

PS&T COMMITTEE AGENDA

June 2, 2016 - North Conference Room

21630 11th Avenue South – Des Moines 98198

5:30P – 6:50P

1. Approval of the minutes from the meeting of May 12, 2016.

2. Sound Transit Update (Informational Item – 20 min)

Staff will provide an update on the status of the Interaction with Sound Transit on the FLWE extension.

3. SR-509 Update (Informational Item – 20 min)

Staff will provide an update on the SR-509 project. On June 9, the SR-509 Steering Committee meets to review draft scenarios, evaluate those scenarios using performance metrics, and review early cost information.

4. Draft 2017-2022 Transportation CIP Budget (Discussion Item – 40 min)

Staff will present a draft Transportation CIP for years 2017-2022. Council Adoption of the overall 6-year CIP for the City is currently scheduled to begin in July.

DRAFT Des Moines City Council PS&T Committee Minutes – 5/12/2016

Meeting called to order: 5:30 PM on May 12, 2016, in North Conference Room @ 21630 11th Avenue S, Des Moines WA 98198.

Council Members

Luisa Bangs - Chair
Dave Kaplan
Vic Pennington

Other City Staff

Dan Brewer – PBPW Director
Brandon Carver – Engineering Services Manager
Tony Piasecki – City Manager
George Delgado – Police Chief
Bob Bohl – PD Commander
Lisa Leone - Judge
Tim George – Asst City Attorney
Jennefer Johnson – Court Administrator
Dunyele Mason – Finance Director
Peggy Volin – PBPW Administrative Asst II

AGENDA:

1. Approval of the minutes from the meeting of April 7, 2016
2. Red Light Automated Enforcement Discussion
3. Transportation Improvement Plan
4. CIP Projects Update
5. Code Enforcement Update
6. Renaming of 19th Avenue S (Rainier Drive S)

MEETING:

1. Approval of the minutes from the meeting April 7, 2016: unanimously approved.
2. Red Light Automated Enforcement Discussion: PBPW Director Dan Brewer and PD Commander Bob Bohl discussed a few potential issues that needed to be addressed before Draft Ordinance 16-018 goes before Council. They were:
 - “Warning period”
 - Additional staff resources to handle increased work load in the Court and Police Department as well as additional expenditures in the Legal Department.
 - Staggering the camera installation in order to “ramp up” the effected work load for above named departments.
 - Discussion of vendor fees and how the vendor contract with ATS relates the new red light cameras with the school zone systems already in place.
 - Records retention schedule for entire system.

Committee recommended bringing Draft Ordinance 16-018 forward to full Council.

3. Transportation Improvement Plan: Transportation & Engineering Services Manager Brandon Carver finalized the proposed changes on the TIP project list from the previous meeting and explained that five of the projects had been dropped from the list as they were scheduled to be completed this year.

The Committee recommended bringing the proposed 2017-2036 Transportation Improvement Plan to full Council.

4. CIP Project Updates: Transportation & Engineering Services Manager Brandon Carver gave a brief overview of all the CIP projects currently under construction and those that are in the design phase.
5. Code Enforcement Update – PD Commander Bob Bohl provided a brief update to the Committee on how the incoming Code Enforcement complaints are being divided among the two CSO's. He also reported that both CSO's have been trained on the Permit Trax system; and additionally that now the public can submit their Code Enforcement complaints directly to them via Permit Trax on the City's website.
6. Renaming of 19th Avenue S (Rainier Drive S): Transportation & Engineering Services Manager Brandon Carver briefed the Committee on what steps the Mt. Rainier High School ASB students have gone through towards renaming the 6-block length of 19th Avenue S to Rainier Drive S. They submitted a petition signed by a majority of the effected property owners and now it is up to the Council to consider the name change. A resolution to set the public hearing for July 7th is on the Consent Agenda for Council May 12, 2016.

If the resolution passes, city staff will send out letters of inquiry to all property owner/residents on said street and to the Post Office, South King Fire and 911 Emergency Services asking for comments. At the July 7th Public Hearing, If decided, the change would likely go into effect approximately 90-days after the Council Action.

Adjourned at 6:40 pm

Minutes respectfully submitted by:

Peggy Volin, PBPW Administrative Assistant II

509**SR 509 Corridor Program****509 Steering Committee Meeting Summary**

Practical Design Workshop #2

March 24, 2016

Steering Committee Participants:

Name	Organization
Alex Soldano	GTHGA
Andrew Merges	City of Des Moines
Brian Roberts	City of Burien
Charles Prestrud	NWR Systems Planning Manager
Charlie Howard, PSRC	PSRC
Craig Helmann	PSRC
Florendo Cabudol	City of SeaTac
Geri Poor	Port of Seattle
Greg Lippincott	WSDOT – HQ Design
Lindsey Handel	FHWA
Natarajan Janarthanan	WSDOT – Multimodal Planning
Nic Longo	Port of Seattle
Rob Fellows	WSDOT- Toll Planning
Sandra Fann	Sound Transit
Steve Mullen	City of Kent

Attendees:

Name	Organization
Bonnie Kramer	WSDOT, SR 167
Brenda Campbell	Poulsbo RV
Brittany Jardow	Outcomes by Levy
Craig Grandstrom	CH2MHill
Scott Twomey	Poulsbo RV
Steve Fuchs	WSDOT, SR 167
Thomas Slimak	WSDOT, SR 167

Staff:

- Craig Stone, Puget Sound Gateway Program Administrator
- Omar Jepperson, SR 509 Project Manager
- Tes Abraha, WSDOT
- Allison Hanson, HNTB
- Dan Holmquist, HNTB
- Wendy Taylor, HNTB
- Karl Westby, Westby Consulting
- Bob Sicko, Fehr & Peers
- Emily Mannetti, PRR
- Tori Varyu, PRR

Introduction and Project Context

Craig Stone welcomed everyone, began with a round of introductions and reviewed the agenda.

Craig began his presentation by stating that the project was within the 'Define Performance Metrics' phase of the Work Plan. Craig then discussed important context for the project including key regional growth areas, urban growth centers and manufacturing industrial centers.

Traffic Forecasting Application

Karl Westby then moved into the Traffic Forecasting application discussion. He began by reviewing previous forecasting models and then handed the discussion to Bob Sicko, from Fehr and Peers, who compared previous models with the current models. Bob mentioned that these new models would provide:

- Time of day demands
- More accurate trip generation numbers
- Greater network resolution
- Capacity constraints
- Tolling effects

Bob showed attendees different graphs to give a better understanding of how the model would work and the area of influence the team is modeling. He continued by giving an overview of assumed transportation projects including local agency plans, WSDOT regional projects and Sound Transit 3 projects. In addition to these plans, Bob discussed how truck trips would be addressed in the model. While acknowledging that there is limited truck data available, Bob mentioned that the team was pulling data from:

- PSRC truck module
- Freight Analysis Framework
- Existing truck counts
- Seattle marine terminal truck information

Bob then moved into discussing the data that would be extracted from the model, which included future year demands, travel time and delays measured by facility and area. Bob then opened up the conversation for discussion. Questions and comments included the following:

- *Sound Transit:* Sound Transit suggested that ST3 be considered more carefully in the planning of the SR 509 corridor. The project team indicated that they had many one on one conversations with Sound Transit staff as well as King County metro staff to ensure that other transportation plans were being considered.
- Several attendees had questions regarding the project list:
 - *FHWA:* FHWA asked if the Federal Way Link project was included in the project list. The project team said that the Federal Way Link project is broken up in sections based on the Puget Sound Regional Council's project list.
 - *Port of Seattle:* The Port of Seattle asked if the South Access project was supposed to be in the 2045 No Build. The project team mentioned that it was actually supposed to be in

the 2045 Build section. Additionally, the team said that they would include the closure of 182nd and the connection to the airport in the 2025 section of the grid.

- *FHWA*: FHWA asked if the baseline considered a no-toll scenario. The project team responded that the baseline/existing condition considers no tolling on SR 509, but the baseline would consider legislatively authorized toll facilities on SR 520, SR 99, SR 16, SR 167 HOT lanes and the I-405 Express Toll Lanes. The team said that future scenarios specific to the SR 509 project will consider tolled and not tolled options.
- *PSRC*: PSRC asked if the project team was also conducting truck modeling along with traffic forecasting modeling. The project team confirmed this and mentioned that they were working to include this information into the model as soon as possible.
- *Port of Seattle*: The Port asked if the project team had received the forecasts from the Port Master Plan, including a new survey that might help the team understand where trips are starting from. The project team said that they were currently looking at individuals traveling from SR 99, but that they would likely include data from the survey as they began studying trips closer to SeaTac.

Craig Stone then mentioned some changes being considered, including changing some HOV lanes to express toll lanes and creating a possible auxiliary lane from SR 509 to 272nd. Craig mentioned that his assumption would be that in 2025 the HOV lane will be a 3+ HOV lane (similar to other environmental documents on state highways), but in 2045 the team might consider express tolling. He then asked for opinions from attendees:

- Several attendees agreed that Craig's assumption would be reasonable.
- *FHWA*: FHWA asked if the assumption was consistent with the assumptions made in the Triangle Stage 2 project and the Federal Way Link project. Craig Grandstrom, from CH2M Hill, mentioned that the Federal Way Link project might have assumed a 2+ HOV lane. The project team then mentioned that while there will be some discrepancies because each project has a different horizon year, they would pull this information from each project to ensure that there weren't major discrepancies.

Project Needs

Craig Stone then moved into a review of the project purpose and needs, pulling from the 2003 EIS Purpose, Needs and Objectives. Omar Jepperson then pulled up two tables, one with a list of 'essential needs' and one with a list of 'contextual needs' that were established at Meeting 1. Each table also included updated needs based on feedback the project team has received, and a need to create needs and metrics that are quantifiable. He asked attendees to provide their feedback on each table, which included the following questions and comments:

- *FHWA*: FHWA asked if the project team would consider moving essential need 7 – to improve transit operations and connections to transit – to the list of contextual needs rather than deleting it from the list completely. The project team responded that there are contextual needs that consider transit travel time and transit travel time reliability, therefore this specific need is covered in other parts of the plan.
- *FHWA*: FHWA also asked how the team would 'reduce' travel time, etc. when the corridor was not in existence yet. The project team said that they picked 12 centers throughout the Seattle-

Tacoma area to study and measure current travel time without the new corridor. The team said they will compare that existing travel time to the time of the new scenarios they were developing and see if there is a reduction and by how much.

- *WSDOT*: WSDOT asked about how the team was using quantitative and qualitative data. The project team explained that they are doing quantitative analysis to support the qualitative ratings in the Scenario Comparison Table. For example, a travel time improvement in minutes between centers will be used to support a qualitative rating of “Very Good”.
- *WSDOT*: Charles Prestrud asked what the team considered a sensitive area. The team responded that a sensitive area would be stream and wetland areas and their buffers already surveyed and located along the corridor.
- *Port of Seattle*: The Port of Seattle asked if there are any environmental justice issues that need to be addressed. The team responded that they would be looking at those types of effects in the environmental update, which will put a lot of emphasis on the ‘with or without tolling’ conversation and evaluation.

Scenario Comparison Table/Proposed Project

Omar Jepperson then presented the Scenario Comparison Table and explained that Meeting 3 will walk through different components of each scenario. Omar asked for feedback on the general components of the table:

- *Port of Seattle*: The Port asked about the evaluation process and how the team would decide on one scenario. The team responded that they would address the type of quantitative and/or qualitative analysis that would be conducted to evaluate each situation.
- *Port of Seattle*: The Port asked if these the scenarios were the same ones that Bob Sicko is using for his models. The project team responded that are the same. The team will use the performance metrics to talk about how each scenario compares and then will run the models again.
- *FHWA*: FHWA asked why the project subarea does not continue up to the Port. The project team said that this is an option up for consideration.
 - Bob Sicko suggested that the area reach further north on I-5 (to SR 99 or Spokane St.) to capture where some of these trips are starting. Bob suggested that the same work should be done on SR 509 to understand how the corridor is operating as a whole. Craig agreed with this analysis and responded by saying that the project team would consider expanding the subarea to the Duwamish or at least to Spokane St.
- *City of Kent*: The City of Kent suggested that by breaking the project up by movements, the team might be able to more easily secure funding for those individual routes.
- *FHWA*: FHWA asked the project team to further articulate the characteristics of the five scenarios. The project team responded that they would be doing so in Meeting 3. The team also mentioned that they had already drafted rough descriptions for anyone to take a look at.
- *FHWA*: FHWA asked how the team would measure movement. The project team responded that they plan to use highway capacity software analysis for the different connection points by scenario.
- *FHWA*: FHWA asked what the boundaries are for the crash analyses.

