respect to the particular person or circumstance, and all other provisions of this ordinance in all other respects, and the offending provision with respect to all other persons and all other circumstances, shall remain valid and enforceable.

Section 19. Effective Date of Ordinance. This ordinance shall take effect and be in force from and after its passage and five days following its publication as required by law.

PASSED by the City Council of the City of Des Moines, Washington, at an open public meeting thereof, this _____ day of _____, 2018, and signed in authentication of its passage this _____ day of _____, 2018.

Mayor

ATTEST:

Ordinance No. _____
Page 19 of 26

Bonnie Wilkins, City Clerk

APPROVED AS TO FORM:

Bond Counsel

Exhibit A

PARAMETERS FOR BOND SALE TERMS

- | | | |
|-----|-------------------------------|--|
| (a) | Principal Amount. | The Bonds may be issued in one or more Series. The aggregate principal amount of the Bonds shall not exceed \$10,000,000, and the refunding portion shall not exceed the amount necessary to carry out the refunding and pay the costs of issuance and administrative costs of carrying out the Refunding Plan. |
| (b) | Date or Dates. | Each Bond shall be dated its Issue Date, as determined by the Designated Representative, which date may not be later than December 31, 2019. |
| (c) | Denominations, Name, etc. | The Bonds shall be issued in Authorized Denominations, shall be numbered separately in the manner and shall bear any name (including any additional series or other designation) as deemed necessary or appropriate by the Designated Representative. |
| (d) | Interest Rate(s). | Each Bond shall bear interest from its Issue Date or from the most recent date to which interest has been paid or duly provided for, whichever is later, unless otherwise provided in the Bond Purchase Agreement. One or more rates of interest shall be established for each maturity of each Series of the Bonds, which rate or rates may be fixed or variable. No rate of interest for any Bond may exceed 6.00%, and the true interest cost to the City for any Series of the Bonds may not exceed 5.00%. |
| (e) | Payment Dates. | <p>Interest shall be payable on dates acceptable to the Designated Representative, which shall include payment at the maturity of each Bond, on any mandatory redemption date for Term Bonds, and on any other redemption date.</p> <p>Principal payments shall commence on a date acceptable to the Designated Representative and shall be payable at maturity and in mandatory redemption installments for Term Bonds on dates acceptable to the Designated Representative.</p> |
| (f) | Maturities; Final Maturity. | The final maturity of the Bonds allocated to the Project shall mature no later than 22 years after the Issue Date. The final maturity of the Bonds allocated to the Refunding Plan may not be later than twelve months after the date of the final maturity of the Refunded Bonds. |
| (g) | Redemption Prior to Maturity. | <p>The Designated Representative may approve in the Bond Purchase Agreement redemption provisions consistent with Section 9 and subject to the following:</p> <p>(1) <u>Optional Redemption</u>. Any Bond may be subject to optional redemption prior to its maturity. Any Bond that is subject to optional redemption prior to maturity must be callable on at least one or more date(s) occurring not more than 10½ years after the Issue Date, consistent with Section 9.</p> |

- (2) **Mandatory Redemption.** Any Bond may be designated as a Term Bond, subject to mandatory redemption prior to its maturity in mandatory redemption installment payments of principal, consistent with Section 9.
- (3) **Extraordinary Redemption.** Any Bond may be subject to extraordinary optional redemption or extraordinary mandatory redemption upon the occurrence of an extraordinary event, as such event or events may be set forth in the Bond Purchase Contract or other appropriate document, consistent with Section 9.
- (h) Price. The purchase price for any Series of Bonds may not be less than 95% or more than 125% of the stated principal amount of that Series.
- (i) Other Terms and Conditions.
- (1) **Debt Capacity.** A Series of the Bonds may not be issued if it would cause the indebtedness of the City to exceed the City's legal debt capacity on the Issue Date.
- (2) **Expected Life of Capital Facilities.** As of the Issue Date of each Series, the Designated Representative must find to his or her satisfaction that the average expected life of the capital facilities to be financed with the proceeds (or allocable share of proceeds) of that Series must exceed the weighted average maturity of such Series (or share thereof allocated to financing those capital facilities).
- (3) **Refunding Conditions; Minimum Savings.** The Designated Representative must find that:
- (a) The net present value savings that will be effected (as measured by the difference between the principal and interest cost over the life of the Bonds allocable to the Refunding Plan and the principal and interest cost over the life of the Refunded Bonds, but for such refunding) shall be at least equal to 2.00%. In making such determination, the Designated Representative shall give consideration to the fixed maturities of the Bonds and the Refunded Bonds, the costs of issuance of the Bonds and the known earned income from the investment of the proceeds of the Bonds pending redemption of the Refunded Bonds.
- (b) The Refunding Plan will provide sufficient funds to discharge and satisfy the obligations of the City under the Refunded Bond Ordinance. In making such determination, the Designated Representative may rely upon a verification by a nationally recognized independent certified public accounting firm.
- (4) **Additional Credit Enhancement, Terms, Conditions and Agreements.** The Designated Representative may determine whether it is in the City's best interest to provide for bond insurance or other credit enhancement; and may accept such additional terms, conditions and covenants as he or she may determine are in the best interests of the City, consistent with this ordinance.

Exhibit B

**[Form of]
CONTINUING DISCLOSURE AGREEMENT**

**City of Des Moines, Washington
Limited Tax General Obligation Improvement and Refunding Bonds, 2018**

For the sole purpose of assisting the Purchaser in meeting the requirements of paragraph (b)(5) of Rule 15c2-12, as applicable to a participating underwriter for the Bonds, the City of Des Moines, Washington (the “City”), makes the following written undertaking for the benefit of the Owners of the City’s Limited Tax General Obligation Improvement and Refunding Bonds, 2018.

Capitalized terms used but not defined below shall have the meanings given in Ordinance No. ____ of the City (the “Bond Ordinance”).

(a) Undertaking to Provide Annual Financial Information and Notice of Listed Events.
The City undertakes to provide or cause to be provided, either directly or through a designated agent, to the Municipal Securities Rulemaking Board (the “MSRB”), in an electronic format as prescribed by the MSRB, accompanied by identifying information as prescribed by the MSRB:

- (i) Annual financial information and operating data of the type included in the final official statement for the Bonds and described in paragraph (b) of this certificate (“annual financial information”). If audited financial statements are unavailable on or before the dates specified in paragraph (b), below, the timely filing of unaudited financial statements shall satisfy the requirements and filing deadlines set forth in paragraph (b), and the City agrees to file audited financial statements if and when they are otherwise prepared and available to the City.
- (ii) Timely notice (not in excess of 10 business days after the occurrence of the event) of the occurrence of any of the following events with respect to the Bonds: (1) principal and interest payment delinquencies; (2) non-payment related defaults, if material; (3) unscheduled draws on debt service reserves reflecting financial difficulties; (4) unscheduled draws on credit enhancements reflecting financial difficulties; (5) substitution of credit or liquidity providers, or their failure to perform; (6) adverse tax opinions, the issuance by the Internal Revenue Service of proposed or final determinations of taxability, Notice of Proposed Issue (IRS Form 5701 – TEB) or other material notices or determinations with respect to the tax status of the Bonds, or other material events affecting the tax status of the Bonds; (7) modifications to rights of holders of the Bonds, if material; (8) bond calls (other than scheduled mandatory redemptions of Term Bonds), if material, and tender offers; (9) defeasances; (10) release, substitution, or sale of property securing repayment of the Bonds, if material; (11) rating changes; (12) bankruptcy, insolvency, receivership or similar event of the City, as such “Bankruptcy Events” are defined in Rule 15c2-12; (13) the consummation of a merger, consolidation, or acquisition involving the City or the sale of all or substantially all of the assets of the City other than in the ordinary course of business, the entry into a definitive agreement to undertake such an action or the termination of a definitive agreement relating to any such actions, other than pursuant

to its terms, if material; and (14) appointment of a successor or additional trustee or the change of name of a trustee, if material.

- (iii) Timely notice of a failure by the City to provide required annual financial information on or before the dates specified in paragraph (b) below.

(b) Type of Annual Financial Information Undertaken to be Provided. The annual financial information that the City undertakes to provide in paragraph (a):

- (i) Shall consist of (1) annual financial statements prepared (except as noted in the financial statements) in accordance with applicable generally accepted accounting principles applicable to local governmental units of the State such as the City, as such principles may be changed from time to time, which statements may be unaudited, provided, that if and when audited financial statements are prepared and available they will be provided; (2) principal amount of general obligation bonds outstanding at the end of the applicable fiscal year; (3) assessed valuation for that fiscal year; (4) property tax levy amounts and rates for that fiscal year; [and (5) a statement of revenues for that fiscal year from any other revenue sources pledged to the Bonds (if any)];
- (ii) Shall be provided not later than the last day of the ninth month after the end of each fiscal year of the City (currently, a fiscal year ending December 31), as such fiscal year may be changed as required or permitted by State law, commencing with the City's fiscal year ending December 31, 2018; and
- (iii) May be provided in a single or multiple documents, and may be incorporated by specific reference to documents available to the public on the Internet website of the MSRB or filed with the Securities and Exchange Commission.

(c) Amendment of Continuing Disclosure Agreement. This Continuing Disclosure Agreement is subject to amendment after the primary offering of the Bonds without the consent of any Owner or holder of any Bond, or of any broker, dealer, municipal securities dealer, participating underwriter, rating agency or the MSRB, under the circumstances and in the manner permitted by Rule 15c2-12, including: (i) the amendment may only be made in connection with a change in circumstances that arises from a change in legal requirements, change in law, or change in the identity, nature, or status of the City, or type of business conducted; (ii) the undertaking, as amended, would have complied with the requirements of the rule at the time of the primary offering, after taking into account any amendments or interpretations of the rule, as well as any change in circumstances; and (iii) the amendment does not materially impair the interests of holders, as determined either by parties unaffiliated with the City (e.g., bond counsel or other counsel familiar with federal securities laws), or by approving vote of bondholders pursuant to the terms of the Bond Ordinance at the time of the amendment. The City will give notice to the MSRB of the substance (or provide a copy) of any amendment to this Continuing Disclosure Agreement and a brief statement of the reasons for the amendment. If the amendment changes the type of annual financial information to be provided, the annual financial information containing the amended financial information will include a narrative explanation of the effect of that change on the type of information to be provided.

(d) Beneficiaries. This Continuing Disclosure Agreement shall inure to the benefit of the City and the Beneficial Owner of each Bond, and shall not inure to the benefit of or create any rights in any other person.

(e) Termination of Continuing Disclosure Agreement. The City's obligations under this Continuing Disclosure Agreement shall terminate upon the legal defeasance of all of the Bonds. In addition, the City's obligations under this Continuing Disclosure Agreement shall terminate if the provisions of Rule 15c2-12 that require the City to comply with this Continuing Disclosure Agreement become legally inapplicable in respect of the Bonds for any reason, as confirmed by an opinion of nationally recognized Bond Counsel familiar with federal securities laws delivered to the City, and the City provides timely notice of such termination to the MSRB.

(f) Remedy for Failure to Comply with Continuing Disclosure Agreement. As soon as practicable after the City learns of any material failure to comply with this Continuing Disclosure Agreement, the City will proceed with due diligence to cause such noncompliance to be corrected. No failure by the City or other obligated person to comply with this Continuing Disclosure Agreement shall constitute a default in respect of the Bonds. The sole remedy of any Owner of a Bond shall be to take such actions as that Owner deems necessary, including seeking an order of specific performance from an appropriate court, to compel the City or other obligated person to comply with this Continuing Disclosure Agreement.

(g) Designation of Official Responsible to Administer Continuing Disclosure Agreement. The Finance Director or his or her designee is the person designated, in accordance with the Bond Ordinance, to carry out the Continuing Disclosure Agreement of the City in respect of the Bonds set forth in this section and in accordance with Rule 15c2-12, including, without limitation, the following actions:

- (i) Preparing and filing the annual financial information undertaken to be provided;
- (ii) Determining whether any event specified in paragraph (a) has occurred, assessing its materiality, where necessary, with respect to the Bonds, and preparing and disseminating any required notice of its occurrence;
- (iii) Determining whether any person other than the City is an "obligated person" within the meaning of Rule 15c2-12 with respect to the Bonds, and obtaining from such person a Continuing Disclosure Agreement to provide any annual financial information and notice of listed events for that person required under Rule 15c2-12;
- (iv) Selecting, engaging and compensating designated agents and consultants, including financial advisors and legal counsel, to assist and advise the City in carrying out this Continuing Disclosure Agreement; and
- (v) Effecting any necessary amendment of this Continuing Disclosure Agreement.

Exhibit C

Identification of Refunded Bonds

**Limited Tax General Obligation Bonds, 2008A
(Redemption Date: 12/1/2018)**

<u>Maturity (Dec 1)</u>	<u>Principal Amount</u>	<u>Interest Rate</u>	<u>Maturity (Dec 1)</u>	<u>Principal Amount</u>	<u>Interest Rate</u>
2019	\$325,000	5.000%	2024	\$410,000	4.625%
2020	340,000	5.000	2025	425,000	4.625
2021	355,000	5.000	2026	445,000	4.600
2022	375,000	4.500	2027	465,000	4.650
2023	390,000	4.500	2028	490,000	4.700

**Limited Tax General Obligation Bonds, 2008B
(Redemption Date: 12/1/2018)**

<u>Maturity (Dec 1)</u>	<u>Principal Amount</u>	<u>Interest Rate</u>
2021* **	\$390,000	4.375%
2025* **	600,000	4.625
2028*	525,000	4.700

*Term Bond maturity

CERTIFICATION

I, the undersigned, City Clerk of the City of Des Moines, Washington (the "City"), hereby certify as follows:

1. The attached copy of Ordinance No. ____ (the "Ordinance") is a full, true and correct copy of an ordinance duly passed at a regular meeting of the City Council of the City held at the regular meeting place thereof on _____, 2018, as that ordinance appears on the minute book of the City.

2. The Ordinance will be in full force and effect five days after publication in the City's official newspaper, which publication date [is/was] _____, 2018.

3. A quorum of the members of the City Council was present throughout the meeting and a majority of the members voted in the proper manner for the passage of the Ordinance.

Dated: _____, 2018.

CITY OF DES MOINES, WASHINGTON

Bonnie Wilkins, City Clerk

A G E N D A I T E M

BUSINESS OF THE CITY COUNCIL City of Des Moines, WA

SUBJECT: Discussion of 2019-2024 Capital Improvement Plan

ATTACHMENTS:

1. Draft Resolution No. 18-085
2. 2019-2024 Capital Improvement Plan.

FOR AGENDA OF: July 19, 2018

DEPT. OF ORIGIN: Finance

DATE SUBMITTED: July 12, 2018

CLEARANCES:

- ☐ Community Development SMC
- ☒ Marina _____
- ☒ Parks, Recreation & Senior Services SMC
- ☒ Public Works RRC

CHIEF OPERATIONS OFFICER: _____

- ☒ Legal JS6
- ☒ Finance Baw
- ☐ Courts _____
- ☐ Police _____

APPROVED BY CITY MANAGER
FOR SUBMITTAL: [Signature]

Purpose and Recommendation

The purpose of this agenda item is for the City Council to adopt Draft Resolution 18-085 (Attachment 1) approving the City of Des Moines 2019-2024 Capital Improvement Plan (CIP) included as Attachment 2. The CIP has been discussed with the various Council Committees, and is being presented as the July 12, 2018 Draft CIP for Council review and direction.

Suggested Motion

"I move to adopt draft Resolution No. 18-085 approving the City of Des Moines 2019 – 2024 Capital Improvements Plan."

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CITY ATTORNEY'S FIRST DRAFT 07/12/2018**DRAFT RESOLUTION NO. 18-085**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DES MOINES, WASHINGTON, relating to capital improvements planning, adopting the 2019-2024 City of Des Moines Capital Improvements Plan, and superseding Resolution No. 1365.

WHEREAS, the City Council of the City of Des Moines adopted the 2018-2023 Capital Improvement Plan by Resolution No. 1365, and

WHEREAS, the City Council finds it to be in the public interest to adopt the 2019-2024 Capital Improvements Plan; now therefore,

THE CITY COUNCIL OF THE CITY OF DES MOINES RESOLVES AS FOLLOWS:

Sec. 1. The City of Des Moines Capital Improvements Plan 2019-2024 is adopted by reference, as a guide for future capital improvement projects and policies.

Sec. 2. The City Manager is directed to submit to the City Council, for approval or adoption, annual updates to the Des Moines Capital Improvements Plan at least once a year.

Sec. 3. The City Manager is directed to submit to the City Council, for approval or adoption, amendments to specific projects contained in the Capital Improvements Plan when any project exceeds or will exceed budgetary authorization.

Sec. 4. The City Manager is directed to submit to the City Council, for approval, significant changes to the scope of any project contained in the Capital Improvements Plan as adopted in this Resolution. Determinations regarding what constitutes a significant change in a CIP project shall rest with the City Manager, provided in all circumstances that the provisions of section 3 are enforced. Finally, three City Councilmembers may determine a significant change has occurred or is proposed to occur with respect to any project contained in the CIP, which determination shall bring the matter before the full City Council for approval or authorization.

Sec. 5. Any new capital project meeting the criteria for inclusion in the CIP shall not be authorized without review and amendment to the 2019-2024 Capital Improvement Plan by the City Council.

Sec. 6. Capital Improvements Plan projects identified in the Comprehensive Transportation Plan (CTP) as "Intersection and

Resolution No. _____
 Page 2 of 2

Roadway Capacity Improvement Projects" are eligible for funding by Transportation Impact Fees authorized under Ordinance No. 1322. Eligible projects shall be funded from Transportation Impact Fees, to the extent such funds are available, in the following priority order:

(1) Payment of debt service on bonds or loans for CTP-identified eligible projects.

(2) Reimbursement of past CIP transportation capital expenditures for CTP-identified eligible projects.

(3) Reimbursement of current CIP transportation capital expenditures for CTP-identified eligible projects.

(4) Use as matching funds required to obtain grants for CTP-identified eligible projects.

Sec. 7. Resolution No. 1365 is hereby superseded.

ADOPTED BY the City Council of the City of Des Moines, Washington this _____ day of July, 2018, and signed in authentication thereof this _____ day of July, 2018.

 M A Y O R

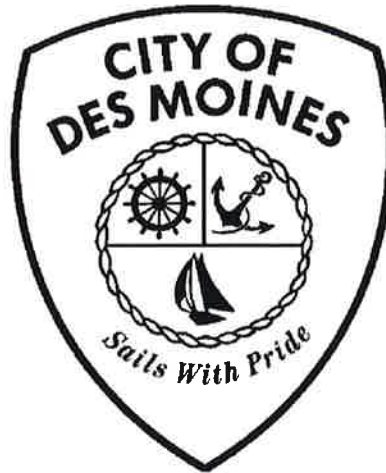
APPROVED AS TO FORM:

 City Attorney

ATTEST:

 City Clerk

DRAFT 7/19/18



2019-2024

CAPITAL IMPROVEMENTS PLAN

Resolution No. XXXX
Adopted by the City Council
on July XX, 2018

CITY OF DES MOINES
2019 – 2024
CAPITAL IMPROVEMENTS PLAN

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CITY OF DES MOINES
2019 – 2024
CAPITAL IMPROVEMENTS PLAN

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INTRODUCTION

This document is the City of Des Moines's 2019-2024 Capital Improvement Plan. The Capital Improvement Plan provides a multi-year list of proposed major capital and major repair expenditures for the city. This plan attempts to set funding strategies not only for the current year, but also for the next five years to project future needs for major construction, land acquisition and equipment needs that improve the cultural environment, capital infrastructure and recreational opportunities for the citizens of Des Moines. Capital expenditures are viewed not only in the context of how much the new project will cost, but also what impact the project will have on the city's operating budget.

OVERVIEW

Capital facilities planning and financing is subject to the State of Washington Growth Management Act of 1990 (GMA). The GMA requires communities to adopt comprehensive plans designed to guide the orderly development of growth over the next twenty years.

In accordance with GMA, the city has prepared its 2019-2024 Capital Improvement Plan ("CIP"). This plan provides long-range policy guidance for the development of capital improvements and identification of major repairs to accommodate orderly growth, set policy direction for capital improvements and ensure that needed capital facilities are provided in a timely manner.

The GMA requires the following elements in long term capital planning:

1. An inventory of existing publicly-owned capital facilities showing locations and capacities.
2. A forecast of the future needs for such capital facilities.
3. The proposed locations and capacities of expanded or new capital facilities.
4. A minimum six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes.
5. A requirement to reassess the land-use element if probable funding falls short of meeting existing needs.

The 2019-2024 CIP is the result of step 4 listed above.

For financial and accounting purposes, municipal capital and operating funds are divided into two broad categories: general governmental and proprietary. General governmental activities are supported primarily by taxes and user fees, while proprietary activities rely primarily on fees generated from the sale of goods and services for their operations. Capital improvements for police, parks, and transportation are traditionally general governmental in nature, while those for surface water and marina are proprietary.

Revenue sources for general governmental capital improvements are constrained by legal limits on tax rates that can be charged to raise funds for capital improvements, and on the amount of general obligation debt (capacity) that can be issued to raise funds for capital improvements. Proprietary funds' revenue sources are less restricted in that user fees could be increased or revenue-backed debt issued with the approval of the legislative body.

In addition, general governmental capital funding for improvements that rely on voter-approved bond issues creates certainty of when or if certain projects will take place.

CIP PROJECT CRITERIA

Capital expenditures include expenditures for buildings, land, major equipment, and other commodities that are of significant value (greater than \$25,000) and have a useful life of at least five years. Anticipated major repairs/maintenance greater than \$25,000 have also been included. The next year of capital spending and projects which do not meet the capital criteria are included in the annual Operating Budget.

The Capital Improvement Plan (CIP) lists each proposed project to be undertaken, the year in which it will be started, the amount expected to be expended in each year and the proposed method of financing these expenditures. Based on these details, summaries of project activities in each year can be prepared, as well as summaries of financial requirements, such as amounts of general obligation bonds to be issued, amounts of general operation funds required and any anticipated intergovernmental support, etc.

The capital improvement budget is enacted annually based on the capital improvement plan. It appropriates funding for the projects in the first year of the capital improvement plan as well as any projects started but not yet complete.

Flexibility is built into the capital improvement plan to allow for delay of projects when financing constraints make it impossible to allow for funding of the entire array of projects and to move future projects forward when financial availability makes it possible. The CIP is updated at least annually.

WHY PLAN FOR CAPITAL FACILITIES?

Project planning provides several advantages to the community:

- It facilitates repair or replacement of existing facilities before they fail. Failure is almost always more costly, time- consuming and disruptive than planned repair or replacement.
- It focuses community and the City Council's attention to priorities, goals, needs and capabilities. There are always more needs and competing projects than available funds. A good project plan forces the city to consciously set priorities between competing projects and interests.
- It provides a framework for decisions about community growth and development. Long-range planning for infrastructure needs allows the community to accommodate reasonable growth in new facilities while maintaining existing infrastructure, based on goals established through the planning process.
- It promotes a more efficient government operation. Coordination of projects can minimize disruption and reduce scheduling problems and conflicts between several projects. Related projects, such as sidewalks, drainage and roads, can be planned simultaneously.
- It helps distribute costs more equitably over a longer period of time, avoiding the need to impose spikes in tax financing. For example, new projects can be scheduled as current debt levels decline.
- It enhances opportunities for outside financial assistance. Adequate lead time allows for the opportunity to explore all avenues of outside grant funding with federal, state, and local financial assistance programs.

- It serves as an effective community education tool in conveying to the public that the City Council has made decisions that affect the future of the city and in its implementation provides guidance for development of the community.

FINANCIAL POLICIES & REVENUE SOURCES

The City Council has adopted policies that encourage fiscal responsibility while establishing reliable sources of funding for project expenditures on an ongoing basis. Described below are policies and revenues sources which support the CIP process.

Revenue Policies and Sources

- In 2012 City Council adopted Ordinance No. 1561 which was later amended by Ordinance No. 1637 in 2015, which defines one-time revenues and restricts the use of those identified one-time revenues to fund municipal capital improvements projects.
- Rate studies in proprietary funds are conducted periodically to determine the adequacy of user charges and annual contributions for capital improvements. The Surface Water Management Utility completed its latest rate study in 2015. In November 2015 the City Council approved Ordinance No. 1627 adopting a five-year plan for rate increases as proposed by the Surface Water Management Utility Rate Study. The rate increase is a combination of an increase related to the CCI/CPI inflation index and a fixed rate increase after applying the CCI/CPI inflation index. In June 2017, the City Council approved Ordinance No. 1685 adopting increases in Marina rates effective July 1, 2017, and January 1 for each succeeding year through 2020.
- Park in-lieu fees from single-family subdivisions and multi-family developments are used for the acquisition and development of neighborhood parks determined necessary as a consequence of the proposed development, or for designated community parks.
- Transportation Impact Fees are used to pay for past and future payments of capital expenditures for growth related transportation improvements and are also available to repay the debt service on bonds or loans financed for growth related transportation improvements

Debt Management Policies:

- The city shall determine the most advantageous financing method for all new projects. Whenever possible, the city shall identify alternative sources of funding and shall examine the availability of all sources in order to minimize the level of debt.
- Pay-as-you-go financing of capital improvements shall be utilized whenever possible.
- The city shall utilize intergovernmental contribution, when available, to finance capital improvements that are consistent with the goals and priorities of the city.
- The scheduled maturities of long-term obligations shall not exceed the expected useful life of the capital project or asset financed.

CAPITAL IMPROVEMENT PLAN PROCESS

The capital improvement plan process is built around the following eight steps:

1. *Establish administrative and policy framework for capital programming and budgeting.* The first step in implementing an effective capital improvement planning and budget process is to establish the underlying organizational and policy framework within which the process operates. All requests for capital improvement projects are submitted to the Finance Department.

2. *Prepare inventory of existing facilities.* Each governmental unit compiles an inventory of its own physical plant. This helps to indicate the eventual need for renewal, replacements, expansion or retirement of some of the physical plant. This often is accomplished through a master plan process.

3. *Review the status of on-going projects.* The estimated costs of these projects are reviewed to ensure accuracy and monitor the funding necessary to complete the project.

4. *Perform financial analysis and financial programming.* Financial analysis involves the determination of the City of Des Moines' financial capability for major expenditures by examining past, present and future revenue, expenditures and municipal debt. The selection and scheduling of funding sources of these major expenditures is known as financial programming. Some of the important objectives of financial programming include:

- Smoothing the tax rate impacts
- Maintaining a preferred balance of debt service and current expenditures
- Determining debt capacity and appropriate debt service levels
- Maximizing intergovernmental aid relative to local expenditures

The intent is to come up with a level of project expenditures which the municipality can safely afford over the next several years while maintaining a minimal impact of the property tax rate and other municipal revenues.

5. *Compile and evaluate project requests.* Once the Finance Department has completed reviewing and summarizing the CIP requests, the CIP requests are then presented to the City Council Committees (Environment Committee for Surface Water Management capital projects; Municipal Facilities Committee for Parks, Administrative and Maintenance Facilities, and Marina capital projects; Transportation Committee for Transportation capital projects) for review and prioritization based on the criteria contained in the Capital Project Criteria section.

6. *Adopt the capital program and budget.* The City Council as a whole, reviews, modifies and adopts the Capital Improvement Plan in the summer. Continuing projects plus projects listed in the CIP to start the next fiscal year are included in the Capital Project Budget which council adopts (along with the Operating Budget) before the end of the current year.

7. *Monitoring the Capital Project Budget.* Monitoring the approved capital project budget requires appropriate actions from the Finance Department. Since capital projects often involve time-consuming activities such as bidding, site selection, and lengthy purchasing and construction delays, the actual implementation of projects may be completed somewhat later than the designated year. If funds are incomplete, it may be desirable to split the project over two funding years. An example of this would be

completing the Engineering design and bid specification development in one year and the actual construction in the second year.

8. *Modifications.* Significant change in project scope, time or costs requires a budget amendment by the City Council.

CAPITAL PROJECT EVALUATION CRITERIA

Legal. A State or Federal mandate may require a project be implemented. Court orders and judgments concerning annexation property owners' rights, environmental protection, etc. are examples of legal requirements which may affect project prioritization.

Safety. Benefit to the environment, safety or public health of the community is evaluated. For example, all street projects concern public safety, but streets for which documented evidence of existing safety hazards are given higher priority.

Comprehensive Plan. Consistency with the city's Comprehensive Plan is important. Capital projects may directly or indirectly relate to comprehensive plan and should be consistent with the comprehensive plan.

Funding. The extent to which outside funding is available for a project or purchase is evaluated.

Related Project. Sometimes projects in one category are essential to the success of those in others. Related projects proposed by other departments or governmental jurisdictions may even affect a savings to a particular project. Coordination of street projects with utility programs within the city (or those planned by other jurisdictions) can reduce costs and minimize public inconvenience. A surface water line replacement needed in three years may be given a higher priority in order to coincide with a street resurfacing project needed immediately.

Efficiencies. Projects which substantially improve the quality of service at the same operating cost, or eliminate obsolete and inefficient facilities, or lower operating costs are given higher priority.

Economic Impact. A project may affect the local economy. Increases or decreases in property valuations may occur. Rapid growth in the area may increase the city's land acquisition costs if the project is deferred.

Public Support. Projects are generally more easily implemented if there is public demand and support for them.

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SUMMARY LISTING OF
PROJECT EXPENDITURES
AND FUNDING SOURCES

CITY OF DES MOINES
CIP COSTS SUMMARY: 2019-2024
(Amounts in Thousands)

Page #	Project Name	Total Budget	Project to Date 12/31/17	Sched Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
GENERAL MUNICIPAL IMPROVEMENTS										
<u>Economic Development Projects</u>										
16	Redondo Paid Parking	350	-	-	50	300	-	-	-	-
	Total Econ Dev & Tourism	350	-	-	50	300	-	-	-	-
<u>Building Facility Projects</u>										
18	Building Access System	58	-	12	46	-	-	-	-	-
20	Police HVAC	277	-	-	277	-	-	-	-	-
22	Founders' Lodge Improvements	200	-	-	200	-	-	-	-	-
24	City Hall Heat Pumps	60	-	-	-	60	-	-	-	-
26	LED Exterior Lighting	34	-	-	-	34	-	-	-	-
28	Engineer Bldg Windows	25	-	-	-	25	-	-	-	-
30	PW Service Center Interior Painting	60	-	-	-	-	60	-	-	-
32	Field House Interior Paint	35	-	-	-	-	35	-	-	-
34	City Hall Canopy Repairs	55	-	-	-	-	-	55	-	-
36	Police Dept Storage Building	445	-	-	-	-	-	-	445	-
38	City Hall Parking Lot	360	-	-	-	-	-	-	360	-
40	Activity Center Irrigation/Landscape	65	-	-	-	-	-	-	65	-
42	Service Center Fueling Station Canopy	87	-	-	-	-	-	-	-	87
44	Service Center Material Storage Improvements	400	-	-	-	-	-	-	-	400
	Total Building Facilities	2,161	-	12	523	119	95	55	870	487
<u>Technology Projects</u>										
46	Financial System Replacement	252	-	-	72	180	-	-	-	-
	Total Technology	252	-	-	72	180	-	-	-	-
<u>Park Facility & Playground Projects</u>										
48	The Van Gasken Park	2,438	34	-	1,404	-	1,000	-	-	-
50	Kiddie Park Play Equipment/City Park Improvements	227	4	23	200	-	-	-	-	-
52	Field House Play Equipment	194	3	-	-	191	-	-	-	-
54	Cecil Powell Play Equipment	103	3	-	-	10	90	-	-	-
56	Wooton Park	210	2	21	187	-	-	-	-	-
58	Westwood Play Equipment	104	2	13	89	-	-	-	-	-
60	DMBP Sun Home Lodge Rehab	638	-	66	-	572	-	-	-	-
62	Field House Play Field/Skate Park	187	-	-	187	-	-	-	-	-
64	Mary Gay Park	100	-	-	100	-	-	-	-	-
66	Beach Park Promenade & Play Equip	775	-	-	90	685	-	-	-	-
68	Marina Dynamic Messaging Signs	50	-	-	50	-	-	-	-	-
	Total City Wide Park Facilities	5,026	48	123	2,307	1,458	1,090	-	-	-
<u>Waterfront Facility Projects</u>										
70	North Bulkhead	8,430	15	1,377	2,928	4,110	-	-	-	-
72	N Lot Restrooms, Plazas & Promenade	856	-	106	750	-	-	-	-	-
74	Redondo Floats	110	-	-	110	-	-	-	-	-
76	Redondo Fishing Pier Replace Decking	235	-	-	10	225	-	-	-	-
78	Redondo Restroom & Plaza	400	-	-	-	-	-	-	400	-
	Total Waterfront Facilities	10,031	15	1,483	3,798	4,335	-	-	400	-

CITY OF DES MOINES
CIP COSTS SUMMARY: 2019-2024
(Amounts in Thousands)