- The project team responded that they would have to run the travel demand model and look at where the effects are to understand the boundaries. This type of analysis will be done once the group has agreed on the final scope of the project and project area.
- *City of Kent*: The City of Kent asked whether it was true that at one point the team was considering the total number of crashes in the corridor, but now are only looking at serious ones. The team agreed that their focus is on reducing serious and fatal crashes.
- *Port of Seattle*: The Port asked what the intermodal and multi modal terms refer to. The team responded that one refers to trips in and out of the airport and the other refers to center to center travel (e.g. connections to transit, etc.). The team explained that by intermodal they are referring to freight travel and multi modal refers to car and bike travel. The project team made a note to communicate the difference.
- *FHWA*: FHWA asked about the right of way that is included in the table because there is right of way already purchased. The project team explained that they need to evaluate particular areas and understand the tradeoffs of the right of way. Eventually the Executive Committee will want to weigh in on it, so they included it in the table.
- *The Port of Seattle*: The Port asked if the Scenarios table included only 2025 or 2045 projects, or if it was a mix. The project team responded that it was a mix. The team explained that the projects can be considered as a whole or as sectioned parts, depending on the project.
- *WSDOT*: WSDOT suggested finding a way to factor redundancy into the reliability discussion since it will be a big part of the project, especially if the project has to deal with emissions data.
- *FHWA*: FHWA suggested including mitigation steps in the table instead of simply choosing to have or to not have an impact at all. The impact could be at any level, so it also might not be a deciding factor in a specific scenario. The project team agreed and mentioned that this part of the table might simply be part of the contextual conversation instead of being considered a fatal flaw. The team also mentioned that this type of information would be reflected in the tradeoffs discussion.
- *City of Burien*: The City of Burien asked if the project team had considered whether the savings being extracted from this project would go back into the state fund and whether or not that would affect any grants the team might go after. The team responded that the money would go back into a transportation fund, but that it could affect the team's grants. Overall, it is a conversation that will have to be had state-wide and with multiple executive committees.

Natarajan Janarthanan then briefly discussed the use of the REMI model which will help the project team understand the economic benefits of each scenario. Natarajan explained that different input factors go into the model so the output will help the team to understand the gross product change of the area, among other evaluators. He explained that while the model cannot give results interchange by interchange, it can give a general investment understanding. He explained that the model is currently in testing. Next, Natarajan explained that the model will be used to create a cost-benefit analysis also including any funding that the team secures.

Developing Scenarios

Omar went through a list of developing scenarios, using a map to show how options at each interchange and to show how scenarios are being pieces together.

- *City of SeaTac*: The City recommended that the project team ensure that the fate of SR 509 is not tied too closely to the fate of ST3. The project team agreed and mentioned that they might toggle other projects on and off during testing to see how results change.

Project Schedule

Omar then went through the project schedule for the upcoming year which included the schedules for Steering Committee meetings, Executive Committee meetings and Open Houses. The project team also mentioned that they would like to have a discussion about grants and how organizations, cities and the legislature will have to work together in order to get the best amount of grant money possible. This topic was introduced, but discussion was tabled for the time being.

- *Port of Seattle*: The Port asked if the team planned to share their findings from the microsimulations of the scenarios. The team said they would once they had been completed.

Action Items

- Provide revised, more specific performance metrics.
- Related to improving the southern connection to the Sea-Tac Airport, include the closure of 182nd in the grid under 2025.
- Pull data from other local projects, including Federal Way Link, to understand if there are major discrepancies in the assumptions of what SR 509 will look like (e.g. 2+ or 3+ HOV lane, possible tolling areas, etc.)
- Expand the subarea. The north border should include the Duwamish area to Spokane Street. Consider if the larger subarea should be divided into two pieces.
- Explicitly define the terms multimodal and intermodal.
- Document the difference between Federal Way Link Extension, SR 509, and Triangle project future year assumptions, including discussion of why they may be different.
- Look at project improvements with and without ST3.
- Define the area or limits associated with the baseline performance metric “maintain or Improve I-5 operations”.
- Define what is meant by “South Sound”.

Puget Sound Gateway Program

SR 509

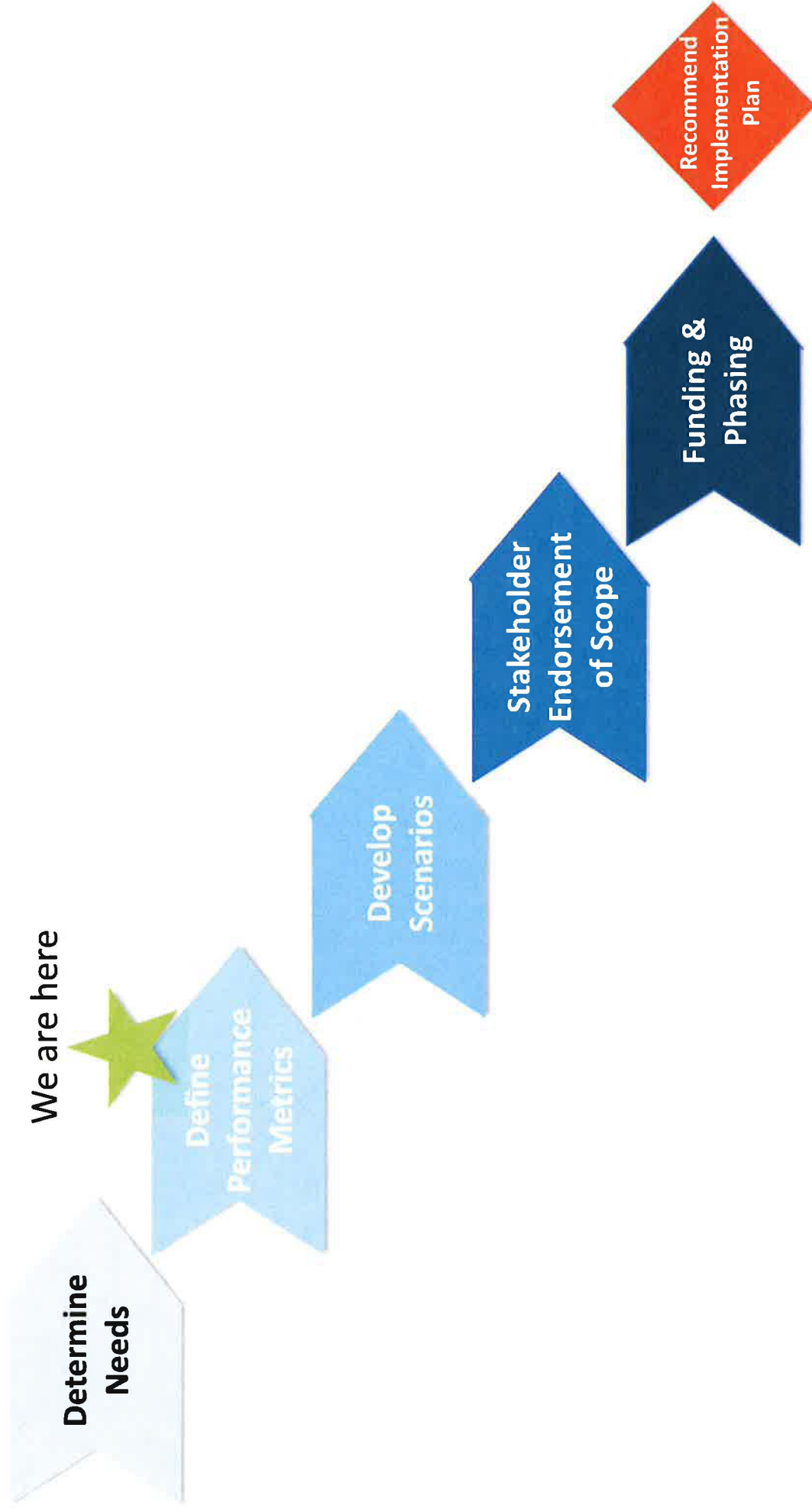
Steering Committee
March 24, 2016

CRAIG J. STONE, PE GATEWAY PROGRAM ADMINISTRATOR
OMAR JEPPERSON, PE SR 509 PROJECT MANAGER

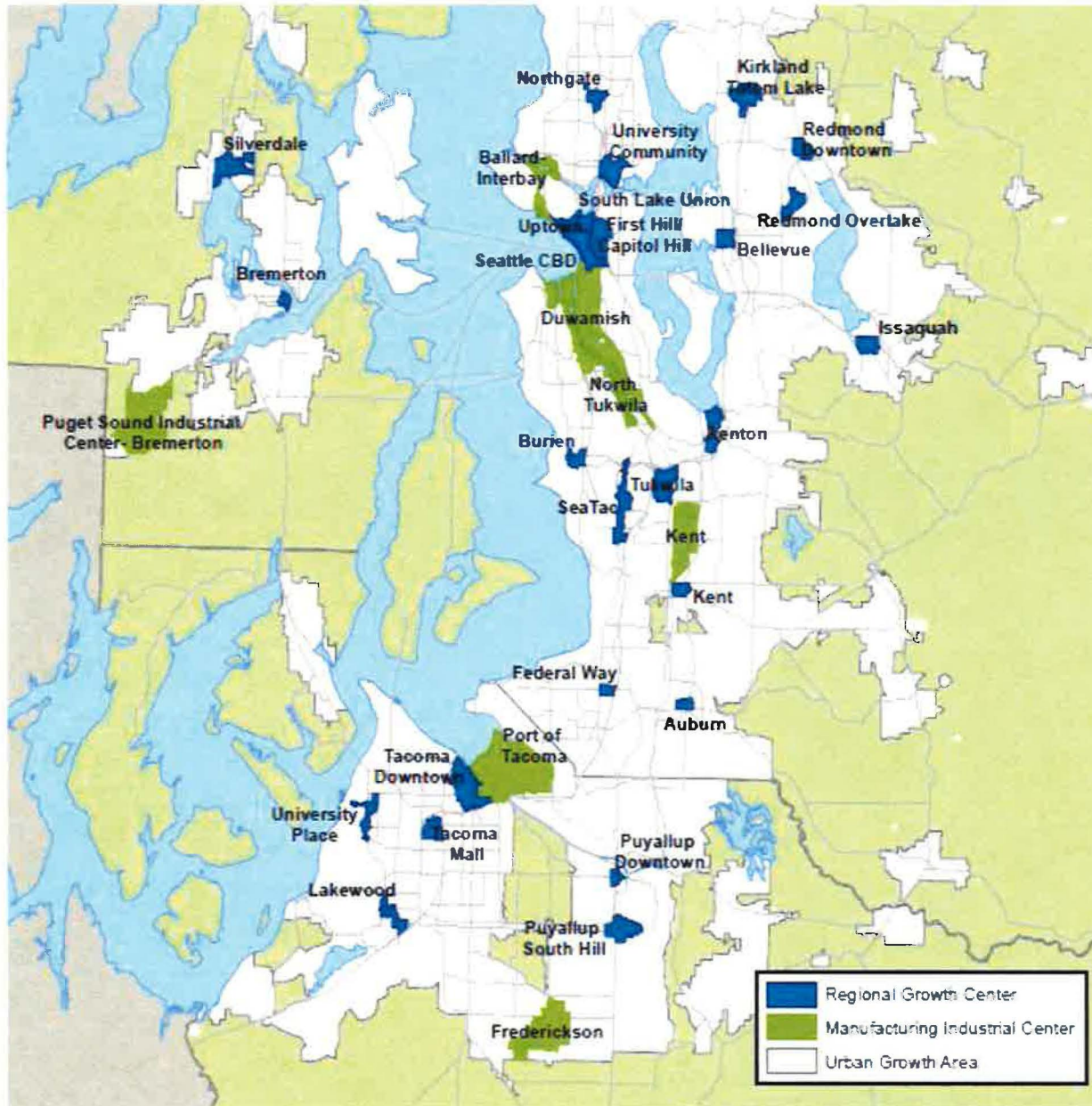
Agenda

- Welcome & Introductions
- Travel Demand Forecasting Model
- Draft Performance Metrics and Targets
- Next Steps

SR 509 Steering Committee 2016 Work Plan



Context for the Project



- PSRC 2040
- Comprehensive Plans
- Urban and Manufacturing Industrial Centers
- Input from stakeholders