Page #	Project Name	Total Budget	Project to Date 12/31/17	Sched Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
<u>Transportation - Operating Projects</u>										
80	Arterial Street Pavement Preservation	6,870	101	1,218	926	925	925	925	925	925
82	Sidewalk Program	137	17	20	20	20	20	20	20	-
84	Arterial Traffic Calming	151	-	151	-	-	-	-	-	-
86	Guardrail Program	75	-	-	25	25	-	25	-	-
	Total Transport - O&M Projects	7,233	118	1,389	971	970	945	970	945	925
<u>Transportation - Capital Projects</u>										
88	Barnes Creek Trail	4,875	905	210	50	50	190	480	896	2,094
90	South 216th - Segment 3	7,292	523	274	6,495	-	-	-	-	-
92	24th Ave Sidewalk (223rd - Kent Des Moines Rd)	4,722	67	-	480	65	4,110	-	-	-
94	Downtown Alley Improvement	541	-	257	284	-	-	-	-	-
96	Marine View Dr / South 240th St. Intersection Improvement	2,133	-	35	-	365	1,733	-	-	-
98	S 223rd Walkway Improvements	150	-	-	150	-	-	-	-	-
100	16th Ave - Seg 5A	129	-	-	129	-	-	-	-	-
102	North Hill Elementary Walkway Improvements	890	-	-	120	770	-	-	-	-
104	24th Ave/S. 208th St Intersection Improvements	540	-	-	60	480	-	-	-	-
106	DMMD & S 200th Street Signal Improvements	550	-	-	-	550	-	-	-	-
108	South 240th Street Improve - Seg 2	4,850	-	-	-	435	4,415	-	-	-
110	College Way	1,450	-	-	-	-	1,450	-	-	-
112	South 240th Street Improve - Seg 1	6,300	-	-	-	-	735	5,565	-	-
114	Redondo Area Street Improvements	70	-	-	-	-	70	-	-	-
116	Kent-Des Moines Rd - Seg 2	7,200	-	-	-	-	-	985	6,215	-
118	S 224th St Improvements	606	-	-	-	-	-	606	-	-
120	Puget Sound Gateway - SR509 Extension	500	-	-	-	-	-	500	-	-
122	30th Ave S Improvements - South Segments	4,485	-	-	-	-	-	-	385	4,100
	Total Transport - Capital Projects	47,283	1,495	776	7,768	2,715	12,703	8,136	7,496	6,194
	Total General Municipal Improvements	72,336	1,676	3,783	15,489	10,077	14,833	9,161	9,711	7,606
MARINA CAPITAL IMPROVEMENTS										
124	Dock Electrical Replacements	240	-	60	-	60	60	60	-	-
126	Fuel & Electrical Replacement	240	-	50	190	-	-	-	-	-
128	Tenant Restroom Replacement	380	-	-	-	50	330	-	-	-
130	Marina Dock Replacement	1,400	-	-	-	-	-	-	1,400	-
	Total Marina	2,260	-	110	190	110	390	60	1,400	-
SURFACE WATER MANAGEMENT CAPITAL										
132	Barnes Crk/Kent-Des Moines Rd Culvert	1,963	405	318	20	1,220	-	-	-	-
134	24th Ave Pipeline Replacement/Upgrade	861	28	25	64	-	-	744	-	-
136	216th/11th Ave Intersection Pipe Replacement	329	20	29	280	-	-	-	-	-
138	Deepdene Plat Outfall Replacement	410	1	185	224	-	-	-	-	-
140	Pond Safety Improvements	93	-	58	35	-	-	-	-	-
142	8th Ave (264th to 265th)	258	-	-	258	-	-	-	-	-
144	6th Ave/239th Pipe Replacement	257	-	-	257	-	-	-	-	-
146	14th Ave (268th to 272nd) Pipe Upgrade	478	-	-	94	384	-	-	-	-
148	N. Fork McSorley Ck Diversion	432	-	-	85	347	-	-	-	-
150	Soundview Dr./Redondo Beach Dr. Pipe Upgrade Project	205	-	-	45	160	-	-	-	-
152	Pipe Replacement Program	667	-	-	-	49	328	290	-	-
154	DMMD 208th to 212th Pipe Project	603	-	-	-	-	603	-	-	-
156	KDM /16th Avenue A Pipe Replacement	272	-	-	-	-	272	-	-	-
158	5th Ave/212th Street Pipe Upgrade	884	-	-	-	-	170	714	-	-
160	216th Pl./ Marine View Dr. Pipe Upgrade	324	-	-	-	-	-	324	-	-
162	KDM/16th Ave B Pipe Replacement	991	-	-	-	-	-	211	780	-
164	232nd Street (10th to 14th) Pipe Project	629	-	-	-	-	-	-	629	-
166	258th Street (13th Pl to 16th) Pipe Project	343	-	-	-	-	-	-	-	343
	Total Surface Water Mgmt	9,999	454	615	1,362	2,160	1,373	2,283	1,409	343
	TOTAL CITY WIDE	84,595	2,130	4,508	17,041	12,347	16,596	11,504	12,520	7,949

CITY OF DES MOINES
CIP REVENUE SUMMARY: 2019-2024
(Amounts in Thousands)

Page #	Project Name	Total Budget	Project to Date 12/31/17	Sched Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
GENERAL MUNICIPAL IMPROVEMENTS										
<u>Economic Development Projects</u>										
16	Redondo Paid Parking	350	-	-	50	300	-	-	-	-
	Total Econ Dev & Tourism	350	-	-	50	300	-	-	-	-
<u>Building Facility Projects</u>										
18	Building Access System	58	-	12	46	-	-	-	-	-
20	Police HVAC	277	-	138	139	-	-	-	-	-
22	Founders' Lodge Improvements	200	-	-	200	-	-	-	-	-
24	City Hall Heat Pumps	60	-	-	-	60	-	-	-	-
26	LED Exterior Lighting	34	-	-	-	34	-	-	-	-
28	Engineer Bldg Windows	25	-	-	-	25	-	-	-	-
30	PW Service Center Interior Painting	60	-	-	-	-	60	-	-	-
32	Field House Interior Paint	35	-	-	-	-	35	-	-	-
34	City Hall Canopy Repairs	55	-	-	-	-	-	55	-	-
36	Police Dept Storage Building	445	-	-	-	-	-	-	445	-
38	City Hall Parking Lot	360	-	-	-	-	-	-	360	-
40	Activity Center Irrigation/Landscape	65	-	-	-	-	-	-	65	-
42	Service Center Fueling Station Canopy	87	-	-	-	-	-	-	-	87
44	Service Center Material Storage Improvements	400	-	-	-	-	-	-	-	400
	Total Building Facilities	2,161	-	150	385	119	95	55	870	487
<u>Technology Projects</u>										
46	Financial System Replacement	252	101	151	-	-	-	-	-	-
	Total Technology	252	101	151	-	-	-	-	-	-
<u>Park Facility & Playground Projects</u>										
48	The Van Gasken Park	2,438	34	186	1,218	-	1,000	-	-	-
50	Kiddie Park Play Equipment(City Park Improvements	227	4	23	200	-	-	-	-	-
52	Field House Play Equipment	194	3	-	-	191	-	-	-	-
54	Cecil Powell Play Equipment	103	3	-	-	10	90	-	-	-
56	Wooton Park	210	2	21	187	-	-	-	-	-
58	Westwood Play Equipment	104	2	13	89	-	-	-	-	-
60	DMBP Sun Home Lodge Rehab	638	-	66	-	572	-	-	-	-
62	Field House Play Field/Skate Park	187	-	-	187	-	-	-	-	-
64	Mary Gay Park	100	-	-	100	-	-	-	-	-
66	Beach Park Promenade & Play Equip	775	-	-	90	685	-	-	-	-
68	Marina Dynamic Messaging Signs	50	-	-	50	-	-	-	-	-
	Total City Wide Park Facilities	5,026	48	309	2,121	1,458	1,090	-	-	-
<u>Waterfront Facility Projects</u>										
70	North Bulkhead	8,430	-	3,700	2,950	1,780	-	-	-	-
72	N Lot Restrooms, Plazas & Promenade	856	-	106	750	-	-	-	-	-
74	Redondo Floats	110	-	-	110	-	-	-	-	-
76	Redondo Fishing Pier Replace Decking	235	-	-	10	225	-	-	-	-
78	Redondo Restroom & Plaza	400	-	-	-	-	-	-	400	-
	Total Waterfront Facilities	10,031	-	3,806	3,820	2,005	-	-	400	-

CITY OF DES MOINES
CIP REVENUE SUMMARY: 2019-2024
(Amounts in Thousands)

Page #	Project Name	Total Budget	Project to Date 12/31/17	Sched Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
<u>Transportation - Operating Projects</u>										
80	Arterial Street Pavement Preservation	7,618	1,193	875	925	925	925	925	925	925
82	Sidewalk Program	137	17	20	20	20	20	20	20	-
84	Arterial Traffic Calming	151	-	151	-	-	-	-	-	-
86	Guardrail Program	75	-	-	25	25	-	25	-	-
	Total Transport - O&M Projects	7,981	1,210	1,046	970	970	945	970	945	925
<u>Transportation - Capital Projects</u>										
88	Barnes Creek Trail	4,875	1,029	86	50	50	190	480	896	2,094
118	S 224th St Improvements	606	-	-	-	-	-	606	-	-
90	South 216th - Segment 3	7,292	523	272	6,497	-	-	-	-	-
92	24th Ave Sidewalk (223rd - Kent Des Moines Rd)	4,722	210	-	345	32	4,135	-	-	-
100	16th Ave - Seg 5A	129	129	-	-	-	-	-	-	-
94	Downtown Alley Improvement	541	-	435	106	-	-	-	-	-
120	Puget Sound Gateway - SR509 Extension	500	-	400	25	25	25	25	-	-
96	Marine View Dr / South 240th St. Intersection Improvement	2,133	-	35	-	365	1,733	-	-	-
98	S 223rd Walkway Improvements	150	-	-	150	-	-	-	-	-
102	North Hill Elementary Walkway Improvements	890	-	-	120	770	-	-	-	-
104	24th Ave/S. 208th St Intersection Improvements	540	-	-	60	480	-	-	-	-
108	South 240th Street Improve - Seg 2	4,850	-	-	-	635	4,215	-	-	-
106	DMMD & S 200th Street Signal Improvements	550	-	-	-	550	-	-	-	-
110	College Way	1,450	-	-	-	-	1,450	-	-	-
112	South 240th Street Improve - Seg 1	6,300	-	-	-	-	735	5,565	-	-
114	Redondo Area Street Improvements	70	-	-	-	-	70	-	-	-
116	Kent-Des Moines Rd - Seg 2	7,200	-	-	-	-	-	985	6,215	-
122	30th Ave S Improvements - South Segments	4,485	-	-	200	-	200	350	300	3,435
	Total Transport - Capital Projects	47,283	1,891	1,228	7,553	2,907	12,753	8,011	7,411	5,529
	Total General Municipal Improvements	73,084	3,149	6,539	14,899	7,759	14,883	9,036	9,626	6,941
MARINA CAPITAL IMPROVEMENTS										
124	Dock Electrical Replacements	240	-	60	-	60	60	60	-	-
126	Fuel & Electrical Replacement	240	-	50	190	-	-	-	-	-
128	Tenant Restroom Replacement	380	-	-	-	50	330	-	-	-
130	Marina Dock Replacement	1,400	200	200	200	200	200	200	200	-
	Total Marina	2,260	200	310	390	310	590	260	200	-
SURFACE WATER MANAGEMENT CAPITAL										
132	Barnes Crk/Kent-Des Moines Rd Culvert	1,963	405	318	20	1,220	-	-	-	-
134	24th Ave Pipeline Replacement/Upgrade	861	28	25	64	-	-	744	-	-
138	Deepdene Plat Outfall Replacement	410	1	185	224	-	-	-	-	-
136	216th/11th Ave Intersection Pipe Replacement	329	20	29	280	-	-	-	-	-
150	Soundview Dr./Redondo Beach Dr. Pipe Upgrade Project	205	-	-	45	160	-	-	-	-
140	Pond Safety Improvements	93	-	58	35	-	-	-	-	-
158	5th Ave/212th Street Pipe Upgrade	884	-	-	-	-	170	714	-	-
152	Pipe Replacement Program	667	-	-	-	49	328	290	-	-
148	N. Fork McSorley Ck Diversion	432	-	-	85	347	-	-	-	-
144	6th Ave/239th Pipe Replacement	257	-	-	257	-	-	-	-	-
146	14th Ave (268th to 272nd) Pipe Upgrade	478	-	-	94	384	-	-	-	-
160	216th Pl / Marine View Dr. Pipe Upgrade	324	-	-	-	-	-	324	-	-
156	KDM /16th Avenue A Pipe Replacement	272	-	-	-	-	272	-	-	-
154	DMMD 208th to 212th Pipe Project	603	-	-	-	-	603	-	-	-
142	8th Ave (264th to 265th)	258	-	-	258	-	-	-	-	-
162	KDM/16th Ave B Pipe Replacement	991	-	-	-	-	-	211	780	-
164	232nd Street (10th to 14th) Pipe Project	629	-	-	-	-	-	-	629	-
166	258th Street (13th Pl to 16th) Pipe Project	343	-	-	-	-	-	-	-	343
	Total Surface Water Mgmt	9,999	454	615	1,362	2,160	1,373	2,283	1,409	343
	TOTAL CITY WIDE	85,343	3,803	7,464	16,651	10,229	16,846	11,579	11,235	7,284

CITY OF DES MOINES
CIP REVENUE SOURCE SUMMARY: 2019-2024
(Amounts in Thousands)

Page #	Project Name	Total Budget	Project to Date 12/31/17	Sched Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
GENERAL FUND										
68	Marina Dynamic Messaging Signs	50	-	50	-	-	-	-	-	-
84	Arterial Traffic Calming	151	-	151	-	-	-	-	-	-
16	Redondo Paid Parking	350	-	-	50	300	-	-	-	-
94	Downtown Alley Improvement	393	-	393	-	-	-	-	-	-
	Total General Fund	944	-	594	50	300	-	-	-	-
FRANCHISE FEES										
80	Arterial Street Pavement Preservation	3,718	396	502	470	470	470	470	470	470
	Total Franchise Fee	3,718	396	502	470	470	470	470	470	470
COMPUTER REPLACEMENT FUND										
46	Financial System Replacement	192	71	121	-	-	-	-	-	-
	Total Computer Replacement Fund	192	71	121	-	-	-	-	-	-
REDONDO ZONE										
114	Redondo Area Street Improvements	70	-	-	-	-	70	-	-	-
	Total Redondo Zone Parking	70	-	-	-	-	70	-	-	-
AUTOMATED SPEED ENFORCE (ASE)										
92	24th Ave Sidewalk (223rd - Kent Des Moines Rd)	208	208	-	-	-	-	-	-	-
82	Sidewalk Program	137	17	20	20	20	20	20	20	-
98	S 223rd Walkway Improvements	150	-	-	150	-	-	-	-	-
102	North Hill Elementary Walkway Improvements	160	-	-	40	120	-	-	-	-
	Total ASE	655	225	20	210	140	20	20	20	-
TRANSPORTATION BENEFIT DISTRICT										
80	Arterial Street Pavement Preservation	3,900	797	373	455	455	455	455	455	455
	Total Transportation Benefit District	3,900	797	373	455	455	455	455	455	455
REET 1st QTR %										
88	Barnes Creek Trail	900	263	86	50	50	35	116	100	200
70	North Bulkhead	1,180	-	400	-	780	-	-	-	-
60	DMBP Sun Home Lodge Rehab	3	-	3	-	-	-	-	-	-
36	Police Dept Storage Building	445	-	-	-	-	-	-	445	-
38	City Hall Parking Lot	360	-	-	-	-	-	-	360	-
	Total REET 1st Qtr %	2,888	263	489	50	830	35	116	905	200
REET - 2nd QTR %										
50	Kiddie Park Play Equipment City Park Improvements	27	4	23	-	-	-	-	-	-
56	Wooton Park	160	2	21	137	-	-	-	-	-
52	Field House Play Equipment	58	3	-	-	55	-	-	-	-
54	Cecil Powell Play Equipment	13	3	-	-	10	-	-	-	-
58	Westwood Play Equipment	104	2	13	89	-	-	-	-	-
72	N Lot Restrooms, Plazas & Promenade	356	-	106	250	-	-	-	-	-
86	Guardrail Program	75	-	-	25	25	-	25	-	-
76	Redondo Fishing Pier Replace Decking	77	-	-	10	67	-	-	-	-
74	Redondo Floats	40	-	-	40	-	-	-	-	-
78	Redondo Restroom & Plaza	200	-	-	-	-	-	-	200	-
	Total REET 2nd Qtr %	1,110	14	163	551	157	-	25	200	-

CITY OF DES MOINES
CIP REVENUE SOURCE SUMMARY: 2019-2024
(Amounts in Thousands)

Page #	Project Name	Total Budget	Project to Date 12/31/17	Sched Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
KING COUNTY PARK LEVY										
88	Barnes Creek Trail	287	287	-	-	-	-	-	-	-
	Total King County Park Levy	287	287	-	-	-	-	-	-	-
PARK IN LIEU										
66	Beach Park Promenade & Play Equip	380	-	-	90	290	-	-	-	-
48	The Van Gasken Park	758	34	-	224	-	500	-	-	-
64	Mary Gay Park	50	-	-	50	-	-	-	-	-
	Total Park in Lieu	1,188	34	-	364	290	500	-	-	-
ONE TIME REVENUE										
48	The Van Gasken Park	-	-	186	(186)	-	-	-	-	-
128	Tenant Restroom Replacement	380	-	-	-	50	330	-	-	-
64	Mary Gay Park	50	-	-	50	-	-	-	-	-
42	Service Center Fueling Station Canopy	87	-	-	-	-	-	-	-	87
44	Service Center Material Storage Improvements	200	-	-	-	-	-	-	-	200
72	N Lot Restrooms, Plazas & Promenade	500	-	-	500	-	-	-	-	-
94	Downtown Alley Improvement	148	-	42	106	-	-	-	-	-
120	Puget Sound Gateway - SR509 Extension	500	-	400	25	25	25	25	-	-
70	North Bulkhead	2,000	-	-	1,000	1,000	-	-	-	-
	Total One Time Revenue	3,865	-	628	1,495	1,075	355	25	-	287
TRAFFIC IN LIEU										
100	16th Ave - Seg 5A	129	129	-	-	-	-	-	-	-
96	Marine View Dr / South 240th St. Intersection Improvement	647	-	35	-	265	347	-	-	-
110	College Way	950	-	-	-	-	950	-	-	-
108	South 240th Street Improve - Seg 2	2,900	-	-	-	235	2,665	-	-	-
116	Kent-Des Moines Rd - Seg 2	20	-	-	-	-	-	20	-	-
90	South 216th - Segment 3	1,500	-	-	1,500	-	-	-	-	-
104	24th Ave/S. 208th St Intersection Improvements	200	-	-	50	150	-	-	-	-
122	30th Ave S Improvements - South Segments	350	-	-	200	-	-	150	-	-
	Total Traffic in Lieu	6,696	129	35	1,750	650	3,962	170	-	-
TRANSPORTATION CIP FUND										
88	Barnes Creek Trail	68	68	-	-	-	-	-	-	-
	Total Transportation CIP Fund	68	68	-	-	-	-	-	-	-
TRAFFIC IMPACT CITY WIDE										
90	South 216th - Segment 3	1,916	242	152	1,522	-	-	-	-	-
92	24th Ave Sidewalk (223rd - Kent Des Moines Rd)	1,614	2	-	105	-	1,507	-	-	-
104	24th Ave/S. 208th St Intersection Improvements	210	-	-	10	200	-	-	-	-
110	College Way	500	-	-	-	-	500	-	-	-
88	Barnes Creek Trail	190	-	-	-	-	-	-	96	94
116	Kent-Des Moines Rd - Seg 2	330	-	-	-	-	-	330	-	-
106	DMMD & S 200th Street Signal Improvements	550	-	-	-	550	-	-	-	-
118	S 224th St Improvements	326	-	-	-	-	-	326	-	-
	Total Traffic Impact City Wide	5,636	244	152	1,637	750	2,007	656	96	94
TRAFFIC IMPACT PAC RIDGE										
118	S 224th St Improvements	280	-	-	-	-	-	280	-	-
122	30th Ave S Improvements - South Segments	850	-	-	-	-	200	200	300	150
	Total Traffic Impact Pac Ridge	1,130	-	-	-	-	200	480	300	150
MARINA REVENUES										
130	Marina Dock Replacement	1,400	200	200	200	200	200	200	200	-
124	Dock Electrical Replacements	240	-	60	-	60	60	60	-	-
126	Fuel & Electrical Replacement	240	-	50	190	-	-	-	-	-
46	Financial System Replacement	30	15	15	-	-	-	-	-	-
	Total Marina Revenues	1,910	215	325	390	260	260	260	200	-

CITY OF DES MOINES
CIP REVENUE SOURCE SUMMARY: 2019-2024
(Amounts in Thousands)

Page #	Project Name	Total Budget	Project to Date 12/31/17	Sched Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
SURFACE WATER UTILITY										
132	Barnes Crk/Kent-Des Moines Rd Culvert	1,963	405	318	20	1,220	-	-	-	-
134	24th Ave Pipeline Replacement/Upgrade	861	28	25	64	-	-	744	-	-
138	Deepdene Plat Outfall Replacement	410	1	185	224	-	-	-	-	-
136	216th/11th Ave Intersection Pipe Replacement	329	20	29	280	-	-	-	-	-
150	Soundview Dr/Redondo Beach Dr. Pipe Upgrade Project	205	-	-	45	160	-	-	-	-
46	Financial System Replacement	30	15	15	-	-	-	-	-	-
44	Service Center Material Storage Improvements	100	-	-	-	-	-	-	-	100
140	Pond Safety Improvements	93	-	58	35	-	-	-	-	-
158	5th Ave/212th Street Pipe Upgrade	884	-	-	-	-	170	714	-	-
152	Pipe Replacement Program	667	-	-	-	49	328	290	-	-
148	N. Fork McSorley Ck Diversion	432	-	-	85	347	-	-	-	-
144	6th Ave/239th Pipe Replacement	257	-	-	257	-	-	-	-	-
146	14th Ave (268th to 272nd) Pipe Upgrade	478	-	-	94	384	-	-	-	-
160	216th Pl/ Marine View Dr. Pipe Upgrade	324	-	-	-	-	-	324	-	-
156	KDM /16th Avenue A Pipe Replacement	272	-	-	-	-	272	-	-	-
154	DMMD 208th to 212th Pipe Project	603	-	-	-	-	603	-	-	-
142	8th Ave (264th to 265th)	258	-	-	258	-	-	-	-	-
162	KDM/16th Ave B Pipe Replacement	991	-	-	-	-	-	211	780	-
164	232nd Street (10th to 14th) Pipe Project	629	-	-	-	-	-	-	629	-
92	24th Ave Sidewalk (223rd - Kent Des Moines Rd)	528	-	-	-	-	528	-	-	-
90	South 216th - Segment 3	279	-	-	279	-	-	-	-	-
166	258th Street (13th Pl to 16th) Pipe Project	343	-	-	-	-	-	-	-	343
Total Surface Water Utility		10,936	469	630	1,641	2,160	1,901	2,283	1,409	443
FACILITY MAJOR MAINT/REPAIR										
20	Police HVAC	277	-	138	139	-	-	-	-	-
18	Building Access System	58	-	12	46	-	-	-	-	-
22	Founders' Lodge Improvements	200	-	-	200	-	-	-	-	-
24	City Hall Heat Pumps	60	-	-	-	60	-	-	-	-
34	City Hall Canopy Repairs	55	-	-	-	-	-	55	-	-
26	LED Exterior Lighting	34	-	-	-	34	-	-	-	-
28	Engineer Bldg Windows	25	-	-	-	25	-	-	-	-
30	PW Service Center Interior Painting	60	-	-	-	-	60	-	-	-
32	Field House Interior Paint	35	-	-	-	-	35	-	-	-
40	Activity Center Irrigation/Landscape	65	-	-	-	-	-	-	65	-
44	Service Center Material Storage Improvements	100	-	-	-	-	-	-	-	100
Total Facility Major Maint/Repair		969	-	150	385	119	95	55	65	100
LOCAL GRANTS										
88	Barnes Creek Trail	44	44	-	-	-	-	-	-	-
48	The Van Gasken Park	594	-	-	594	-	-	-	-	-
60	DMBP Sun Home Lodge Rehab	93	-	63	-	30	-	-	-	-
62	Field House Play Field/Skate Park	187	-	-	187	-	-	-	-	-
112	South 240th Street Improve - Seg 1	3,380	-	-	-	-	365	3,015	-	-
116	Kent-Des Moines Rd - Seg 2	3,600	-	-	-	-	-	635	2,965	-
Total Local Grants		7,898	44	63	781	30	365	3,650	2,965	-

CITY OF DES MOINES
CIP REVENUE SOURCE SUMMARY: 2019-2024
(Amounts in Thousands)

Page #	Project Name	Total Budget	Project to Date 12/31/17	Sched Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
STATE GRANTS (Includes: TIB, RCO, CTED, etc.)										
90	South 216th - Segment 3	3,157	281	120	2,756	-	-	-	-	-
70	North Bulkhead	1,950	-	-	1,950	-	-	-	-	-
48	The Van Gasken Park	1,086	-	-	586	-	500	-	-	-
96	Marine View Dr / South 240th St. Intersection Improvement	1,486	-	-	-	100	1,386	-	-	-
60	DMBP Sun Home Lodge Rehab	542	-	-	-	542	-	-	-	-
76	Redondo Fishing Pier Replace Decking	158	-	-	-	158	-	-	-	-
74	Redondo Floats	70	-	-	70	-	-	-	-	-
66	Beach Park Promenade & Play Equip	380	-	-	-	380	-	-	-	-
112	South 240th Street Improve - Seg 1	2,670	-	-	-	-	370	2,300	-	-
108	South 240th Street Improve - Seg 2	1,750	-	-	-	200	1,550	-	-	-
116	Kent-Des Moines Rd - Seg 2	3,000	-	-	-	-	-	-	3,000	-
78	Redondo Restroom & Plaza	200	-	-	-	-	-	-	200	-
92	24th Ave Sidewalk (223rd - Kent Des Moines Rd)	2,372	-	-	240	32	2,100	-	-	-
122	30th Ave S Improvements - South Segments	3,285	-	-	-	-	-	-	-	3,285
Total State Grants		22,106	281	120	5,602	1,412	5,906	2,300	3,200	3,285
FEDERAL GRANTS (Includes: STP, FMSIB, etc.)										
88	Barnes Creek Trail	3,386	367	-	-	-	155	364	700	1,800
50	Kiddie Park Play Equipment/City Park Improvements	200	-	-	200	-	-	-	-	-
52	Field House Play Equipment	111	-	-	-	111	-	-	-	-
102	North Hill Elementary Walkway Improvements	730	-	-	80	650	-	-	-	-
Total Federal Grants		4,427	367	-	280	761	155	364	700	1,800
PRIVATE CONTRIBUTIONS										
54	Cecil Powell Play Equipment	90	-	-	-	-	90	-	-	-
56	Wooton Park	50	-	-	50	-	-	-	-	-
108	South 240th Street Improve - Seg 2	200	-	-	-	200	-	-	-	-
66	Beach Park Promenade & Play Equip	15	-	-	-	15	-	-	-	-
112	South 240th Street Improve - Seg 1	250	-	-	-	-	-	250	-	-
116	Kent-Des Moines Rd - Seg 2	250	-	-	-	-	-	-	250	-
90	South 216th - Segment 3	440	-	-	440	-	-	-	-	-
52	Field House Play Equipment	25	-	-	-	25	-	-	-	-
104	24th Ave/S. 208th St Intersection Improvements	130	-	-	-	130	-	-	-	-
Total Private Contributions		1,450	-	-	490	370	90	250	250	-
DEBT PROCEEDS										
70	North Bulkhead	3,300	-	3,300	-	-	-	-	-	-
Total Debt Proceeds		3,300	-	3,300	-	-	-	-	-	-
TOTAL REVENUE SOURCES		85,343	3,904	7,665	16,601	10,229	16,846	11,579	11,235	7,284

Redondo Paid Parking



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)

Redondo Paid Parking	Project #	319.611	Summary Project Description:
CIP Category:	Waterfront Facility Project		
Managing Department:	Marina		
Equip the Redondo parking lot with an automated pay parking system including gates, ticket dispensers, a pay station, on street pay and display, and neighborhood parking management.			

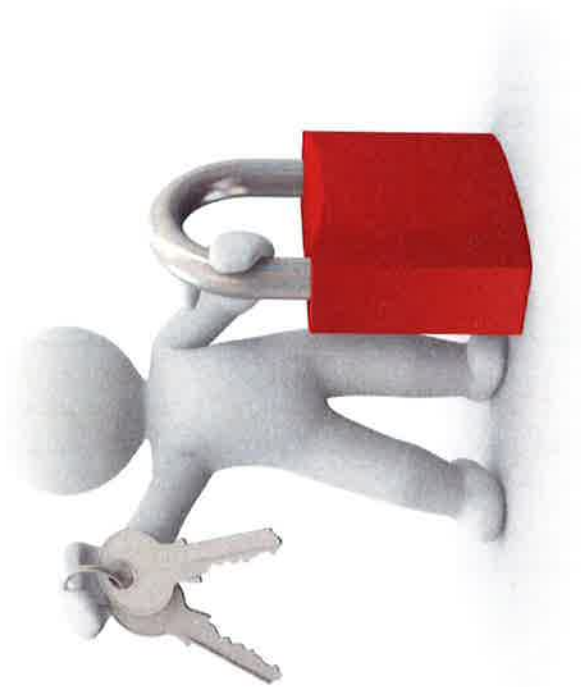
Justification/Benefits: Currently this lot operates a seasonal (June - September) "Pay & Display" parking system. This type of parking depends on regular enforcement to make it effective and fair to all who use the lot. Upgrading the lot to a "Pay on Leaving" system where a paid ticket is needed to exit the lot will cut enforcement costs and effectively make the lot a year round operation. Collecting fees all year would increase revenues to help pay for the year round costs of maintaining the facility.

PROJECT SCOPE				ANNUAL ALLOCATION									
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
Design	-	50	50	-	-	-	50	-	-	-	-	-	-
Land & Right of Way	-	-	-	-	-	-	-	-	-	-	-	-	-
Construction	-	300	300	-	-	-	300	-	-	-	-	-	-
Contingency	200	(200)	-	-	-	-	-	-	-	-	-	-	-
Total Expenditures	200	150	350	-	-	-	50	-	-	-	-	-	-

Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
General Fund (One Time Revenues)	-	350	350	-	-	-	-	-	-	-	-	-	-
REET J	200	(200)	-	-	-	-	-	-	-	-	-	-	-
Total Funding	200	150	350	-	-	-	50	-	-	-	-	-	-

OPERATING IMPACT		ANNUAL OPERATING IMPACT								
Operating Impact		6 Year Total		2018	2019	2020	2021	2022	2023	2024
Revenue										
Expenses										
Net Impact										

Building Access System



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

Building Access System		Project #	506,712	Summary Project Description: Expand electronic building access system to include engineering building, parks fieldhouse, activity center, and public works service center. Add city hall court lobby entrance doors and council chamber doors.
CIP Category:		Building Facility Project		
Managing Department:		IT		

PROJECT SCOPE				ANNUAL ALLOCATION									
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
Design	-	-	-	-	-	-	-	-	-	-	-	-	-
Land & Right of Way	-	-	-	-	-	-	-	-	-	-	-	-	-
Construction	55	(5)	50	-	12	38	-	-	-	-	-	-	-
Contingency	3	5	8	-	-	8	-	-	-	-	-	-	-
Total Expenditures	58	-	58	-	12	46	-	-	-	-	-	-	-

Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
Facility Repair & Replace Fund	58	-	58	-	12	46	-	-	-	-	-	-	-
Total Funding	58	-	58	-	12	46	-	-	-	-	-	-	-

OPERATING IMPACT					CHIA						
Operating Impact		6 Year Total			2017	2019	2020	2021	2022	2023	2024
Revenue											
Expenses											
Net Impact											



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)

Police HVAC	Project #	506	Summary Project Description:
CIP Category:	Building Facility Project		Replacement of the Mechanical and HVAC Equipment in the Police Department Building. Nearly all of the mechanical equipment was installed in 1996 and has reached its useful life. This project is a replacement of the current assets and beyond "maintenance" activity.
Managing Department:	Plan, Build & PW Admin		

Justification/Benefits: The current HVAC equipment is requiring increased maintenance due to the age of the components. The combined costs for these items exceeds the typical maintenance thresholds on an annual basis.

PROJECT SCOPE				ANNUAL ALLOCATION									
				Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
Expenditures													
Design	20	(10)	10	-			10						
Land & Right of Way	-	-	-	-									
Construction		267	267	-			267						
Contingency	270	(270)	-	-									
Total Expenditures	290	(13)	277	-	-	-	-	-	-	-	-	-	-
				Project to Date	Scheduled Year	Plan Year	Plan Year	Plan Year	Plan Year	Plan Year	Plan Year		
Funding Sources													
Facility Repair & Replace Fund	-	277	277	-	138		139						
Total Funding	300	(23)	277	-	138		139						
OPERATING IMPACT				ANNUAL OPERATING IMPACT									
					2018	2019	2020	2021	2022	2023	2024		
Operating Impact													
Revenue	-	-	-	-	-	-	-	-	-	-	-		
Expenses	-	-	-	-	-	-	-	-	-	-	-		
Net Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

Founders' Lodge Improvements



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

Founders' Lodge Improvements		Project #	506	Summary Project Description: Repair siding and paint the outside of the Founders' Lodge, replace roof, and interior improvements
CIP Category:		Building Facility Project		
Managing Department:		Plan, Build & PW Admin		

Justification/Benefits: The Founders' Lodge is a revenue producing city rental facility. The exterior paint is deteriorating due to the moist environment that causes moss and algae to grow on the siding and trim. Its current poorly maintained condition is not aesthetically appealing for users.

PROJECT SCOPE					ANNUAL ALLOCATION									
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024			
Design	700	(700)	-	-	-	-	-	-	-	-	-	-	-	-
Land & Right of Way	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Construction	-	200	200	-	-	200	-	-	-	-	-	-	-	-
Contingency	10,000	(10,000)	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenditures	10,700	(10,500)	200	-	-	200	-	-	-	-	-	-	-	-
Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024			
Facility Repair & Replace Fund	-	200	200	-	-	200	-	-	-	-	-	-	-	-
Total Funding	10,700	(10,500)	200	-	-	200	-	-	-	-	-	-	-	-
OPERATING IMPACT					ANNUAL OPERATING IMPACT									
Operating Impact	6 Year Total				2018	2019	2020	2021	2022	2023	2024			
Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-

City Hall Heat Pumps



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

City Hall Heat Pumps	Project #	506	Summary Project Description:
CIP Category:			Replace three (3) heat pumps currently serving the City Hall Buildings.
Managing Department:			

The existing three (3) heat pumps are nearing the end of the service life.

PROJECT SCOPE				ANNUAL ALLOCATION									
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
Design		-	-										
Land & Right of Way		-	-										
Construction		60	60				60						
Contingency		-	-										
Total Expenditures		60	60										
				Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
Funding Sources	Current Budget	Requested Change	Total Budget										
Facility Repair & Replace Fund		60	60				60						
Total Funding		60	60										
OPERATING IMPACT				ANNUAL OPERATING IMPACT									
Operating Impact			6 Year Total	2017	2018	2019	2020	2021	2022	2023	2024		
Revenue		-	-	-	-	-	-	-	-	-	-	-	-
Expenses		-	-	-	-	-	-	-	-	-	-	-	-
Net Impact													

LED Exterior Lighting



Engineer Bldg Windows



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)

Engineer Bldg Windows	506	Summary Project Description:
CIP Category:	Building Facility Project	Replace upstairs windows and Information Systems' windows.
Managing Department:	Plan. Build & PW Admin	

The existing single pane windows are not energy efficient and most do not have screens to keep the bugs out and some are extremely hard to open and close. New energy efficient windows would save on energy costs and prevent bugs from entering the building when opened.

PROJECT SCOPE				ANNUAL ALLOCATION							
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
Design	4	(4)	-	-							
Land & Right of Way	-	-	-	-							
Construction		25	25				25				
Contingency	130	(130)	-	-							
Total Expenditures	134	(109)	25	-	-	-	25	-	-	-	-

Funding Sources	Current Budget	Requested Change	Total Budget
Facility Repair & Replace Fund	-	25	25
Total Funding	13.4	(109)	25

Project to Date	Scheduled Year	Plan Year	Plan Year	Plan Year	Plan Year	Plan Year	Plan Year
12/31/17	2018	2019	2020	2021	2022	2023	2024
			25				
			25				

OPERATING IMPACT		ANNUAL OPERATING IMPACT							
Operating Impact	\$0	0	2018	2019	2020	2021	2022	2023	2024
Revenue									
Expenses	-								
Net Impact									

PW Service Center Interior Painting



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)

PW Service Center Interior Painting	Project #	506	Summary Project Description:
CIP Category:	Building Facility Project	Paint the interior of the PW Service Center	
Managing Department:	Plan, Build & PW Admin		

It has been many years since the inside has been painted. New paint would improve the interior looks and make the building more presentable for the meetings and classes held there.

PROJECT SCOPE				ANNUAL ALLOCATION							
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
Design		*	*	*							
Land & Right of Way		*	*	*							
Construction		60	60	*				60			
Contingency	268	(268)		*							
Total Expenditures	268	(268)	60					60			

Funding Sources		Current Budget	Requested Change	Total Budget
Facility Repair & Replace Fund		57	3	60
Total Funding		453	(393)	60

Project to Date	Scheduled Year	Plan Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
12/31/17	2018					60		
						60		

OPERATING IMPACT		ANNUAL OPERATING IMPACT						
Operating Impact								
Revenue								
Expenses								
Net Impact								

Field House Interior Paint



**CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Field House Interior Paint	Project # 506	Summary Project Description: Paint the inside of the Field House.
CIP Category: Managing Department:	Building Facility Project Plan, Build & PW Admin	

Justification/Benefits: It has been some time since the last painting. This building is used quite heavily by the public. New paint would enhance the interior looks for renters and daily users.

PROJECT SCOPE				ANNUAL ALLOCATION											
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024				
Design	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Land & Right of Way	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Construction	-	35	35	-	-	-	-	35	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenditures	-	-	35	-	-	-	-	35	-	-	-	-	-	-	-
				Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024				
Funding Sources	Current Budget	Requested Change	Total Budget	-	-	-	-	-	-	-	-	-	-	-	-
Facility Repair & Replace Fund	-	35	35	-	-	-	-	35	-	-	-	-	-	-	-
Total Funding	-	-	35	-	-	-	-	35	-	-	-	-	-	-	-
OPERATING IMPACT				ANNUAL OPERATING IMPACT											
Operating Impact	6 Year Total			2018	2019	2020	2021	2022	2023	2024					
Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

City Hall Canopy Repairs



**CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

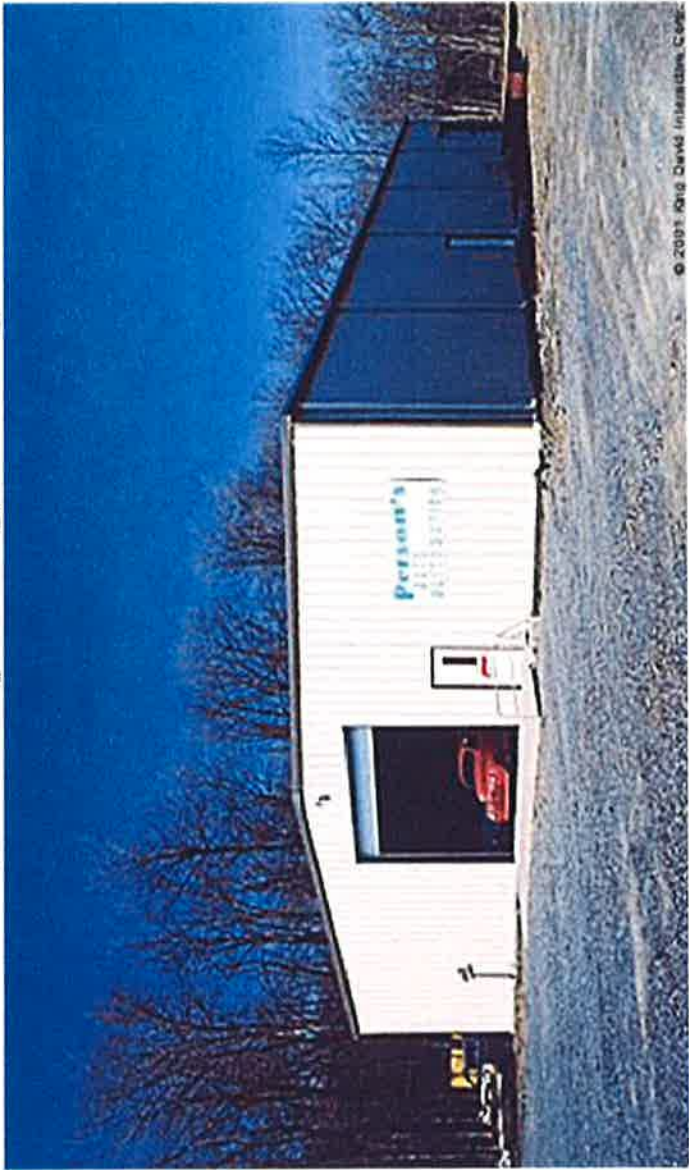
City Hall Canopy Repairs	Project #	506	Summary Project Description:
CTP Category:	Building Facility Project		Repair the structural timbers and steel beams to prevent further deterioration while maintaining the same aesthetic look of the walkway.
Managing Department:	Plan, Build & PW Admin		

PROJECT SCOPE				ANNUAL ALLOCATION									
Expenditures		Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024	
Design			5	11							16		
Land & Right of Way			200	(200)									
Construction				34							34		
Contingency			-	5							5		
Total Expenditures		205	(150)	55							55		

Funding Sources		Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
Facility Repair & Replace Fund		-	55	55	-	-	-	-	-	55	-	-
Total Funding		205	(150)	55	-	-	-	-	-	55	-	-

OPERATING IMPACT		ANNUAL OPERATING IMPACT						
Operating Impact		6 Year Total						
Revenue								
Expenses								
Net Impact								

Police Dept Storage Building



**CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Police Dept Storage Building	Project # 310	Summary Project Description: Construction of a new building behind the existing City Shop and Engineering offices to store property seized by police actions.
CIP Category:	Building Facility Project	
Managing Department:	Plan, Build & PW Admin	

Justification/Benefits: Police currently store their seized property in the warehouse behind the City Shop and Engineering offices. This causes other City equipment to be stored elsewhere. This new building will accommodate the PD needs and will allow for better usage of the existing storage building.

PROJECT SCOPE			
Expenditures	Current Budget	Requested Change	Total Budget
Design	-	60	60
Land & Right of Way	203	(203)	-
Construction		340	340
Contingency	1,041	(956)	45
Total Expenditures	1,244	(799)	445

Project to Date 12/31/17	ANNUAL ALLOCATION									
	Scheduled Year	2018	Plan Year	2019	Plan Year	2020	Plan Year	2021	Plan Year	2022
-										60
-										340
-										45
-										445

Funding Sources			Total Budget
REET 1	-	445	445
Total Funding	1,344	(899)	445

Project to Date 12/31/17	Scheduled Year	2018	Plan Year	2019	Plan Year	2020	Plan Year	2021	Plan Year	2022
-										445
-										445

OPERATING IMPACT		6 Year Total					
Operating Impact							
Revenue	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-

ANNUAL OPERATING IMPACT		2018	2019	2020	2021	2022	2023	2024

City Hall Parking Lot



**CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

City Hall Parking Lot	Project #	310	Summary Project Description:
			Rebuild Northwest, Southwest, Southern and Eastern City Hall parking lots. Provide ADA access to the lots. The existing Southern ecology block wall will be rebuilt as a part of the parking lot construction work.
CIP Category:	Managing Department:	Building Facility Project	Plan, Build & PW Admin

A design for these parking lots was completed in 2007. The results of the design were that an overlay that would be insufficient to solve the existing degradation. As a result, a total rebuild of these parking lots needs to take place. The Western parking lots, as well as ADA ramp retrofits, will be included

PROJECT SCOPE				ANNUAL ALLOCATION											
Expenditures		Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024			
Design		-	30	30	-	-	-	-	-	-	-	30			
Land & Right of Way		-	-	-	-	-	-	-	-	-	-	-			
Construction		-	306	306	-	-	-	-	-	-	-	306			
Contingency		120	(96)	24	-	-	-	-	-	-	-	24			
Total Expenditures		120	240	360	-	-	-	-	-	-	-	360			

Funding Sources		Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024			
REET 1		-	360	360	-	-	-	-	-	-	-	360			
Total Funding		120	240	360	-	-	-	-	-	-	-	360			

OPERATING IMPACT		ANNUAL OPERATING IMPACT						
Operating Impact		6 Year Total						
Revenue								
Expenses								
Net Impact								

Activity Center Irrigation/Landscape



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

Activity Center Irrigation/Landscape	Project #	310	Summary Project Description:
CIP Category:			Irrigate and landscape the front lawn area between the building and South 216th Street.
Managing Department:		Building Facility Project	
		Plan, Build & PW Admin	

Justification/Benefits: Now that South 216th has been improved and the Civic Readerboard is functional, irrigation and landscaping the front lawn area will make the facility more appealing to the public and potential renter groups.

PROJECT SCOPE				
Expenditures	Current Budget	Requested Change	Total Budget	
Design	-	9	9	
Land & Right of Way	-	-	-	
Construction	-	53	53	
Contingency	-	3	3	
Total Expenditures	-	65	65	

Project to Date 12/31/17	ANNUAL ALLOCATION											
	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024					
-	-	-	-	-	-	-	9					
-	-	-	-	-	-	-	53					
-	-	-	-	-	-	-	3					
-	-	-	-	-	-	-	65					

Funding Sources				Total Budget
Current Budget	Requested Change			
Facility Repair & Replace Fund	-	65		65
Total Funding	70	(5)		65

Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
-	-	-	-	-	-	-	65
-	-	-	-	-	-	-	65

OPERATING IMPACT					
6 Year Total					
Operating Impact	2017	2019	2020	2021	2022
Revenue	-	-	-	-	-
Expenses	-	-	-	-	-
Net Impact	-	-	-	-	-

ANNUAL OPERATING IMPACT					
2017					
2017	2019	2020	2021	2022	2023
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-

Service Center Fueling Station Canopy



**CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Service Center Fueling Station Canopy	Project # 506	Summary Project Description: Construct canopy cover and concrete tunnel improvements at service center fueling station.
CIP Category: Building Facility Project		
Managing Department: Public Works		

The Department of Ecology has required that the fueling station at the service center be covered as an element of the City's NPDES permit.

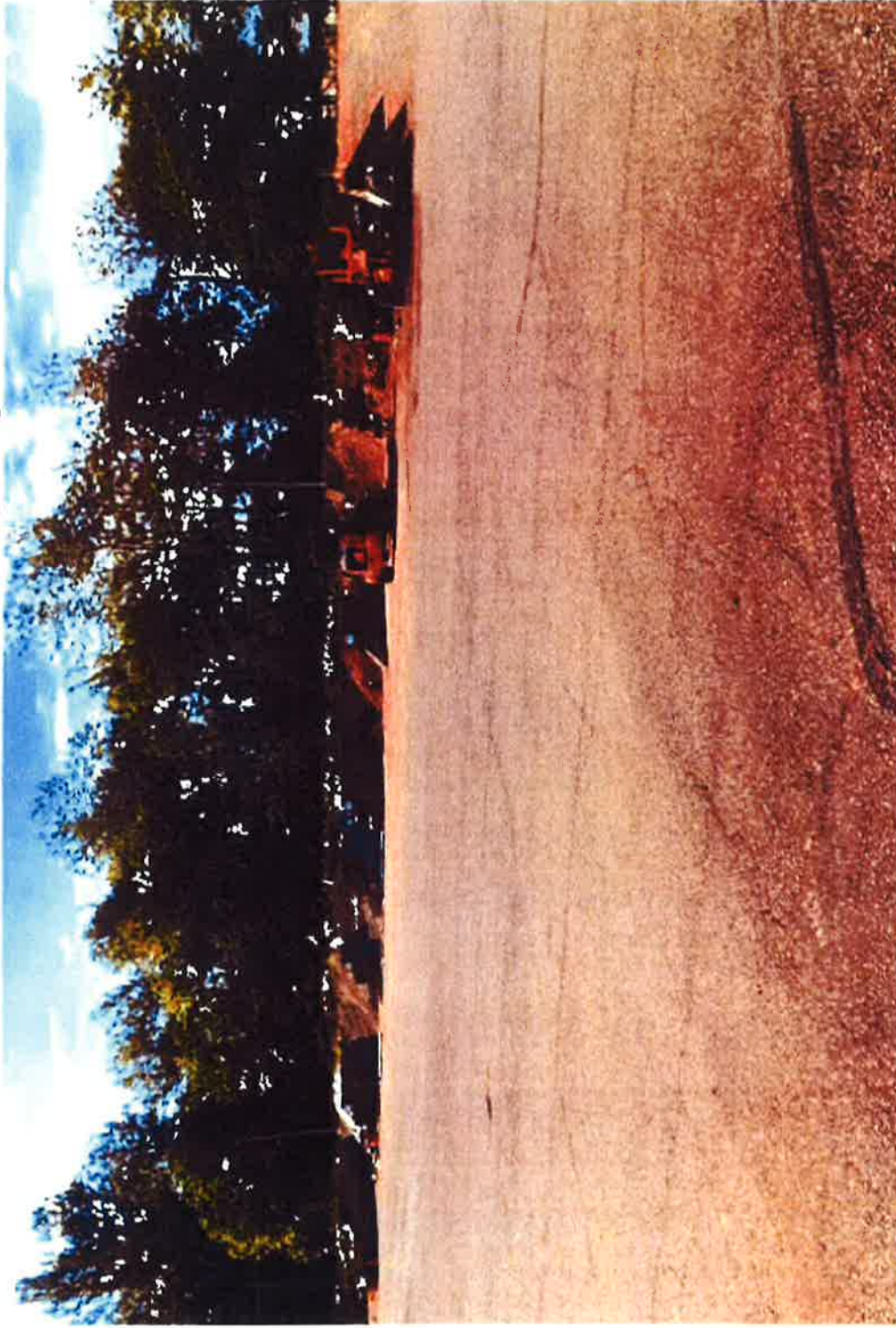
Justification/Benefits:

PROJECT SCOPE				ANNUAL ALLOCATION							
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
Design	-	10	10								10
Land & Right of Way	-	-	-								
Construction		70	70								70
Contingency	-	7	7								7
Total Expenditures	-	87	87	-	-	-	-	-	-	-	87

Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
One Time Sales/B&O Tax	-	87	87								87
Total Funding	-	87	87	-	-	-	-	-	-	-	87

OPERATING IMPACT			ANNUAL OPERATING IMPACT						
6 Year Total			2017	2019	2020	2021	2022	2023	2024
Operating Impact	-	-	-	-	-	-	-	-	-
Revenue	-	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-	-
Net Impact			-	-	-	-	-	-	-

Service Center Material Storage Improvements



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

Service Center Material Storage Improvements	Project #	506	Summary Project Description:
CIP Category:			Construct covered material storage bins with associated drainage facilities.
Managing Department:			

Building Facility Project
Public Works

Justification/Benefits:

The Department of Ecology has required the material storage areas in the service center to be covered as an element of the City's NPDES permit.

PROJECT SCOPE				ANNUAL ALLOCATION							
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
Design		40	40								40
Land & Right of Way		-	-								
Construction		360	360								360
Contingency		-	-								
Total Expenditures		400	400								

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Financial System Replacement



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

Financial System Replacement	Project #	310.514	Summary Project Description:
	CIP Category:	Technology Project	
	Managing Department:	Finance	Replace the financial software and upgrade related server. Replacement system will be a fully integrated system containing general ledger, budgeting, payroll, human resources, accounts payable, accounts receivable, centralized cashiering and project accounting modules.

Justification/Benefits: The current financial system was purchased in 2002 and is reaching its technological end of life. The software provider has indicated it will not update the financial system to accommodate future operating system upgrades.

PROJECT SCOPE				ANNUAL ALLOCATION							
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
Design		-	-								
Land & Right of Way		-	-								
Construction	252	-	252			72	180				
Contingency		-	-								
Total Expenditures	252	-	252	-	-	72	180	-	-	-	-

151

Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
Computer Replacement Fund	192	-	192	71	121	-	-	-	-	-	-
Marina Rates	30	-	30	15	15	-	-	-	-	-	-
Surface Water Utility	30	-	30	15	15	-	-	-	-	-	-
Total Funding	252	-	252	101	151	-	-	-	-	-	-

OPERATING IMPACT		ANNUAL OPERATING IMPACT					
Operating Impact	6 Year Total	2018	2019	2020	2021	2022	2023
Revenue	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-

The Van Gasken Park



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

The Van Gasken Park		Project #	310.067	Summary Project Description: Project will purchase a new City Park and make subsequent improvements to be determined.
CIP Category:	Parks Facility Project			
Managing Department:	Parks, Recr & Sr Services			

Justification/Benefits: Open/Public park space is a highly valued asset for the City. Expanding the recreational and open space areas in the City is a high priority.

PROJECT SCOPE			
Expenditures	Current Budget	Requested Change	Total Budget
Design	-	50	50
Land & Right of Way	1,338	-	1,338
Construction	-	1,000	1,000
Contingency	-	50	50
Total Expenditures	1,338	1,100	2,438

ANNUAL ALLOCATION										
Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024			
	-	50	-	-	-	-	-			
34	-	1,304	-	-	-	-	-			
				1,000						
				-						
34	-	1,404	-	1,000	-	-	-			

Funding Sources			
	Current Budget	Requested Change	Total Budget
Park in-Lieu	551	207	758
One Time Sales/B&O Tax	77	(77)	-
Local Grants (County, etc.) (CFT)	600	(6)	594
State of Washington Grants (RCO)	109	977	1,086
Total Funding	1,337	1,101	2,438

Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
34	186	224	(186)	500			
		594					
		586		500			
34	186	1,218	-	1,000	-	-	-

OPERATING IMPACT					
Operating Impact		6 Year Total			
Revenue	-	-	-	-	-
Expenses	-	-	-	-	-
Net Impact	-	-	-	-	-

ANNUAL OPERATING IMPACT						
	2017	2019	2020	2021	2022	2023
	-	-	-	-	-	-
	-	-	-	-	-	-
	-	-	-	-	-	-

Kiddie Park Play Equipment|City Park Improvements

(Kiddie Park)



(City Park)



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

Kiddie Park Play Equipment/City Park Improvements	Project # 310.070	Summary Project Description:
CIP Category:	Park Facility Projects	Replace play equipment to meet safety and ADA standards. New play equipment will be relocated to a more optimal location on kiddie park. Trail improvements for City Park.
Managing Department:	Parks, Recr. & Sr. Services	

Justification/Benefits:

Kiddie Park was built in 1987. The play equipment is 30 years old and the location is not ADA accessible. It does not meet current safety and ADA requirements. This is a priority in the 2010 and 2016 Parks, Recreation and Senior Services Master Plans.

PROJECT SCOPE			
Expenditures	Current Budget	Requested Change	Total Budget
Design	27	-	27
Land & Right of Way	-	-	-
Construction	100	80	180
Contingency	11	9	20
Total Expenditures	138	89	227

Funding Sources	Current Budget	Requested Change	Total Budget
REET 2	27	-	27
Federal Grants (CDBG)	111	89	200
Total Funding	138	89	227

OPERATING IMPACT		6 Year Total
Operating Impact		
Revenue	-	-
Expenses	-	-
Net Impact	-	-

ANNUAL ALLOCATION											
Project to Date 12/31/17	Scheduled Year	2018	2019	2020	2021	2022	2023	2024	Plan Year	2023	2024
4	23	-	-	-	-	-	-	-	-	-	-
			180								
			20								
4	23	-	200	-	-	-	-	-	-	-	-

Project to Date 12/31/17	Scheduled Year	2018	2019	2020	2021	2022	2023	2024	Plan Year	2023	2024
4	23										
			200								
4	23	-	200	-	-	-	-	-	-	-	-

ANNUAL OPERATING IMPACT						
	2018	2019	2020	2021	2022	2023
	-	-	-	-	-	-
	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-

Field House Play Equipment



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

Field House Play Equipment	Project #	310.071	Summary Project Description:
CIP Category:	Park Facility Projects		
Managing Department:	Parks, Recr & Sr Services		
Justification/Benefits:	Replace a portion of the aging play structure. Field House Park was transferred to the city by King County in 1993. The portion of the play equipment currently on site was purchased by the Des Moines Rotary Club and installed at the Beach Park in 1996. Later it was removed and stored until repainted and reinstalled in 2008. Some of the equipment doesn't meet current Play Equipment safety and ADA standards and must be replaced.		
	Replace a portion of the aging play structure. Park renovation will include ADA compliance. There is a companion project for the repair to the skate park and ballfield drainage.		

PROJECT SCOPE			
Expenditures	Current Budget	Requested Change	Total Budget
Design	-	15	15
Land & Right of Way	-	-	-
Construction	-	164	164
Contingency	850	(835)	15
Total Expenditures	850	(656)	194

Funding Sources	Current Budget	Requested Change	Total Budget
REET 2	-	58	58
Federal Grants	200	(89)	111
Private Contributions	-	25	25
Total Funding	850	(656)	194

OPERATING IMPACT		6 Year Total
Operating Impact	-	-
Revenue	-	-
Expenses	-	-
Net Impact	-	-

ANNUAL ALLOCATION									
Project to Date	Scheduled Year	Plan Year	Plan Year	Plan Year	Plan Year	Plan Year	Plan Year	Plan Year	Plan Year
12/31/17	2018	2019	2020	2021	2022	2023	2024		
3			12						
-									
-			164						
-			15						
3	-	-	191	-	-	-	-	-	-

Project to Date	Scheduled Year	Plan Year	Plan Year	Plan Year	Plan Year	Plan Year	Plan Year	Plan Year	Plan Year
12/31/17	2018	2019	2020	2021	2022	2023	2024		
3			55						
-			111						
-			25						
3	-	-	191	-	-	-	-	-	-

ANNUAL OPERATING IMPACT						
	2018	2019	2020	2021	2022	2023
-	-	-	-	-	-	-
-	-	-	-	-	-	-
-	-	-	-	-	-	-

Cecil Powell Play Equipment



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

Cecil Powell Play Equipment	Project # 310	Summary Project Description:
CIP Category:	Park Facility Projects	Replace the play structure that was removed for safety reasons due to age and deterioration. Park renovation will include ADA compliance, picnic table and bench replacement. Based on condition and remaining lifecycle, the Kompan ship play structure currently located at Field House Park may be relocated to Cecil Powell Park, reducing the amount of community contribution needed for improvements to this park for play equipment.
Managing Department:	Parks, Recr & Sr Services	

Justification/Benefits: Cecil Powell Park was transferred to the city by the Powell family in 1991. The play equipment is over 25 years old, in poor condition and doesn't meet current Play Equipment ASTM and ADA standards. The installation of new equipment will require meeting current ADA access standards.

PROJECT SCOPE			
Expenditures	Current Budget	Requested Change	Total Budget
Design	-	13	13
Land & Right of Way	-	-	-
Construction	-	82	82
Contingency	-	8	8
Total Expenditures	-	103	103

ANNUAL ALLOCATION											
Project to Date	Scheduled Year	Plan Year	Plan Year	Plan Year	Plan Year	Plan Year	Plan Year	Plan Year	Plan Year	Plan Year	Plan Year
12/31/17	2018	2019	2020	2021	2022	2023	2024				
3			10								
-				82							
-				8							
3	-	-	10	90	-	-	-	-	-	-	-

Funding Sources	Current Budget	Requested Change	Total Budget
REET 2	-	13	13
Private Contributions	-	90	90
Total Funding	-	103	103

Project to Date	Scheduled Year	Plan Year	Plan Year	Plan Year	Plan Year	Plan Year	Plan Year	Plan Year	Plan Year	Plan Year	Plan Year
12/31/17	2018	2019	2020	2021	2022	2023	2024				
3			10								
-				90							
3	-	-	10	90	-	-	-	-	-	-	-

OPERATING IMPACT						
Operating Impact	Revenue	Expenses	Net Impact	6 Year Total	2023	2024
	-	-	-	-	-	-
	-	-	-	-	-	-
	-	-	-	-	-	-

ANNUAL OPERATING IMPACT											
	2017	2019	2020	2021	2022	2023	2024				
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-

Wooton Park



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

Wooton Park	Project #	310.066	Summary Project Description:
	Park Facility Projects		
CJP Category:	Parks, Recr & Sr Services		
Managing Department:	Replace play equipment and picnic shelter. The park's play equipment is over 25 years old, outdated and replacement parts are not available. The park was assessed in 2008 as part of the 2010 Master Plan update. Findings identified that the play equipment needed replacement, the wooden gazebo was not sturdy and needs to be removed or replaced, the site furnishings need to be upgraded and the pathways need refurbishing.		

CIP Category: Park Facility Projects
 Managing Department: Parks, Recr & Sr Services

Justification/Benefits: Wooton Park was transferred to the City from King County due to annexation in 1997. Wooton Park is the park facility serving the Redondo neighborhood of 1,600 and thousands of visitors annually. This project was a number one project in the 2010 - 2015 Parks, Recreation and Senior Services Master Plan. The park's play equipment is over 25 years old, outdated and replacement parts are not available. The park was assessed as part of the 2010 and 2016 Master Plan updates. Findings identified that the play equipment needed replacement as soon as possible. The wooden gazebo and site furnishings need to be upgraded and the pathways need refurbishing as

PROJECT SCOPE			
Expenditures	Current Budget	Requested Change	Total Budget
Design	-	23	23
Land & Right of Way	-	-	-
Construction	-	170	170
Contingency	1,410	(1,393)	17
Total Expenditures	1,410	(1,200)	210

ANNUAL ALLOCATION											
Project to Date	Scheduled Year	2018	Plan Year	2019	Plan Year	2020	Plan Year	2021	Plan Year	2022	Plan Year
12/31/17	2	21									
	-										
	-			170							
	-			17							
	2	21		187							

Funding Sources			
	Current Budget	Requested Change	Total Budget
REET 2	-	160	160
Private Contributions	-	50	50
Total Funding	1,410	(1,200)	210

Project to Date	Scheduled Year	2018	Plan Year	2019	Plan Year	2020	Plan Year	2021	Plan Year	2022	Plan Year
12/31/17	2	21		137							
	-			50							
	2	21		187							

OPERATING IMPACT					
6 Year Total					
Operating Impact					
Revenue	-	-	-	-	-
Expenses	-	-	-	-	-
Net Impact	-	-	-	-	-

ANNUAL OPERATING IMPACT							
	2018	2019	2020	2021	2022	2023	2024
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-

Westwood Play Equipment



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)

Westwood Play Equipment		Project #	310	Summary Project Description: Replace the wooden play structure for safety reasons due to age and wood structure deterioration. Park renovation will include ADA compliance, picnic table and bench replacement.
CIP Category:		Park Facility Projects		
Managing Department:		Parks, Recr & Sr Services		

Justification/Benefits: The wooden play structure needs to be replaced due to age and deterioration. Westwood Park was constructed by a developer in the early 2000's. The wooden play equipment is over 15 years old and becoming a safety hazard. The installation of new equipment will require meeting new ADA access requirements. Westwood Park is one of two small parks that serve the North Hill population of 5,100 residents.

PROJECT SCOPE			
Expenditures	Current Budget	Requested Change	Total Budget
Design	55	(40)	15
Land & Right of Way	-	-	-
Construction		81	81
Contingency	360	(352)	8
Total Expenditures	415	(311)	104

ANNUAL ALLOCATION											
Project to Date 12/31/17	Scheduled Year	2018	Plan Year	2019	Plan Year	2020	Plan Year	2021	Plan Year	2022	Plan Year 2023
2	13										
-											
-				81							
-				8							
2	13			89							

Funding Sources	Current Budget	Requested Change	Total Budget
REET 2	-	104	104
Total Funding	415	(311)	104

Project to Date 12/31/17	Scheduled Year	2018	Plan Year	2019	Plan Year	2020	Plan Year	2021	Plan Year	2022	Plan Year 2023
2	13			89							
2	13			89							

OPERATING IMPACT		6 Year Total					
Operating Impact							
Revenue	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-

ANNUAL OPERATING IMPACT							
	2018	2019	2020	2021	2022	2023	2024
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

DMBP Sun Home Lodge Rehab



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

DMBP Sun Home Lodge Rehab	Project # 310,056	Summary Project Description: Rehabilitation of the Sun Home Lodge for its continued use as a recreation facility. Will include lifting the building, connecting new utilities (electrical, gas, phone, cable, water and sewer), constructing a new foundation, decking, exterior stairway and minor interior improvements. Additional interior building remodel work would be completed in future phases. This project relies on funding support from King County and Washington State. \$459K previously expended Picnic Shelter/Restroom funds will provide additional match for the project.	
CIP Category:	Park Facility Projects		
Managing Department:	Parks, Recr & Sr Services		

Justification/Benefits:
 King County has just announced that it will provide up to \$20M bonds for the rehabilitation of historic properties. These funds and past Beach Park expenditures could provide match for a Washington Heritage Capital Grant to lift and construct a new foundation for the Sun Home Lodge. The Sun Home Lodge is in desperate need of life and safety repairs for its continued use as a recreation facility. Funds available will not provide for major interior remodel work. The Des Moines Beach Park is listed on the State and National Historic Register.

PROJECT SCOPE			
Expenditures	Current Budget	Requested Change	Total Budget
Design	66	-	66
Land & Right of Way	-	-	-
Construction	-	505	505
Contingency	-	67	67
Total Expenditures	66	572	638

ANNUAL ALLOCATION											
Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024				
	66										
			505								
			67								
-	66	-	572	-	-	-	-				

Funding Sources	Current Budget	Requested Change	Total Budget
REET 1	3	-	3
Local Grants (County, etc.)	63	30	93
State of Washington Grants (Unconfirmed)	-	542	542
Total Funding	66	572	638

Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
	3						
	63		30				
			542				
-	66	-	572	-	-	-	-

OPERATING IMPACT					
Operating Impact					
Revenue	-	-	-	-	-
Expenses	-	-	-	-	-
Net Impact	-	-	-	-	-

ANNUAL OPERATING IMPACT					
	2018	2019	2020	2021	2022
	-	-	-	-	-
	-	-	-	-	-
-	-	-	-	-	-

Field House Play Field/Skate Park



Mary Gay Park



**CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Mary Gay Park	Project # 310	Summary Project Description: Improvements to the house, barn, and sewer system serving the property.
CIP Category: Park Facility Projects		
Managing Department: Parks, Recr & Sr Services		

Justification/Benefits: This property was recently donated to the City by the Bundy Estate to be a future park. Some initial improvements are necessary on the property.

PROJECT SCOPE				
Expenditures	Current Budget	Requested Change	Total Budget	
Design	7	3	10	
Land & Right of Way	-	-	-	
Construction		80	80	
Contingency	77	(67)	10	
Total Expenditures	84	16	100	

Project to Date 12/31/17	ANNUAL ALLOCATION									
	Scheduled Year	2018	Plan Year	2019	Plan Year	2020	Plan Year	2021	Plan Year	2022
				10						
				80						
				10						
				100						

Funding Sources				
	Current Budget	Requested Change	Total Budget	
Park in-Lieu	-	50	50	
One Time Sales/B&O Tax	-	50	50	
Total Funding	-	100	100	

Project to Date 12/31/17	ANNUAL ALLOCATION									
	Scheduled Year	2018	Plan Year	2019	Plan Year	2020	Plan Year	2021	Plan Year	2022
				50						
				50						
				100						

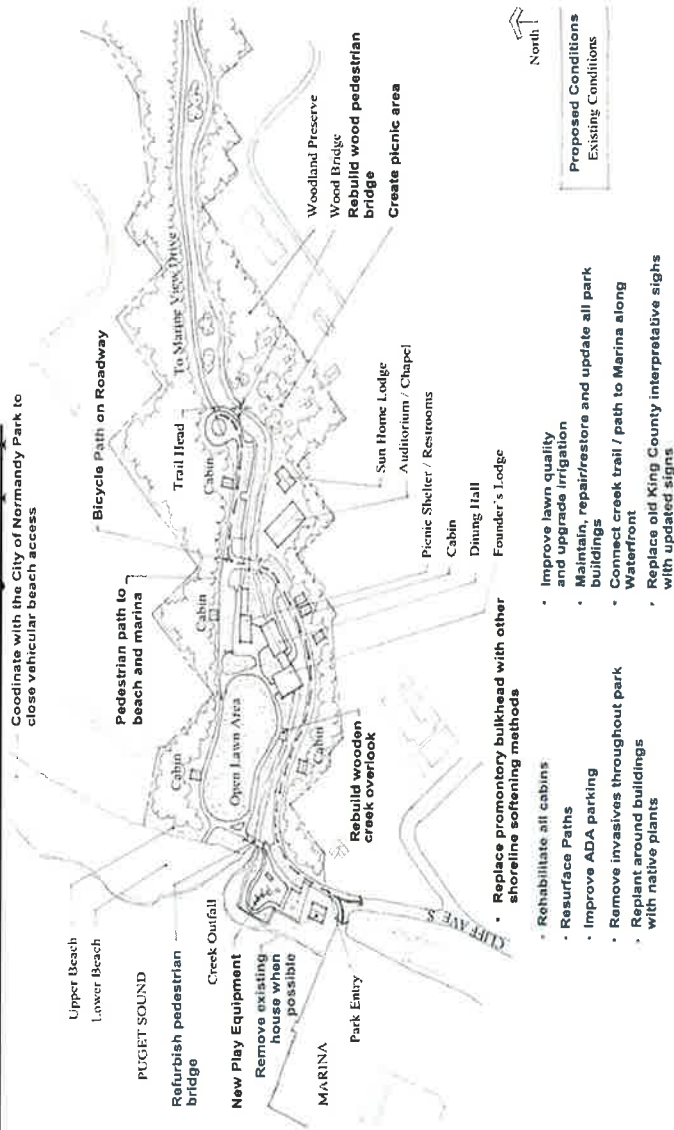
OPERATING IMPACT						
Operating Impact						6 Year Total
Revenue	-	-	-	-	-	-
Expenses	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-

ANNUAL OPERATING IMPACT						
	2018	2019	2020	2021	2022	2023
	-	-	-	-	-	-
	-	-	-	-	-	-
	-	-	-	-	-	-



Beach Park Promenade & Play Equip

Coordinate with the City of Normandy Park to close vehicular beach access



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

Beach Park Promenade & Play Equip		Project #	310	Summary Project Description: Construct play equipment or water feature at the Des Moines Beach Park. Project also includes possible improvements for a promanade once the utilization or disposition of the Wasson property is decided.
CIP Category:		Park Facility Projects		
Managing Department:		Parks, Recr & Sr Services		
Justification/Benefits:		Des Moines Beach Park was purchased with funds from the City, King County and State of Washington for park uses in perpetuity. The Park serves the region as one of 6 waterfront parks located on Puget Sound between Tacoma and Seattle. The park is visited by hundreds of thousands of visitors annually. This project was a number one project in the 2010 and 2016 Parks, Recreation and Senior Services Master Plans to provide enhanced public access to and enjoyment of the Puget Sound as identified in the 1988 Des Moines Beach Park Master Plan and subsequent Master Plans since that time. Play equipment installed in the meadow by the Rotary Club of Des Moines in 1996 was removed from the Beach Park in the 2000's due to multiple flooding events and the need to make infrastructure improvements, creek modifications and rehabilitate historic buildings.		