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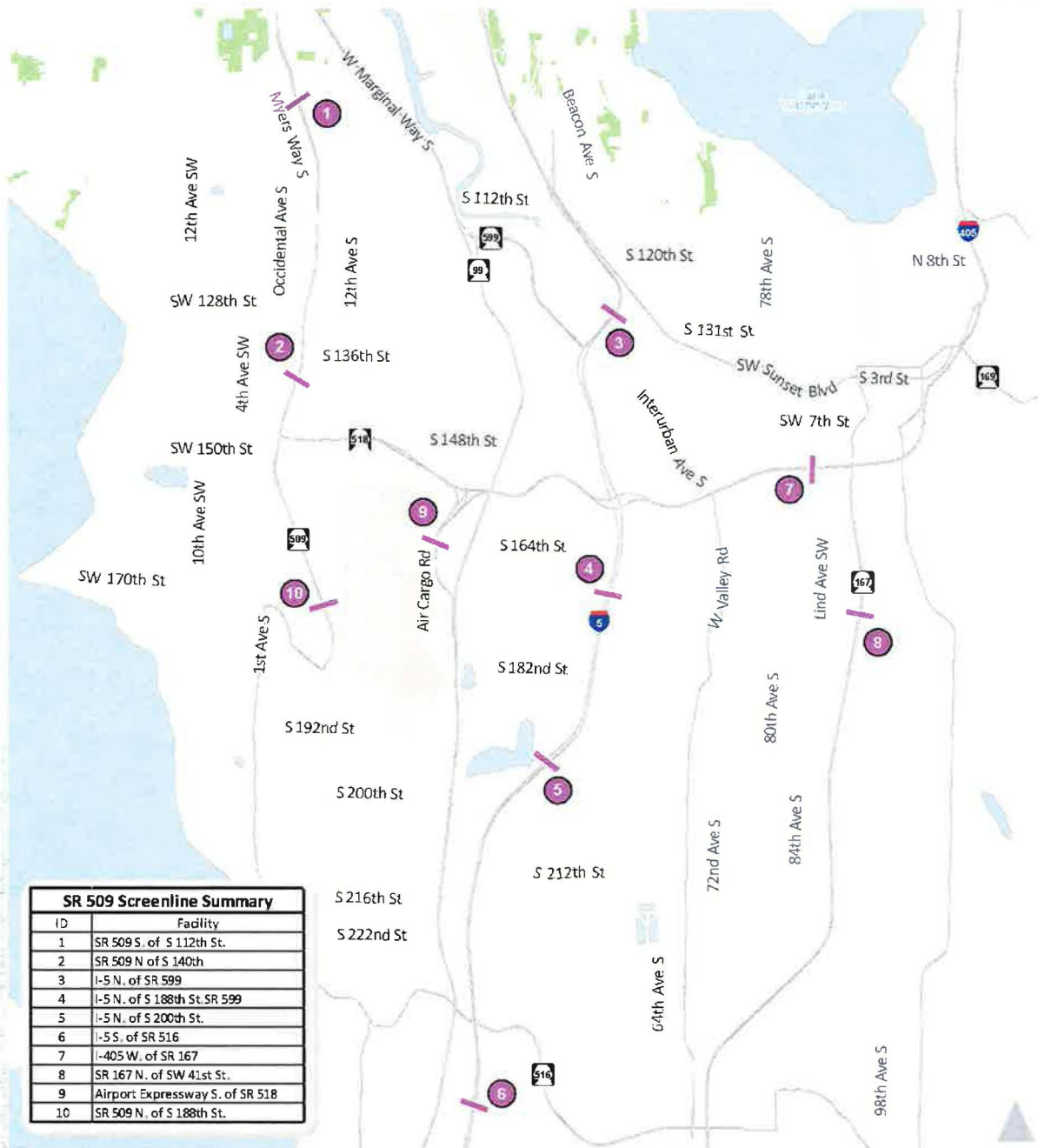
Previous Traffic Forecasting

- High levels of peak period demand
- Used state-of-the-art forecasting that was available at the time (1999)
 - Daily demand factored to peak hour
 - Upstream and downstream physical constraints not fully captured

Current Traffic Forecasting

- Still showing growth
- State-of-the-art forecasting
 - Time of day demands
 - More accurate trip generation detail
- Greater network resolution
- Capacity constraints reflected
- Tolling is accounted for
 - Legislative intent to toll

SR 509 Traffic Forecasting Approach



Baseline Calibration

- OFM census track household estimates
- Refined network
- AM and PM peak hour vehicle demands match 2015 counts

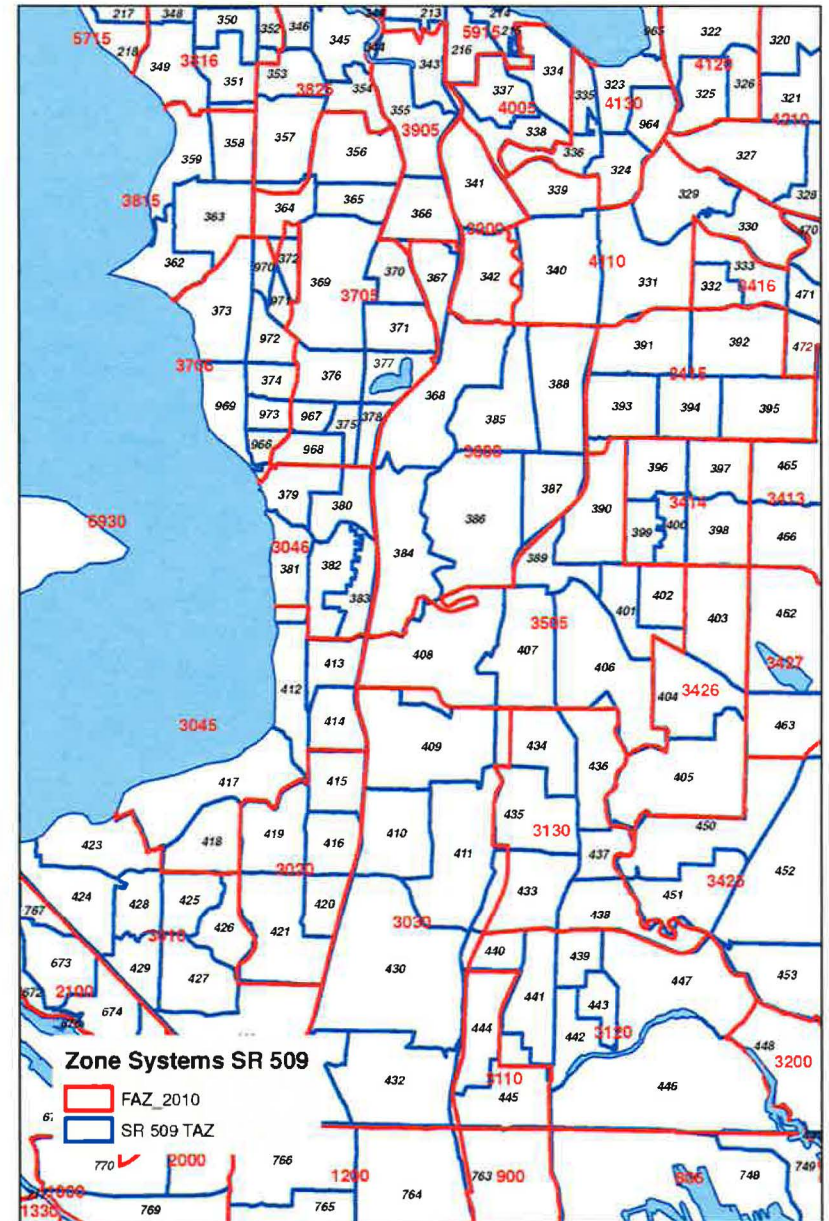
Model Input

- Refined network
- Assumes tolling
 - Tolled similarly to SR 520

SR 509 Traffic Forecasting Approach

Model Input (cont.)

- 2025 / 2045
- PSRC Land Use Vision (LUV) forecasts
- Area specific forecasts
 - Comprehensive Plans
 - Land use distributions



SR 509 Traffic Forecasting Approach

Assumed Transportation Projects

- Local agency plans
- WSDOT regional projects
- Sound Transit

Trucks

- Limited truck data available
 - PSRC truck module
 - Freight Analysis Framework
 - Existing truck counts
 - Seattle marine terminal truck info

SR 509 Traffic Forecasting Application

Data extracted from the model

- By facility and area
 - Future year demands
 - Travel time
 - Delay

SR 509 Traffic Forecasting Application

Discussion

Review of Project Needs

2003 EIS Purpose and Need:

- **Purpose:**
 - Improve regional highway connections with an extension of SR 509 to serve current and future transportation needs in southwest King County and to enhance southern access to Sea-Tac International Airport.
- **Need:**
 - Create system linkages, accommodate travel demand and capacity needs, and improve intermodal relationships.
 - Close the gap between existing SR 509 and I-5
 - Ease capacity and travel demands on local streets and major transportation routes, like I-5



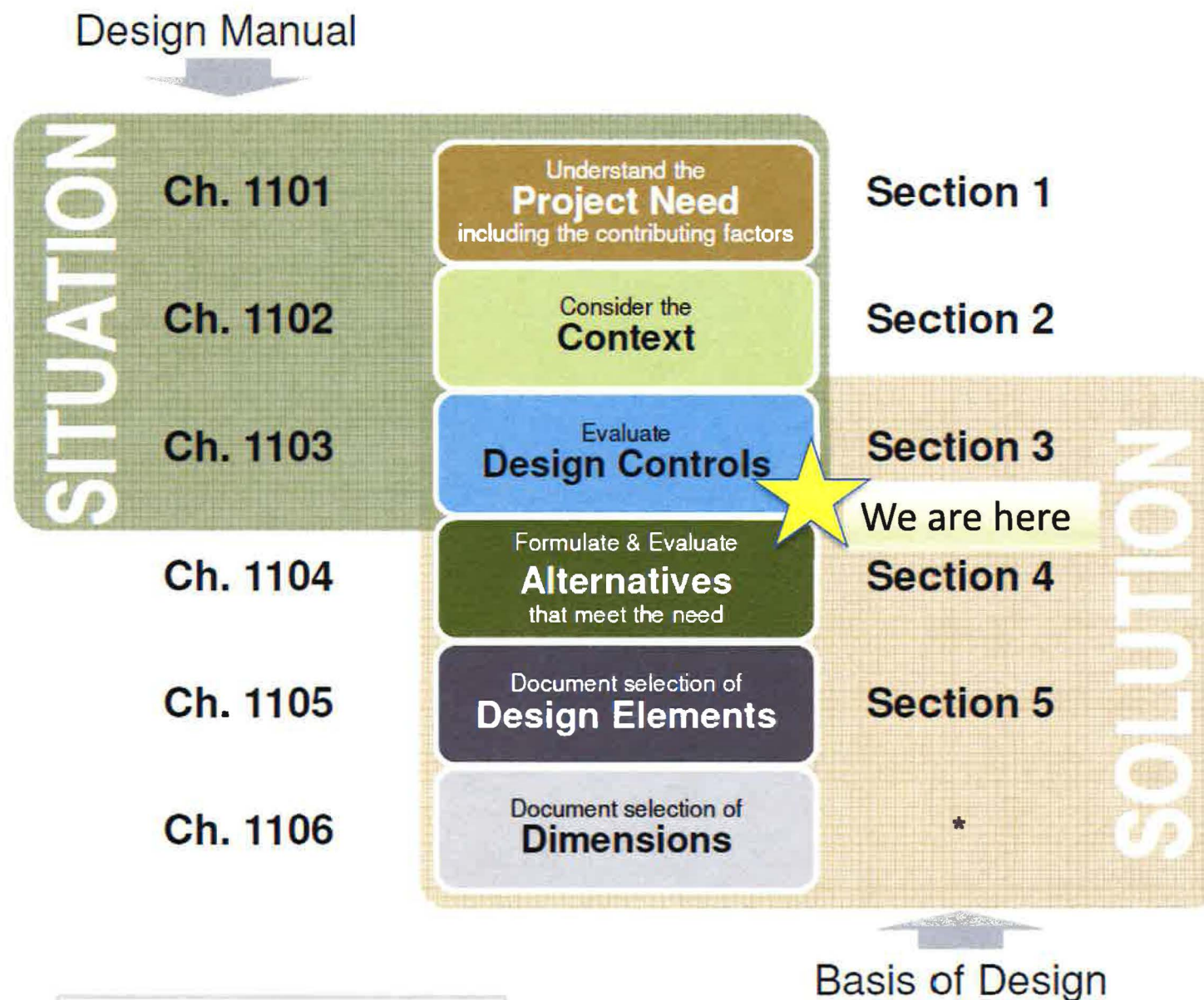
Review of Project Needs

2003 EIS Objectives:

- Support local and regional comprehensive planning and development
- Maintain efficiency of existing roadways in the immediate vicinity of the airport terminals and parking garage
- Relieve local congestion
- Serve harbor freight operations
- Improve regional mobility and safety
- Be compatible with connections to High Capacity Transit
- Develop broad public and political support for the preferred alternative
- Design project in an environmentally responsible manner
- Provide cost-effective alternatives and solutions