PROJECT SCOPE				ANNUAL ALLOCATION											
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024				
Design	-	90	90	-	-	90	-	-	-	-	-				
Land & Right of Way	-	-	-	-	-	-	-	-	-	-	-				
Construction	-	605	605	-	-	-	605	-	-	-	-				
Contingency	720	(640)	80	-	-	-	80	-	-	-	-				
Total Expenditures	720	55	775	-	-	90	685	-	-	-	-				

Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
Park in-Lieu	-	380	380	-	-	90	290	-	-	-	-
State of Washington Grants (Unconfirmed)	-	380	380	-	-	-	380	-	-	-	-
Private Contributions	-	15	15	-	-	-	15	-	-	-	-
Total Funding	720	55	775	-	-	90	685	-	-	-	-

OPERATING IMPACT				ANNUAL OPERATING IMPACT								
Operating Impact				6 Year Total								
Revenue	-	-	-	-	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-	-	-	-	-
Net Impact				-	-	-	-	-	-	-	-	-

Marina Dynamic Messaging Signs



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)

Marina Dynamic Messaging Signs	Project # 310,709	Summary Project Description:
CIP Category:	Marina Capital Improvements	Marina Dynamic Messaging Signs. Two fixed signs to be placed at 6th & 223rd and 6th & 227th
Managing Department:	Marina	
Justification/Benefits:		

PROJECT SCOPE				ANNUAL ALLOCATION									
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
Design	3	-	3			3							
Land & Right of Way	-	-	-										
Construction	42	-	42			42							
Contingency	5	-	5			5							
Total Expenditures	50	-	50	-	-	50	-	-	-	-	-	-	-

Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
General Fund	50	-	50			50							
Total Funding	50	-	50	-	-	50	-	-	-	-	-	-	-

OPERATING IMPACT		ANNUAL OPERATING IMPACT						
Operating Impact	6 Year Total	2017	2019	2020	2021	2022	2023	2024
Revenue	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-

North Bulkhead



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

North Bulkhead	Project #	310.405	Summary Project Description:
	Waterfront Facility Project		
CIP Category:	Marina		
Managing Department:			
Replace the north bulkhead in the north parking lot and replace or repair sections of the bulkhead and revetment in front of the Beach Park. Remove unsuitable revetment material from the beach and include wider sidewalks and pedestrian amenities			

Justification/Benefits: Bulkheads are aged and damaged by storm activities which require periodic spot rebuilding. Replacing the bulkheads will provide long-term protection with lower maintenance costs. It would also improve public access to the beach from both the north parking lot and the Beach Park.

PROJECT SCOPE			
Expenditures	Current Budget	Requested Change	Total Budget
Design	900	492	1,392
Land & Right of Way	-	-	-
Construction	4,300	2,238	6,538
Contingency	500	-	500
Total Expenditures	5,700	2,730	8,430

Funding Sources		
Current Budget	Requested Change	Total Budget
REET 1	920	260
One Time Sales/B&O Tax	300	1,700
State of Washington Grants (Confirmed)	2,000	(50)
Debt Proceeds	980	2,320
Total Funding	5,700	2,730

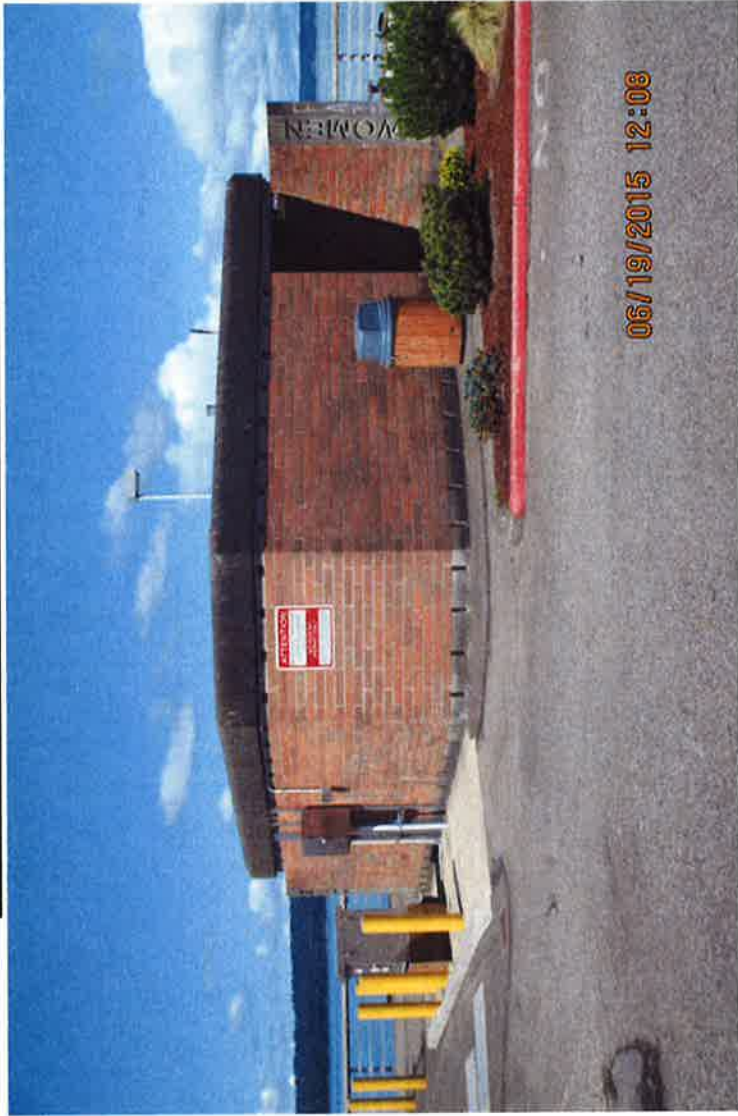
ANNUAL ALLOCATION											
Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024				
15	1,377										
-	-	2,700	3,838								
-	-	228	272								
15	1,377	2,928	4,110								

Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
	400		780				
		1,000	1,000				
		1,950					
	3,300						
-	3,700	2,950	1,780				

OPERATING IMPACT		ANNUAL OPERATING IMPACT				
Operating Impact		2018	2019	2020	2021	2022
Revenue	-	-	-	-	-	-
Expenses	-	-	-	-	-	-
Net Impact		-	-	-	-	-

OPERATING IMPACT		2018	2019	2020	2021	2022	2023	2024
Revenue	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-
Net Impact		-	-	-	-	-	-	-

N Lot Restrooms, Plazas & Promenade



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

N Lot Restrooms, Plazas & Promenade		Project #	310.406	Summary Project Description:
CIP Category:		Waterfront Facility Project		
Managing Department:		Marina		
		Demolish and replace existing restroom in the north parking lot and create 10,000 square foot public plaza in the northwest corner of the parking lot. Add vertical extension to the bulkhead in front of the Wasson property and create an additional 1,800 square foot plaza. Includes 480ft of 8ft wide sidewalk to connect the two new plazas and the Beach Park. This is Project #3 on the Legislative capital support request.		

Justification/Benefits: Existing restrooms are significantly deteriorated and need to be replaced. These restrooms are for public access (including patrons of the marina guest moorage).

PROJECT SCOPE			
Expenditures	Current Budget	Requested Change	Total Budget
Design	114	(8)	106
Land & Right of Way	-	-	-
Construction	607	83	690
Contingency	29	31	60
Total Expenditures	750	106	856

Project to Date 12/31/17	ANNUAL ALLOCATION									
	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024	Plan Year 2025	Plan Year 2026	Plan Year 2027
-	106	-	-	-	-	-	-	-	-	-
-	-	690	-	-	-	-	-	-	-	-
-	-	60	-	-	-	-	-	-	-	-
-	106	750	-	-	-	-	-	-	-	-

FUNDING SOURCES			
Funding Sources	Current Budget	Requested Change	Total Budget
REET 2	250	106	356
One Time Sales/B&O Tax	500	-	500
Total Funding	750	106	856

Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
	106	250	-	-	-	-	-
-	106	500	-	-	-	-	-
-	106	750	-	-	-	-	-

OPERATING IMPACT						
6 Year Total						
Revenue	-	-	-	-	-	-
Expenses	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-

ANNUAL OPERATING IMPACT						
2018	2019	2020	2021	2022	2023	2024
-	-	-	-	-	-	-
-	-	-	-	-	-	-
-	-	-	-	-	-	-

Redondo Floats



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

Redondo Floats	Project #	310	Summary Project Description:
CIP Category:	Waterfront Facility Project		Replace the last of the old floats. Demolish the old concrete brow and replace with a new one that would accommodate the new floats and increase the width of the ramp by 3 feet. Replace all the pile hoops with a better design and clean up rock revetment on both sides of the ramp.
Managing Department:	Marina		

Justification/Benefits: The Marina staff has been building new boarding floats for the Redondo Boat Launching Ramp for several years, replacing one or two a year. The new floats replace the original floats that were built in 1980. There is one more old float to replace, but it will also be necessary to remove and replace the concrete brow that anchors the floats to the shore because the new floats are narrower than the original floats. The new floats were designed to be narrower than the original floats in order to increase the width of the ramp to a true two lane launching ramp.

PROJECT SCOPE				ANNUAL ALLOCATION									
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
Design		(100)	-	-	-	-	-	-	-	-	-	-	-
Land & Right of Way		-	-	-	-	-	-	-	-	-	-	-	-
Construction		100	100	-	-	100	-	-	-	-	-	-	-
Contingency	1,050	(1,040)	10	-	-	-	10	-	-	-	-	-	-
Total Expenditures	1,150	(1,040)	110	-	-	-	-	-	-	-	-	-	-

Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
REET 2		40	40	-	-	-	40	-	-	-	-	-	-
State of Washington Grants (Unconfirmed)		70	70	-	-	-	70	-	-	-	-	-	-
Total Funding	1,150	(1,040)	110	-	-	-	-	-	-	-	-	-	-

OPERATING IMPACT				ANNUAL OPERATING IMPACT						
Operating Impact	6 Year Total	2018	2019	2020	2021	2022	2023	2024		
Revenue	-	-	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-	-	-

Redondo Fishing Pier Replace Decking



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)

Redondo Fishing Pier Replace Decking		Project #	310	Summary Project Description:
CIP Category:		Waterfront Facility Project		
Managing Department:		Marina		
Justification/Benefits:		The Pier is now 35 years old and the wood decking has reached the end of its useful life. Concrete decking is easier and cheaper to maintain as well as providing a much safer walking surface.		
		Replace the wood decking with a concrete deck. Repair pile caps and additional piling where needed in conjunction with installation of the concrete deck. 12 New piles \$100,000; Demo and replace deck \$100,000 plus contingency.		

PROJECT SCOPE				ANNUAL ALLOCATION											
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024				
Design	429	(419)	10	-	-	10	-	-	-	-	-	-	-	-	-
Land & Right of Way	140	(140)	-	-	-	-	-	-	-	-	-	-	-	-	-
Construction	-	200	200	-	-	-	200	-	-	-	-	-	-	-	-
Contingency	1,625	(1,600)	25	-	-	-	-	25	-	-	-	-	-	-	-
Total Expenditures	2,194	(1,959)	235	-	-	10	225	-	-	-	-	-	-	-	-

Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
REET 2	-	77	77	-	-	10	67	-	-	-	-
State of Washington Grants (Unconfirmed)	-	158	158	-	-	-	158	-	-	-	-
Total Funding	2,325	(2,090)	235	-	-	10	225	-	-	-	-

OPERATING IMPACT												ANNUAL OPERATING IMPACT			
Operating Impact												2018	2019	2020	2021
Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Redondo Restroom & Plaza



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

Redondo Restroom & Plaza	Project #	310	Summary Project Description:
CIP Category:	Waterfront Facility Project		Demolish existing restroom and replace with smaller pre-fab structure across the street. Replace restroom foundation with surface similar to rest of plaza and add railings.
Managing Department:	Marina		restroom and \$150,000 for ground restoration.

Justification/Benefits: The existing restrooms are 35 years old and are functionally obsolete. The restrooms are built on a pier with all of the plumbing hanging below the structure where it can and has been destroyed by storms.

PROJECT SCOPE				ANNUAL ALLOCATION											
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024				
Design	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Land & Right of Way	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Construction	-	400	400	-	-	-	-	-	-	-	-	-	-	400	-
Contingency	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenditures	-	-	400	-	-	-	-	-	-	-	-	-	-	400	-

Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
REET 2	-	200	200	-	-	-	-	-	-	-	200
State of Washington Grants (Unconfirmed)	-	200	200	-	-	-	-	-	-	-	200
Total Funding	-	400	400	-	-	-	-	-	-	-	400

OPERATING IMPACT											
ANNUAL OPERATING IMPACT											
Operating Impact	2017	2019	2020	2021	2022	2023	2024				
Revenue	-	-	-	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-	-	-	-

Arterial Street Pavement Preservation



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

Arterial Street Pavement Preservation		Project #	102.102	Summary Project Description:
CIP Category:	Transportation - Operating Project			Maintain and preserve the integrity of the City's existing roadway surfaces through a combination of pavement rehabilitation measures, such as chip seals, patches and overlays.
Managing Department:	Plan, Build & PW Admin			

TOTAL EXPENDITURES DOES NOT EQUAL TOTAL FUNDING

The City's Comprehensive Transportation Plan has identified the Pavement Management Program as a high priority. A major component of this program are pavement maintenance and rehabilitation projects. These projects are intended to protect and preserve the surface condition and help maintain the structural integrity of roadways. With proper maintenance, asphalt pavement has a design life of 20 to 25 years. There are approximately 100 centerline miles of roadway. Given the design life of pavement, the Pavement Management Program should strive to maintain at least 4 to 5 centerline miles of roadway bi-annually, if resources are available.

PROJECT SCOPE				ANNUAL ALLOCATION									
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024	Plan Year 2024	Plan Year 2024
Design	65	438	503	83	60	60	60	60	60	60	60	60	60
Land & Right of Way		-	-	-									
Construction	1,310	4,981	6,291	18	1,142	856	855	855	855	855	855	855	855
Contingency	1	75	76	-	16	10	10	10	10	10	10	10	10
Total Expenditures	1,376	5,494	6,870	101	1,218	926	925	925	925	925	925	925	925

Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024	Plan Year 2024	Plan Year 2024
Transportation Benefit District	797	3,103	3,900	797	373	455	455	455	455	455	455	455	455
Franchise Fees	405	3,313	3,718	396	502	470	470	470	470	470	470	470	470
Total Funding	797	3,103	7,618	1,193	875	925	925	925	925	925	925	925	925

OPERATING IMPACT										ANNUAL OPERATING IMPACT			
6 Year Total										2018	2019	2020	2021
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-
Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

Sidewalk Program



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

Sidewalk Program	Project #	101.205	Summary Project Description:
CIP Category: Managing Department:	Transportation - Operating Project Plan, Build & PW Admin		Replace sidewalks throughout the City. This program targets locations that are in significant need of repair or which do not meet current standards. Typical locations for repair include curb, gutter, sidewalk, asphalt paths and driveway approaches. The program prioritizes projects near schools, in commercial areas, and locations with high amounts of pedestrian traffic. Special consideration is given to locations with past pedestrian accident history and where citizen complaints are received.

Justification/Benefits: Provides safer pedestrian mobility and reduces liability to City from substandard sidewalks.

PROJECT SCOPE				ANNUAL ALLOCATION									
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
Design	3	12	15		2	2	2	2	2	2	2		
Land & Right of Way	-	18	18										
Construction	17	87	104	14	18	18	18	18	18	18	18		
Contingency	-	-	-	-									
Total Expenditures	20	117	137	17	20	20	20	20	20	20	20	20	-

Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
ASE (Automatic Speed Enforcement) GF X-fer	20	117	137	17	20	20	20	20	20	20	20		
Total Funding	20	117	137	17	20	20	20	20	20	20	20	20	-

OPERATING IMPACT			ANNUAL OPERATING IMPACT									
Operating Impact			6 Year Total									
Revenue			-	-	-	-	-	-	-	-	-	-
Expenses			-	-	-	-	-	-	-	-	-	-
Net Impact		-	-	-	-	-	-	-	-	-	-	-

Arterial Traffic Calming



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)

Arterial Traffic Calming	Project #	319.619	Summary Project Description:
CIP Category:	Transportation - Capital Project		
Managing Department:	Plan, Build & PW Admin		
Install arterial traffic calming devices such as permanent radar speed signs, road rechannelization, speed cushions, and other appropriate devices for use on arterial streets. These devices are intended for higher volume roads and emergency response routes which have different characteristics than local roads. Locations are yet to be determined and based on operational characteristics.			

PROJECT SCOPE				ANNUAL ALLOCATION											
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024				
Design		10	10		10										
Land & Right of Way		-	-												
Construction	141	-	141		141										
Contingency		-	-		-										
Total Expenditures		151	151		151										

Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024				
General Fund (Red Light Runner)		151	151		151										
ASE (Automatic Speed Enforcement) GF X-fer		-	-												
Total Funding		151	151		151										

OPERATING IMPACT												ANNUAL OPERATING IMPACT			
Operating Impact	Revenue	Expenses	Net Impact	6 Year Total	2018	2019	2020	2021	2022	2023	2024	2018	2019	2020	2021
					-	-	-	-	-	-	-	-	-	-	-
					-	-	-	-	-	-	-	-	-	-	-
					-	-	-	-	-	-	-	-	-	-	-

Guardrail Program



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

Guardrail Program	Project # 101.305	Summary Project Description: Install new or replace outdated guardrail City wide.
CIP Category: Transportation - Operating Project		
Managing Department: Plan. Build & PW Admin		

Justification/Benefits: This program is specifically intended to target roadside safety on the City's street system. These locations are where guardrail is warranted (determined by the American Association of State Highway and Transportation Officials - AASHTO - Roadside Design Guide and City Policy) but where none exists, and where the existing guardrail does not meet current design standards and should be upgraded to enhance safety. Vehicle impact with substandard guardrail installations can potentially increase the severity of the collision.

PROJECT SCOPE				ANNUAL ALLOCATION											
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024				
Design	2	4	6	-			2	2		2					
Land & Right of Way	-	-	-	-											
Construction	23	46	69	-		23	23			23					
Contingency	-	-	-	-											
Total Expenditures	25	50	75	-	-	-	25	25	-	25	-				

Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
REET 2	-	75	75	-		25	25			25	
Total Funding	450	(375)	75	-	-	-	25	-	-	25	-

OPERATING IMPACT											
Operating Impact	ANNUAL OPERATING IMPACT										
	2017	2019	2020	2021	2022	2023	2024				
Revenue	-	-	-	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-	-	-	-

Barnes Creek Trail



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

Barnes Creek Trail	Project #	319,345	Summary Project Description:	
			A 2 mile multi-use trail connecting to the Des Moines Creek Trail in the north and Highline College at the south end.	
			CIP Category:	Transportation - Capital Project
			Managing Department:	Plan, Build & PW Admin

Justification/Benefits: The need for extension of roadways, the Barnes Creek Trail, storm water improvements and other public facilities along the Historic SR509 right of way between Kent Des Moines Road and S. 216th Street is identified in the City of Des Moines Comprehensive Transportation Plan, 2009 and the City of Des Moines Highest and Best Use Analysis of the Historic SR 509 Corridor, 2009. The analysis divided the corridor into three segments assessing the City's future needs.

PROJECT SCOPE				ANNUAL ALLOCATION											
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024				
Design	982	199	1,181	831	210	50	50		40						
Land & Right of Way	38	562	600					180	420						
Construction		2,720	2,720							816	1,904				
Contingency	74	300	374	74				10	20	80	190				
Total Expenditures	1,094	3,781	4,875	905	210	50	50	190	480	896	2,094				
Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024				
REET 1	317	583	900	263	86	50	50	35	116	100	200				
King County Park Levy	288	(1)	287	287											
Transportation CIP Fund	69	(1)	68	68											
Traffic Impact Fees - City Wide	-	190	190							96	94				
Local Grants (Unsecured)	44	-	44	44											
Federal Grants	376	3,010	3,386	367				155	364	700	1,800				
Total Funding	1,094	3,781	4,875	1,029	86	50	50	190	480	896	2,094				
OPERATING IMPACT				ANNUAL OPERATING IMPACT											
Operating Impact	6 Year Total			2018	2019	2020	2021	2022	2023	2024					
Revenue	-	-	-	-	-	-	-	-	-	-	-				
Expenses	-	-	-	-	-	-	-	-	-	-	-				
Net Impact	-	-	-	-	-	-	-	-	-	-	-				

South 216th - Segment 3



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

South 216th - Segment 3	Project #	319,334	Summary Project Description:
CIP Category:			Widen roadway to provide center turn lane, bike lanes, curb, gutter and sidewalks between 11th Ave South and 19th Avenue South.
Managing Department:			

Justification/Benefits: The need for pedestrian facilities along South 216th Street is identified in the City's Comprehensive Transportation Plan and the Six Year Transportation Improvement Plan. South 216th Street has numerous multi-family developments that generate pedestrian traffic along the shoulder of the road. Pedestrians use this route to access bus stops, city buildings, and the Pacific Highway and Marine View Drive corridors.

PROJECT SCOPE				ANNUAL ALLOCATION							
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
Design	630	7	637	523	114						
Land & Right of Way	160	-	160	-	160						
Construction	4,729	1,666	6,395	-	-	6,395					
Contingency	410	(310)	100	-	-	100					
Total Expenditures	5,929	1,363	7,292	523	274	6,495	-	-	-	-	-

Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
Traffic In Lieu	-	1,500	1,500			1,500					
Traffic Impact Fees - City Wide	2,772	(856)	1,916	242	152	1,522					
Surface Water Utility	-	279	279			279					
State of Washington Grants	3,157	-	3,157	281	120	2,756					
Private Contributions	-	440	440			440					
Total Funding	6,029	1,263	7,292	523	272	6,497	-	-	-	-	-

OPERATING IMPACT				ANNUAL OPERATING IMPACT							
Operating Impact											
6 Year Total											
Revenue		-	-								
Expenses		-	-								
Net Impact				-	-	-	-	-	-	-	-

CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

24th Ave Sidewalk (223rd - Kent Des Moines Rd)	Project #	319,606	Summary Project Description:
CIP Category:	Transportation - Capital Project		Install a sidewalk on the east side of 24th Ave S from South 223rd Street to Kent Des Moines Rd. This project will be completed in conjunction with SWM's 24th Ave Pipeline Replacement project extending to South 227th Street.
Managing Department:	Plan, Build & PW Admin		
Justification/Benefits:	Provides safer pedestrian mobility especially for school aged children. The east side of 24th Avenue South directly across from Midway Elementary and Pacific Middle School was identified as a top ranking priority project in the HEAL funded Safe Routes to School study/inventory.		

PROJECT SCOPE				
Expenditures	Current Budget	Requested Change	Total Budget	
Design	600	(53)	547	
Land & Right of Way	600	(535)	65	
Construction		4,110	4,110	
Contingency	8,600	(8,600)	-	
Total Expenditures	9,800	(5,078)	4,722	

ANNUAL ALLOCATION										
Project to Date 12/31/17	Scheduled Year	2018	Plan Year	2019	Plan Year	2020	Plan Year	2021	Plan Year	2022
67				480						
						65		4,110		
67				480		65		4,110		

Funding Sources	Current Budget	Requested Change	Total Budget	
ASE (Automatic Speed Enforcement) GF X-fer		208	208	
Traffic Impact Fees - City Wide	50	1,564	1,614	
Surface Water Utility	-	528	528	
State of Washington Grants (Unconfirmed)	9,950	(7,578)	2,372	
Total Funding	10,000	(5,278)	4,722	

Project to Date 12/31/17	Scheduled Year	2018	Plan Year	2019	Plan Year	2020	Plan Year	2021	Plan Year	2022	Plan Year	2023	Plan Year	2024
208														
2				105				1,507						
								528						
				240		32		2,100						
210				345		32		4,135						

OPERATING IMPACT					
Operating Impact	6 Year Total				
Revenue	-	-	-	-	-
Expenses	-	-	-	-	-
Net Impact	-	-	-	-	-

ANNUAL OPERATING IMPACT										
	2018	2019	2020	2021	2022	2023	2024			
Revenue	-	-	-	-	-	-	-			
Expenses	-	-	-	-	-	-	-			
Net Impact	-	-	-	-	-	-	-			

Downtown Alley Improvement



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

Downtown Alley Improvement	Project # 319.337	Summary Project Description: Project will underground general utilities, overlay alley between 223rd and 225th, provide for urban design features and elements to create a vibrant, pedestrian friendly corridor.
CIP Category: Managing Department:	Transportation - Capital Project Plan, Build & PW Admin	

Justification/Benefits: An active pedestrian alley provides economic benefit to the city by generating additional sales for local businesses which increases sales tax and B&O tax revenues to the city.

PROJECT SCOPE				ANNUAL ALLOCATION											
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024				
Design	71	-	71		71										
Land & Right of Way	-	-	-												
Construction	445	(5)	440		176	264									
Contingency	25	5	30		10	20									
Total Expenditures	541	-	541		257	284									
Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024				
General Fund	393	-	393		393										
One Time Sales/B&O Tax	42	106	148		42	106									
Traffic in-Lieu	106	(106)	-		-										
Total Funding	541	-	541		435	106									
OPERATING IMPACT				ANNUAL OPERATING IMPACT											
Operating Impact	6 Year Total			2017	2018	2019	2020	2021	2022	2023	2024				
Revenue	-	-	-	-	-	-	-	-	-	-	-				
Expenses	-	-	-	-	-	-	-	-	-	-	-				
Net Impact	-	-	-	-	-	-	-	-	-	-	-				

Marine View Dr / South 240th St. Intersection Improvement



**CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Marine View Dr. / South 240th St. Intersection Improvement	Project # 319.608	Summary Project Description:
CIP Category:	Transportation - Capital Project	Re-align intersection and install intersection improvement at the intersection of Marine View Drive and S 240th Street.
Managing Department:	Plan, Build & PW Admin	

Justification/Benefits:

The project will install an intersection improvement at this intersection which will reduce crash severity for all users, allowing safer mergers into circulating traffic, and provide more perception time for all users due to the lower vehicle speeds. There will be fewer overall conflict points and no left-turn conflicts. An environmental benefit minimizes delays with infrequent stops being required during off-peak periods. The improvement will provide an opportunity for pedestrian crossings of Marine View Drive under slower vehicle speed conditions.

PROJECT SCOPE			
Expenditures	Current Budget	Requested Change	Total Budget
Design	18	182	200
Land & Right of Way	-	200	200
Construction		1,521	1,521
Contingency	360	(148)	212
Total Expenditures	378	1,755	2,133

ANNUAL ALLOCATION									
Project to Date 12/31/17	Scheduled Year	Plan Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024	
-	35			165					
-				200	1,521				
-					212				
-	35			365	1,733				

FUNDING SOURCES			
Funding Sources	Current Budget	Requested Change	Total Budget
Traffic in-Lieu	-	647	647
State of Washington Grants (Unconfirmed)	346	1,140	1,486
Total Funding	398	1,735	2,133

Project to Date 12/31/17	Scheduled Year	Plan Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
	35			265	347			
				100	1,386			
-	35			365	1,733			

OPERATING IMPACT					
6 Year Total					
Revenue	-	-	-	-	-
Expenses	-	-	-	-	-
Net Impact	-	-	-	-	-

ANNUAL OPERATING IMPACT					
	2018	2019	2020	2021	2022
Revenue	-	-	-	-	-
Expenses	-	-	-	-	-
Net Impact	-	-	-	-	-

S 223rd Walkway Improvements



**CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

S 223rd Walkway Improvements	Project # 319.617	Summary Project Description: Installation of missing sidewalk on the north side of S 223rd St and west of 6th Ave. The project will install curbs, ramps and landings at the intersection of 6th Ave and 223rd Ave. \$105,825 is funding from the Adrianna sidewalk sale.
CIP Category: Managing Department:	Transportation - Capital Project Plan, Build & PW Admin	
Justification/Benefits:	The city has identified missing sidewalk needs in the Downtown area. This location is a key connection from the Downtown area to the Marina/Beach Park.	

PROJECT SCOPE				ANNUAL ALLOCATION									
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
Design	26	(1)	25										
Land & Right of Way	-	-	-										
Construction		100	100										
Contingency	18	7	25										
Total Expenditures	44	106	150										

Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
ASE (Automatic Speed Enforcement)	44	106	150										
Total Funding	44	106	150										

OPERATING IMPACT				ANNUAL OPERATING IMPACT									
Operating Impact			6 Year Total	2017	2018	2019	2020	2021	2022	2023	2024		
Revenue			-	-	-	-	-	-	-	-	-	-	-
Expenses			-	-	-	-	-	-	-	-	-	-	-
Net Impact			-	-	-	-	-	-	-	-	-	-	-

16th Ave - Seg 5A



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)

16th Ave - Seg 5A

Project #

319.471

CIP Category:

Transportation - Capital Project

Managing Department:

Plan, Build & PW Admin

Summary Project Description:

South 272nd Street to approximately 1000 feet south of S 272nd Street. Install curbs, gutters, sidewalks, enclosed drainage system and bike lanes along both sides of the street. Improve existing lighting and install left turn lane. Cost estimates reflect overhead utilities. Underground utilities would be a significant increase. This project coordinates with Segment 5B.

Justification/Benefits:

The need for pedestrian facilities is identified in the City's Comprehensive Transportation Plan and 6 Yr TIP. This corridor has numerous single-family developments that generate pedestrian traffic along the shoulder of the road. It is used to access schools, parks, churches and shopping areas. 16th Ave is classified as a principal arterial and is identified as a pedestrian walkway route. Future growth will highlight the need for separated pedestrian facilities. This project also improves mobility and safety by adding left turn lanes and improving street lighting.

PROJECT SCOPE				ANNUAL ALLOCATION							
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
Design	129	(1)	128	-		128					
Land & Right of Way	-	-	-	-							
Construction	-	-	-	-							
Contingency	-	1	1	-		1					
Total Expenditures	129	-	129	-	-	129	-	-	-	-	-

Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled	Plan	Plan	Plan	Plan	Plan	Plan
					Year 2018	Year 2019	Year 2020	Year 2021	Year 2022	Year 2023	Year 2024
Traffic in-Lieu	129	-	129	129							
Total Funding	129	-	129	129							

OPERATING IMPACT		ANNUAL OPERATING IMPACT						
Operating Impact	6 Year Total	2018	2019	2020	2021	2022	2023	2024
Revenue	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-
Net Impact		-	-	-	-	-	-	-

North Hill Elementary Walkway Improvements



CITY OF DES MOINES
2019 -2024 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)

Project #	CIP Category:	Managing Department:	Summary Project Description:
319	Transportation Public Works		The financial commitment provided by Des Moines will go towards meeting the local contribution mandated by the Washington State Legislature when the Connecting Washington Transportation package was passed, and is intended to fully meet our match contribution, relative to the net benefits of the SR 509 project.

The City of Des Moines supports the Puget Sound Gateway Program including the SR 509 Extension project in King County. This new freeway will provide an added corridor in our area, as well as provide congestion relief on the City's arterial roadways.

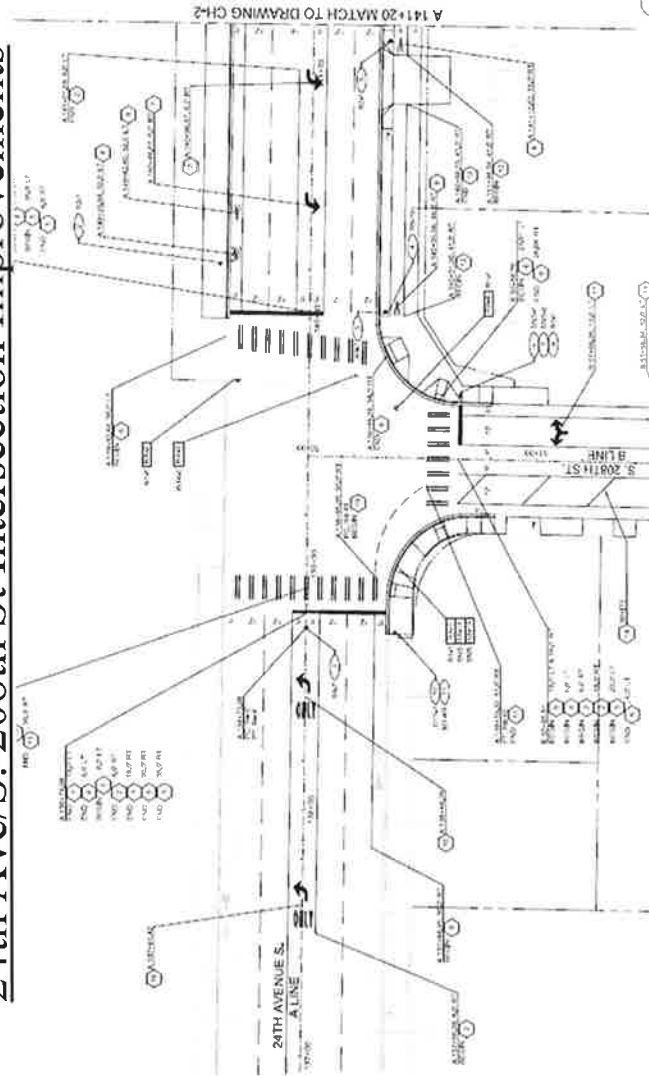
PROJECT SCOPE					
Expenditures	Current Budget	Requested Change	Total Budget		
Design	-	90	90		
Land & Right of Way	-	20	20		
Construction	-	700	700		
Contingency	-	80	80		
Total Expenditures	-	890	890		

ANNUAL ALLOCATION											
Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024				
			90								
			20								
				700							
			10	70							
-	-	-	120	770	-	-	-	-	-	-	-

ANNUAL OPERATING IMPACT											
Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024				
			40	120							
			80	650							
-	-	-	120	770	-	-	-	-	-	-	-

| ANNUAL OPERATING IMPACT | | | | | | | | | | | |
	2018	2019	2020	2021	2022	2023	2024				
-	-	-	-	-	-	-	-	-	-	-	-
Net Impact											
OPERATING IMPACT				6 Year Total							
Operating Impact		-	-	-	-						
Revenue		-	-	-	-						
Expenses		-	-	-	-						
Net Impact											
		-	-	-	-						

24th Ave/S. 208th St Intersection Improvements



**CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

24th Ave/S, 208th St Intersection Improvements	Project #	319,302	Summary Project Description:
CIP Category:			Install traffic signal and crosswalk at the intersection of 24th Avenue South & South 208th Street
Managing Department:			
Justification/Benefits:			Signal improvements at the intersection of 24th Avenue South & South 208th Street will change traffic orientations for vehicles and pedestrians. Given the level of the 24th/208th crossing, Des Moines Creek Business Park, and Seatac's Business Park, This project will be in partnership with Seatac

PROJECT SCOPE				ANNUAL ALLOCATION									
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
Design	-	60	60		-		60						
Land & Right of Way	-	-	-										
Construction		450	450		-				450				
Contingency	-	30	30							30			
Total Expenditures	-	540	540				60					480	

Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
Traffic in-Lieu	-	200	200				50						
Traffic Impact Fees - City Wide	-	210	210		-		10						
Private Contributions-Seatacs		130	130										
Total Funding	-	540	540				60					480	

OPERATING IMPACT				ANNUAL OPERATING IMPACT									
Operating Impact			6 Year Total	2018	2019	2020	2021	2022	2023	2024			
Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

DMMD & S 200th Street Signal Improvements



(Amount in Thousands)

319

Transportation - Capital Project

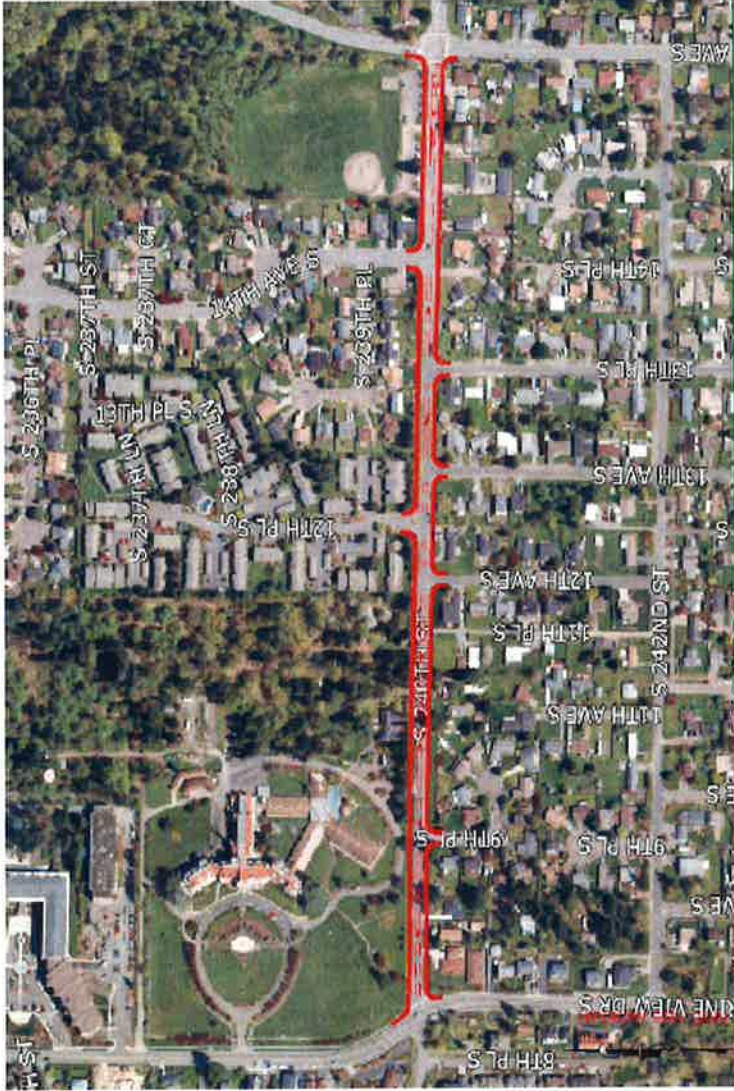
Plan, Build & PW Admin

Des Moines Memorial Dr and South 200th Street lack left turn pockets on all four legs as well as sidewalks and bike lanes.

Des Moines Memorial Dr and South 200th Street. 1/4th cost of total improvements to install left turn lanes at all four approaches with curb, gutter and sidewalk. City of SeaTac is lead agency; project represents Des Moines share payable to SeaTac.

ANNUAL OPERATING IMPACT							
	2018	2019	2020	2021	2022	2023	2024

South 240th Street Improve - Seg 2



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

South 240th Street Improve - Seg 2	Project #	319	Summary Project Description:
CIP Category:	Transportation - Capital Project		Widen roadway to three lanes between Marine View Drive and 16th Ave South and provide a continuous center turn lane, bike lanes, transit stops, curb, gutter and planters.
Managing Department:	Plan, Build & PW Admin		

Justification/Benefits: The need for pedestrian and bicycle facilities along South 240th Street is identified in the City's Comprehensive Transportation Plan and the Six Year Transportation Improvement Plan. South 240th Street has residential properties and Highline College that generate pedestrian and bicycle traffic along the shoulder of the road. Pedestrians use this route to access bus stops, Highline College, and the Pacific Highway Corridor. Roadway widening is needed to increase capacity as well as develop a complete street serving vehicles pedestrians, bicycles and transit.

PROJECT SCOPE			
Expenditures	Current Budget	Requested Change	Total Budget
Design	-	335	335
Land & Right of Way	-	50	50
Construction	-	4,165	4,165
Contingency	160	140	300
Total Expenditures	160	4,690	4,850

ANNUAL ALLOCATION											
Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024				
-	-	-	335	-	-	-	-				
-	-	-	50	-	-	-	-				
-	-	-	-	4,165	-	-	-				
-	-	-	50	250	-	-	-				
-	-	-	-	435	-	-	-				

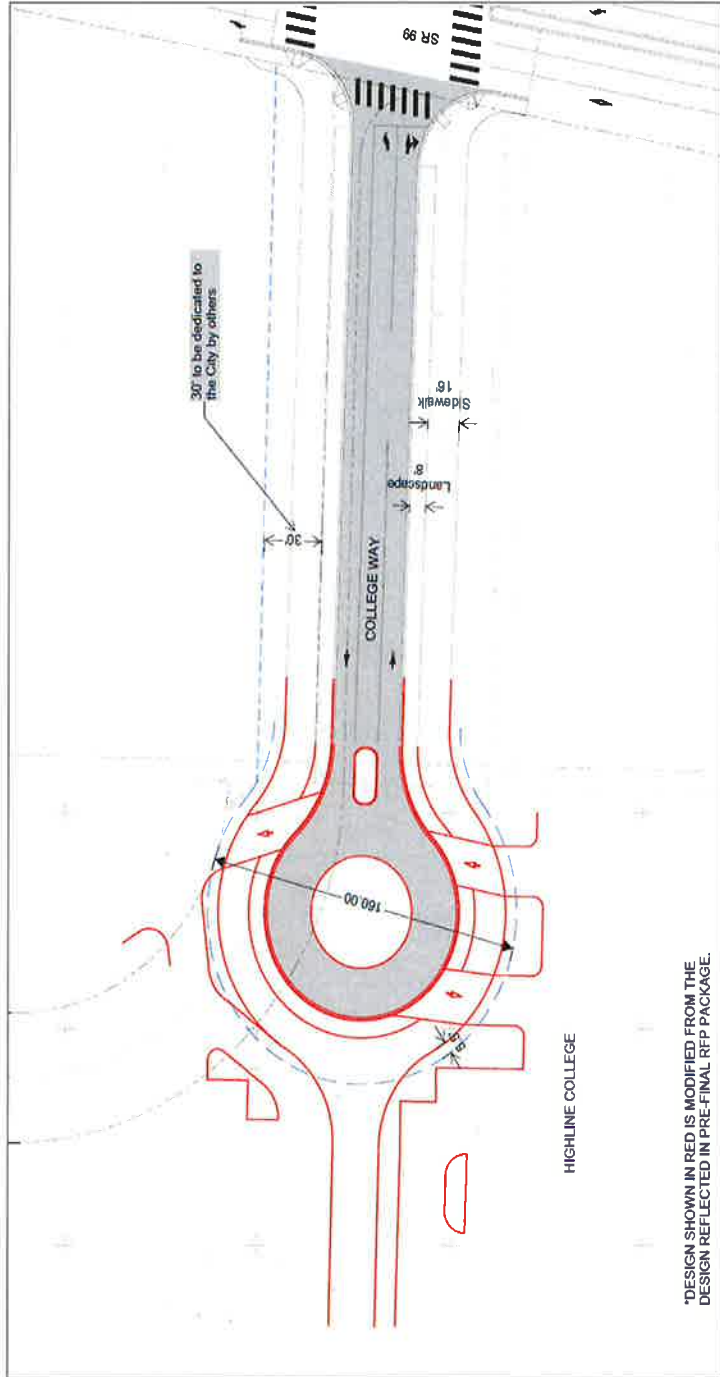
Funding Sources			
	Current Budget	Requested Change	Total Budget
Traffic in-Lieu	-	2,900	2,900
State of Washington Grants (Unconfirmed)	-	1,750	1,750
Private Contributions	-	200	200
Total Funding	160	4,690	4,850

Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
-	-	-	235	2,665	-	-	-
-	-	-	200	1,550	-	-	-
-	-	-	200	-	-	-	-
-	-	-	635	4,215	-	-	-

OPERATING IMPACT					
Operating Impact					6 Year Total
Revenue	-	-	-	-	-
Expenses	-	-	-	-	-
Net Impact	-	-	-	-	-

ANNUAL OPERATING IMPACT							
	2018	2019	2020	2021	2022	2023	2024
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-

College Way



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

College Way	Project # 319	Summary Project Description:
CIP Category:		A 330 foot section of improved roadway between SR-99 and Highline College. Will include a two way left turn lane and pedestrian facilities.
Managing Department:		

Justification/Benefits: Capacity need for two-way traffic, pedestrian facilities and connection to future traffic signal at College and SR-99.

PROJECT SCOPE				ANNUAL ALLOCATION									
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
Design	72	128	200					200					
Land & Right of Way	-	-	-										
Construction		1,250	1,250					1,250					
Contingency	3,135	(3,135)	-										
Total Expenditures	3,207	(1,757)	1,450										
Funding Sources				Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
Traffic in-Lieu (Highline College)	-	950	950					950					
Traffic Impact Fees - City Wide	-	500	500					500					
Total Funding	3,210	(1,760)	1,450										
OPERATING IMPACT				ANNUAL OPERATING IMPACT									
Operating Impact	6 Year Total			2018	2019	2020	2021	2022	2023	2024			
Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

South 240th Street Improve - Seg 1



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

South 240th Street Improve - Seg 1	Project #	319	Summary Project Description:
	CIP Category:	Transportation - Capital Project	Widen roadway to three lanes between 16th Ave S and the East City limits and provide a continuous center turn lane, bike lanes, transit stops, curb, gutter and planters.
	Managing Department:	Plan, Build & PW Admin	

Justification/Benefits:

The need for pedestrian and bicycle facilities along South 240th Street is identified in the City's Comprehensive Transportation Plan and the Six Year Transportation Improvement Plan. South 240th Street has residential properties and Highline College that generate pedestrian and bicycle traffic along the shoulder of the road. Pedestrians use this route to access bus stops, Highline College, and the Pacific Highway Corridor. Roadway widening is needed to increase capacity as well as develop a complete street serving vehicles pedestrians, bicycles and transit.

PROJECT SCOPE				ANNUAL ALLOCATION									
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
Design	30	405	435	-	-	-	-	435	-	-	-	-	-
Land & Right of Way	-	200	200	-	-	-	-	200	-	-	-	-	-
Construction	-	5,265	5,265	-	-	-	-	-	5,265	-	-	-	-
Contingency	220	180	400	-	-	-	-	100	300	-	-	-	-
Total Expenditures	250	6,050	6,300	-	-	-	-	735	5,565	-	-	-	-

Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
Local Grants (County, etc.)	-	3,380	3,380	-	-	-	-	365	3,015	-	-	-	-
State of Washington Grants (Unconfirmed)	-	2,670	2,670	-	-	-	-	370	2,300	-	-	-	-
Private Contributions	-	250	250	-	-	-	-	-	250	-	-	-	-
Total Funding	250	6,050	6,300	-	-	-	-	735	5,565	-	-	-	-

OPERATING IMPACT												ANNUAL OPERATING IMPACT			
Operating Impact	Revenue	Expenses	Net Impact	6 Year Total	2018	2019	2020	2021	2022	2023	2024				
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Redondo Area Street Improvements



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)

Redondo Area Street Improvements	Project #	319.610	Summary Project Description:
CIP Category:	Transportation - Capital Project		
Managing Department:	Plan, Build & PW Admin		
Project will install approximately nine street lights in the Redondo neighborhood area. The power will need to be extended underground to serve these new lights. The lights will be installed and maintained by Intolight (lighting division of PSE).			

Justification/Benefits: The need for street lighting was identified in the Redondo Parking Management Study as a safety enhancement. There were several existing streets that had little to no lighting.

PROJECT SCOPE				ANNUAL ALLOCATION											
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024				
Design	22	(12)	10	-	-	-	-	10	-	-	-				
Land & Right of Way	-	-	-	-	-	-	-	-	-	-	-				
Construction	-	60	60	-	-	-	-	60	-	-	-				
Contingency	208	(208)	-	-	-	-	-	-	-	-	-				
Total Expenditures	230	(160)	70	-	-	-	-	70	-	-	-				

Funding Sources				Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
Redondo Zone Parking	-	70	70	-	-	-	-	70	-	-	-
Total Funding	250	(180)	70	-	-	-	-	70	-	-	-

OPERATING IMPACT											
Operating Impact				2018	2019	2020	2021	2022	2023	2024	
Revenue	-	-	-	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-	-	-	-
Net Impact				-	-	-	-	-	-	-	-

Kent-Des Moines Rd - Seg 2



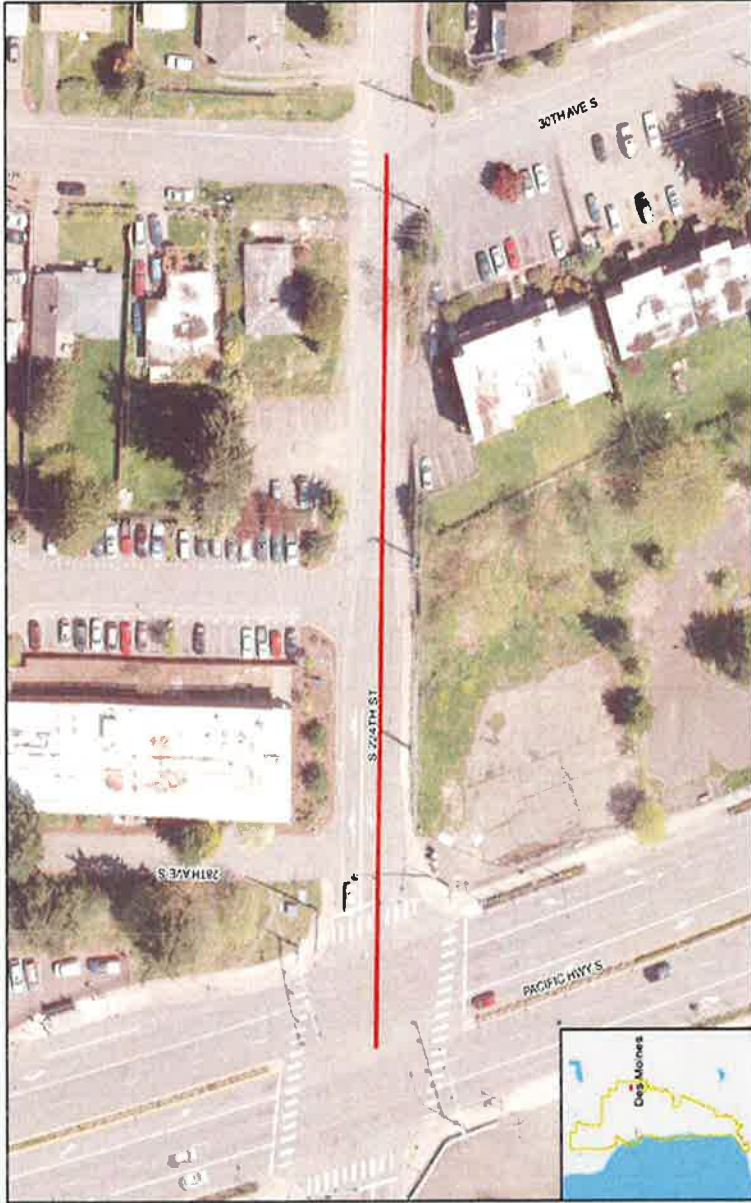
CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

Kent-Des Moines Rd - Seg 2	Project #	319	Summary Project Description:
CIP Category:			Widen roadway to 5 lanes between 24th Avenue South and Pacific Highway South and provide a continuous center turn lane, bike lanes, transit stops, curb, gutter and planters.
Managing Department:			Transportation - Capital Project
			Plan, Build & PW Admin

Justification/Benefits: The need for pedestrian and bicycle facilities along Kent-Des Moines Road is identified in the City's Comprehensive Transportation Plan and the Six Year Transportation Improvement Plan. Kent-Des Moines Rd has numerous multi-family developments, that generate pedestrian and bicycle traffic along the shoulder of the road. Pedestrians use this route to access bus stops, Highline College, and the Pacific Highway Corridor. Roadway widening is needed to increase capacity as well as develop a complete street serving vehicles pedestrians, bicycles and transit.

PROJECT SCOPE				ANNUAL ALLOCATION											
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024				
Design		15	485	-						485					
Land & Right of Way		15	485	-						500					
Construction			5,815	-							5,815				
Contingency		200	200	-							400				
Total Expenditures	230	6,970	7,200	-	-	-	-	-	-	985	6,215	-	-	-	-
Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024				
Traffic in-Lieu		-	20	-						20					
Local Grants (County, etc.)		-	3,600	-						635	2,965				
State of Washington Grants (Unconfirmed)		-	3,000	-							3,000				
Private Contributions		-	250	-							250				
Total Funding	237	6,963	7,200	-	-	-	-	-	-	985	6,215	-	-	-	-
OPERATING IMPACT				ANNUAL OPERATING IMPACT											
Operating Impact	6 Year Total			2018	2019	2020	2021	2022	2023	2024					
Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

S 224th St Improvements



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

S 224th St Improvements	Project #	319.336	Summary Project Description:
CIP Category:	Transportation - Capital Project		
Managing Department:	Plan, Build & PW Admin		
Improvements identified for South 224th Street are for a "Type A" street including curbs, gutters, wide sidewalks, and bike lanes. This project includes design, environmental analysis, and preparation of plans, specifications, and estimates by a consultant. In-lieu fees have been obtained and will fund the design as well as the construction.			

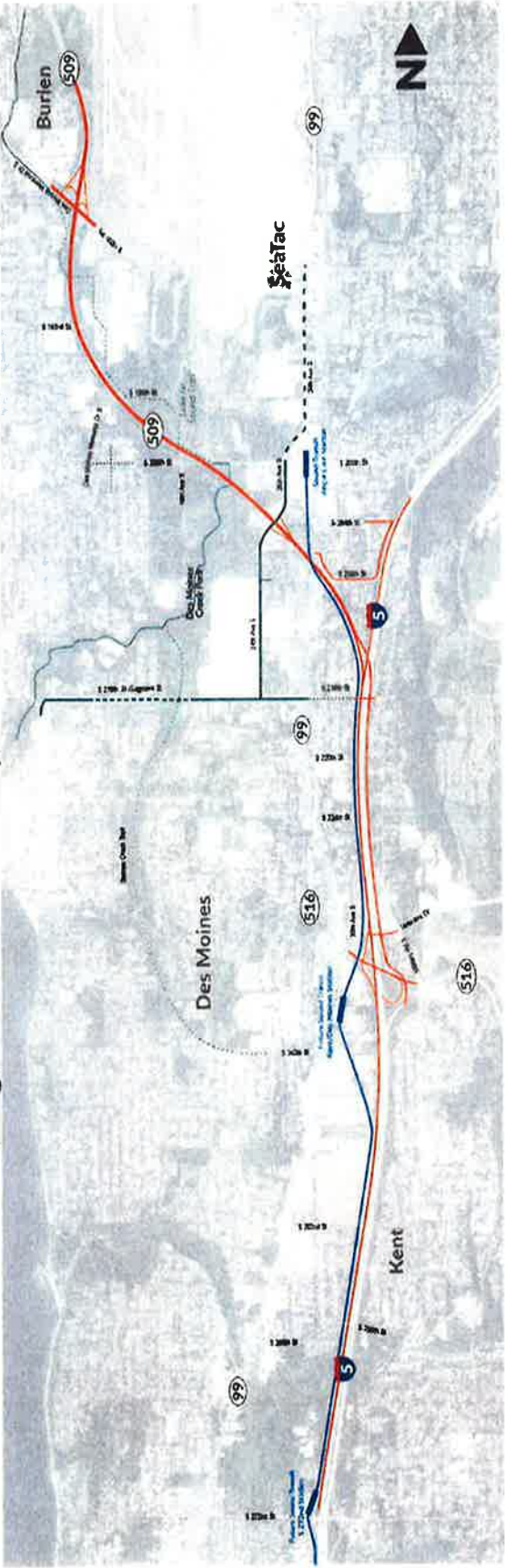
Justification/Benefits: This project has been identified as one of the Pacific Ridge Neighborhood Mitigation Project. Sidewalks are lacking completely on the north side of 224th Street and there is currently an incomplete section of sidewalk on the south side. This sidewalk will provide a safer pedestrian connection between 30th Ave South and Pacific Highway South.

PROJECT SCOPE				ANNUAL ALLOCATION									
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
Design	113	-	113	-	-	-	-	-	113	-	-	-	-
Land & Right of Way	35	-	35	-	-	-	-	-	35	-	-	-	-
Construction	401	1	402	-	-	-	-	-	402	-	-	-	-
Contingency	56	-	56	-	-	-	-	-	56	-	-	-	-
Total Expenditures	605	1	606						606				

Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
Traffic Impact Fees - City Wide	326	-	326	-	-	-	-	-	326	-	-	-	-
Traffic Impact Fees - Pac Ridge	280	-	280	-	-	-	-	-	280	-	-	-	-
Total Funding	606	-	606						606				

OPERATING IMPACT										ANNUAL OPERATING IMPACT			
Operating Impact										2018	2019	2020	2021
Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

Puget Sound Gateway - SR509 Extension



CITY OF DES MOINES
2019 -2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

Puget Sound Gateway - SR509 Extension		Project #	319	Summary Project Description: The financial commitment provided by Des Moines will go towards meeting the local contribution mandated by the Washington State Legislature when the Connecting Washington Transportation package was passed, and is intended to fully meet our match contribution, relative to the net benefits of the SR 509 project
CIP Category:		Transportation		
Managing Department:		Public Works		

Justification/Benefits:

The City of Des Moines supports the Puget Sound Gateway Program including the SR 509 Extension project in King County. This new freeway will provide an added corridor in our area, as well as provide congestion relief on the City's arterial roadways.

PROJECT SCOPE					ANNUAL ALLOCATION									
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024			
Design	-	-	-	-	-	-	-	-	-	-	-			
Land & Right of Way	-	-	-	-	-	-	-	-	-	-	-			
Construction	-	500	500	-	-	-	-	-	500	-	-			
Contingency	-	-	-	-	-	-	-	-	-	-	-			
Total Expenditures	-	500	500	-	-	-	-	-	500	-	-			

Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
One Time Sales/B&O Tax	-	500	500	-	400	25	25	25	25	25	-
Total Funding	3,210	(2,710)	500	-	400	25	25	25	25	-	-

OPERATING IMPACT					ANNUAL OPERATING IMPACT						
Operating Impact	6 Year Total				2018	2019	2020	2021	2022	2023	2024
Revenue	-	-	-	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-	-	-	-
Net Impact					-	-	-	-	-	-	-

30th Ave S Improvements - South Segments

(Image Pending)

CITY OF DES MOINES
2019 -2024 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)

30th Ave S Improvements - South Segments		Project #	319	Summary Project Description:
CIP Category:		Transportation		
Managing Department:		Public Works		
Justification/Benefits:		The need for multimodal facilities the 30th Ave S is identified in the City's Comprehensive Transportation Plan and the Six Year Transportation Improvement Plan. 30th Ave S has numerous multi-family developments that generate pedestrian traffic along the corridor. This is only anticipated to increase with the planned Sound Transit Light Rail extension, new station, and redevelopment that could occur as a result.		
		Roadway improvements to include full roadway reconstruction, bike lanes, sidewalk, and parking between S 224th St and Kent-Des Moines Road.		

PROJECT SCOPE				ANNUAL ALLOCATION									
Expenditures				Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
Design											350		
Land & Right of Way													4,000
Construction													100
Contingency													
Total Expenditures												385	4,100

Funding Sources				Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
Traffic in-Lieu						200			150				150
Traffic Impact Fees - Pac Ridge								200	200	300			3,285
State of Washington Grants (Unconfirmed)													
Total Funding						200		200	350	300	3,435		

OPERATING IMPACT				ANNUAL OPERATING IMPACT									
Operating Impact				2018	2019	2020	2021	2022	2023	2024			
Revenue													
Expenses													
Net Impact													

Dock Electrical Replacements



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

Deck Electrical Replacements	Project # 403.452	Summary Project Description: Install new shore power pedestals and distribution wiring on docks I,J,K and L.
CIP Category:	Marina Capital Improvements	
Managing Department:	Marina	

Justification/Benefits: The new electrical wiring will reduce the risk of fire as well as provide upgraded service to Marina tenants. These docks are 45 years old and still have the original shore power boxes and wiring. Most of the shore power boxes have been upgraded to 30 amps from the original 15 amp service to meet the demands of the new boats but the wiring has not been replaced with larger wire size to accommodate the increased demand

PROJECT SCOPE				ANNUAL ALLOCATION											
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024				
Design	100	(100)	-	-	-	-	-	-	-	-	-	-	-	-	-
Land & Right of Way	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Construction	-	240	240	-	60	0*	60	60	60	60	-	-	-	-	-
Contingency	2,000	(2,000)	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenditures	2,100	(1,860)	240	-	60	-	60	60	60	60	-	-	-	-	-

Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
Marina Rates	-	240	240	-	60	0*	-	60	60	60	-
Total Funding	2,100	(1,860)	240	-	60	60	60	60	60	60	-

OPERATING IMPACT											
Operating Impact	2018	2019	2020	2021	2022	2023	2024				
Revenue	-	-	-	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-	-	-	-

*2019 activity is combined with the Fuel and Electricity Replacement project for better efficiency.

Fuel & Electrical Replacement

31



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

Fuel & Electrical Replacement		Project #	403	Summary Project Description:
		CIP Category: Marina Capital Improvement		Upgrades to the Marina Fuel delivery system, upgrades to the Guest Moorage Electrical System, and upgrades to the H dock electrical system.
		Managing Department: Marina		

Justification/Benefits: In April 2018 Council Authorized Staff to combine three small 2017 CIP projects and move into the 2018 CIP. Staff intends to combine the new project with Account #403.452.594 (Dock Electrical Replacement) with a budget of \$60K, upgrading both the Fuel system with the Guest Moorage Electrical system. After consulting industry experts, staff believes it would be more cost effective to replace the 20 year old Leak detection system (Veederroot) than repair it. This will cost more now, but save operating costs over time.

PROJECT SCOPE				ANNUAL ALLOCATION							
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
Design		50	50		50						
Land & Right of Way		-	-								
Construction		150	150			150					
Contingency		40	40			40					
Total Expenditures		240	240		50	190	-	-	-	-	-

Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
Marina Rates		240	240		50	190					
Total Funding		240	240		50	190	-	-	-	-	-

OPERATING IMPACT		ANNUAL OPERATING IMPACT							
Operating Impact	6 Year Total	2018	2019	2020	2021	2022	2023	2024	2024
Revenue	-	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-	-

Tenant Restroom Replacement



**CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Tenant Restroom Replacement	Project # 403	Summary Project Description:
CIP Category:	Marina Capital Improvements	
Managing Department:	Marina	
Justification/Benefits:		

PROJECT SCOPE				
Expenditures	Current Budget	Requested Change	Total Budget	
Design	-	50	50	
Land & Right of Way	-	-	-	
Construction	-	300	300	
Contingency	-	30	30	
Total Expenditures	-	380	380	

Funding Sources	Current Budget	Requested Change	Total Budget	
One Time Sales & B&O Tax	-	380	380	
Total Funding	-	380	380	

Project to Date 12/31/17	ANNUAL ALLOCATION									
	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024			
			50							
				300						
				30						
			50	330						

Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
			50	330			
			50	330			

OPERATING IMPACT						
Operating Impact	6 Year Total					
Revenue	-	-	-	-	-	-
Expenses	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-

ANNUAL OPERATING IMPACT						
	2017	2019	2020	2021	2022	2023
	-	-	-	-	-	-
	-	-	-	-	-	-
	-	-	-	-	-	-

Marina Dock Replacement



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

Marina Dock Replacement	Project #	403.499	Summary Project Description:
CIP Category:		Marina Capital Improvements	This project creates a set aside to accumulate funds for the purchase of a full dock replacement. When sufficient funds are accumulated a replacement dock will be installed.
Managing Department:		Marina	
Justification/Benefits:			

PROJECT SCOPE			
Expenditures	Current Budget	Requested Change	Total Budget
Design	-	-	-
Land & Right of Way	-	-	-
Construction	1,000	400	1,400
Contingency	-	-	-
Total Expenditures	1,000	400	1,400

Project to Date 12/31/17	ANNUAL ALLOCATION											
	Scheduled Year	2018	Plan Year	2019	Plan Year	2020	Plan Year	2021	Plan Year	2022	Plan Year	2023
												1,400
												1,400

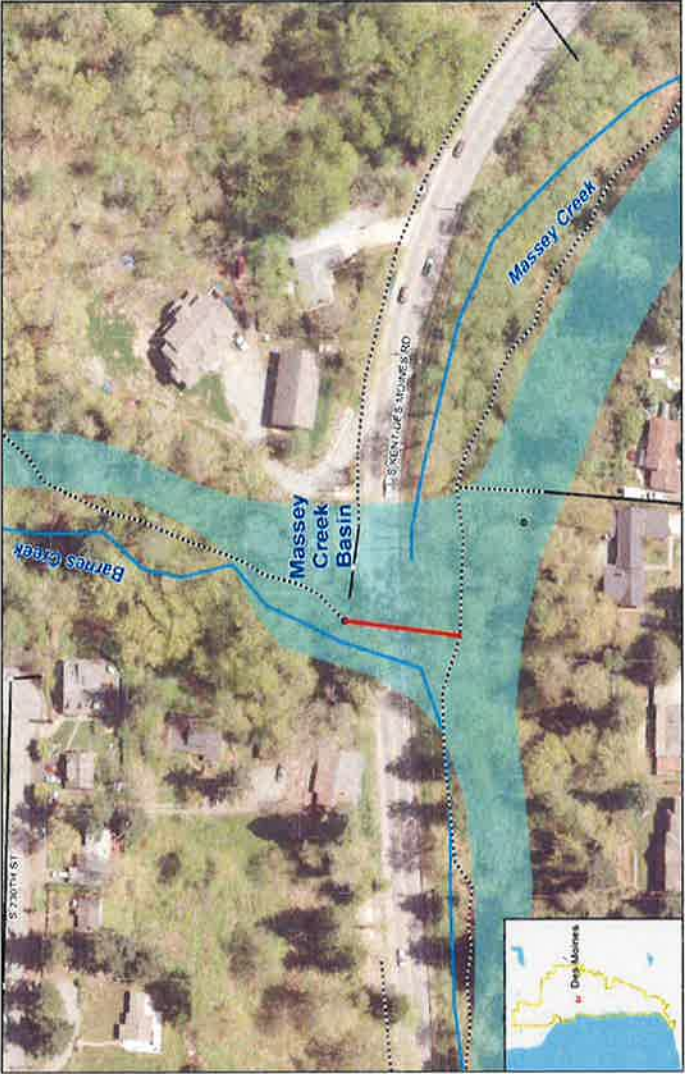
Funding Sources			
	Current Budget	Requested Change	Total Budget
Marina Rates	1,000	400	1,400
Total Funding	1,000	400	1,400

Project to Date 12/31/17	Scheduled Year	2018	Plan Year	2019	Plan Year	2020	Plan Year	2021	Plan Year	2022	Plan Year	2023	Plan Year	2024
		200	200	200	200	200	200	200	200	200	200	200	200	
		200	200	200	200	200	200	200	200	200	200	200	200	

OPERATING IMPACT			
Operating Impact	6 Year Total		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

ANNUAL OPERATING IMPACT											
	2017	2019	2020	2021	2022	2023	2024				
	-	-	-	-	-	-	-				
	-	-	-	-	-	-	-				

Barnes Crk/Kent-Des Moines Rd Culvert



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

Barnes Crk/Kent-Des Moines Rd Culvert	Project #	451.804	Summary Project Description:
			Project improvements will include the installation of 80 to 100 feet of 48-inch or 60-inch diameter culvert or possibly the construction of a box culvert, depending on the method of construction and current fisheries requirements. Due to the depth of culvert and the high traffic of Kent-Des Moines Road, use of boring or other trench-less technology will be explored. The dramatic elevation change from upstream to downstream and the need to moderate velocity for fish passage may require that a special energy dissipater and/or fish ladder be installed at the culvert outlet.

CIP Category: Surface Water Mgmt
 Managing Department: Plan, Build & PW Admin

Justification/Benefits:

This culvert replacement is needed to convey peak predicted flows without flooding Kent-Des Moines Road. At this point a new 42- to 48-inch reinforced concrete pipe culvert is planned to replace the existing undersized culvert. However, the new pipe size will need to be designed to meet current Hydraulic Code to allow both high- and low-flow fish passage. An energy dissipater will be included at the downstream end of the culvert (with a fish ladder). This project was identified in the Lower Massey Creek Basin Plan and Alternative Analysis. A culvert survey made in 2015 indicated the existing culvert is in poor condition.

PROJECT SCOPE					ANNUAL ALLOCATION											
Expenditures		Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024				
Design		434	(62)	372	104	268										
Land & Right of Way		-	20	20			20									
Construction		952	85	1,037	17			1,020								
Contingency		505	29	534	284	50		200								
Total Expenditures		1,891	72	1,963	405	318	20	1,220	-	-	-	-				
Funding Sources		Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024				
Surface Water Utility		1,891	72	1,963	405	318	20	1,220	-	-	-	-				
Total Funding		1,891	72	1,963	405	318	20	1,220	-	-	-	-				
OPERATING IMPACT					ANNUAL OPERATING IMPACT											
Operating Impact		6 Year Total														
Revenue		-	-	-	-	-	-	-	-	-	-	-				
Expenses		-	-	-	-	-	-	-	-	-	-	-				
Net Impact		-	-	-	-	-	-	-	-	-	-	-				

24th Ave Pipeline Replacement/Upgrade



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)

24th Ave Pipeline Replacement/Upgrade	Project #	451,815	Summary Project Description: Replacement of existing 12-inch storm drainage system on 24th Avenue from S. 224th to S. 227th Street with approximately 1100 feet of 36-inch pipe.
	CIP Category:	Surface Water Mgmt	
	Managing Department:	Plan, Build & PW Admin	

During major storms the drainage system along the east side of 24th Avenue between S. 226th and S. 227th overflows to the pipe system on the west side. These overflows bypass the trunk system which conveys flows to the City Park detention facility and flood properties south of 227th south of Pacific Middle School. This project is recommended in the 1992 Massey Creek Basin Plan.