Practical Solutions Approach



Essential Needs

Essential Needs Meeting 1	Updated Essential Needs
1 • Complete freeway network (close the gap)	• Reduce travel time between Urban Centers and Manufacturing Industrial Centers in South King County
2 • Improve freight travel time and reliability	• Improve travel time reliability between Urban Centers and Manufacturing Industrial Centers in South King County
3 • Improve southern connection to Sea-Tac Airport for people and goods	• Reduce travel time from South Sound to Sea-Tac Airport • Improve travel time reliability from South Sound to Sea-Tac Airport
4 • Ease congestion between Seattle and Tacoma by utilizing unused capacity on SR 509	• Reduce hours of delay in the project subarea network • Maintain or improve I-5 operations
5 • Support Regional Growth Centers for Burien, SeaTac, Kent and Federal Way, and Industrial Centers for Duwamish and Kent	• Improve economic vitality • Support local and regional comprehensive land use planning and development
6	• Reduce number of serious injury and fatal crashes
7 • Improve transit operations and connections to transit	<i>Will be addressed by mode in the performance metrics</i>

Contextual Needs

Contextual Needs Meeting 1		Updated Contextual Needs
1	Support local and regional comprehensive planning and economic development	<i>Moved to Essential Needs</i>
2	- Improve mobility and safety between the state's largest cities and counties - Improve mobility and safety in the I-5 corridor north of SR 516 - Improve mobility and safety in the I-5 corridor south of SR 516	<i>Moved to Essential Needs</i>
3	Improve east-west connectivity across the Kent Valley MIC	<i>Moved to Essential Needs (part of urban centers concept)</i>
4		Reduce the number of serious injury and fatal crashes on local arterials
5	Decrease demand on local arterials, decreasing delay and increasing safety	<i>Moved to Essential Needs (part of reduce hours of delay in the subarea network)</i>
6		- Support multimodal choices to Sea-Tac Airport - Improve intermodal relationships
7	- Provide pedestrian connectivity - Provide bicycle connectivity	- Reduce pedestrian vehicle exposure - Continuity and consistency of pedestrian and bicycle facilities
8		Maintains forward compatibility with EIS
9		Reduce area of impact to sensitive areas
10		Compatibility with Sound Transit Federal Way Link Extension

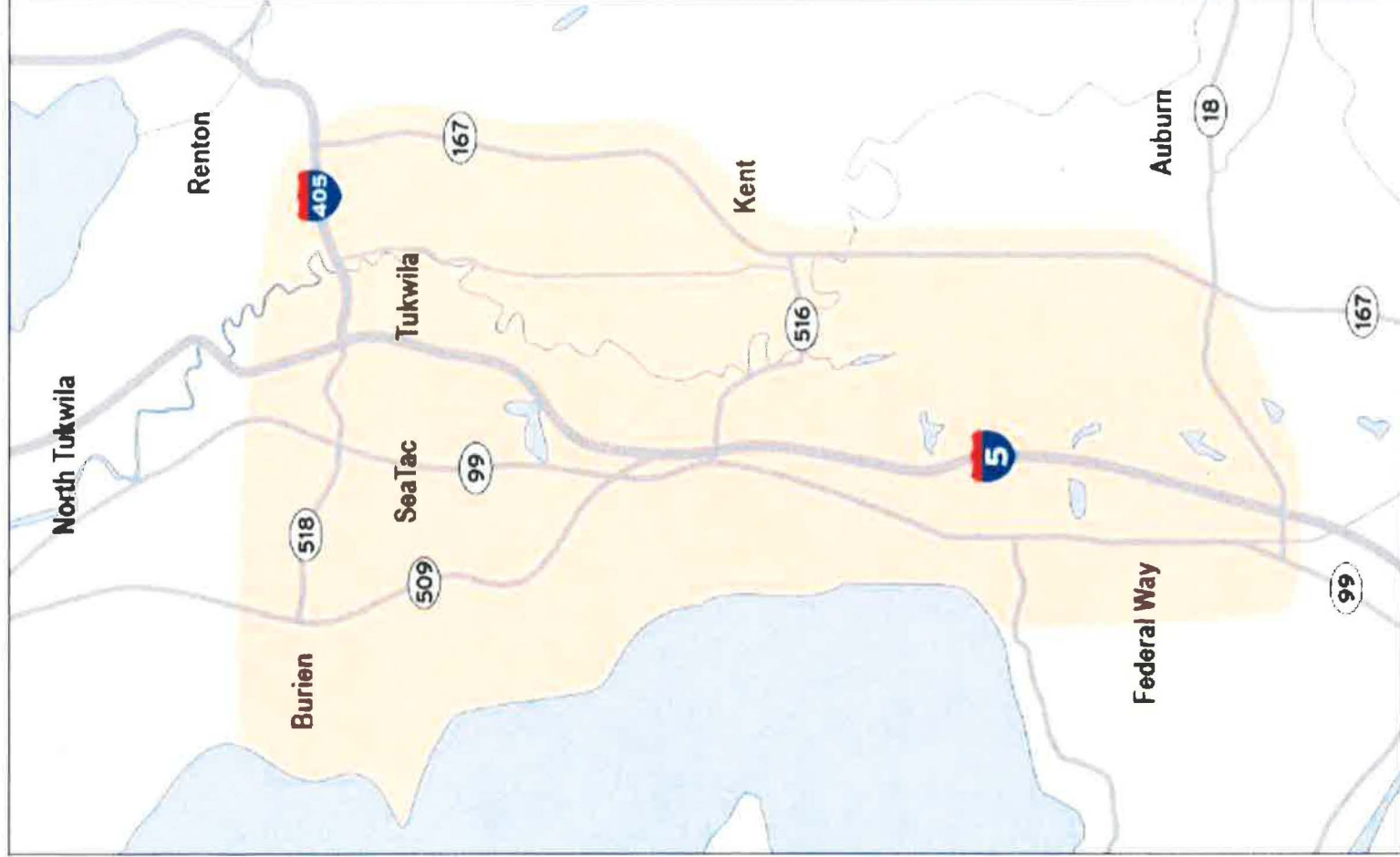
Scenario Comparison Table

Scenario Comparison Table - SR 509 Completion Project

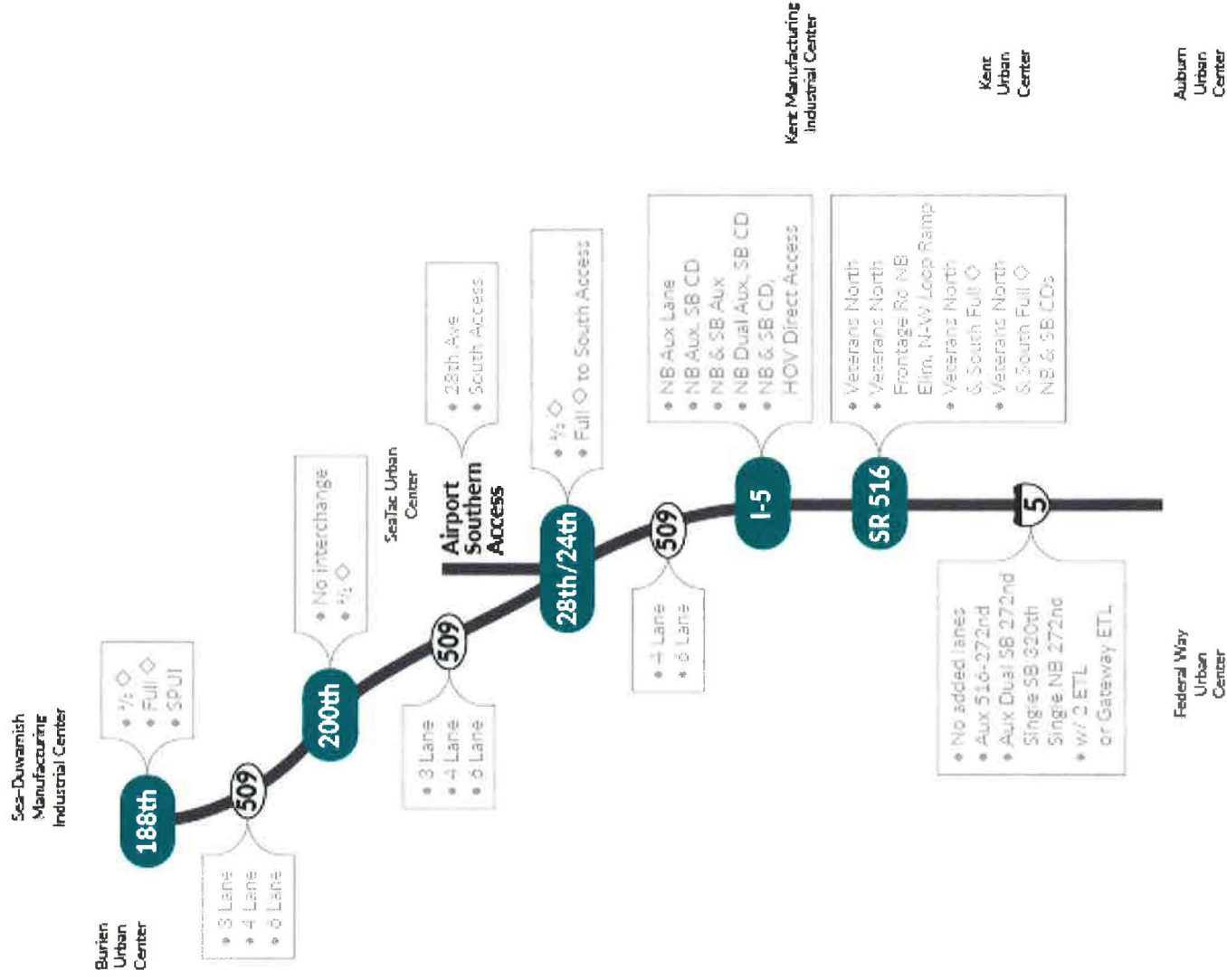
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Performance Category	Essential Performance Metrics																Contextual Performance Metrics								Cost																																																																																																																																																																																																																																																																																																																		
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Proposed Project Subarea



Developing Scenarios



Project Schedule (SR 509)



Steering Committee Meeting



Executive Committee Meeting



Open House

More information:

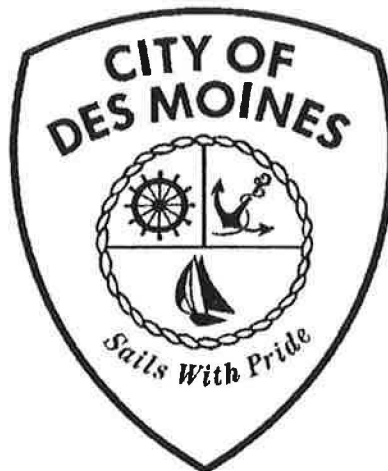
Craig J. Stone, PE

Puget Sound Gateway Program Administrator

(206) 464-1222

stonec@wsdot.wa.gov

CITY MANAGER
RECOMMENDED
5/18/2016



2017-2022

CAPITAL IMPROVEMENTS PLAN

Resolution No. 16-XXX
Adopted by the City Council
on July XX, 2016

CITY OF DES MOINES
2017 – 2022
CAPITAL IMPROVEMENTS PLAN

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*“You can avoid reality, but you cannot avoid the
consequences of avoiding reality.”*

Ayn Rand

INTRODUCTION

This document is the City of Des Moines's 2017-2022 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 2017-2022 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 2017-2022 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 uncertainty 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 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 Marina underwent a rate studies in 2006 and the Surface Water Management Utility completed its latest rate study in 2015. The City Council implemented a three-year phased-in approach of rate increases as proposed by the Surface Water Management Utility Rate Study. In 2007, the City Council approved Resolution No. 1028 adopting increases in Marina rates for through 2009. Subsequent rate changes for both the Marina and the Surface Water Management Utility are based on the CPI inflation index.
- 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: Surface Water Management Capital Projects; Municipal Facilities: Parks, Administrative and Maintenance Facilities, and Marina Capital Projects; Public Safety and Transportation: Transportation Capital Projects) for review and prioritization based on the criteria contained in the Capital Project Criteria section.
6. *Adopt of 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.

“Each of us is carving a stone, erecting a column,
or cutting a piece of stained glass in the construction
of something much bigger than ourselves.”