PROJECT SCOPE				
Expenditures	Current Budget	Requested Change	Total Budget	
Design	43	59	102	
Land & Right of Way	-	-	-	
Construction	390	189	579	
Contingency	123	57	180	
Total Expenditures	556	305	861	

Funding Sources			
Current Budget	Requested Change	Total Budget	
Surface Water Utility	556	305	861
Total Funding	766	95	861

Project to Date 12/31/17	ANNUAL ALLOCATION											
	Scheduled Year	2018	2019	2020	2021	2022	2023	2024	2018	2019	2020	2021
28	25	49										
-												
-												
-												
28	25	64										

Project to Date 12/31/17	ANNUAL ALLOCATION											
	Scheduled Year	2018	2019	2020	2021	2022	2023	2024	2018	2019	2020	2021
28	25	64										
28	25	64										

OPERATING IMPACT				
Operating Impact	2018	2019	2020	2021
Revenue	-	-	-	-
Expenses	-	-	-	-
Net Impact	-	-	-	-

ANNUAL OPERATING IMPACT											
2018	2019	2020	2021	2022	2023	2024	2018	2019	2020	2021	2022
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-

216th/11th Ave Intersection Pipe Replacement



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

216th/11th Ave Intersection Pipe Replacement	Project #	451,831	Summary Project Description:
CIP Category:	Transportation - Capital Project		
Managing Department:	Plan, Build & PW Admin		
			This project involves installing approximately 400 feet of 12-inch storm pipe and seven catch basins, removal of existing facilities (or abandonment in place filled with control density fill), and roadway restoration within the intersection area including trench patching, replacement of impacted curb, gutter, sidewalk, and pavement overlay).

Justification/Benefits:

Following inspection of the drainage system in preparation for the design of the Gateway Segment 3 Project, it was discovered that the storm system within the intersection of 216th Street and 11th Avenue was in very poor shape with segments of the system crushed and other segments partially full of standing water and unable to flow properly. All new drainage is proposed within the intersection with the project constructed as a separate bid schedule to the Gateway Segment 3 Project

PROJECT SCOPE				ANNUAL ALLOCATION											
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024				
Design	38	-	38	20	18										
Land & Right of Way	-	-	-												
Construction	230	-	230			230									
Contingency	60	1	61		11	50									
Total Expenditures	328	1	329	20	29	280	-	-	-	-	-				

Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024				
Surface Water Utility	328	1	329	20	29	280									
Total Funding	328	1	329	20	29	280	-	-	-	-	-				

OPERATING IMPACT					ANNUAL OPERATING IMPACT								
Operating Impact			6 Year Total		2018	2019	2020	2021	2022	2023	2024		
Revenue													
Expenses													
Net Impact													

Deepdene Plat Outfall Replacement



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

Deedene Plat Outfall Replacement	Project #	451.828	Summary Project Description:
CIP Category:		Surface Water Mgmt	This project assumes the replacement of 300 linear feet of outfall pipe with outfall diffuser and dissipator pad, and installing 2 catch basins and 150 feet of 12-inch pipe with road restoration for redirecting flows from the west side of Marine View Drive to the east side of MVD to avoid the slide area.
Managing Department:		Plan, Build & PW Admin	

Justification/Benefits: In 2016, following heavy rains and shoreline erosion from high tides and strong waves, a landslide occurred at the base of the ravine adjacent to Puget Sound at 260th Street damaging the 8-inch storm pipe that serves the Deedene Plat as well as a short segment of Marine View Drive. This project assumes a full replacement of the existing storm outfall plastic (PVC) pipe that is buried with a more flexible and durable high-density polyethylene (HDPE) that is more appropriate for a slide area and can be placed above ground and anchored in a manner that protects the pipe if the earth shifts.

PROJECT SCOPE				ANNUAL ALLOCATION									
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
Design	89	77	166	1	165								
Land & Right of Way	-	-	-										
Construction	228	(4)	224			224							
Contingency	93	(73)	20		20								
Total Expenditures	410	-	410	1	185	224	-	-	-	-	-	-	-

Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
Surface Water Utility	410	-	410	1	185	224					
Total Funding	410	-	410	1	185	224	-	-	-	-	-

OPERATING IMPACT											
Operating Impact	2018	2019	2020	2021	2022	2023	2024	6 Year Total			
Revenue	-	-	-	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-	-	-	-

Pond Safety Improvements



**CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Pond Safety Improvements		Project #	451.832	Summary Project Description:										
CIP Category:		Surface Water Mgmt			This project adds or replaces dilapidated wooden fencing with vinyl coated chainlink fencing at the following areas: Fence replacement for the entire pond located on Marine View Drive across from Taco Time; new fencing around the control panel and pump station adjacent to Taco Time; wooden fence replacement to the pond on 250th Street w/o 16th Ave.; wooden fence replacement to the ponds at 194th/5th and 193rd e/o 6th. A total of approximately 1,500 feet of fencing with gate assemblies.									
Managing Department:		Public Works												
Justification/Benefits:		Ponds that have wooden fencing bordering adjacent properties need to be replaced with more durable vinyl coated chainlink fencing that will last longer. Several of the ponds have fencing that have been damaged from high winds and need to be replaced. The Washington Cities Insurance Authority (WCIA) also recommends that ponds with permanent pools be contained with a 6-foot fence for safety. The newly built electrical control panel and pump station adjacent to Taco Time also needs to be enclosed with a fence for safety/security.												
PROJECT SCOPE				ANNUAL ALLOCATION										
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year	Plan Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
Design	-	-	-	-	-	-	-	-	-	-	-	-		
Land & Right of Way	-	-	-	-	-	-	-	-	-	-	-	-		
Construction	48	30	78	-	48	48	30	-	-	-	-	-		
Contingency	10	5	15	-	10	10	5	-	-	-	-	-		
Total Expenditures	58	35	93	-	58	58	35	-	-	-	-	-		
Funding Sources				Project to Date 12/31/17	Scheduled Year	Plan Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
Surface Water Utility	58	35	93	-	58	58	35	-	-	-	-	-		
Total Funding	58	35	93	-	58	58	35	-	-	-	-	-		
OPERATING IMPACT				ANNUAL OPERATING IMPACT										
Operating Impact	6 Year Total			2018	2019	2020	2021	2022	2023	2024				
Revenue	-	-	-	-	-	-	-	-	-	-	-	-		
Expenses	-	-	-	-	-	-	-	-	-	-	-	-		
Net Impact				-	-	-	-	-	-	-	-	-		

8th Ave (264th to 265th)



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

8th Ave (264th to 265th)	Project #	451	Summary Project Description:
CTP Category:			This project proposes to install approximately 910 feet of 12 inch storm pipe, 9 catch basins along the west side of 8th Avenue and replace an existing manhole at the intersection of S 265th Place and 8th Avenue where the new storm drain system connects to the existing system.
Managing Department:			

Justification/Benefits: Presently most of the runoff from 8th Avenue sheetflows on the properties west of 8th Avenue and is not collected into the existing system located on the east side of the road. The purpose of this project is to collect and prevent runoff from 8th Avenue from exacerbating a landslide hazard located west of the project. This is a high priority project listed in the 2015 SWM Comprehensive Plan.

PROJECT SCOPE				ANNUAL ALLOCATION											
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024				
Design	15	14	29			29									
Land & Right of Way	-	-	-												
Construction		200	200			200									
Contingency	165	(136)	29			29									
Total Expenditures	180	78	258												
Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024				
Surface Water Utility	-	258	258			258									
Total Funding	190	68	258												
OPERATING IMPACT				ANNUAL OPERATING IMPACT											
Operating Impact				2018	2019	2020	2021	2022	2023	2024					
Revenue				-	-	-	-	-	-	-					
Expenses				-	-	-	-	-	-	-					
Net Impact				-	-	-	-	-	-	-					

6th Ave/239th Pipe Replacement



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)

6th Ave/239th Pipe Replacement

Project #

451.833

CIP Category:

Surface Water Mgmt

Managing Department:

Plan, Build & PW Admin

Justification/Benefits:

During major storms the drainage system the small 8-inch conveyance system within 6th Avenue S. is overcome and overflows into the properties on the west side of the street. In addition, the outfall pipe from S. 239th is comprised of coated corrugated steel pipe that has separated in the lower section of the pipe that leads over the bank to the Sound. This project proposes to upgrade the 8-inch pipe on 6th Avenue to standard 12-inch and replace the corrugated steel outfall pipe with HDPE pipe. This project also proposes to replace the stairway that is located above the outfall pipe. This is a high-priority project (CIP-39) listed in the 2015 SWM Comprehensive Plan.

PROJECT SCOPE			
Expenditures	Current Budget	Requested Change	Total Budget
Design	38	1	39
Land & Right of Way	-	-	-
Construction	156	3	159
Contingency	55	4	59
Total Expenditures	249	8	257

ANNUAL ALLOCATION									
Project to Date	Scheduled Year	Plan Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024	
12/31/17		39							
		159							
		59							
		257							

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Surface Water Utility	249	8	257
Total Funding	249	8	257

Project to Date	Scheduled Year	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
12/31/17	2018	257					
		257					

OPERATING IMPACT				
Operating Impact			6 Year Total	
Revenue				
Expenses				
Net Impact				

ANNUAL OPERATING IMPACT							
	2018	2019	2020	2021	2022	2023	2024

14th Ave (268th to 272nd) Pipe Upgrade



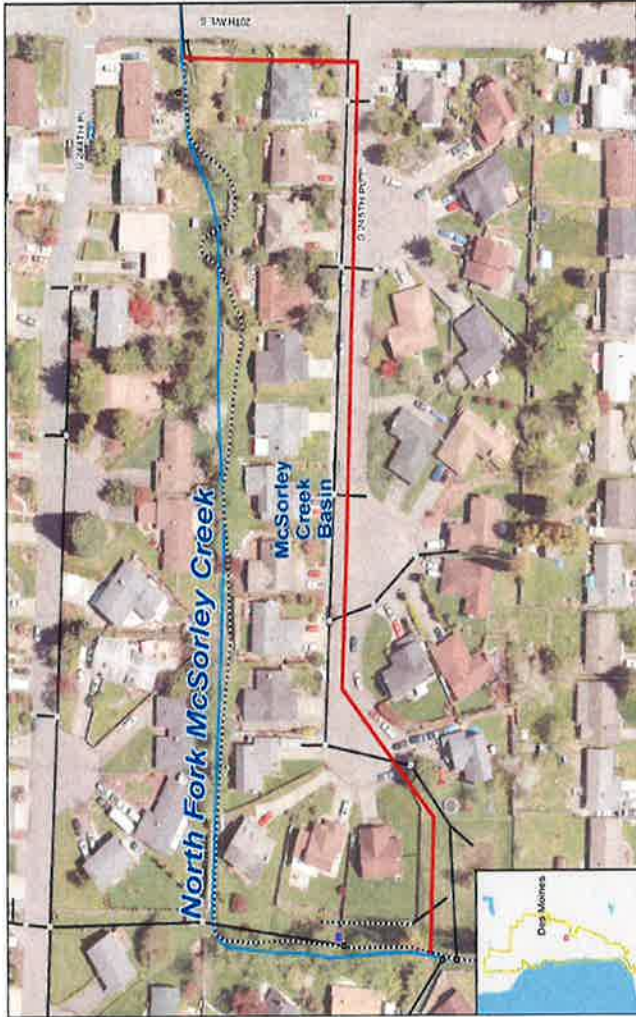
CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

14th Ave (268th to 272nd) Pipe Upgrade	Project #	451	Summary Project Description:
CIP Category:			This project proposes to upgrade the ditch and driveway culvert system along the west side of 14th Avenue with a new storm pipe as well as replace the existing culverts below 272nd Street and 268th Street. This project includes 900 linear of 36-inch diameter pipe, 6 manhole structures, an outfall dissipator, and minimal road restoration.
Managing Department:			

Justification/Benefits: The culvert below 272nd Street is not sufficiently sized and is too shallow. During major storms the pipe system leading from the Redondo Rivera subdivision (south of 272nd) backs up creating significant flooding within the subdivision particularly in the vicinity of 275th Place and 15th Place. North of 272nd St., the drainage system on 14th Avenue is comprised of a shallow ditch system with driveway culverts that are easily blocked exacerbating the problem south of 272nd Street. There is also significant erosion due to a drop of grade at the downstream end of the culvert at S. 268th Street. This project proposes to replace the culverts at 272nd Street and 268th Street and install a new 36-inch pipe system on the west side of 14th Avenue from 272nd Street to 270th Street. This project is a high-priority project (CIP-36) listed in the 2015 SWM Comprehensive Plan.

PROJECT SCOPE				ANNUAL ALLOCATION											
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024				
Design			94	-		94									
Land & Right of Way			-	-											
Construction			310	-			310								
Contingency			(116)	-			74								
Total Expenditures	190	288	478	-	-	94	384	-	-	-	-				
Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024				
Surface Water Utility			478	-		94	384								
Total Funding	-	478	478	-	-	94	384	-	-	-	-				
OPERATING IMPACT				ANNUAL OPERATING IMPACT											
Operating Impact	6 Year Total			2017	2018	2019	2020	2021	2022	2023	2024				
Revenue				-	-	-	-	-	-	-	-				
Expenses				-	-	-	-	-	-	-	-				
Net Impact	-	-	-	-	-	-	-	-	-	-	-				

N. Fork McSorley Ck Diversion



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

N. Fork McSorley Ck Diversion

Project #

451

Summary Project Description:

This project proposes to install a diversion structure on 20th Ave. S. between S. 244th Pl. and 245th Pl. From the diversion structure a new 24-in storm bypass pipe will be installed on the west side of 20th Avenue, turn west and follow the south side of 245th Pl and then to McSorley Creek. This project also includes pavement restoration, replacement of curb and gutter and minimal dredging of McSorley Creek and bank stabilization near the discharge point of the bypass pipe.

CIP Category:

Surface Water Mgmt

Managing Department:

Plan, Build & PW Admin

Justification/Benefits:

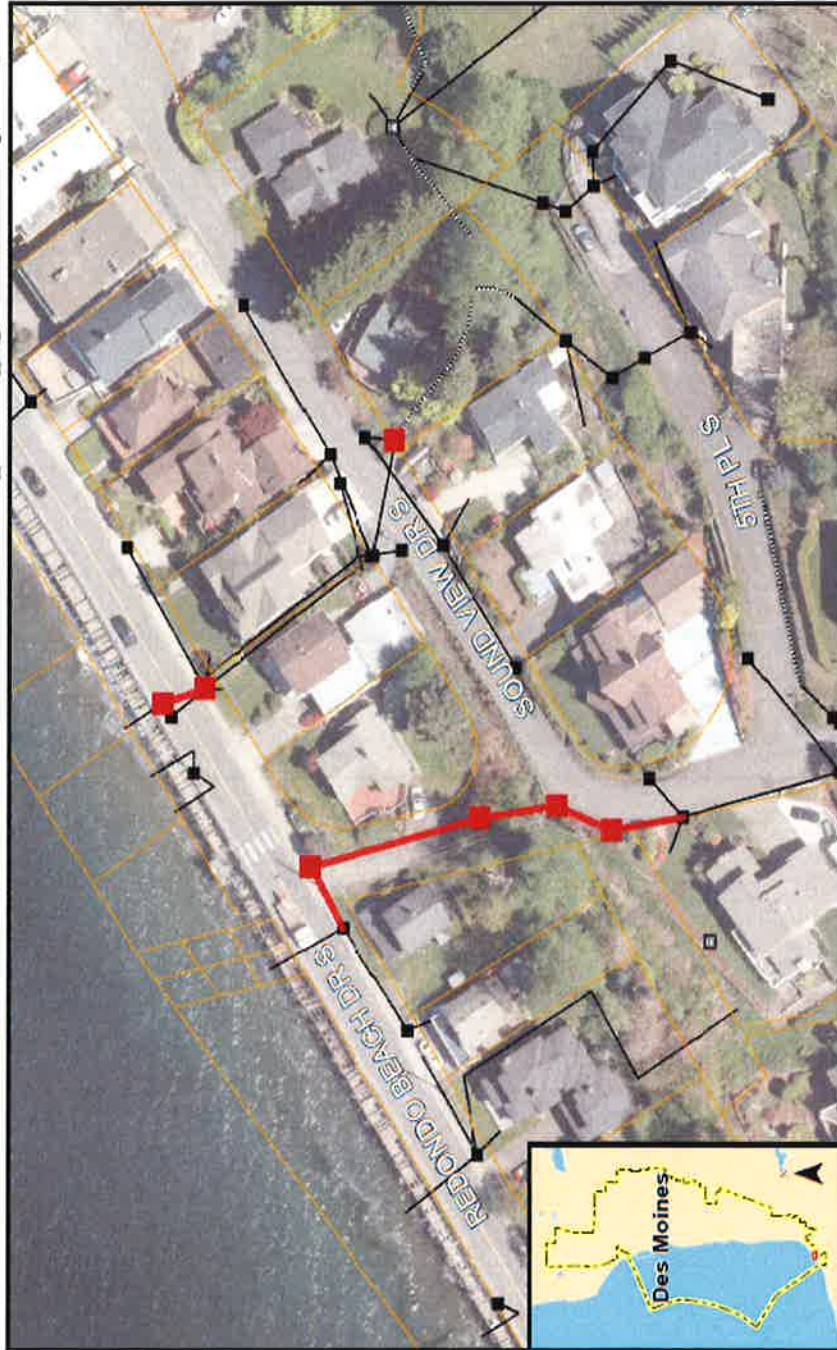
When the Des Moines Trace Subdivision was developed in the early 1980's a segment of the north fork of McSorley Creek was relocated to a narrow rock lined channel within a 15-foot wide drainage easement along the north side of the subdivision (lots 14 through 25). Over time this channel has filled in with sediment and is overgrown with canary reed grass causing the channel to overtop and flood both the subdivision lots and the adjacent properties to the north. This project will provide a flow diversion whereby normal flows will continue into the creek section but high flows are bypassed to a lower point in the channel. As part of this project, the channel section across lots 17-25 will be dredged. This is a high-priority project (CIP-30) identified in the 2015 SWM Comprehensive Plan.

PROJECT SCOPE				ANNUAL ALLOCATION							
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
Design	-	85	85	-	-	-	85	-	-	-	-
Land & Right of Way	-	-	-	-	-	-	-	-	-	-	-
Construction	281	281	281	-	-	-	281	-	-	-	-
Contingency	190	(124)	66	-	-	-	66	-	-	-	-
Total Expenditures	190	242	432	-	-	85	347	-	-	-	-

Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
Surface Water Utility	-	432	432	-	-	85	347	-	-	-	-
Total Funding	-	432	432	-	-	85	347	-	-	-	-

OPERATING IMPACT		ANNUAL OPERATING IMPACT						
Operating Impact		2018	2019	2020	2021	2022	2023	2024
Revenue	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-
Net Impact		-	-	-	-	-	-	-

Soundview Dr./Redondo Beach Dr. Pipe Upgrade Project



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

Soundview Dr./Redondo Beach Dr. Pipe Upgrade Project

Project #

451

Summary Project Description:

Install 250 feet linear feet of 12-inch storm pipe between Soundview Drive and Redondo Beach Drive. Relocate approximately 30 feet of 24-inch concrete pipe at the tributary crossing below Redondo Beach Drive north of 287th Street and replace the creek trash rack structure at 28742 Soundview Drive. Project also includes installation of 5 catch basins and pavement restoration.

CIP Category:

Surface Water Management

Managing Department:

Public Works

Justification/Benefits:

PROJECT SCOPE				
Expenditures	Current Budget	Requested Change	Total Budget	
Design	-	35	35	
Land & Right of Way	-	-	-	
Construction		125	125	
Contingency	-	45	45	
Total Expenditures	-	205	205	

ANNUAL ALLOCATION										
Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024			
		35								
			125							
		10	35							
	-	45	160	-	-	-	-	-	-	-

Funding Sources	Current Budget	Requested Change	Total Budget
Surface Water Utility	-	205	205
Total Funding	-	205	205

Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
		45	160				
	-	45	160	-	-	-	-

OPERATING IMPACT					
6 Year Total					
Revenue	-	-	-	-	-
Expenses	-	-	-	-	-
Net Impact	-	-	-	-	-

ANNUAL OPERATING IMPACT					
2018	2019	2020	2021	2022	2023
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-

Pipe Replacement Program



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)

Pipe Replacement Program		Project #	451.017	Summary Project Description:	
	Managing Department:			Surface Water Mgmt	Replacement of existing pipes based on customer request and video based condition assessment. This program is scheduled to be finished in 2022.
	Managing Department:			Plan, Build & PW Admin	

Justification/Benefits: A video assessment of existing storm drain pipes is scheduled to begin in 2016. From the assessment a prioritized list of pipes needing replacement will be developed along with estimated costs.

PROJECT SCOPE				ANNUAL ALLOCATION											
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024				
Design		76	76	-				38							
Land & Right of Way		-	-	-											
Construction		460	460	-				230							
Contingency	190	(59)	131	-				11	60	60					
Total Expenditures	190	477	667					49	328	290					
Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024				
Surface Water Utility		667	667	-				49	328						
Total Funding	190	477	667					49	328	290					
OPERATING IMPACT				ANNUAL OPERATING IMPACT											
Operating Impact	6 Year Total			2018	2019	2020	2021	2022	2023	2024					
Revenue				-	-	-	-	-	-	-					
Expenses				-	-	-	-	-	-	-					
Net Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

DMMD 208th to 212th Pipe Project



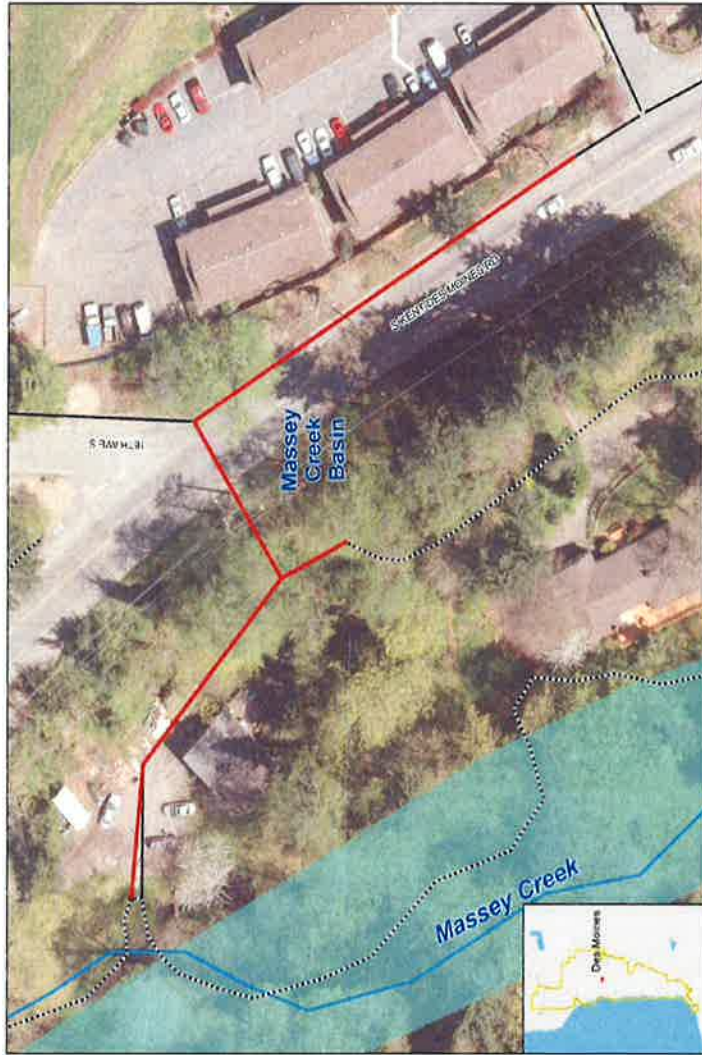
CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

DMMD 208th to 212th Pipe Project Project # 451	CIP Category: Managing Department:	Summary Project Description: Replace approximately 1500 feet of existing roadside ditch and corrugated metal pipe along the west side of Des Moines Memorial Drive from 208th Street to 212th Street. Includes installation of 14 manhole structures and minimal road restoration.
Surface Water Mgmt Plan, Build & PW Admin		

Justification/Benefits: The ditch and culvert system along the west side of Des Moines Memorial Drive is insufficient to convey a 25-year storm causing water to pool in the south bound lane of Des Moines Memorial Drive. This project proposes to replace the existing corrugated metal pipe and ditch system with approximately 1500 feet of new 18-inch pipe that would connect to the pipe replacement work made on Des Moines Memorial Drive in 2014. This project is a high priority project (CIP-18) listed in the 2015 SWM Comprehensive Plan.

PROJECT SCOPE				ANNUAL ALLOCATION											
				Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024				
Expenditures															
Design				-	-	-	-	119	-	-	-				
Land & Right of Way				-	-	-	-	-	-	-	-				
Construction				-	-	-	-	391	-	-	-				
Contingency				-	-	-	-	-	-	-	-				
Total Expenditures						190		413						603	
Funding Sources															
Surface Water Utility				-	-	-	-	603	-	-	-				
Total Funding						-		603						603	
OPERATING IMPACT				ANNUAL OPERATING IMPACT											
				2017	2018	2019	2020	2021	2022	2023	2024				
Operating Impact															
Revenue				-	-	-	-	-	-	-	-				
Expenses				-	-	-	-	-	-	-	-				
Net Impact															

KDM /16th Avenue A Pipe Replacement



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

KDM /16th Avenue A Pipe Replacement	Project #	451	Summary Project Description:
	CIP Category:	Surface Water Mgmt	
	Managing Department:	Plan, Build & PW Admin	

Replace approximately 300 feet of existing roadside ditch (east of 16th Avenue) along KDM Road with 24-inch storm pipe and connect to existing 18-inch culvert crossing KDM Rd at 16th Avenue. Install 50 feet new 24-inch storm drain southwest of KDM Road connecting to existing 18-inch culvert crossing and replace 350 feet of existing 24-inch corrugated metal pipe with larger 36-inch pipe downstream of the culvert crossing.

During major storm events the capacity of the existing drainage system along Kent-Des Moines Road and the highway crossing will be exceeded causing runoff to overflow across KDM and flood the property downstream. In addition, the system on that property (located within a public drainage easement) that intercepts flows is also insufficiently sized and is prone to overtopping. This project proposes to replace the undersized pipes with 24-inch and 36-inch diameter pipes. This is a high-priority project (CIP-25A) listed in the 2015 SWM Comprehensive Plan and to be coordinated with projects CIP-4 and CIP-25B that would take a portion of the flows west to a new outfall pipe at Barnes Creek (rather than upsizing the 18-inch corrugated aluminum crossing below KDM Road.)

PROJECT SCOPE				ANNUAL ALLOCATION									
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
Design	-	54	54	-	-	-	-	54	-	-	-	-	-
Land & Right of Way	-	-	-	-	-	-	-	-	-	-	-	-	-
Construction	-	176	176	-	-	-	-	176	-	-	-	-	-
Contingency	190	(148)	42	-	-	-	-	42	-	-	-	-	-
Total Expenditures	190	82	272	-	-	-	-	272	-	-	-	-	-

Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
Surface Water Utility	-	272	272	-	-	-	-	272	-	-	-	-	-
Total Funding	-	272	272	-	-	-	-	272	-	-	-	-	-

OPERATING IMPACT												ANNUAL OPERATING IMPACT			
Operating Impact	Revenue	Expenses	Net Impact	6 Year Total	2018	2019	2020	2021	2022	2023	2024				
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

5th Ave/212th Street Pipe Upgrade



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

5th Ave/212th Street Pipe Upgrade	Project # 451	Summary Project Description:
CIP Category:	Surface Water Mgmt	Replacement of approximately 2,630 feet of cmp pipe with new 1,700 feet of 12-inch pipe and 930 feet of 18-inch pipe in the North Hill area in the vicinity of 212th Street and 5th Avenue South.
Managing Department:	Plan, Build & PW Admin	

Justification/Benefits: This project will replace over 2,000 feet of aged corrugated metal pipe and upgrade over 900 feet of pipe to 18-inch pipe that has inadequate capacity during major storms. During two major storm events in 2013 and 2014, the pipe system overflowed creating significant erosion near the stairway at 212th Street and Des Moines Memorial Drive. The project will connect to the DNMD pipe upgrade installed in 2014. This project is identified as a high-priority project (CIP-16) in the 2015 Stormwater Comprehensive Plan.

PROJECT SCOPE				ANNUAL ALLOCATION									
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
Design	-	170	170	-	-	-	-	170	-	-	-	-	-
Land & Right of Way	-	-	-	-	-	-	-	-	-	-	-	-	-
Construction	-	578	578	-	-	-	-	-	-	578	-	-	-
Contingency	190	(54)	136	-	-	-	-	-	-	136	-	-	-
Total Expenditures	190	694	884					170		714			

Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
Surface Water Utility	-	884	884	-	-	-	-	170	-	-	-	-	-
Total Funding	-	884	884					170		714			

OPERATING IMPACT							ANNUAL OPERATING IMPACT						
Operating Impact							2018	2019	2020	2021	2022	2023	2024
Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

216th Pl./ Marine View Dr. Pipe Upgrade



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

216th Pl./ Marine View Dr. Pipe Upgrade	Project # 451	Summary Project Description:
CIP Category:	Surface Water Mgmt	This project proposes to upgrade the ditch along Des Moines Memorial Drive with 300 linear feet of new 18-inch diameter pipe and connecting to 170 linear feet of new larger 24-inch diameter storm system crossing the intersection of MVD (216th Place). The project also proposes to pipe the ditches on the west side of 6th Avenue connecting to the new pipe system on DMMD.
Managing Department:	Plan, Build & PW Admin	

Justification/Benefits: Previous upgrades have occurred within the storm system downstream of the project and west of the project along 216th Place. This project proposes to upsized the 18-inch crossing at Marine View Drive to 24-inch as well as pipe the ditch along Des Moines Memorial Drive. Along the storm segment below MVD near the border of Normandy Park and Des Moines is a buried inaccessible structure that may become blocked with debris and cause backup and flooding of the intersection and overflow to areas of recent landslide activity. This project will be coordinated with the City of Normandy Park (cost share for the portion of project within Normandy Park not shown). This is a high-priority project (CIP-17) listed in the 2015 SWM Comprehensive Plan.

PROJECT SCOPE					ANNUAL ALLOCATION							
Expenditures	Current Budget	Requested Change	Total Budget		Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
Design	-	64	64		-	-	-	-	-	64	-	-
Land & Right of Way	-	-	-		-	-	-	-	-	-	-	-
Construction	-	210	210		-	-	-	-	-	210	-	-
Contingency	190	(140)	50		-	-	-	-	-	50	-	-
Total Expenditures	190	134	324		-	-	-	-	-	324	-	-

Funding Sources	Current Budget	Requested Change	Total Budget		Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
Surface Water Utility	-	324	324		-	-	-	-	-	324	-	-
Total Funding	-	324	324		-	-	-	-	-	324	-	-

OPERATING IMPACT					ANNUAL OPERATING IMPACT							
Operating Impact			6 Year Total		2018	2019	2020	2021	2022	2023	2024	
Revenue	-	-	-		-	-	-	-	-	-	-	-
Expenses	-	-	-		-	-	-	-	-	-	-	-
Net Impact	-	-	-		-	-	-	-	-	-	-	-

KDM/16th Ave B Pipe Replacement



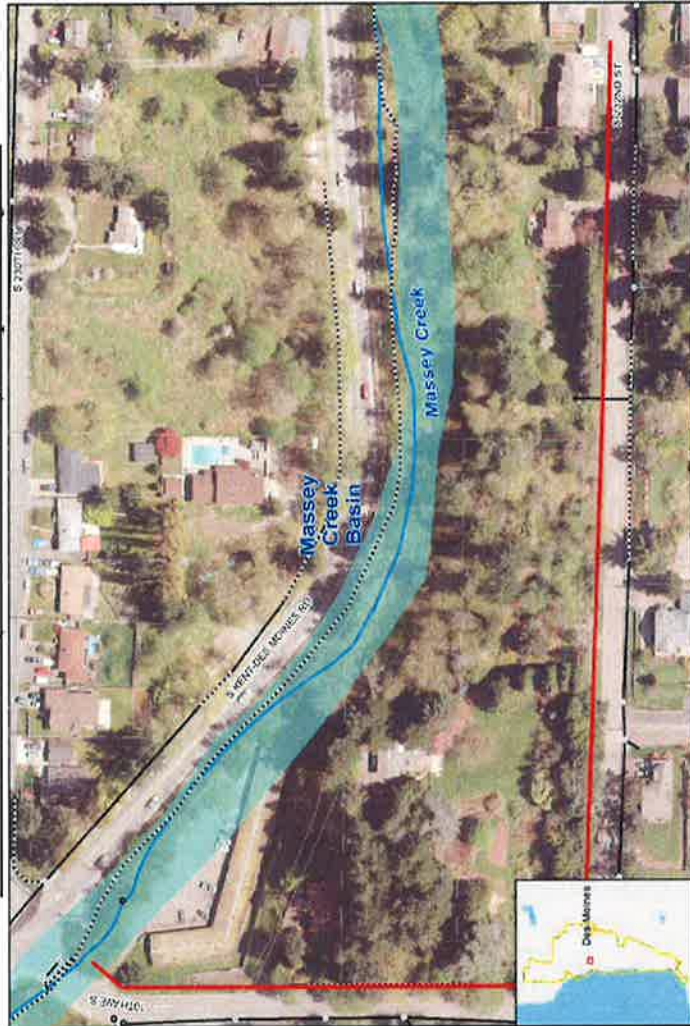
CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)

KDM/16th Ave B Pipe Replacement		Project #	451	Summary Project Description:
		CIP Category:	Surface Water Mgmt	Install a new stormwater conveyance system on the west side of 16th Avenue S consisting of approximately 1220 feet of 12 inch pipe and 6 catch basins. Replace the existing ditch along the north side of Kent-DesMoines Road (KDM) with approximately 93.5 feet of 36 inch pipe and 9 storm drain manholes. The new 16th Ave S storm system will connect to the new system on KDM and outfall to Barnes Creek.
		Managing Department:	Plan, Build & PW Admin	

Justification/Benefits: During periods of heavy rainfall, runoff from 16th Avenue will overtop Kent-Des Moines Road (KDM) and erode/flood the properties on the south side of the road. This project will better collect the runoff from the west side of 16th Avenue and the north side of KDM and allow the abandonment of at least one KDM storm crossing. The project will also enclose the existing ditch system along KDM for vehicle and pedestrian safety. This project is a high priority project (CIP-25B) listed in the 2015 SWM Comprehensive Plan.

PROJECT SCOPE				ANNUAL ALLOCATION											
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024				
Design		25	151							176					
Land & Right of Way		-	-												
Construction			600								600				
Contingency		275	(60)							35	180				
Total Expenditures	300	691	991							211	780				
Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024				
Surface Water Utility		-	991												
Total Funding	-	991	991							211	780				
OPERATING IMPACT				ANNUAL OPERATING IMPACT											
Operating Impact	6 Year Total			2018	2019	2020	2021	2022	2023	2024					
Revenue				-	-	-	-	-	-	-	-	-	-	-	-
Expenses				-	-	-	-	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

232nd Street (10th to 14th) Pipe Project



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

232nd Street (10th to 14th) Pipe Project	Project #	451	Summary Project Description:
CIP Category:	Surface Water Management		Install 2200-2300 linear feet of storm pipe along the north side of 232nd Street between 10th Avenue and 14th Avenue and along the east side of 10th Avenue between 232nd and Kent-Des Moines Road. Project also includes adding a 2-foot paved shoulder and curb on the north side of 232nd.
Managing Department:	Public Works		

Justification/Benefits:

The drainage along 232nd is comprised of a ditch with a series of driveway culverts. The slope of the existing drainage system is extremely shallow and slow to drain and during certain storm events, flows encroach into the east bound travel lane. This proposed project will add a new drainage system to the north side of the 232nd (with lateral crossings to the south side) and replace the existing 12-inch storm drain along the east side of 10th Avenue with a larger 18-inch pipe before discharging to Massey Creek.

PROJECT SCOPE			
Expenditures	Current Budget	Requested Change	Total Budget
Design	-	101	101
Land & Right of Way	-	-	-
Construction	-	431	431
Contingency	-	97	97
Total Expenditures	-	629	629

Funding Sources	Current Budget	Requested Change	Total Budget
Surface Water Utility	-	629	629
Total Funding	-	629	629

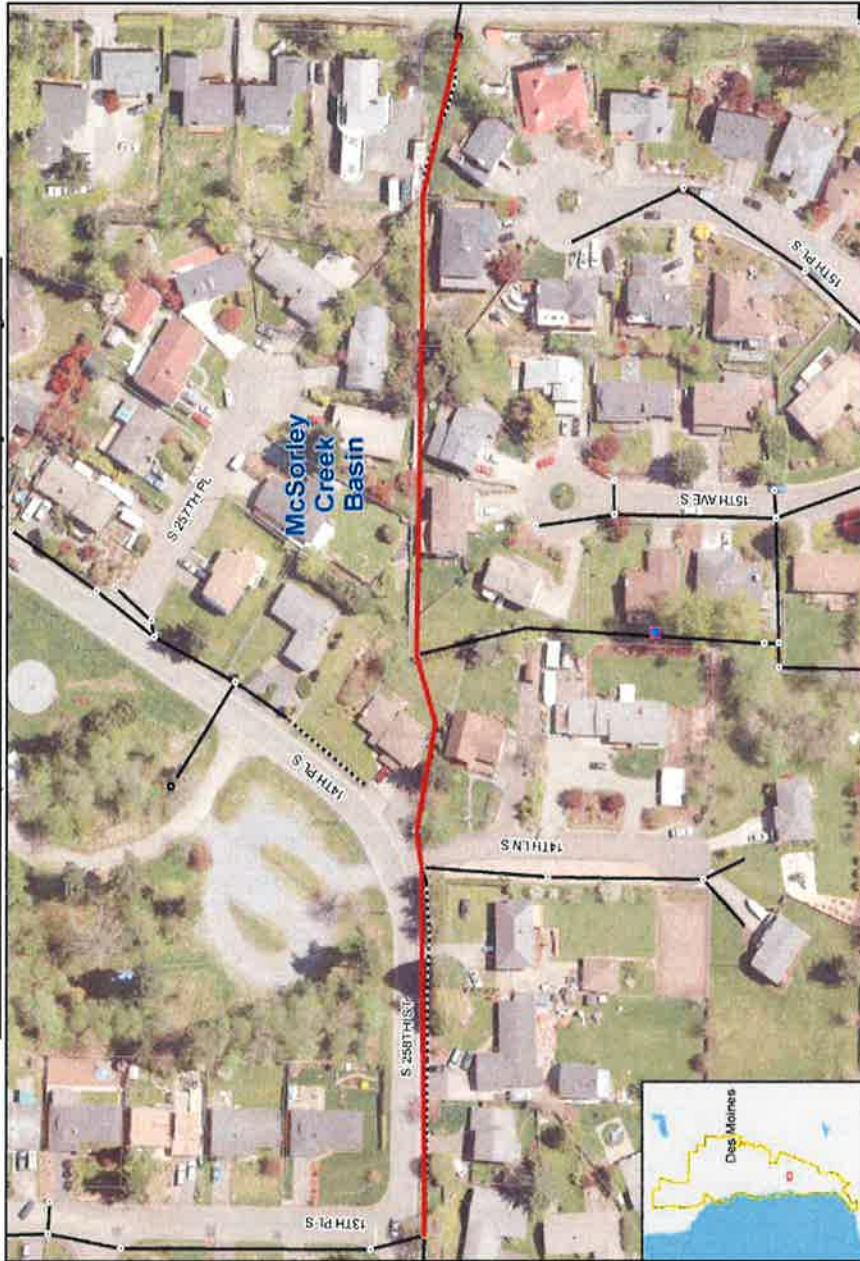
ANNUAL ALLOCATION									
Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
							101		
							431		
							97		
							629		

Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
							629		
							629		

OPERATING IMPACT		6 Year Total					
Operating Impact							
Revenue	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-

ANNUAL OPERATING IMPACT									
	2018	2019	2020	2021	2022	2023	2024		
	-	-	-	-	-	-	-		
	-	-	-	-	-	-	-		
	-	-	-	-	-	-	-		

258th Street (13th Pl to 16th) Pipe Project



CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)

2.58th Street (13th Pl to 16th) Pipe Project

Project #

CIP Category:

Surface Water Management

Managing Department:

Public Works

Justification/Benefits

The drainage from 16th Avenue discharges into a steep poorly established channel located in the rear of several properties of the Providential Soundview Estates subdivision. This channel is experiencing severe erosion and frequently becomes blocked with debris causing localized flooding to adjacent and downstream properties. Additionally, the existing ditch system located on the south side of 258th Street is not sufficient to convey large storms. This project proposes to pipe the channel as well as pipe the ditch along S. 258th Street.

PROJECT SCOPE				
Expenditures	Current Budget	Requested Change	Total Budget	
Design		68	68	
Land & Right of Way		-	-	
Construction		222	222	
Contingency		53	53	
Total Expenditures		343		343

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Surface Water Utility		343	343
Total Funding		343	343

OPERATING IMPACT					
Operating Impact			6 Year Total		
Revenue					
Expenses					
Net Impact					

[illegible]

Project to Date	Scheduled Year	Plan Year	Plan Year	Plan Year	Plan Year	Plan Year	Plan Year
12/31/17	2018	2019	2020	2021	2022	2023	2024
							343
							343

ANNUAL OPERATING IMPACT							
	2018	2019	2020	2021	2022	2023	2024

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GLOSSARY OF TERMS

ADA: Acronym for “Americans with Disabilities Act.”

ARRA: Acronym for “American Recovery and Reinvestment Act” or commonly referred to as *The Stimulus* or *The Recovery Act*

ASARCO: Acronym for “American Smelting and Refining Company.”

ASE: Acronym for “Automated Speed Enforcement” Program, which addresses traffic safety in school zones: 1) Woodmont Elementary School (16th Avenue South); and 2) Midway Elementary School and Pacific Middle School (24th Avenue South).

BFP: Boating Facilities Program state grant, administered by the Washington State Recreation and Conservation Office (RCO).

BRAC: Acronym for “Bridge Replacement Advisory Committee,” which advises WSDOT’s Highways and Local Programs (H&LP) Director to help inform the selection of bridge projects for funding from WSDOT’s Highway Bridge Program (HBP).

CDBG: Acronym for “Community Development Block Grant.”

CIP: Acronym for “Capital Improvement Plan.”

CMAQ: Acronym for “Congestion Mitigation and Air Quality.”

CTED: Acronym for “Community, Trade and Economic Development.”

Capital Expenditure: An expenditure which leads to the acquisition of a physical asset with a cost between \$5,000 and \$25,000 and a useful life of at least one year. Such expenditures are charged through an individual department’s operating budget and do not include those provided for in the Capital Improvement Plan project budget.

Capital Facility: A structure, improvement, piece of equipment or other major asset, including land, which has a useful life of at least five years. Capital facilities are provided by or for public purposes and services.

Capital Improvement: A project to create, expand, or modify a capital facility. The project may include design, permitting, environmental analysis, land acquisition, construction, landscaping, site improvements, initial furnishings and equipment and studies related to need and implementation. The project cost must exceed \$25,000 and have a useful life of five years.

Capital Improvement Plan: An approach or technique for identifying and forecasting capital outlay decisions that a government expects to make over a six year period.

Capital Outlay: Expenditures that result in the acquisition of or addition to capital assets.

Capital Project: The largely one-time cost for acquisition, construction, improvement, replacement or renovation of land structures and improvements thereon.

Comprehensive Plan: A method to utilize and strengthen the existing role, processes, and powers of local governments to establish and implement comprehensive planning programs which guide and control future development.

Contingency: A budgetary reserve set aside for emergency or unanticipated expenditures.

DMLF: Acronym for “Des Moines Legacy Foundation.”

DMMD: Acronym for “Des Moines Memorial Drive.”

Debt: An obligation resulting from the borrowing

Debt Service: The payment of principal and interest on borrowed funds and required contributions to accumulate monies for future retirement of bonds.

Debt Reserve: Monies restricted for the payment of principal and interest on outstanding bonds, usually based on the average annual debt service due on the outstanding bonds. A bond covenant that provides additional security for bond holders.

DOE: Acronym for “Department of Ecology.”

EDA: Acronym for “Economic Development Administration.”

EECBG: Acronym for “Energy Efficiency and Conservation Block Grant Program” which provides funds used for energy efficiency and conservation programs and projects community wide, as well as renewable energy installations on government buildings.

Expenditure/Expense: This term refers to the outflow of funds paid for an asset obtained or goods and services obtained.

FEMA: Acronym for “Federal Emergency Management Agency.”

FHWA: Acronym for “Federal Highway Administration.”

Fund: A fiscal/accounting entity that is established to accomplish specific objectives and carry out specific activities. The operation of each fund is accounted for by providing a separate set of self-balancing accounts that comprise its assets, liabilities, fund equity, revenues and expenditures.

Fund Balance: Fund equity that reflects the accumulated excess of revenues and other financing sources over expenditures and other uses.

General Fund: The General Fund accounts for all revenues and expenditures not required to be accounted for in another fund. As is usual in state and local governments, it is the largest and most important accounting entity of the City.

General Governmental: The term describes funding and programs related to activities such as public safety, parks, transportation, and public health. Revenues to support such activities are generated primarily from taxes and user fees.

General Obligation Bonds: Bonds that finance a variety of public projects that are backed by the full faith and credit of the issuing government.

GIS: Acronym for “Geographical Information System.”

GO: Acronym for “General Obligation” Bonds.

Grant: A contribution by Federal, State, and other jurisdiction or organization to support a particular function.

HES: Acronym for “Hazard Elimination Safety.”

HOV: Acronym for “High Occupancy Vehicle.”

HSPF: Acronym for “Hydrological Simulation Program – Fortran.”

HVAC: Acronym for “Heating, Ventilating, and Air Conditioning.”

IAC: Acronym for Washington State Interagency Committee for Outdoor Recreation. This agency now is called Recreation and Conservation Office (RCO).

ILA: Acronym for “Interlocal Agreement”.

Impact Fees: A payment of money imposed by the City upon development activity as a condition of issuance of a building permit to pay for public facilities needed to serve new growth and development, and to mitigate the impacts of the development activity on the existing public facilities.

Infrastructure: The physical assets of a government (e.g., streets, bridges, water, sewer, storm systems, public buildings, parks, etc.).

In-Lieu: A payment alternative for funding capital expenditures.

Interfund Transfer: The movement of monies between funds of the same government entity.

ISTEA: Acronym for “Intermodal Surface Transportation Efficiency Act of 1991”.

KDM: Acronym for “Kent Des Moines” Road.

Level of Service: A quantifiable measure of the amount of public facility that is provided. Typically, measure of levels of service are expressed as ratios of facility capacity to demand.

LID: A Local Improvement District, or special assessments made against certain properties to defray part or all of the cost of a specific improvement or service deemed to primarily benefit those properties.

MCI: Acronym for “Municipal Capital Improvement” Fund.”

Ordinance: A formal legislative enactment by the governing body of a municipality. If it is not in conflict with any higher form of law, such as a state statute or constitutional provision, it has the full force and effect of law within the boundaries of the municipality to which it applies.

POS: Acronym for “Port of Seattle.”

PSE: Acronym for “Puget Sound Energy.”

Pac Hwy: Pacific Highway South.

Park In-Lieu Fees: A voluntary payment of money from a subdivision or multi-family development as an alternative to providing open space or park land for recreation purposes.

Pay-As-You-Go Basis: A term used to describe the financial policy of a government that finances all of its capital outlays from current revenues rather than borrowing. A government that pays for some improvements from current expenses and by borrowing is said to be on a modified pay-as-you-go basis.

Program: A distinct function of city government provided to the public or a function providing support to the direct services of other city departments.

Proprietary: The term describes funding and programs related to government owned public facilities that serve the public such as water, sewer, and surface water utilities, or recreation facilities such as marinas. Revenues to support such activities are generated primarily from user rates.

Public Facilities: Streets, roads, highways, bridges, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, and parks and recreational facilities, including the necessary ancillary and support facilities under the ownership of the City of Des Moines or other government entity.

Public Services: Fire protection and suppression, law enforcement, public health, education, recreation, environmental protections, and other governmental services.

PWTF Loan: Acronym for “Public Works Trust Fund Loan”.

RAB: Acronym for “Round-a-bout.”

RCO: The Washington State Recreation and Conservation Office (formerly the Office of the Interagency Committee, also known as IAC).

REET: Acronym for “Real Estate Excise Tax”.

ROW: Right-of-Way

Resolution: A special or temporary order of a legislative body; an order of a legislative body requiring less legal formality than an ordinance or statute.

Revenue: Money that flows into the local government. It is recurring if it is received on a consistent basis (e.g., sales taxes and property taxes) and nonrecurring if it is received irregularly (e.g., federal and state grants).

Revenue Bonds: Revenue bonds are used for such public projects that will generate revenue producing facilities. Unlike general obligation bonds, revenue bonds are not backed by the full financial resources of the jurisdiction. Instead, security is offered by pledging revenues generated from the new facility.

SJUM: Acronym for “Steven J. Underwood Memorial” Park.

SRTS: Acronym for “Safe Routes to School.”

STP: Acronym for “Surface Transportation Program.”

SWM: Acronym for “Surface Water Management” Fund.”

Tax: Compulsory charge levied by a government to finance services performed for the common benefit.

TEA21: Acronym for “Transportation Equity Act for the 21st Century.”

TIA: Acronym for “Transportation Improvement Account.”

TIB: Acronym for “Transportation Improvement Board,” an independent state agency that makes and manages street construction and maintenance grants throughout Washington State.

TPP: Acronym for “Transportation Partnership Program.”

User Fee: The payment of a fee for a direct receipt of a public service by the party benefiting from the service.

WRIA: Acronym for “Water Resource Inventory Area.”

WSDOT: Acronym for “Washington State Department of Transportation.”

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AGENDA ITEM

SUBJECT: Interlocal Agreement (ILA) with the Port of Seattle for South 216th Street Improvements Fronting Port of Seattle and WSDOT Property, referred to as Des Moines Creek - West

ATTACHMENTS:

1. Interlocal Agreement (ILA) with the Port of Seattle for South 216th Street Improvements Fronting Port of Seattle and WSDOT Property, referred to as Des Moines Creek - West

FOR AGENDA OF: July 19, 2018

DEPT. OF ORIGIN: Public Works

DATE SUBMITTED: July 11, 2018

CLEARANCES:

- ☐ Community Development _____
- ☒ Public Works PBL
- ☐ Marina N/A
- ☐ Parks, Recreation & Senior Services N/A

CHIEF OPERATIONS OFFICER: DSB

- ☒ Legal 46
- ☒ Finance Baw
- ☐ Police N/A
- ☐ Courts N/A

**APPROVED BY CITY MANAGER
FOR SUBMITTAL:** [Signature]

Purpose and Recommendation:

The purpose of this item is to seek Council authorization to enter into an Interlocal Agreement (ILA) (Attachment 1) between the City of Des Moines and Port of Seattle for the South 216th Street improvements fronting Port of Seattle and WSDOT Property, referred to as Des Moines Creek – West (DMC-W). The purpose of this ILA is to memorialize the agreement concerning the payment of \$1.5 million by the Port to the City for improvements on the frontage of South 216th Street, and a subsequent credit by the City of \$1.5 million toward any future transportation impact fees that the City might impose with respect to the development of the DMC-W.

Suggested Motion:

Motion: “I move to approve the Interlocal Agreement between City of Des Moines and Port of Seattle for the South 216th Street improvements fronting Port of Seattle and WSDOT Property, referred to as Des Moines Creek – West, and authorize the City Manager to sign said Agreement substantially in the form as submitted.”

Background:

The Transportation Gateway Project has been under phased development since 2009 beginning with S. 216th Street improvements from Marine View Drive to 11th Avenue South, followed by 24th Avenue South and South 216th Street improvements fronting the Des Moines Creek Business Park, and the improvements on South 216th Street from 24th Avenue South to SR 99.

The South 216th Street – Segment 3 project from 11th Avenue South to 20th Avenue South completes the City's Transportation Gateway Project improvements on S. 216th Street from Marine View Drive to Pacific Highway South. This includes right-of-way to accommodate multiple modes of travel (pedestrians, bicycles, transit, automobiles, & freight) and the future growth as reflected in the City's Comprehensive Transportation Plan.

The DMC-W is envisioned as a thriving center for diverse light industrial and commercial activities developed in phases in accordance with a Des Moines City Council-approved Master Plan consistent with DMMC 18.105.050. The Port and City share the goals of leasing the DMC-W on a long-term ground lease to allow for creation of a modern, quality commercial development that provides family wage jobs, a new source of direct and indirect long-term revenue for both the Port and the City, and increasing trade opportunities for the region.

Discussion:

Consistent with DMMC 12.20.050(2) and in advance of the future development of the DMC-W property, the Port of Seattle will agree to make a one-time advance payment totaling \$1,500,000 to the City to fulfill the Port's obligations regarding required frontage improvements on South 216th Street for the Project.

Due to the magnitude and complexity of the Project, completing construction in incremental stages would be significantly costlier than constructing as one integrated project given its alignment, comprehensive storm drainage systems, and other utility improvements. Therefore, the Port and City have mutual benefit and agree that to minimize the overall roadway improvement costs, the improvements are best completed at one time as part of an integrated project with advance payment by the Port.

The roughly \$7 million roadway project is financed by the City, State Transportation Improvement Board, Utilities, and this early in-lieu \$1.5 million payment by the Port. The project costs include project administration, design, ROW, and construction and construction management. The City anticipates advertising bids for construction in late 2018, with the construction occurring throughout the majority of 2019.

In accepting the advance cash payment from the Port, the City will take the lead and assume full monetary responsibility for the construction of the frontage improvements adjacent to South 216th Street. Payment of \$1.5 million as provided for in this Agreement shall fulfill the Port's total obligations about the Project being constructed by the City and the City shall credit the Port with \$1.5 million towards future Transportation Impact Fees (TIF) pursuant to RCW 82.02.060 related to any improvements along DMC-W Street frontage that the City may impose for the development of the DMC-W by the Port.

The Port will also be required to construct access and internal roadways to City of Des Moines Street Development Standards (Street Design and Construction Standards). An access tract approximately 50 feet wide has been preserved for a connection from the DMC-W to 20th Avenue South to the east and shown in Exhibit A of the Interlocal Agreement. This connection will provide the DMC-W access to the recently constructed traffic signal at South 216th Street and 20th Avenue South. The final roadway location will be determined after the planning for the DMC-W development has been agreed with the Port and the City.

The Port will also be required to complete the Des Moines Creek Trail connection from the north side of South 216th Street (Barnes Creek Trail) thru the DMC-W property, matching multiuse trail standards. The trail connection will be included in a dedicated easement once completed.

It is envisioned that the Port shall require the future ground lease tenant to be fully responsible for the construction of other project specific related improvements (the east-west roadway access to 20th Avenue South for example), and any other physical and system improvements that may be identified in the traffic impact analysis to be submitted as part of the Master Plan for the buildout of the DMC-W.

This Agreement contemplates the execution and delivery of future agreements, documents, instruments, and permits, the final form and contents of which are not presently determined.

Alternatives:

The Port of Seattle Commission is scheduled to approve the ILA on July 24th, 2018. If the City Council desires changes to the Port Commission-approved ILA, staff will need to negotiate the desired changes and the amended ILA will need to be approved by the Commission and then reviewed again by the City Council.

Financial Impact:

The Phase 3 project will be funded for construction as follows:

Traffic In-Lieu (Port of Seattle)	\$1,500,000
Traffic Impact Fees – Citywide	\$1,522,000
Surface Water Utility	\$ 279,000
State of Washington Grants (TIB)	\$2,756,000
<u>Private Contributions (Utilities)</u>	<u>\$ 440,000</u>

TOTAL CONSTRUCTION \$6,497,000

Recommendation/Conclusion:

Public Works, Finance and Legal recommend authorization of the Interlocal Agreement.

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Attachment #1

DRAFT
7/12/2018

INTERLOCAL AGREEMENT
BETWEEN THE CITY OF DES MOINES AND THE PORT OF SEATTLE
For
SOUTH 216TH STREET IMPROVEMENTS FRONTING PORT OF SEATTLE AND
WSDOT PROPERTY REFERRED TO AS DES MOINES CREEK - -WEST

This Interlocal Agreement (“Agreement”) is entered, by and between the CITY OF DES MOINES (“City”) and the PORT OF SEATTLE (“Port”), both Washington municipal corporations, collectively referred to in this Agreement at the “Parties”.

RECITALS

WHEREAS, the City is a non-charter optional municipal code city organized under the laws of the State of Washington, with authority to enact laws and enter into interlocal and right-of-way agreements to promote the health, safety, and welfare of its citizens, and

WHEREAS, the Port is a municipal corporation, with authority under the Revised Airports Act, Chapter 14.08 RCW; the Airport Zoning Act, Chapter 14.12 RCW, the State Environmental Policy Act (SEPA), Chapter 43.21C RCW; certain port district enabling statutes; and other state and local laws, to exercise discretionary land use jurisdiction over real property located with its boundaries, and

WHEREAS, Chapter 39.34 RCW (“The Interlocal Cooperation Act”) permits municipal corporations to contract with one another to perform any act that each is independently authorized to perform, and

WHEREAS, the City and Port recognize the public benefits that will accrue to the City, the Port, and the community from construction of the Project, which are the improvements on South 216th Street fronting the Des Moines Creek West (“DMC-W”) property described in this Agreement, including accelerating the potential development of the DMC-W, and

WHEREAS, the Port and City share the goals of leasing the DMC-W on a long-term ground lease to allow for creation of a modern, quality commercial development that provides family wage jobs, a new source of direct and indirect long-term revenue for both the Port and the City and increasing trade opportunities for the region, and

WHEREAS, pursuant to RCW 36.70B.200, the City Council has authorized the City Manager to enter into this Agreement, and

WHEREAS, the Parties are entering into this Agreement for the purpose of memorializing their agreement concerning the payment of \$1.5 million by the Port to the City for improvements on the frontage of South 216th Street and the receipt of credit by the Port of \$1.5 million toward any future transportation impact fees that the City might impose with respect to the development of the DMC-W, and

WHEREAS, the Port Commission voted on July 24, 2018 to authorize the Port Executive Director to enter into an agreement substantially in the form of this Agreement, and

NOW THEREFORE, in consideration of mutual promises and covenants and promises set forth in this Agreement, and in the exercise of authority granted by the Interlocal Cooperation Act, Chapter 39.34 RCW, the Parties hereto agree to the terms and conditions as follows:

AGREEMENT

1.0 DEFINITIONS

For purposes of this Agreement, the following terms, phrases, words, and their derivations are defined below as follows:

- 1.1 Agreement. “Agreement” means this Interlocal Agreement approved by appropriate action of the City and Port of Seattle.
- 1.2 DMC-W. Des Moines Creek - West, an approximately [20+-acre] property owned by the Port that includes a parcel under purchase option with the Washington State Department of Transportation (“WSDOT”) within the City, which can be generally described as the area bounded by South 216th Street to the south, the City-owned Des Moines Creek Trail property to the north, the Des Moines Creek Business Park to the east and the Des Moines Terrace Addition residential subdivision to the west.
- 1.3 DMMC. The City of Des Moines Municipal Code, Des Moines, Washington.
- 1.4 Transportation Gateway Project. The City’s project to construct transportation improvements to South 216th Street right-of-way to accommodate multiple modes of travel (pedestrians, bicycles, transit, automobiles, & freight) in support of the DMC-W as well as accommodating future growth as reflected in the City’s Comprehensive Transportation Plan. The project limits for that segment fronting DMC-W is Segment 3 or South 216th Street between 11th Avenue South and 20th Avenue South as shown in Exhibit A.
- 1.5 Permitted Uses. The uses allowed on properties zoned Business Park (B-P) as established by DMMC 18.52.010B.
- 1.6 Project. South 216th Street physical improvements, also known as South 216th Street – Segment 3, fronting Port and WSDOT property referred to as DMC-W”. Work to also include project administration, design, ROW, and construction and construction management.

2.0 DES MOINES CREEK -- WEST

- 2.1** General. The DMC-W is envisioned as a thriving center for diverse light industrial and commercial activities developed in phases in accordance with a Des Moines City Council-approved Master Plan developed consistent with DMMC 18.105.050.
- 2.2** Project Phases. The DMC-W will be developed in the following three phases:
- 2.2.1 Execution of this Agreement with acknowledgement that this Agreement may need to be amended as subsequent phase details for the Project are developed.
- 2.2.2 Completion of frontage Project on South 216th Street connecting corridor improvement between 11th Avenue South and 20th Avenue South by the City and financed by the City, State Transportation Improvement Board, and this early In-Lieu \$1.5 million payment by the Port.
- 2.2.3 Solicitation of a developer and development of a DMC-W Master Plan consistent with DMMC 18.105.050.
- 2.3** Future Agreements: The Parties acknowledge that this Agreement may contemplate the execution and delivery of future agreements, documents, instruments, and permits, the final form and contents of which are not presently determined. The Parties agree to provide the necessary resources and to work in good faith to develop the final form and contents of such documents, agreements, instruments, and permits, and to execute and deliver the same promptly.

3.0 BACKGROUND DOCUMENTATION AND PREVIOUS AGREEMENTS

- 3.1** General. The terms of this Agreement and the development envisioned for the DMC-W are influenced by a number of previous documents relied on to complete DMCBP phases 1-3 including but not limited to the DMCBP Conceptual Master Plan, DMCBP Draft and Final EIS, Traffic Trip Thresholds Technical Memoranda, and Wetlands Delineation reports.
- 3.2** Development Requirements. The Port shall comply with all applicable Development Regulations, except as modified by this Agreement or previous agreements between the Parties.
- 3.3** Recreation Requirements. The Port, or an entity assigned this work by the Port under a separate agreement, shall complete a Des Moines Creek Trail connection starting from the north side of S 216th Street and going north through the DMC-W property (Exhibit A). Specifications for construction of the new trail shall be to City Standards, consistent with those of the existing trails within Des Moines adjacent to this property. The location of this trail within the property shall be determined by the Port, and included as part of the DMC-W Master Plan. The Parties anticipate

that the Port will dedicate an easement for the area of the trail to the City by the Port after the construction of the trail has been completed.

4.0 TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS

- 4.1 Access and Internal Roadways. Roadways on the Property accessing South 216th Street and 20th Avenue South shall be built to City of Des Moines Street Development Standards (Street Design and Construction Standards) as described in this Section. An access tract approximately 50 feet wide has been preserved for a connection from the DMC-W to 20th Ave South to the east and shown in Exhibit A. This connection would provide the DMC-W access to the recently constructed traffic signal at South 216th Street and 20th Avenue South. The final roadway location will be determined after the planning for the DMC-W development has been agreed with the Port and the City. [The Port intends to include this road construction as a requirement of the future developer under the terms of the ground lease.]
- 4.2 Frontage Improvements for the Project.
 - 4.2.1 Consistent with DMMC 12.20.050(2) and in advance of the future development of the DMC-W property, the Port will agree to make a one-time advance payment totaling \$1,500,000 (One Million, five hundred thousand Dollars) to the City to fulfill the Port's obligations regarding the frontage improvements on South 216th Street for the Project.
 - 4.2.2 The Parties acknowledge that due to the magnitude and complexity of the Project, completing its construction in incremental stages would be significantly more costly than constructing it as one integrated project, given its alignment, comprehensive storm drainage systems, and other utility improvements. Therefore, the Parties agree that in order to minimize the overall roadway improvement costs, the improvements are best completed at one time as part of an integrated project with advance payment by the Port. In accepting the advance cash payment from the Port, the City will take the lead and assume full financial responsibility for the construction of the frontage improvements adjacent to South 216th Street. As a result, payment of \$1.5 million as provided for in this Agreement shall fulfill the Port's total obligations in reference to the Project being constructed by the City.
 - 4.2.3 The City will notify the Port once the City's Construction Contract for the Project has been executed, and the Port will then make the \$1.5 million payment to the City for the Project.

- 4.3** Credit Towards Transportation Impact Fees. In consideration for the Port contributing \$1.5 Million to the City for the Project, the City shall credit the Port with \$1.5 million towards future Transportation Impact Fees (TIF) pursuant to RCW 82.02.060 related to any improvements along DMC-W Street frontage that the City may impose for the development of the DMC-W by the Port.
- 4.4** Project and System Improvements. The Port shall require the future ground lease tenant to be fully responsible for the construction of other project related improvements (the east-west roadway access to 20th Avenue South for example), and any other physical and system improvements that may be identified in the traffic impact analysis to be submitted as part of the Master Plan for the buildout of the DMC-W.

5.0 VESTED RIGHTS AND TERM

- 5.1** Duration and Termination. This Agreement shall remain in effect for a period of ten (10) years unless either (a) the Parties both agree to extend the Agreement for an additional time period to be defined, or (b) the Project is fully developed consistent with Master Plans approved by the City, or (c) the Agreement is sooner terminated by the Parties.

6.0 CERTAINTY OF AGREEMENT

- 6.1** Agreement Deemed Controlling. This Agreement and any terms, conditions, maps, notes, references, or regulations which are a part of the Agreement shall be considered enforceable. In the event of a specific conflict with any provisions of the DMMC, this Agreement shall take precedence. Unless otherwise provided by this Agreement, the City's ordinances, resolutions, rules and regulations, and official policies governing permitted land uses, density, design, improvement, and construction standards shall be those City ordinances, resolutions, rules and regulations, and official policies in force at the time of the execution of this Agreement.
- 6.2** Subsequent Actions. This Agreement shall not prevent the City, in subsequent actions applicable to the Property, from applying new rules, regulations, and policies which do not conflict with those rules, regulations, and policies applicable to the Property nor shall this Agreement prevent the City from denying or conditionally approving any subsequent development project application on the basis of such new rules, regulations, and policies.
- 6.3** Changes in the Law. In the event that City, state or federal laws or regulations, enacted after this Agreement has been entered into, prevent or preclude compliance with one or more of the provisions of the Agreement, such provisions of the Agreement shall be modified or suspended as may be necessary to comply with such state or federal laws or regulations following modification procedures in Section 10 for an amendment or cancellation.

7.0 GENERAL PROVISIONS

- 7.1** This Agreement is executed in two (2) duplicate originals, each of which is deemed to be an original. This Agreement consists of six (6) pages and one (1) attached Exhibit and constitutes the entire understanding and agreement of the Parties.

CITY OF DES MOINES

PORT OF SEATTLE

Michael Matthias
City Manager

Stephen Metruck
Executive Director

By direction of the Des Moines City Council
in Open Public Meeting
on _____
Dated: _____

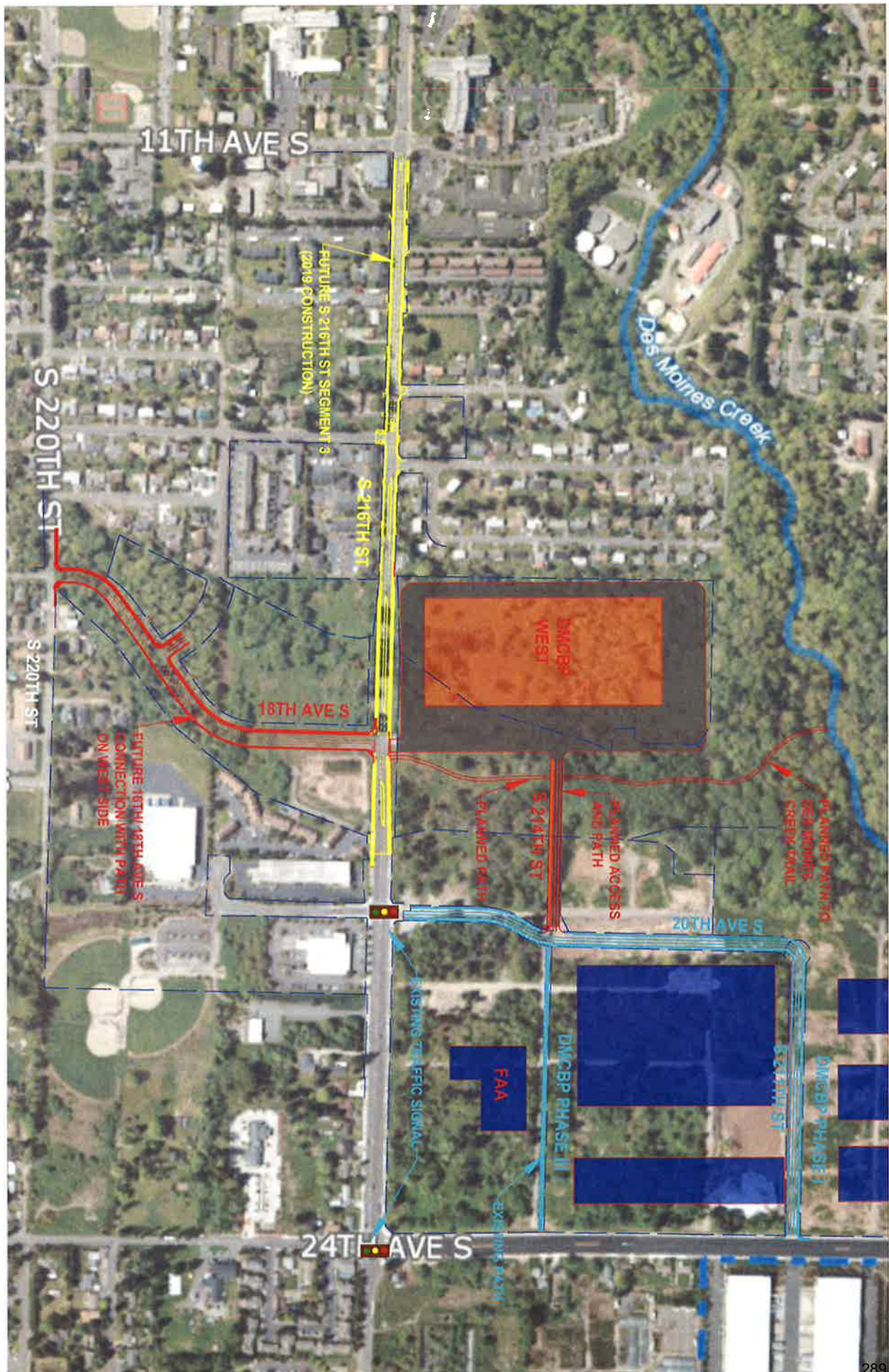
By direction of the Port Commission
in Open Public Meeting
on _____
Dated: _____

Approved as to Form:

City of Des Moines Attorney

EXHIBIT LIST

Exhibit A: Planned Path to Des Moines Creek Trail and Access via S. 214th Street to 20th Ave S.