Adrienne Clarkson

SUMMARY LISTING OF
PROJECT EXPENDITURES
AND FUNDING SOURCES

CITY OF DES MOINES
CIP COSTS SUMMARY: 2017-2022
(Amounts in Thousands)

<i>Page #</i>	<i>Project Name</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Sched Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
GENERAL MUNICIPAL IMPROVEMENTS										
<u><i>Economic Development & Tourism Projects</i></u>										
17	N. Lot Fishing Pier Paid Parking	400	-	400	-	-	-	-	-	-
19	I- 5 Signage	60	-	-	60	-	-	-	-	-
21	Redondo Paid Parking	200	-	-	200	-	-	-	-	-
	Total Econ Dev & Tourism	660	-	400	260	-	-	-	-	-
<u><i>Building Facility Projects</i></u>										
23	Field House Roof	120	-	120	-	-	-	-	-	-
25	Council Chambers Lighting	25	-	25	-	-	-	-	-	-
27	Beach Park Fiber Optic Cable	60	-	-	60	-	-	-	-	-
29	LED Exterior Lighting	34	-	-	34	-	-	-	-	-
31	Founders' Lodge Exterior Paint	90	-	-	-	90	-	-	-	-
33	Engineer Bldg Windows	25	-	-	-	-	25	-	-	-
35	City Hall Canopy Repairs	55	-	-	-	-	55	-	-	-
37	Activity Center Exterior Paint	30	-	-	-	-	-	30	-	-
39	PW Service Center Interior Painting	60	-	-	-	-	-	-	60	-
41	Field House Interior Paint	35	-	-	-	-	-	-	35	-
43	City Hall Generator	365	-	-	-	-	-	-	24	341
45	Police Dept Storage Building	445	-	-	-	-	-	-	-	445
47	Activity Center Irrigation/Landscape	65	-	-	-	-	-	-	-	65
49	City Hall Parking Lot	260	-	-	-	-	-	-	-	260
	Total Building Facilities	1,669	-	145	94	90	80	30	119	1,111
<u><i>Technology Projects</i></u>										
51	Financial System Replacement	252	-	101	151	-	-	-	-	-
	Total Technology	252	-	101	151	-	-	-	-	-

**CITY OF DES MOINES
CIP COSTS SUMMARY: 2017-2022**
(Amounts in Thousands)

<i>Page #</i>	<i>Project Name</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Sched Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
<u>Park Facility & Playground Projects</u>										
53	BP Picnic Shelter/Restrooms	623	7	616	-	-	-	-	-	-
55	Parkside Playground	441	19	422	-	-	-	-	-	-
57	Parkside Soil Remediation	121	-	121	-	-	-	-	-	-
59	Field House Tennis Court	25	-	25	-	-	-	-	-	-
61	Field House Skate Park	155	-	-	155	-	-	-	-	-
63	DMBP Sun Home Lodge Rehab	617	-	-	-	45	572	-	-	-
65	Wooton Park	234	-	-	-	-	-	234	-	-
67	Kiddy Park Play Equipment	210	-	-	-	-	-	-	210	-
69	Westwood Play Equipment	68	-	-	-	-	-	-	-	68
71	SJU Irrig and Landscape	205	-	-	-	-	-	-	-	205
	Total City Wide Park Facilities	2,699	26	1,184	155	45	572	234	210	273
<u>Waterfront Facility Projects</u>										
73	Redondo Floats	110	-	-	-	-	110	-	-	-
75	Redondo Fishing Pier Replace Decking	225	-	-	-	-	225	-	-	-
77	North Bulkhead	2,100	-	-	-	-	-	-	100	2,000
79	N Pier Restrooms	250	-	-	-	-	-	-	-	250
81	Redondo Restroom & Plaza	400	-	-	-	-	-	-	-	400
	Total Waterfront Facilities	3,085	-	-	-	-	335	-	100	2,650
<u>Transportation - Operating Projects</u>										
83	Arterial Street Pavement Preservation	2,500	-	20	700	20	860	20	860	20
85	Arterial Traffic Calming	75	-	15	15	-	-	15	15	15
87	Sidewalk Program	140	-	20	20	20	20	20	20	20
89	Guardrail Program	100	-	25	-	25	-	25	-	25
	Total Transport - O&M Projects	2,815	-	80	735	65	880	80	895	80
<u>Transportation - Capital Projects</u>										
91	SW Bridge Seismic Retrofit	4,412	4,367	45	-	-	-	-	-	-
93	Midway SRTS 24th Ave Sidewalk	395	28	38	329	-	-	-	-	-
95	24th Ave South Improvement	8,500	8,470	30	-	-	-	-	-	-
97	Gateway - S 216th Segment 1A	6,885	1,817	5,068	-	-	-	-	-	-
99	Barnes Creek Trail	4,869	540	524	50	2,253	1,502	-	-	-
101	Redondo Board Walk Replacement	4,695	458	4,237	-	-	-	-	-	-
103	South 268th Street Sidewalk	880	-	880	-	-	-	-	-	-
105	S 224th St Improvements	615	-	113	502	-	-	-	-	-
107	Adrianna Sidewalk Vacation Placeholder	106	-	-	106	-	-	-	-	-
109	16th Ave - Seg 5A	129	-	-	129	-	-	-	-	-
111	Downtown Alley Improvement	430	-	-	70	360	-	-	-	-
113	S 223rd Walkway Improvements	191	-	-	15	176	-	-	-	-
115	S 200th St Safe Routes to School	720	-	-	75	645	-	-	-	-
117	Marine View Dr Roundabout	2,072	-	-	160	812	1,100	-	-	-
119	South 216th - Segment 3	5,650	-	-	159	501	4,990	-	-	-
121	SeaTac Signal Improvements	350	-	-	-	-	150	200	-	-
123	South 236th Lane	2,191	-	-	-	-	200	200	1,791	-
125	Redondo Area Street Improvements	70	-	-	-	-	-	70	-	-
127	South 240th Street Improve - Seg 1	6,300	-	-	-	-	-	735	5,565	-
129	South 240th Street Improve - Seg 2	4,850	-	-	-	-	-	435	4,415	-
131	Kent-Des Moines Rd - Seg 2	7,200	-	-	-	-	-	-	985	6,215
	Total Transport - Capital Projects	61,510	15,680	10,935	1,595	4,747	7,942	1,640	12,756	6,215
Total General Municipal Improvements		72,690	15,706	12,845	2,990	4,947	9,809	1,984	14,080	10,329

CITY OF DES MOINES
CIP COSTS SUMMARY: 2017-2022
(Amounts in Thousands)

<i>Page #</i>	<i>Project Name</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Sched Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
MARINA CAPITAL IMPROVEMENTS										
133	Marina Boat Building	300	-	300	-	-	-	-	-	-
135	Dock Electrical Replacements	360	-	60	60	-	60	60	60	60
137	Marina Gate Security	40	-	40	-	-	-	-	-	-
139	Marina Fiber Optic Cable	150	-	-	150	-	-	-	-	-
141	Fuel Dispenser	60	-	-	-	60	-	-	-	-
143	Marina Dock Replacement	1,200	-	-	-	-	-	-	-	1,200
	Total Marina	2,110	-	400	210	60	60	60	60	1,260
SURFACE WATER MANAGEMENT CAPITAL										
145	Barnes Crk/Kent-Des Moines Rd Culvert	1,878	320	225	178	1,155	-	-	-	-
147	Lower Massey Creek Channel Modification	1,908	366	1,542	-	-	-	-	-	-
149	S. 251st Street Storm Outfall	370	-	370	-	-	-	-	-	-
151	24th Ave Pipeline Replacement/Upgrade	263	-	-	263	-	-	-	-	-
153	Pipe Replacement Program	1,640	-	-	49	328	328	328	328	279
155	1st Ave Pond Expansion	385	-	-	-	60	325	-	-	-
157	5th Ave/212th Street Pipe Upgrade	815	-	-	-	-	815	-	-	-
159	N. Fork McSorley Ck Diversion	432	-	-	-	-	-	432	-	-
161	6th Ave/239th Pipe Replacement	191	-	-	-	-	-	191	-	-
163	14th Ave (268th to 272nd) Pipe Upgrade	478	-	-	-	-	-	478	-	-
165	216th Pl./ Marine View Dr. Pipe Upgrade	309	-	-	-	-	-	-	309	-
167	KDM /16th Avenue A Pipe Replacement	272	-	-	-	-	-	-	272	-
169	DMMD 208th to 212th Pipe Project	603	-	-	-	-	-	-	603	-
171	8th Ave (264th to 265th)	270	-	-	-	-	-	-	-	270
173	KDM/16th Ave B Pipe Replacement	880	-	-	-	-	-	-	-	880
	Total Surface Water Mgmt	10,694	686	2,137	490	1,543	1,468	1,429	1,512	1,429
TOTAL CITY WIDE		85,494	16,392	15,382	3,690	6,550	11,337	3,473	15,652	13,018

CITY OF DES MOINES
CIP REVENUE SOURCE SUMMARY: 2017-2022

(Amounts in Thousands)

Page #	Project Name	Total Budget	Project to Date 12/31/15	Sched Year 2016	Plan Year 2017	Plan Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022
GENERAL FUND										
17	N. Lot Fishing Pier Paid Parking	125	-	125	-	-	-	-	-	-
	Total General Fund	125	-	125	-	-	-	-	-	-
COMPUTER REPLACEMENT FUND										
51	Financial System Replacement	192	-	71	121	-	-	-	-	-
	Total Computer Replacement Fund	192	-	71	121	-	-	-	-	-
REDONDO ZONE										
21	Redondo Paid Parking	-	-	-	-	-	-	-	-	-
125	Redondo Area Street Improvements	70	-	-	-	-	-	70	-	-
	Total Redondo Zone Parking	70	-	-	-	-	-	70	-	-
AUTOMATED SPEED ENFORCE (ASE)										
93	Midway SRTS 24th Ave Sidewalk	268	207	-	61	-	-	-	-	-
103	South 268th Street Sidewalk	38	-	38	-	-	-	-	-	-
87	Sidewalk Program	140	-	20	20	20	20	20	20	20
85	Arterial Traffic Calming	75	-	15	15	-	-	15	15	15
115	S 200th St Safe Routes to School	75	-	-	25	50	-	-	-	-
113	S 223rd Walkway Improvements	30	-	-	-	30	-	-	-	-
	Total ASE	626	207	73	121	100	20	35	35	35
TRANSPORTATION BENEFIT DISTRICT										
83	Arterial Street Pavement Preservation	2,500	-	280	440	440	440	440	440	20
103	South 268th Street Sidewalk	50	-	50	-	-	-	-	-	-
	Total Transportation Benefit District	2,550	-	330	440	440	440	440	440	20
REET 1st QTR %										
99	Barnes Creek Trail	644	39	248	50	204	103	-	-	-
101	Redondo Board Walk Replacement	500	30	470	-	-	-	-	-	-
59	Field House Tennis Court	25	-	25	-	-	-	-	-	-
53	BP Picnic Shelter/Restrooms	41	-	171	(54)	(54)	(22)	-	-	-
21	Redondo Paid Parking	200	-	-	200	-	-	-	-	-
27	Beach Park Fiber Optic Cable	60	-	-	60	-	-	-	-	-
77	North Bulkhead	1,100	-	-	-	-	150	300	300	350
43	City Hall Generator	365	-	-	-	-	-	-	24	341
45	Police Dept Storage Building	445	-	-	-	-	-	-	-	445
49	City Hall Parking Lot	260	-	-	-	-	-	-	-	260
	Total REET 1st Qtr %	3,640	69	914	256	150	231	300	324	1,396
REET - 2nd QTR %										
55	Parkside Playground	10	8	2	-	-	-	-	-	-
57	Parkside Soil Remediation	1	-	1	-	-	-	-	-	-
17	N. Lot Fishing Pier Paid Parking	275	-	275	-	-	-	-	-	-
103	South 268th Street Sidewalk	94	-	94	-	-	-	-	-	-
89	Guardrail Program	100	-	25	-	25	-	25	-	25
61	Field House Skate Park	155	-	-	155	-	-	-	-	-
73	Redondo Floats	40	-	-	-	-	40	-	-	-
75	Redondo Fishing Pier Replace Decking	67	-	-	-	-	67	-	-	-
65	Wootton Park	234	-	-	-	-	-	234	-	-
67	Kiddy Park Play Equipment	210	-	-	-	-	-	-	210	-
69	Westwood Play Equipment	68	-	-	-	-	-	-	-	68
71	SJU Irrig and Landscape	145	-	-	-	-	-	-	-	145
81	Redondo Restroom & Plaza	200	-	-	-	-	-	-	-	200
79	N Pier Restrooms	250	-	-	-	-	-	-	-	250
	Total REET 2nd Qtr %	1,849	8	397	155	25	107	259	210	688

**CITY OF DES MOINES
CIP REVENUE SOURCE SUMMARY: 2017-2022**

(Amounts in Thousands)

<i>Page #</i>	<i>Project Name</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Sched Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
KING COUNTY PARK LEVY										
99	Barnes Creek Trail	288	288	-	-	-	-	-	-	-
53	BP Picnic Shelter/Restrooms	289	107	52	54	54	22	-	-	-
	<i>Repay REET temp used for BP Picnic/Restroom</i>				(54)	(54)	(22)			
	Total King County Park Levy	577	395	52	-	-	-	-	-	-
PARK IN LIEU - Use as match after funds accumulate										
	Total Park in Lieu	-	-	-	-	-	-	-	-	-
ONE TIME REVENUE										
	Total One Time Revenue	-	-	-	-	-	-	-	-	-
TRAFFIC IN LIEU										
95	24th Ave South Improvement	4,166	4,166	-	-	-	-	-	-	-
109	16th Ave - Seg 5A	129	129	-	-	-	-	-	-	-
97	Gateway - S 216th Segment 1A	850	259	591	-	-	-	-	-	-
107	Adrianna Sidewalk Vacation Placeholder	106	106	-	-	-	-	-	-	-
111	Downtown Alley Improvement	330	-	-	70	260	-	-	-	-
123	South 236th Lane	1,091	-	-	517	-	574	-	-	-
117	Marine View Dr Roundabout	783	-	-	-	343	440	-	-	-
119	South 216th - Segment 3	1,300	-	-	-	-	1,300	-	-	-
129	South 240th Street Improve - Seg 2	2,900	-	-	-	-	-	235	2,665	-
131	Kent-Des Moines Rd - Seg 2	20	-	-	-	-	-	-	20	-
	Total Traffic in Lieu	11,675	4,660	591	587	603	2,314	235	2,685	-
TRANSPORTATION CIP										
91	SW Bridge Seismic Retrofit	528	528	-	-	-	-	-	-	-
99	Barnes Creek Trail	69	69	-	-	-	-	-	-	-
109	16th Ave - Seg 5A	-	-	-	-	-	-	-	-	-
97	Gateway - S 216th Segment 1A	894	688	206	-	-	-	-	-	-
105	S 224th St Improvements	615	606	9	-	-	-	-	-	-
	Total Transportation CIP Fund	2,288	1,891	397	-	-	-	-	-	-
TRAFFIC IMPACT CITY WIDE										
95	24th Ave South Improvement	181	181	-	-	-	-	-	-	-
97	Gateway - S 216th Segment 1A	366	50	316	-	-	-	-	-	-
93	Midway SRTS 24th Ave Sidewalk	127	-	-	127	-	-	-	-	-
119	South 216th - Segment 3	420	-	-	24	75	321	-	-	-
117	Marine View Dr Roundabout	160	-	-	160	-	-	-	-	-
99	Barnes Creek Trail	200	-	-	-	100	100	-	-	-
123	South 236th Lane	1,100	-	-	-	-	1,100	-	-	-
121	SeaTac Signal Improvements	350	-	-	-	-	150	200	-	-
131	Kent-Des Moines Rd - Seg 2	330	-	-	-	-	-	-	330	-
	Total Traffic Impact City Wide	3,234	231	316	311	175	1,671	200	330	-

**CITY OF DES MOINES
CIP REVENUE SOURCE SUMMARY: 2017-2022**

(Amounts in Thousands)

Page #	Project Name	Total Budget	Project to Date 12/31/15	Sched Year 2016	Plan Year 2017	Plan Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022
MARINA REVENUES										
51	Financial System Replacement	30	-	15	15	-	-	-	-	-
137	Marina Gate Security	40	-	40	-	-	-	-	-	-
143	Marina Dock Replacement	1,200	-	116	125	125	125	125	125	459
135	Dock Electrical Replacements	360	-	60	60	-	60	60	60	60
133	Marina Boat Building	300	-	300	-	-	-	-	-	-
139	Marina Fiber Optic Cable	150	-	-	150	-	-	-	-	-
141	Fuel Dispenser	60	-	-	-	60	-	-	-	-
	Total Marina Revenues	2,140	-	531	350	185	185	185	185	519
SURFACE WATER UTILITY										
147	Lower Massey Creek Channel Modification	1,512	335	1,177	-	-	-	-	-	-
145	Barnes Crk/Kent-Des Moines Rd Culvert	1,878	304	241	178	1,155	-	-	-	-
149	S. 251st Street Storm Outfall	370	-	370	-	-	-	-	-	-
51	Financial System Replacement	30	-	15	15	-	-	-	-	-
153	Pipe Replacement Program	1,640	-	-	49	328	328	328	328	279
151	24th Ave Pipeline Replacement/Upgrade	263	-	-	263	-	-	-	-	-
155	1st Ave Pond Expansion	150	-	-	-	30	120	-	-	-
157	5th Ave/212th Street Pipe Upgrade	815	-	-	-	-	815	-	-	-
159	N. Fork McSorley Ck Diversion	432	-	-	-	-	-	432	-	-
161	6th Ave/239th Pipe Replacement	191	-	-	-	-	-	191	-	-
163	14th Ave (268th to 272nd) Pipe Upgrade	478	-	-	-	-	-	478	-	-
165	216th Pl./ Marine View Dr. Pipe Upgrade	309	-	-	-	-	-	-	309	-
167	KDM /16th Avenue A Pipe Replacement	272	-	-	-	-	-	-	272	-
169	DMMD 208th to 212th Pipe Project	603	-	-	-	-	-	-	603	-
171	8th Ave (264th to 265th)	270	-	-	-	-	-	-	-	270
173	KDM/16th Ave B Pipe Replacement	880	-	-	-	-	-	-	-	880
	Total Surface Water Utility	10,093	639	1,803	505	1,513	1,263	1,429	1,512	1,429
FACILITY MAJOR MAINT/REPAIR										
25	Council Chambers Lighting	25	-	25	-	-	-	-	-	-
23	Field House Roof	120	-	120	-	-	-	-	-	-
29	LED Exterior Lighting	34	-	-	34	-	-	-	-	-
31	Founders' Lodge Exterior Paint	90	-	-	-	90	-	-	-	-
35	City Hall Canopy Repairs	55	-	-	-	-	55	-	-	-
33	Engineer Bldg Windows	25	-	-	-	-	25	-	-	-
37	Activity Center Exterior Paint	30	-	-	-	-	-	30	-	-
39	PW Service Center Interior Painting	60	-	-	-	-	-	-	60	-
41	Field House Interior Paint	35	-	-	-	-	-	-	35	-
47	Activity Center Irrigation/Landscape	65	-	-	-	-	-	-	-	65
	Total Facility Major Maint/Repair	539	-	145	34	90	80	30	95	65

**CITY OF DES MOINES
CIP REVENUE SOURCE SUMMARY: 2017-2022**

(Amounts in Thousands)

Page #	Project Name	Total Budget	Project to Date 12/31/15	Sched Year 2016	Plan Year 2017	Plan Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022
LOCAL GRANTS										
99	Barnes Creek Trail	44	44	-	-	-	-	-	-	-
97	Gateway - S 216th Segment 1A	30	7	23	-	-	-	-	-	-
53	Parkside Playground	36	11	25	-	-	-	-	-	-
147	Lower Massey Creek Channel Modification	396	-	396	-	-	-	-	-	-
63	DMBP Sun Home Lodge Rehab	45	-	-	-	45	-	-	-	-
155	1st Ave Pond Expansion	235	-	-	-	30	205	-	-	-
127	South 240th Street Improve - Seg 1	3,380	-	-	-	-	-	365	3,015	-
131	Kent-Des Moines Rd - Seg 2	3,600	-	-	-	-	-	-	635	2,965
	Total Local Grants	7,766	62	444	-	75	205	365	3,650	2,965
STATE GRANTS (Includes: TIB, RCO, CTED, etc.)										
101	Redondo Board Walk Replacement	1,808	143	1,665	-	-	-	-	-	-
97	Gateway - S 216th Segment 1A	3,692	-	3,692	-	-	-	-	-	-
53	BP Picnic Shelter/Restrooms	293	-	293	-	-	-	-	-	-
57	Parkside Soil Remediation	120	-	120	-	-	-	-	-	-
119	South 216th - Segment 3	3,009	-	-	135	426	2,448	-	-	-
115	S 200th St Safe Routes to School	645	-	-	50	595	-	-	-	-
113	S 223rd Walkway Improvements	161	-	-	15	146	-	-	-	-
117	Marine View Dr Roundabout	1,129	-	-	-	469	660	-	-	-
63	DMBP Sun Home Lodge Rehab	572	-	-	-	-	572	-	-	-
73	Redondo Floats	70	-	-	-	-	70	-	-	-
75	Redondo Fishing Pier Replace Decking	158	-	-	-	-	158	-	-	-
129	South 240th Street Improve - Seg 2	1,750	-	-	-	-	-	200	1,550	-
127	South 240th Street Improve - Seg 1	2,670	-	-	-	-	-	370	2,300	-
71	SJU Irrig and Landscape	60	-	-	-	-	-	-	-	60
81	Redondo Restroom & Plaza	200	-	-	-	-	-	-	-	200
131	Kent-Des Moines Rd - Seg 2	3,000	-	-	-	-	-	-	-	3,000
165	North Bulkhead	1,000	-	-	-	-	-	-	-	1,000
	Total State Grants	20,337	143	5,770	200	1,636	3,908	570	3,850	4,260
FEDERAL GRANTS (Includes: STP, FMSIB, etc.)										
95	24th Ave South Improvement	3,000	3,000	-	-	-	-	-	-	-
97	Gateway - S 216th Segment 1A	613	488	125	-	-	-	-	-	-
99	Barnes Creek Trail	3,624	274	102	-	1,949	1,299	-	-	-
101	Redondo Board Walk Replacement	2,387	285	2,102	-	-	-	-	-	-
91	SW Bridge Seismic Retrofit	3,884	3,839	45	-	-	-	-	-	-
55	Parkside Playground	395	-	395	-	-	-	-	-	-
103	South 268th Street Sidewalk	431	-	431	-	-	-	-	-	-
119	South 216th - Segment 3	921	-	-	-	-	921	-	-	-
	Total Federal Grants	15,255	7,886	3,200	-	1,949	2,220	-	-	-
PRIVATE CONTRIBUTIONS										
95	24th Ave South Improvement	823	823	-	-	-	-	-	-	-
97	Gateway - S 216th Segment 1A	115	-	115	-	-	-	-	-	-
103	South 268th Street Sidewalk	85	-	85	-	-	-	-	-	-
19	I-5 Signage	60	-	-	60	-	-	-	-	-
111	Downtown Alley Improvement	100	-	-	-	100	-	-	-	-
129	South 240th Street Improve - Seg 2	200	-	-	-	-	-	200	-	-
127	South 240th Street Improve - Seg 1	250	-	-	-	-	-	-	250	-
131	Kent-Des Moines Rd - Seg 2	250	-	-	-	-	-	-	-	250
	Total Private Contributions	1,883	823	200	60	100	-	200	250	250
DEBT PROCEEDS										
97	Gateway - S 216th Segment 1A	325	325	-	-	-	-	-	-	-
95	24th Ave South Improvement	330	330	-	-	-	-	-	-	-
	Total Debt Proceeds	655	655	-	-	-	-	-	-	-
TOTAL REVENUE SOURCES		85,494	17,669	15,359	3,140	7,041	12,644	4,318	13,566	11,627