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Transportation Committee Changes:

- 71 **North Bulkhead Project:**
Project description and justification/benefits.
- 85 **Arterial Traffic Calming :**
Increase total project budget by \$50,000 with \$10,000 in design and \$40,000 in construction in 2020.
Increased funding from General Fund (Red Light Runner) by \$50,000 in 2020.
- 95 **Downtown Alley Improvements:**
Project description.
- 99 **S 223rd Walkway Improvements:**
Project description.
- 101 **16th Ave - Seg 5A:**
Increased estimated cost of design by \$150,000 with a matching funding increase from Traffic in-Lieu.
- 103 **North Hill Elementary Walkway Improvements:**
Project description and justification/benefits.
- 107 **DMMD & S 200th Street Signal Improvements:**
Moved project from 2020 to 2019.
- 119 **S 224th St Improvements:**
Project description.
Increased estimated cost of construction by \$150,000.
Added a new \$150,000 funding source from Private Contributions (Sound Transit).

Staff Changes Due to Funding & Timing Constraints:

- 23 **Founders' Lodge Improvements:**
Change in Funding Source.
- 71 **North Bulkhead Project:**
Change in funding sources and funding timing.
- 93 **24th Ave Sidewalk (223rd - Kent Des Moines Rd):**
Change in Funding Source.
Increase total project budget by \$990,000 by adding project contingencies
and increasing the estimated cost of construction.
- 97 **Marine View Dr / South 240th St. Intersection Improvement:**
Reduced total project budget by \$35,000.
- 113 **South 240th Street Improve - Seg 1:**
Moved project from 2021 start date to 2022.
- 117 **Kent-Des Moines Rd - Seg 2:**
Change in Funding Source.

CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

North Bulkhead

Project # 310.405

Summary Project Description:

CIP Category:

Waterfront Facility Project

Managing Department:

Marina

Justification/Benefits:

Existing north marina bulkheads are experiencing structural deficiencies and have been damaged by storm activities which require periodic spot rebuilding. Replacing the bulkheads will provide long-term protection with lower maintenance costs. Public access to waterfront activities will also be improved from the north parking lot to the marina facilities and Beach Park.

Replace the north marina parking lot bulkhead and revetment to also include wider sidewalks and pedestrian amenities supporting multimodal emergency management operations, marina operations, and public land-water access.

PROJECT SCOPE			
Expenditures	Current Budget	Requested Change	Total Budget
Design	900	492	1,392
Land & Right of Way	-	-	-
Construction	4,300	2,238	6,538
Contingency	500	-	500
Total Expenditures	5,700	2,730	8,430

ANNUAL ALLOCATION											
Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024				
15	1,377										
-		2,700	3,838								
-		228	272								
15	1,377	2,928	4,110	-	-	-	-				

FUNDING SOURCES			
	Current Budget	Requested Change	Total Budget
General Fund	1,500	(500)	1,000
REET 1	920	1,040	1,960
One Time Sales/B&O Tax	300	(80)	220
State of Washington Grants (Confirmed)	2,000	(50)	1,950
Debt Proceeds	980	2,320	3,300
Total Funding	5,700	2,730	8,430

Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
	1,000		1,560				
	400		220				
	3,300	1,950					
-	4,700	1,950	1,780	-	-	-	-

OPERATING IMPACT					
Operating Impact					6 Year Total
Revenue	-	-	-	-	-
Expenses	-	-	-	-	-
Net Impact	-	-	-	-	-

ANNUAL OPERATING IMPACT							
	2018	2019	2020	2021	2022	2023	2024
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

Arterial Traffic Calming

Project #

319,619

Summary Project Description:

CJP Category:
 Managing Department:

Transportation - Capital Project
 Plan, Build & PW Admin

Install arterial traffic calming devices such as permanent radar speed signs, road rechannelization, speed cushions, and other appropriate devices for use on arterial streets. These devices are intended for higher volume roads and emergency response routes which have different characteristics than local roads. Locations are yet to be determined and based on operational characteristics.

Justification/Benefits

Arterial traffic calming devices have been shown to potentially reduce operational speeds and bring awareness to the motoring public. Lower operating speeds can improve the traffic safety for vehicle users as well as pedestrians using adjacent facilities.

PROJECT SCOPE				
Expenditures	Current Budget	Requested Change	Total Budget	
Design	10	10	20	
Land & Right of Way	-	-	-	
Construction	141	40	181	
Contingency	-	-	-	
Total Expenditures	151	50	201	

ANNUAL ALLOCATION									
Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
	10		10						
	141		40						
	-								
	151		50						

Funding Sources			
	Current Budget	Requested Change	Total Budget
General Fund (Red Light Runner)	151	50	201
ASE (Automatic Speed Enforcement) GF X-fer	-	-	-
Total Funding	151	50	201

Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
	151		50				
	-						
	151		50				

OPERATING IMPACT					
Operating Impact					6 Year Total
Revenue	-	-	-	-	-
Expenses	-	-	-	-	-
Net Impact	-	-	-	-	-

ANNUAL OPERATING IMPACT							
	2018	2019	2020	2021	2022	2023	2024
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-

CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

Downtown Alley Improvement

Project # **319.337**

Summary Project Description:

Project will underground general utilities, overlay alley between 223rd and 227th, provide for urban design features and elements to create a vibrant, pedestrian friendly corridor.

CIP Category:

Transportation - Capital Project

Managing Department:

Plan, Build & PW Admin

Justification/Benefits:

An active pedestrian alley provides economic benefit to the city by generating additional sales for local businesses which increases sales tax and B&O tax revenues to the city.

PROJECT SCOPE			
Expenditures	Current Budget	Requested Change	Total Budget
Design	71	-	71
Land & Right of Way	-	-	-
Construction	445	(5)	440
Contingency	25	5	30
Total Expenditures	541	-	541

ANNUAL ALLOCATION										
Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024			
	71									
	176	264								
	10	20								
	257	284								

FUNDING SOURCES			
	Current Budget	Requested Change	Total Budget
General Fund	393	-	393
One Time Sales/B&O Tax	42	106	148
Traffic in-Lieu	106	(106)	-
Total Funding	541	-	541

Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
	393						
	42	106					
	-						
	435	106					

OPERATING IMPACT		6 Year Total			
Operating Impact					
Revenue	-	-	-	-	-
Expenses	-	-	-	-	-
Net Impact	-	-	-	-	-

ANNUAL OPERATING IMPACT							
	2017	2019	2020	2021	2022	2023	2024
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-

CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)

S 223rd Walkway Improvements

Project #	319.617
Transportation - Capital Project	
Plan, Build & PW Admin	

Summary	Project Description:
	Installation of missing sidewalk on the north side of S 223rd St and west of 6th Ave. The project will install curbs, ramps and landings at the intersection of 6th Ave and 223rd Ave.

Justification/Benefits:

The city has identified missing sidewalk needs in the Downtown area. This location is a key connection from the Downtown area to the Marina Beach Park.

PROJECT SCOPE			
Expenditures	Current Budget	Requested Change	Total Budget
Design	26	(1)	25
Land & Right of Way	*	*	*
Construction		100	100
Contingency	18	7	25
Total Expenditures	44	106	150

[illegible]

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
ASE (Automatic Speed Enforcement)	44	106	150
Total Funding	44	106	150

Project to Date	Scheduled Year	Plan Year		Plan Year		Plan Year		Plan Year	
		2018	2019	2020	2021	2022	2023	2024	
12/31/17	2018			150					
				150					

OPERATING IMPACT				
Operating Impact			6 Year Total	
Revenue			*	*
Expenses			*	*
Net Impact				

ANNUAL OPERATING IMPACT						
	2017	2019	2020	2021	2022	2023
•	•	•	•	•	•	•
•	•	•	•	•	•	•

CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

16th Ave - Seg 5A

Project # 319.471

Summary Project Description:

South 272nd Street to approximately 1000 feet south of S 272nd Street. Install curbs, gutters, sidewalks, enclosed drainage system and bike lanes along both sides of the street. Improve existing lighting and install left turn lane. Cost estimates reflect overhead utilities. Underground utilities would be a significant increase. This project coordinates with Segment 5B.

CJP Category:
 Managing Department

Transportation - Capital Project
 Plan, Build & PW Admin

Justification/Benefits:

The need for pedestrian facilities is identified in the City's Comprehensive Transportation Plan and 6 Yr TIP. This corridor has numerous single-family developments that generate pedestrian traffic along the shoulder of the road. It is used to access schools, parks, churches and shopping areas. 16th Ave is classified as a principal arterial and is identified as a pedestrian walkway route. Future growth will highlight the need for separated pedestrian facilities. This project also improves mobility and safety by adding left turn lanes and improving street lighting.

PROJECT SCOPE				ANNUAL ALLOCATION											
Expenditures	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year	2018	Plan Year	2019	Plan Year	2020	Plan Year	2021	Plan Year	2022	Plan Year
Design			278	-				278							
Land & Right of Way			-	-				-							
Construction			-	-				-							
Contingency			-	-				-							
Total Expenditures	129	150	279	-	-	-	-	-	-	-	-	-	-	-	-

Funding Sources	Current Budget	Requested Change	Total Budget	Project to Date 12/31/17	Scheduled Year	2018	Plan Year	2019	Plan Year	2020	Plan Year	2021	Plan Year	2022	Plan Year
Traffic in-Lieu			279	129		150									
Total Funding	129	150	279	129	150	-	-	-	-	-	-	-	-	-	-

OPERATING IMPACT				ANNUAL OPERATING IMPACT											
Operating Impact			6 Year Total	2018	2019	2020	2021	2022	2023	2024					
Revenue			-	-	-	-	-	-	-	-	-	-	-	-	-
Expenses			-	-	-	-	-	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

North Hill Elementary Walkway Improvements

CIP Category:

Managing Department:

Project # **319**

Transportation

Public Works

Summary Project Description:

Installation of approximately 800 linear feet of curbs, gutter, sidewalks, ADA curb ramps, bike lane, storm drainage, retaining walls and driver radar feedback signs on the north side of South 200th St from 8th Avenue South to 10th Place South.

Justification/Benefits:

The proposed walkway improvements support the City's non-motorized priority identified within the City's Comprehensive Transportation Plan and Safe Routes to School Project Report. South 200th Street is a high pedestrian corridor serving the North Hill Public Schools.

PROJECT SCOPE				
Expenditures	Current Budget	Requested Change	Total Budget	
Design	-	90	90	
Land & Right of Way	-	20	20	
Construction	-	700	700	
Contingency	-	80	80	
Total Expenditures	-	890	890	

ANNUAL ALLOCATION									
Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
		90							
		20							
			700						
		10	70						
		120	770						

Funding Sources	Current Budget	Requested Change	Total Budget
ASE (Automatic Speed Enforcement) (GF X-fer)		160	160
Federal Grants		730	730
Total Funding	3,210	(2,320)	890

Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
		40	120				
		80	650				
		120	770				

OPERATING IMPACT				
Operating Impact			6 Year Total	
Revenue	-	-	-	-
Expenses	-	-	-	-
Net Impact	-	-	-	-

ANNUAL OPERATING IMPACT						
	2018	2019	2020	2021	2022	2023
	-	-	-	-	-	-
	-	-	-	-	-	-
	-	-	-	-	-	-

Des Moines Memorial Dr and South 200th Street lack left turn pockets on all four legs as well as sidewalks and bike lanes.

OPERATING IMPACT				
Operating Impact			6 Year Total	
Revenue				
Expenses				
Net Impact				

ANNUAL OPERATING IMPACT							
	2018	2019	2020	2021	2022	2023	2024
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-

CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)

S 224th St Improvements

Project # 319,336

Summary Project Description:

CIP Category:
Managing Department:

Transportation - Capital Project
Plan, Build & PW Admin

Improvements identified for South 224th Street are for a "Type A" street including curbs, gutters, wide sidewalks, bike lanes, and a cul-de-sac street end to the east. This project includes design, environmental analysis, and preparation of plans, specifications, and estimates by a consultant. In-lieu fees have been obtained and will fund the design as well as the construction.

Justification/Benefits:

This project has been identified as one of the Pacific Ridge Neighborhood Mitigation Project. Sidewalks are lacking completely on the north side of 224th Street and there is currently an incomplete section of sidewalk on the south side. This sidewalk will provide a safer pedestrian connection between 30th Ave South and Pacific Highway South.

PROJECT SCOPE			
Expenditures	Current Budget	Requested Change	Total Budget
Design	113	-	113
Land & Right of Way	35	-	35
Construction	401	151	552
Contingency	56	-	56
Total Expenditures	605	151	756

ANNUAL ALLOCATION							
Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
-	-	-	-	-	113	-	-
-	-	-	-	-	35	-	-
-	-	-	-	-	552	-	-
-	-	-	-	-	56	-	-
					756		

Funding Sources			Total Budget
Traffic Impact Fees - City Wide	326	-	326
Traffic Impact Fees - Pac Ridge	280	-	280
Private Contributions	-	150	150
Total Funding	606	150	756

Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
-	-	-	-	-	326	-	-
-	-	-	-	-	280	-	-
-	-	-	-	-	150	-	-
					756		

OPERATING IMPACT				
Operating Impact		6 Year Total		
Revenue				
Expenses				
Net Impact				

Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)

Founders' Lodge Improvements	CIP Category: Managing Department:	Project # 506
Building Facility Project Plan: Build & P.W. Admin:		

Summary Project Description:
Repair siding and paint the outside of the Founders' Lodge, replace roof, and interior improvements.

Justification/Benefits:

The Founders' Lodge is a revenue producing city rental facility. The exterior paint is deteriorating due to the moist environment that causes moss and algae to grow on the siding and trim. Its current poorly maintained condition is not aesthetically appealing for users.

PROJECT SCOPE			
Expenditures	Current Budget	Requested Change	Total Budget
Design	700	(700)	-
Land & Right of Way	-	-	-
Construction	200	200	200
Contingency	10,000	(10,000)	-
Total Expenditures	10,700	(10,500)	200

[illegible]

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
REET 1	200	200	200
Total Funding	10,700	(10,500)	200

Project to Date	Scheduled Year	Plan		Plan		Plan		Plan	
		Year	Year	Year	Year	Year	Year	Year	Year
12/31/17	2018								
			200						
			200						

OPERATING IMPACT				
Operating Impact			6 Year Total	
Revenue				
Expenses				
Net Impact				

ANNUAL OPERATING IMPACT							
	2018	2019	2020	2021	2022	2023	2024
-							
-							
-							

**CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

24th Ave Sidewalk (223rd - Kent Des Moines Rd)	319,606	Summary Project Description:
CIP Category: Managing Department:	Project # Transportation - Capital Project Plan, Build & PW Admin	Install a sidewalk on the east side of 24th Ave S from South 223rd Street to Kent Des Moines Rd. This project will be completed in conjunction with SWM's 24th Ave Pipeline Replacement project extending to South 227th Street

Justification/Benefits:

Provides safer pedestrian mobility especially for school aged children. The east side of 24th Avenue South directly across from Midway Elementary and Pacific Middle School was identified as a top ranking priority project in the HEAL funded Safe Routes to School study/inventory.

PROJECT SCOPE			
Expenditures	Current Budget	Requested Change	Total Budget
Design	600	(53)	547
Land & Right of Way	600	(535)	65
Construction		4,110	4,110
Contingency	8,600	(8,600)	-
Total Expenditures	9,800	(5,078)	4,722

ANNUAL ALLOCATION									
Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
67		480							
			65	4,110					
67		480	65	4,110					

Funding Sources	Current Budget	Requested Change	Total Budget
ASE (Automatic Speed Enforcement) GF X-fer		208	208
REET 1	-	187	187
REET 2	-	700	700
Traffic Impact Fees - City Wide	50	677	727
Surface Water Utility	-	528	528
State of Washington Grants (Unconfirmed)	9,950	(7,578)	2,372
Total Funding	10,000	(5,278)	4,722

Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
208				187			
				700			
2		105		620			
				528			
		240	32	2,100			
210		345	32	4,135			

OPERATING IMPACT			
Operating Impact	6 Year Total		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

ANNUAL OPERATING IMPACT						
	2018	2019	2020	2021	2022	2023
-	-	-	-	-	-	-
-	-	-	-	-	-	-
-	-	-	-	-	-	-

CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)

Kent-Des Moines Rd - Seg 2

Project # 319

Summary Project Description:

Widen roadway to 5 lanes between 24th Avenue South and Pacific Highway South and provide a continuous center turn lane, bike lanes, transit stops, curb, gutter and planters.

CIP Category: Transportation - Capital Project

Managing Department: Plan, Build & PW Admin

Justification/Benefits:

The need for pedestrian and bicycle facilities along Kent-Des Moines Road is identified in the City's Comprehensive Transportation Plan and the Six Year Transportation Improvement Plan. Kent-Des Moines Rd has numerous multi-family developments, that generate pedestrian and bicycle traffic along the shoulder of the road. Pedestrians use this route to access bus stops, Highline College, and the Pacific Highway Corridor. Roadway widening is needed to increase capacity as well as develop a complete street serving vehicles pedestrians, bicycles and transit.

PROJECT SCOPE			
Expenditures	Current Budget	Requested Change	Total Budget
Design	15	470	485
Land & Right of Way	15	485	500
Construction		5,815	5,815
Contingency	200	200	400
Total Expenditures	230	6,970	7,200

Project to Date 12/31/17	ANNUAL ALLOCATION							
	Scheduled Year	2018	Plan Year	2019	Plan Year	2020	Plan Year	2021
-								485
-								500
-								5,815
-								400
								985
								6,215

FUNDING SOURCES			
Funding Sources	Current Budget	Requested Change	Total Budget
Local Grants (County, etc.)	-	3,620	3,620
State of Washington Grants (Unconfirmed)	-	3,000	3,000
Private Contributions	-	250	250
Total Funding	237	6,963	7,200

Project to Date 12/31/17	ANNUAL ALLOCATION							
	Scheduled Year	2018	Plan Year	2019	Plan Year	2020	Plan Year	2021
-								635
-								2,985
-								3,000
-								250
								965
								6,235

OPERATING IMPACT			
Operating Impact	2018	2019	2020
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

ANNUAL OPERATING IMPACT							
Project to Date 12/31/17	Scheduled Year	2018	Plan Year	2019	Plan Year	2020	2021
-							-
-							-
-							-
							-

CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)

South 240th Street Improve - Seg 1

Project # **319**

Summary Project Description:
Widen roadway to three lanes between 16th Ave S and the East City limits and provide a continuous center turn lane, bike lanes, transit stops, curb, gutter and planters

CIP Category:
Managing Department:

Transportation - Capital Project
Plan, Build & PW Admin

Justification/Benefits

The need for pedestrian and bicycle facilities along South 240th Street is identified in the City's Comprehensive Transportation Plan and the Six Year Transportation Improvement Plan. South 240th Street has residential properties and Highline College that generate pedestrian and bicycle traffic along the shoulder of the road. Pedestrians use this route to access bus stops, Highline College, and the Pacific Highway Corridor. Roadway widening is needed to increase capacity as well as develop a complete street serving vehicles pedestrians, bicycles and transit

PROJECT SCOPE			
Expenditures	Current Budget	Requested Change	Total Budget
Design	30	405	435
Land & Right of Way	-	200	200
Construction	-	5,265	5,265
Contingency	220	180	400
Total Expenditures	250	6,050	6,300

ANNUAL ALLOCATION									
Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024		
-	-	-	-	-	435	-	-	-	-
-	-	-	-	-	200	-	-	-	-
-	-	-	-	-	-	5,265	-	-	-
-	-	-	-	-	100	300	-	-	-
					735	5,565			

Funding Sources			
Current Budget	Requested Change	Total Budget	
-	3,380	3,380	
-	2,670	2,670	
-	250	250	
Total Funding	6,300	6,300	

Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
-	-	-	-	-	365	3,015	-
-	-	-	-	-	370	2,300	-
-	-	-	-	-	-	250	-
					735	5,565	

OPERATING IMPACT		6 Year Total			
Operating Impact					
Revenue	-	-	-	-	-
Expenses	-	-	-	-	-
Net Impact	-	-	-	-	-

ANNUAL OPERATING IMPACT						
	2018	2019	2020	2021	2022	2023
-	-	-	-	-	-	-
-	-	-	-	-	-	-
-	-	-	-	-	-	-

CITY OF DES MOINES
2019-2024 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

Marine View Dr / South 240th St. Intersection Improvement	Project #	319,608	Summary Project Description:
CIP Category:			Re-align intersection and install intersection improvement at the intersection of Marine View Drive and S 240th Street
Managing Department:			

Transportation - Capital Project

Plan, Build & PW Admin

Justification/Benefits:

The project will install an intersection improvement at this intersection which will reduce crash severity for all users, allowing safer mergers into circulating traffic, and provide more perception time for all users due to the lower vehicle speeds. There will be fewer overall conflict points and no left-turn conflicts. An environmental benefit minimizes delays with infrequent stops being required during off-peak periods. The improvement will provide an opportunity for pedestrian crossings of Marine View Drive under slower vehicle speed conditions.

PROJECT SCOPE				
Expenditures	Current Budget	Requested Change	Total Budget	
Design	18	147	165	
Land & Right of Way	-	200	200	
Construction		1,521	1,521	
Contingency	360	(148)	212	
Total Expenditures	378	1,720	2,098	

Funding Sources	Current Budget	Requested Change	Total Budget
Traffic in-Lieu	-	612	612
State of Washington Grants (Unconfirmed)	346	1,140	1,486
Total Funding	398	1,700	2,098

OPERATING IMPACT		6 Year Total
Operating Impact		
Revenue	-	-
Expenses	-	-
Net Impact	-	-

ANNUAL ALLOCATION										
Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024			
-			165							
-			200							
-				1,521						
-				212						
			365	1,733						

Project to Date 12/31/17	Scheduled Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022	Plan Year 2023	Plan Year 2024
-			265	347			
-			100	1,386			
-			365	1,733			

ANNUAL OPERATING IMPACT						
	2018	2019	2020	2021	2022	2023
-	-	-	-	-	-	-
-	-	-	-	-	-	-
-	-	-	-	-	-	-



MUNICIPAL MARKET UPDATE

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Banking Group*

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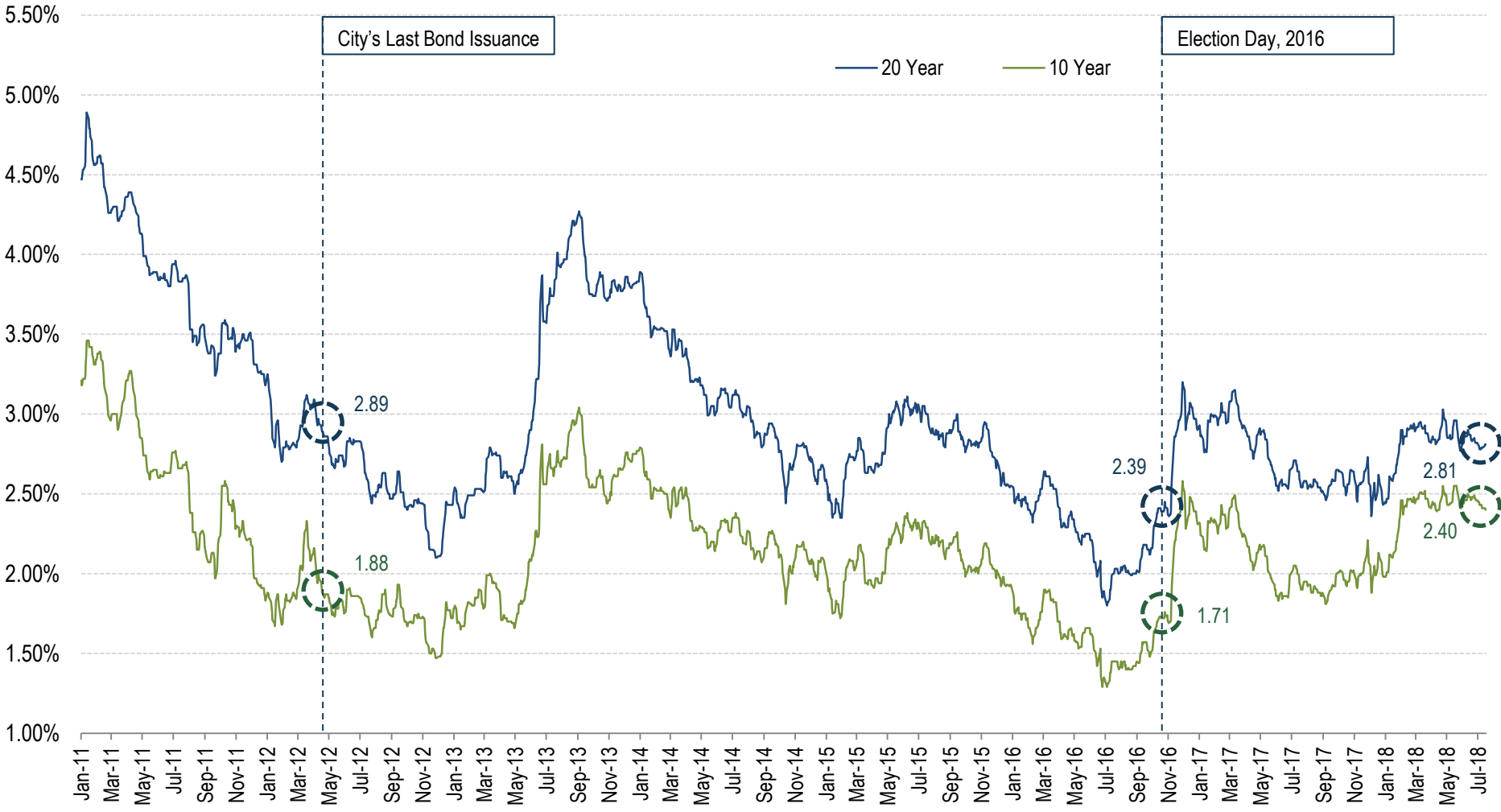
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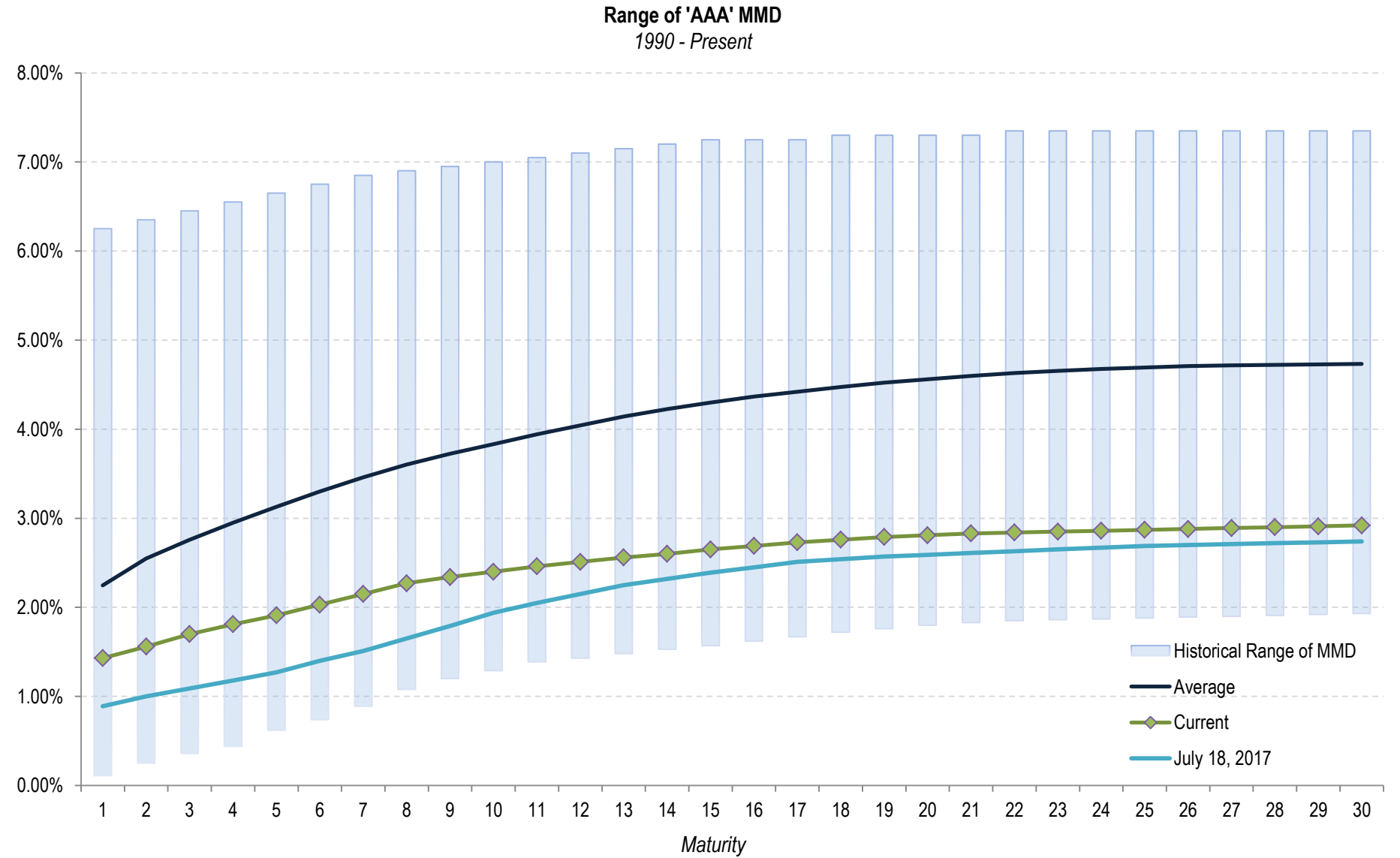
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SUMMARY: CURRENT AND EXPECTED INTEREST RATE ENVIRONMENT

10 & 20 Year MMD Yields



HISTORICAL 'AAA' MMD – ACROSS THE CURVE



Summary of Changes 2019-2024 CIP Draft to 2019-2024 CIP Final

Transportation Committee Changes:

North Bulkhead Project Changes:

Project description and justification/benefits.

Arterial Traffic Calming

Increase total project budget by \$50,000 with \$10,000 in design and \$40,000 in construction in 2020.

Increased funding from General Fund (Red Light Runner) by \$50,000 in 2020.

Downtown Alley Improvement Changes:

Project description.

S 223rd Walkway Improvements Changes:

Project description.

16th Ave - Seg 5A Changes:

Increased estimated cost of design by \$150,000 with a matching funding increase from Traffic in-Lieu.

North Hill Elementary Walkway Improvements Changes:

Project description and justification/benefits.

DMMD & S 200th Street Signal Improvements Changes:

Moved project from 2020 to 2019.

S 224th St Improvements Changes:

Project description.

Increased estimated cost of construction by \$150,000.

Added a new \$150,000 funding source from Private Contributions (Sound Transit).

Staff Changes Due to Funding & Timing Constraints:

Founders' Lodge Improvements Changes:

Change in Funding Source.

North Bulkhead Project Changes:

Change in funding sources and funding timing.

24th Ave Sidewalk (223rd - Kent Des Moines Rd) Changes:

Change in Funding Source.

Increase total project budget by \$990,000 by adding project contingencies and increasing the estimated cost of construction.

Marine View Dr / South 240th St. Intersection Improvement Changes:

Reduced total project budget by \$35,000.

South 240th Street Improve - Seg 1 Changes:

Moved project from 2021 start date to 2022.

Kent-Des Moines Rd - Seg 2 Changes:

Change in Funding Source.

INTERLOCAL AGREEMENT WITH PORT OF SEATTLE SOUTH 216TH STREET – SEGMENT 3

July 19, 2018

Dan Brewer, Chief Operations Officer

Transportation Gateway Project Infrastructure Improvements for Economic Development



“Des Moines Creek – West”

South 216th Street (between 11th Ave S. and 20th Ave S.)



Des Moines Creek - West

S. 216th Street Frontage Improvements



Agreement Details

- Port may issue and RFP as early as this Fall – likely in 2019.
 - Currently negotiating with WSDOT
- When the Port Develops the Property:
 - Master Plan – Approved by the City Council
 - Requirement for Frontage Improvements
 - Requirement for Transportation Impact Fees
 - Credit against the TIF for value of Frontage Improvements
 - Requirement for Access Improvements
- Port will make an early payment of \$1.5 Million (1Q 2019)
 - Benefits the City
 - Integrated and coordinated project.
- City will issue a Certificate of TIF Credit towards future development of this property

S. 216th Street – Segment 3 Financing and Project Schedule

SCOPE: Curb gutter sidewalk, 3 lane plus transition, bicycle lanes, underground utilities, etc.

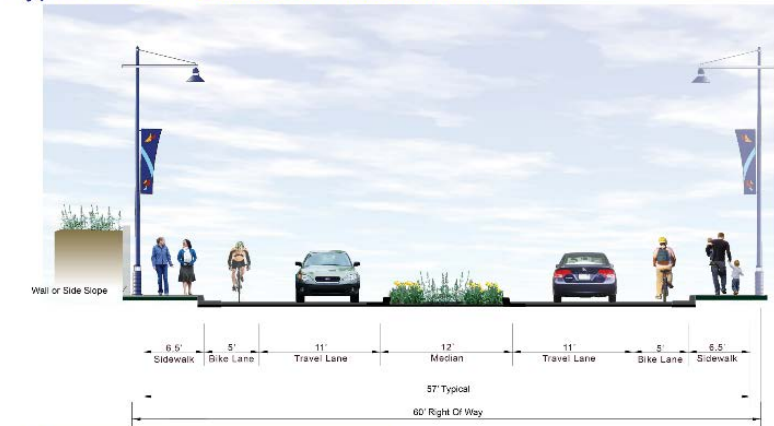
CIP Budget (2019)

Design (85%)	\$.6 M
ROW	\$.2 M
Construction	\$ 5.8 M
Construction Engineering	<u>\$.6 M</u>
Total	\$ 7.2 M

Revenue:

TIB: (\$3.1 M); Port of Seattle (\$1.5 M); SWM (\$.3M); SWM, Utility, Metro (\$.7 M)	\$ 5.7 M
Traffic Impact Fees	<u>\$ 1.5 M</u>
	\$ 7.2 M

Typical Section S 216th Street / 11th Avenue S to 20th Avenue S



City of Des Moines

South 216th Street Improvement Project: 11th Avenue S. to 20th Avenue S.



Phase	2017				2018				2019				2020
	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q
Engineering													
Preliminary Design													
Utility Agreements													
Final Design (90%)													
PS&E													
Right of Way Acquisition													
Advertise for Bids									11/13/2018				
Award (NTP)										3/1/2019			
Construction/Substantial Completion													
Closeout													

Suggested Motion

“I move to approve the Interlocal Agreement between City of Des Moines and Port of Seattle for the South 216th Street improvements fronting Port of Seattle and WSDOT Property, referred to as Des Moines Creek – West, and authorize the City Manager to sign said Agreement substantially in the form as submitted.”