2016 REET Analysis			REET FORECAST														
			2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2028	2029	2030
301	(All Purpose)		Trails, Bulkheads, Facility & Buildings														
REET 1	Beginning Balance	486,180															
Add:	REVENUE (Budget)	492,260	400,000	350,000	300,000	300,000	300,000	300,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000
Add:	Reimb Dining Hall (Prk Levy)		54,000	54,000	22,000												
Use:	X-fer 2008 GO City Hall	(128,974)	(129,200)	-	-	-	-	-	-	-	-						
301.057.310	Tennis Court Resurface	(25,000)															
301.061.310	BP Shelter/Restrooms	(171,145)															
301.615.319	Redondo Boardwalk	(470,300)															
301.345.319	Barnes Creek	(248,100)	(50,000)	(204,216)	(102,810)				(100,000)	(150,000)	(150,000)		(100,000)				
	N Lot Bulkhead (\$1.1m)				(150,000)	(300,000)	(300,000)	(350,000)									
	Redondo Paid Parking		(200,000)														
	BP Fiber Optics		(60,000)														
	City Hall Generator							(365,000)									
	Police Dept Storage Bldg							(445,000)									
	City Hall Parking Lot							(260,000)									
	Other Facilities per 506 Assessment Plan?																
Annual Activity			14,800	199,784	69,190	-	-	(1,120,000)	150,000	100,000	100,000	250,000	150,000	250,000	250,000	250,000	250,000
Ending Balance		(65,079)	(50,279)	149,505	218,695	218,695	218,695	(901,305)	(751,305)	(651,305)	(551,305)	(301,305)	(151,305)	98,695	348,695	598,695	848,695
Minimum Reserve \$200,000 Facility Emerg Project																	
			If we get TIF then we can do a Park. If not then Debt Service and no park that year.														
302	(Limited Use)		2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2028	2029	2030
REET 2	Beginning Balance	276,650															
Add:	REVENUE (Budget)	492,260	400,000	350,000	300,000	300,000	300,000	300,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000
	X-fer Debt Admin	(11,940)	(12,000)	(12,000)	(12,000)	(12,000)	(12,000)	(12,000)	(12,000)	(12,000)	(12,000)	(12,000)	(12,000)	(11,000)	(11,000)		
	X-fer 2008 GO Transp	(194,300)	(194,300)	(194,625)	(20,000)	(20,000)	(20,000)	(20,000)	(20,000)	(190,950)	(194,244)	(192,075)	(189,675)	(191,920)	(193,695)	-	-
	X-fer PWTF Pac Hwy	(24,680)	(24,680)	(24,681)						(24,091)	(23,973)	(23,855)	(23,736)	-	-	-	-
	X-fer PWTF Gateway	(33,935)	(33,933)	(33,775)						(32,819)	(32,659)	(32,500)	(32,340)	(32,181)	(32,022)	-	-
302.062.310	Parkside Park	2,000															
302.065.310	Parkside Park - Soil	1,200															
302.304.310	N Lot Paid Parking	(275,000)															
302.614.319	S 268th Sidewalk	(94,000)															
	Sidewalks																
302.305.310	Guardrails	(25,000)		(25,000)		(25,000)		(25,000)									
20 Yrs Old	Fieldhouse Skate Park		(155,000)														
0 Yrs Old	SJU Irrig & Landscape - Add New				(145,000)												
	Redondo Floats (+Grant)				(40,000)												
	Redondo Fishing Pier Deck (+Grant)				(67,000)												
25 Yrs Old	Wooton Park					(234,000)											
29 Yrs Old	Kiddy Park Play Equip						(210,000)										
17 Yrs Old	Westwood Play Equip							(68,000)									
	N Lot/Fish Pier Restrooms							(250,000)									
	Redondo Restroom/Plaza - Remove?							(200,000)									
20 Yrs Old	Fieldhouse Playground (not boat)															(250,000)	
18 Yrs Old	Water Tower Park Playground																(250,000)
11 Yrs Old	Midway Park Playground																(250,000)
8 Yrs Old	Fieldhouse Playground (Boat)																(250,000)
0 Yrs Old	Beach Park - Add New																(250,000)
0 Yrs Old	SJU Park - Add New																(250,000)
	Cecil Powel Neighborhood Park																(250,000)
	Road Overlays																(200,000)
Annual Activity			(19,913)	59,919	16,000	9,000	58,000	(275,000)	218,000	(9,860)	(12,876)	(10,430)	(7,751)	14,899	13,283	-	(1,450,000)
Ending Balance		138,255	118,342	178,261	194,261	203,261	261,261	(13,739)	204,261	194,401	181,525	171,095	163,344	178,243	191,526	191,526	(1,258,474)
Minimum Reserve \$250,000																	

Public Disclosure and PD Admin Update

Detectives:

- Currently Detectives are carrying 156 open case
- Each Detective carries an average of 30 cases – one Detective has 46 cases.

IBIS (The Integrated Ballistics Identification System)

- 14-22 cases currently being handled by MSGT Mohr - Detective SGT

AFIS (The Automated Fingerprint Identification System)

Anytime finger prints are collected they are sent to the lab.

Catherine does:

- lab entries
- Transports evidence to and from the lab
- Assigns the reports to officers or detectives once they return from the lab for further investigation.

Records Division:

All records have been pulled from Iron Mountain

- First pull occurred on October 2013
- Records dating back to 1965
- Last records pull happened on March 24, 2016
- WSP Access penalized DMPD for having sensitive records at Iron Mountain.
- Major function for Records
 - IBR (Incident Based Reporting)
 - Spillman
 - Transcriptions

Public Disclosure Update:

- In January we completed 112 PDR requests (a 20% increase from 2015)
- February we complete 131 PDR requests (a 10% increase from 2015)
- We have also received a number of complex, and high risk requests requiring more careful scrutiny and research prior to response.
- We currently have an inmate request for the inventory of all Department owned firearms.

Community Service Officers

Currently working on prioritizing Code Enforcement functions and Community Outreach responsibilities as they relate to crime prevention. Some duties will continue, some will be revised, and some will be frozen.



Overview

The Draft Sound Transit 3 package that Chair Constantine is proposing would be funded through new regional taxes that the Washington State Legislature and Governor authorized Sound Transit to propose to regional voters. The new funding sources for ST3 include increased sales, car tab and property taxes. Other funding will come from federal grants, bonds, existing taxes, fares and other sources.

Approximately 80 percent of the \$50.1 billion, 25-year package would fund capital investments across the region, while 13 percent would fund operating and maintaining the expanded system and 7 percent would primarily fund paying off bonds.

Proposed funding	
Dollars In Billions YOY	2017 - 2041
Sales Tax	16.8
MVET	6.9
Property Tax	3.9
Total Taxes	27.6
Other Sources*	22.5
Total Est. Sources of Funds**	50.1

* Grants, bonds, fares, existing taxes & misc. revenue.
 ** Figures assume full use of legislatively authorized funding authority and are based on current forecasts. Figures will be updated through the process of developing the final ST3 plan.

Questions and Answers

Q: Last year I heard a potential ST3 cost figure of \$15 billion. How can the region consider a ballot measure larger than that?

A: People frequently talked about "\$15 billion" during the 2015 legislative session since this is the amount of new revenue the tax authority the region was granted could generate within the first 15 years. However, a 15-year package was an arbitrary assumption, and the Sound Transit Board has responded to overwhelming need and strong public support for broader mass transit investments by proposing a 25-year plan. Another significant factor is that other funding sources in addition to new taxes will fund ST3, including bonds, federal grants, existing taxes, fares and other sources.

Q: What's the additional ST3 tax burden that could be seen by the average resident?

A: Under collection of the full authorized revenues the estimated cost to a typical adult living in the Sound Transit District would be approximately \$200 more annually, or about \$17 more per month. For a typical household, the annual amount is \$390, or \$33 per month. The 25-year period for delivering investments increases the amount of revenues collected over time but not the annual or monthly per-person costs.

Q: What equity provisions are part of the ST3 funding structure?

A: The Sound Transit 3 Draft Plan will continue the agency's subarea equity framework. Under that framework, the revenues raised in each of the five geographic subareas focus on projects

and services deemed by the Board to represent that area's highest priorities and an equitable regional allocation of costs and benefits. By June 2016 the Sound Transit Board will publish a financial plan that documents allocation of system plan costs and key financial assumptions.

Q: What are the proposed new tax sources?

A: With existing regional taxes committed to completing and operating regional transit projects that voters approved in 1996 and 2008, the majority of ST3 tax revenues would come from new taxes:

- **Sales tax** of 0.5 percent (\$.50 on a \$100 purchase) in addition to the 0.9 percent currently collected.
- **Motor vehicle excise tax (MVET)** of 0.8 percent of vehicle value (\$80 annually on a \$10,000 vehicle) in addition to the 0.3 percent MVET Sound Transit is collecting through 2028.
- **Property tax** of 25 cents for each \$1,000 of assessed valuation (\$75 annually for a \$300,000 house). A property tax was identified as a new way to establish a more progressive revenue source for regional transit investments that reduces reliance on the sales tax.

Q: What other sources would fund ST3?

A: In addition to new revenues, the other primary funding sources supporting ST3 would include:

- **Federal funds:** Initial ST3 planning estimates currently assume various federal sources including competitive grants that would fund about 11 percent of capital investments.
- **Bonds:** Similar to financing for the majority of infrastructure around the country, Sound Transit would sell bonds, generating funds to complete projects much sooner. Bonding will cover between 20 percent and 50 percent of the plan's investments. This roughly 1-to-2 ratio compares to buying a house with at least a 50 percent down payment and funding the rest through borrowing.
- **Existing taxes:** Current voter-approved taxes are allocated to completing current projects over in the coming years, paying off bonds and operating the current and expanded system. As projects are completed revenue from existing sales and MVET taxes will become available for future voter-approved expansions.
- **Fares:** Funds raised from pass and ticket sales will cover up to an estimated 40 percent of light rail operations costs and 20 percent of bus operations costs.

Q: How long would the taxes extend?

A: As with virtually all major infrastructure projects, construction would be paid for in part using long-term bonds issued over the course of the project delivery period. Approximately 25 or 35 years after completion of the package, the retirement of those bonds would enable the agency to begin scaling back tax collections to the level needed to support ongoing operations and maintenance of the expanded system.

PROPOSED DRAFT: 3/24/2016

SOUND TRANSIT 3: DRAFT SYSTEM PLAN PROJECT LIST

In August 2015, following extensive public input, the Sound Transit Board identified projects to be studied as candidates for inclusion in the ST3 system plan. On December 4, 2015, Sound Transit presented the results of those studies, which document estimates of ridership and cost, as well as evaluations of other factors for each project. The Board will draw on these studies as it narrows in on a draft ST3 system plan. The following is a listing of representative projects that have been identified for the Draft ST3 System Plan.

PROJECT NAME	MODE	DESCRIPTION
LIGHT RAIL TRANSIT PROJECTS		
Redmond Technology Center Station to SE Redmond to Downtown Redmond (East Link)	Light Rail	This project would extend East Link to Downtown Redmond, as described in ST Board Resolution R2013-09 and the FTA and FHWA Record of Decision. The project would include two new stations.
Kent/Des Moines to Federal Way Transit Center	Light Rail	This project would extend light rail from Kent/Des Moines to the Federal Way Transit Center via I-5. The portion of this project from Kent/Des Moines to S 272 nd is part of the ST2 program; however, due to reduced agency revenues experienced during the recent recession, implementation was deferred. This project would include two new stations.
Ballard to Downtown (including second subway tunnel through Downtown Seattle)	Light Rail	This project would build light rail from Downtown Seattle to Ballard's Market Street area. It would include elevated and at-grade light rail on 15th Avenue NW and Elliott Avenue West and a rail-only movable bridge over Salmon Bay. It includes a new rail-only tunnel through the Uptown neighborhood and Downtown Seattle. This project would include nine new stations.
Federal Way Transit Center to Tacoma Dome	Light Rail	This project would extend light rail from Federal Way Transit Center to Tacoma via I-5 with four new stations including one serving the Tacoma Dome.
Downtown Seattle to West Seattle	Light Rail	This project would provide a light rail connection from Downtown Seattle to the vicinity of West Seattle's Alaska Junction neighborhood including an alignment primarily on an elevated guideway, and a new rail-only fixed span crossing of the Duwamish River. This project would include five new stations including a transfer connection at SODO.
Lynnwood to Everett	Light Rail	This project would provide an elevated and at-grade light rail extension from the Lynnwood Transit Center to Everett Station via the Southwest Everett Industrial Center and Evergreen Way. This project would include six new stations including one serving Everett Station. The project would also include two provisional stations, SR 99 and Northern Evergreen. Funding not currently included in the Draft System Plan would have to be identified in order for these stations to be built.
Bellevue to Issaquah	Light Rail	This project would build light rail from Bellevue to Issaquah via Eastgate. This project would include three new stations and a provisional station in the Lakemont area. This provisional station would require identification of additional funding not currently included in the Draft System Plan in order to be built.
Infill Light Rail Station: Graham Street	Light Rail	This project would provide a new infill station on the Central Link light rail line in the vicinity of Graham Street.
Infill Light Rail station: Boeing Access Road	Light Rail	This project would provide a new infill station on the Central Link light rail line in the vicinity of Boeing Access Road and I-5.
Infill Light Rail Station: 130 th (Provisional)	Light Rail	This project would be included as a provisional elevated station at I-5 and NE 130th Street along the Lynnwood Link Extension corridor. The station was identified by the Sound Transit Board as a potential future station during the selection of the route, profile, and stations for the Lynnwood Link Extension. This project would require identification of additional funding not currently included in the Draft System Plan in order to be built.
Tacoma Link Extension to Tacoma Community College	Light Rail	This project would extend Tacoma Link from Downtown Tacoma to Tacoma Community College with six new stations.
BUS RAPID TRANSIT & BUS PROJECTS		
I-405 Bus Rapid Transit	Bus Rapid Transit	This project would establish BRT from Lynnwood Transit Center to the Burien Transit Center via I-405 and SR 518. The project would rely on the I-405 express toll system where available, and BAT lanes on SR 518 from Tukwila to Burien. Project elements include parking, station access improvements, and ten stations, including a new transit center in South Renton and a new station at NE 85 th St. with BAT lanes extending toward Downtown Kirkland.
145th and SR 522 Bus Rapid Transit	Bus Rapid Transit	This project would design and implement BRT on NE 145th Street between the Link station at I-5 and SR 522 with transit priority spot treatments used to facilitate BRT movement through corridor bottlenecks. The project would design and implement the completion of Business Access Transit (BAT) lanes along SR 522 from the intersection of NE 145 th and SR 522 to the vicinity of UW Bothell. This project would include ten stations. Service would also extend to Woodinville.
King County Metro Rapid Ride C and D Capital Improvements	Bus Rapid Transit	This project would design and implement transit priority improvements along King County Metro's Rapid Ride C and D lines that provide BRT service to Ballard and West Seattle as an early deliverable to provide improved speed and reliability, in advance of light rail starting operations to these areas.
ST Express Service	Express Bus	This project would fund capital and operating improvements for ST Express regional bus service supporting the high-capacity transit extensions that are selected for the Sound Transit 3 measure.
Proposed Bus on Shoulder Program: Opportunities along I-5, I-405, SR 518, and SR 167	Bus	This program proposes to enable buses to use shoulders on freeway and state route facilities during periods of congestion in general traffic and/or HOV lanes. This program will require coordination and further study with transit partners, WSDOT, and Federal Highway Administration in order to determine locations that may be feasible for this program.
Capital Enhancements to Improve Bus Speed and Reliability between East Pierce County cities and Sumner Sounder Station	Bus	This project would provide capital improvements to facilitate the efficient flow of new and expanded bus connections to Sumner Station.
Bus Capital Enhancements for Speed, Reliability and Convenience along Pacific Avenue (Tacoma)	Bus	This project would provide a capital contribution to Pierce Transit for bus capital enhancements for speed, reliability, and convenience along Pacific Avenue in Tacoma.

PROJECT NAME	MODE	DESCRIPTION
SOUNDER COMMUTER RAIL PROJECTS		
South Sounder Capital Improvements Program	Commuter Rail	This project would establish a program of capital elements that would be used to meet growing demand for South Sounder. Access elements could include improvements for pedestrians, bicyclists, buses, private vehicles, prioritized per Sound Transit's Access Policy. Additional program elements could include platform extensions, track and signal upgrades, and other related infrastructure to facilitate additional capacity.
Sounder Expansion to DuPont	Commuter Rail	This project would extend Sounder commuter rail service from Lakewood to Tillicum and DuPont with two new stations.
North Sounder Parking	Commuter Rail	This project would provide an early deliverable within the ST3 System Plan by providing additional parking at Mukilteo and Edmonds Sounder Stations.
HCT STUDIES, POLICIES & PROGRAMS		
Future System Planning (ST4)	Policies and Programs	This project would include funds for planning efforts supporting a potential future Sound Transit 4 ballot measure that continues progress toward implementing Sound Transit's Long-Range Plan.
HCT Study: Light Rail Extending from West Seattle to Burien and extending to the Light Rail Spine	Light Rail	This study would examine a light rail extension from West Seattle to Burien, including the connection from Burien to the light rail spine. The study would be completed in coordination with local transit partners to examine a variety of options for service provision and to maximize opportunities for regional integration.
HCT Study: Northern Lake Washington	Light Rail	This study would examine options for expanding light rail transit connections across northern Lake Washington that may be needed when ridership demand exceeds available capacity. This study would examine alternatives including and parallel to SR 522 and SR 520, as well as connections from Ballard to Kirkland, Sand Point to Kirkland, and Redmond and/or Bellevue. This study would also examine connections to the University of Washington. This study can consider potential upgrades in existing service and/or improved connections. It should be completed in coordination with local transit partners to examine a variety of options for service provision and to maximize opportunities for regional integration.
HCT Study: Commuter Rail to Orting	Commuter Rail	This study would examine a future extension of a commuter rail connection from Orting to the existing South Sounder System.
HCT Study: Connections from Everett to North Everett	Light Rail	This study would examine a future extension of light rail from Everett to North Everett.
HCT Environmental Study: Bothell to Bellevue via Kirkland	HCT	This study would complete an environmental study to examine HCT options from Bothell to Bellevue via Kirkland.
Improved Passenger Amenities at Stations and Stops	HCT	This program would provide improved passenger amenities at stations and stops, including access improvements for bikes/pedestrian improvements, real time information expansion at stations/stops, Expand use of ORCA and/or Mobile Pay options; Access for drop-off and pick-up capacity at stations, transit services, car share services, and private vehicles.
System Access Program (Pedestrian and bicycle access, bicycle parking, transit)	Policies and Programs	This program would fund access improvements for Sound Transit stations and facilities including non-motorized access, bicycle parking and facilities, bus transit access and expanded drop-off/pick-up as needed. This program includes a mode of access data collection program and station area access studies. Funds would be prioritized per Sound Transit's System Access Policy. This program would provide funding in addition to the non-motorized access funds included for individual projects.
Innovation and Technology Program	Policies and Programs	This program would fund research, analysis, and implementation of innovative best practices, partnerships, and technologies to increase ridership, improve service, and enhance efficiency of regional mobility outside of new investments in large capital projects.
Transit-Oriented Development Planning Program	Policies and Programs	This program would fund TOD analysis and support beyond the planning phase of transit capital project development in anticipation of sale, lease, or transfer of surplus properties or air rights to third parties. All analysis and property disposition would be conducted in accordance in with applicable board policy including TOD Policy (Resolution No. R2012-24). This program would provide funding in addition in the ST3 funds assumed for Regional Equitable TOD fund.

SOUND TRANSIT 3

ST3 DRAFT PLAN PROJECT PHASING

Projects	Current/Funded Projects	Scheduled Completion
University Link Extension		2016
Angle Lake Link Extension		2016
Northgate Link Extension		2021
East Link Extension		2023
Lynnwood Link Extension		2023
LRT extension to Kent/Des Moines		2023
Tacoma Link Extension		2022*
* Partnership project to be baselined in Q2 2017		
ST3 Draft Plan: Early ST3 Deliverables		
Early Deliverables to improve bus speed and reliability:		2019-2024
- Bus on Shoulder Opportunities: I-5, I-405, SR 518, SR 167 - Capital improvements for RapidRide C and D Routes - Bus capital Improvements for Pacific Ave. (Tacoma) - Bus capital improvements in East Pierce County		
Early Deliverables to improve system access:		
- Parking on SR 522 in Kenmore, Forest Park, and Bothell - I-405: Parking at Kingsgate and new transit center in South Renton with parking - Parking for North and South Sounder - Passenger amenities, including pedestrian and bicycle improvements		
ST3 Draft Plan: ST Express		
Approximately 600K annual ST Express hours to continue providing interim express bus service in future HCT corridors		Ongoing
ST3 Draft Plan: Bus Rapid Transit		
I-405 BRT: Lynnwood to Burien		2024
SR 522 & 145th St. BRT:		2024
UW Bothell to 145th Light Rail Station Includes service from Woodinville		
ST3 Draft Plan: Link Light Rail		
Redmond Technology Center to Downtown LRT		2028
Kent/Des Moines to Federal Way LRT		2028
Federal Way to Tacoma Dome LRT		2033
West Seattle to Downtown Seattle LRT		2033
Lynnwood to 128 th St. SW (Mariner) LRT		2036
Infill Light Rail Station: Graham Street		2036
Infill Light Rail Station: Boeing Access Road.		2036
Ballard to Downtown Seattle LRT (with new downtown rail tunnel)		2038
Tacoma Link Extension to Tacoma Community College		2041
128 th St. SW (Mariner) to Everett LRT via Southwest Everett Industrial Center and Evergreen Way		2041
Bellevue to Issaquah LRT		2041
ST3 Draft Plan: Sounder Commuter Rail		
Lakewood to DuPont Sounder		2036
South Sounder Capital Improvements Program: Program to fund capital items as such as track improvements, platform extensions, and access projects to meet growing demand		2024-2036

ST3 Draft Plan: Environmental/Future Investment Studies	
High-Capacity Transit Environmental Study: Bothell to Bellevue via Kirkland	
High-Capacity Transit Study: Northern Lake Washington	
High-Capacity Transit Study: Light Rail extending from West Seattle to Burien, and connecting to Light Rail Spine	
High-Capacity Transit Study: Connections from Everett to North Everett	
High-Capacity Transit Study: Commuter Rail to Orting	

6.2.2016 PS&T Agenda Item #4

2016 REET Analysis			REET FORECAST														
			2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2028	2029	2030
301	(All Purpose)		Trails, Bulkheads, Facility & Buildings														
REET 1	Beginning Balance	486,180															
Add:	REVENUE (Budget)	492,260	400,000	350,000	300,000	300,000	300,000	300,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000
Add:	Reimb Dining Hall (Prk Levy)		54,000	54,000	22,000												
Use:	X-fer 2008 GO City Hall	(128,974)	(129,200)	-	-	-	-	-	-	-	-						
301.057.310	Tennis Court Resurface	-	(25,000)														
301.061.310	BP Shelter/Restrooms	(171,145)															
301.615.319	Redondo Boardwalk	(470,300)															
301.345.319	Barnes Creek	(248,100)	(50,000)	(204,216)	(102,810)				(100,000)	(150,000)	(150,000)		(100,000)				
	N Lot Bulkhead (\$1.1m)				(150,000)	(300,000)	(300,000)	(350,000)									
	Redondo Paid Parking		(200,000)														
	BP Fiber Optics		(60,000)														
	City Hall Generator							(365,000)									
	Police Dept Storage Bldg							(445,000)									
	City Hall Parking Lot							(260,000)									
	Other Facilities per 506 Assessment Plan?																
Annual Activity			(10,200)	199,784	69,190	-	-	(1,120,000)	150,000	100,000	100,000	250,000	150,000	250,000	250,000	250,000	250,000
Ending Balance		(40,079)	(50,279)	149,505	218,695	218,695	218,695	(901,305)	(751,305)	(651,305)	(551,305)	(301,305)	(151,305)	98,695	348,695	598,695	848,695
Minimum Reserve \$200,000 Facility Emerg Project																	
			If we get TIF then we can do a Park. If not then Debt Service and no park that year.														
302	(Limited Use)		Parks, Streets, Sidewalks (No Facilities)														
REET 2	Beginning Balance	276,650															
Add:	REVENUE (Budget)	492,260	400,000	350,000	300,000	300,000	300,000	300,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000
	X-fer Debt Admin	(11,940)	(12,000)	(12,000)	(12,000)	(12,000)	(12,000)	(12,000)	(12,000)	(12,000)	(12,000)	(12,000)	(12,000)	(11,000)	(11,000)		
	X-fer 2008 GO Transp	(194,300)	(194,300)	(194,625)	(20,000)	(20,000)	(20,000)	(20,000)	(20,000)	(190,950)	(194,244)	(192,075)	(189,675)	(191,920)	(193,695)	-	-
	X-fer PWTF Pac Hwy	(24,680)	(24,680)	(24,681)						(24,091)	(23,973)	(23,855)	(23,736)	-	-	-	-
	X-fer PWTF Gateway	(33,935)	(33,933)	(33,775)						(32,819)	(32,659)	(32,500)	(32,340)	(32,181)	(32,022)	-	-
302.062.310	Parkside Park	2,000															
302.065.310	Parkside Park - Soil	1,200															
302.304.310	N Lot Paid Parking	(275,000)															
302.614.319	S 268th Sidewalk	(94,000)															
	Sidewalks																
302.305.310	Guardrails	(25,000)		(25,000)		(25,000)		(25,000)									
25 Yrs Old	Wooton Park		(155,000)			(79,000)											
17 Yrs Old	Westwood Play Equip				(68,000)												
20 Yrs Old	Fieldhouse Playground (not boat)				(77,000)											(250,000)	
18 Yrs Old	Water Tower Park Playground					(80,000)											(250,000)
	Redondo Floats (+Grant)					(40,000)											
	Redondo Fishing Pier Deck (+Grant)					(67,000)											
0 Yrs Old	Beach Park - Add New						(210,000)										(250,000)
	N Lot/Fish Pier Restrooms							(250,000)									
	Redondo Restroom/Plaza - Remove?							(200,000)									
0 Yrs Old	SJU Park - Add New Play Equip																(250,000)
20 Yrs Old	Fieldhouse Skate Park (Repair)																(155,000)
29 Yrs Old	Kiddy Park Play Equip																(210,000)
0 Yrs Old	SJU Irrig & Landscape - Add New																(145,000)
11 Yrs Old	Midway Park Playground																(250,000)
8 Yrs Old	Fieldhouse Playground (Boat)																(250,000)
0 Yrs Old	Cecil Powel Neighborhood Park																(250,000)
	Road Overlays																(200,000)
Annual Activity			(19,913)	59,919	123,000	(23,000)	58,000	(207,000)	218,000	(9,860)	(12,876)	(10,430)	(7,751)	14,899	13,283	-	(1,960,000)
Ending Balance		138,255	118,342	178,261	301,261	278,261	336,261	129,261	347,261	337,401	324,525	314,095	306,344	321,243	334,526	334,526	(1,625,474)
Minimum Reserve \$250,000																	